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DOCKET
08-AFC-1
DATE OCT 30 2008
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October 30, 2008

Mr. Christopher Meyer
Project Manager
c/o Dockets Unit, 4th Floor
California Energy Commission
1516 Ninth Street
Sacramento, CA 95814-5512

Ref: Response to CURE Data Request Set 1 for Avenal Energy (08-AFC-1)

Dear Mr. Meyer:

Please find enclosed one original, twelve paper copies, and two electronic copies of the Avenal Power Center, LLC response to the California Unions for Reliable Energy (CURE) Data Request Set 1 for Avenal Energy (08-AFC-1). Electronic copies, along with proof of service declaration, are being concurrently sent to each of the individuals on the attached proof of service list.

If you have questions regarding the enclosed response, please call Jim Rexroad at (713) 275-6147, or me at the phone number in the letterhead.

Sincerely,

Cynthia Bael For

Joseph L. Stenger
Project Director
TRC Solutions, Inc.

Enclosure:
Response to CURE Data Request Set 1 (1 original, 12 paper copies, 2 CD copies)

Attachments:
Proof of Service

cc. Service List

BEFORE THE ENERGY RESOURCES CONSERVATION AND DEVELOPMENT COMMISSION OF THE STATE OF CALIFORNIA
1516 NINTH STREET, SACRAMENTO, CA 95814
1-800-822-6228 – WWW.ENERGY.CA.GOV

APPLICATION FOR CERTIFICATION ***For the AVENAL ENERGY PROJECT***	**Docket No. 08-AFC-1** **PROOF OF SERVICE** **(revised 10/27//2008)**

INSTRUCTIONS: All parties shall either (1) send an original signed document plus 12 copies or (2) mail one original signed copy AND e-mail the document to the address for the Docket as shown below, AND (3) all parties shall also send a printed or electronic copy of the document, which includes a proof of service declaration to each of the individuals on the proof of service list shown below:

CALIFORNIA ENERGY COMMISSION
Attn: Docket No. 07-AFC-9
1516 Ninth Street, MS-15
Sacramento, CA 95814-5512
docket@energy.state.ca.us

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DECLARATION OF SERVICE

I, Joshua D. Taylor, Declare that on October 30, 2008, I deposited copies of the attached Responses to the California Unions for Reliable Energy (CURE) Data Requests Set 1 for the Avenal Energy Project (08-AFC-1) at the Federal Express Hub on Barranca Parkway in Irvine, California, with waybills fully prepaid and addressed to those individuals identified on the Proof of Service list above.

I declare under penalty of perjury that the foregoing is true and correct.

Joshua D. Taylor

Avenal Energy AFC
(08-AFC-1)
Response to CURE Data Requests Set One

The following contains a listing of the Data Requests 1 through 59 submitted by CURE in CURE Data Request Set One and the corresponding Avenal Power Center, LLC responses for each request categorized by Technical Area.

Technical Area: Air Quality

DATA REQUEST

1. Please discuss greenhouse gas emissions from the Avenal Energy project in the context of the energy sector achieving the goals of California's Global Warming Solutions Act of 2006 (AB 32).

RESPONSE

Prior to answering this question, Avenal first needs to correct errors in the background section that precedes the question. The background section assumes all of Avenal's emissions become an additional contribution to the greenhouse gas emissions in California, and therefore, Avenal contributes significantly to an existing problem.[1] This assumption is incorrect.

The first inaccurate statements are "These additional greenhouse gases would contribute to global climate change, aggravating an existing, widely acknowledged significant global problem" and "the additional emission from the proposed plant constitute a significant cumulative contribution to statewide greenhouse gas emissions."[2] These statements assume all of the energy produced by this facility and the resulting carbon emissions are additive to the amount of energy currently produced and used by consumers. Although this premise of simple addition may be applicable to manufacturing a product, it is inaccurate when applied to the use of energy in the context of greenhouse gas reduction. The California Energy Commission (CEC) found in the Final Commission Decision on the Humboldt Bay Repowering Project (06-AFC-7) (September 2008) ("Humboldt Decision"),

> [*E]ven if it were not replacing this existing facility, it would be speculative to conclude that the project would result in a cumulatively significant GHG impact. AB 32 emphasizes that GHG emissions reductions must be 'big picture' reductions that do not lead to 'leakage' of such reductions to other states or countries. If a gas-fired power plant is not built in California, electricity to serve the load will come from another generating source. That could be renewable generation like wind or solar, but it could also be from higher carbon emitting sources such as out-of-state coal imports that are still a significant part of the energy that serves California.*[3]

The very nature of electricity requires that electricity production be balanced with demand at all times. Thus as noted by the CEC in the Humboldt decision, if this project is producing electricity, another facility in another location that produced electricity prior to the operation of Avenal is being displaced. As noted in the 2007

[1] CURE Data Requests, Set One (Nos. 1-59) ("Cure Requests") p. 1 (Oct. 1, 2008).
[2] CURE Data Requests pp. 2 – 3.
[3] Final Commission Decision Humboldt Bay Repowering Project (06-AFC-7) p.120 (September 2008).

Integrated Energy Policy Report (IEPR), 70% of California's electricity supply comes from conventional generation resources that use natural gas, coal, and nuclear energy.[4] Nuclear energy resources are "must take" resources that are not dispatched on the margin like natural gas and coal resources. For natural gas and coal resources, the California Independent System Operator (CAISO) dispatches power plants by heat rate. Therefore, Avenal will displace a less efficient power plant that would produce higher greenhouse gas emissions than itself. Thus, the greenhouse gas impact of Avenal would be to reduce the carbon content of the electricity produced to serve load, not to increase the carbon content of that energy. Therefore, it is inaccurate to simply assume Avenal's emissions add to the current emissions inventory for energy serving California and the west.[5]

The background also implies concern about the electric power emissions in California by stating California produces 6% of greenhouse gas emissions worldwide,[6] but the background fails to acknowledge that nationwide the electric power industry produces approximately 33.7% of greenhouse gas emissions whereas in California it is only 23%.[7] This is due in part to the efforts of the CEC to improve the efficiency of appliances and buildings through the adoption of efficiency standards. According to the 2007 IEPR, while the rest of the United States has increased per capita energy consumption by 50% in the last 30 years, California's per capita energy consumption has remained almost flat.[8]

The relatively small contribution to greenhouse gas from the electric sector in California can be reduced further by replacing existing coal generation with natural gas. According to the 2007 IEPR, California gets nearly 16% of its electricity from coal.[9] This electricity, largely from out-of-state imports, contributes between 39 and 57% of the emissions associated with the electricity used by Californians.[10] Furthermore, natural gas generation also complements the addition of intermittent renewable energy sources by providing peaking capacity.[11] Lastly, the "elephant" CURE fails to mention is transportation. Transportation is the single largest contributor to greenhouse gas emissions in California, contributing approximately 38% of the greenhouse gas emissions for the state.[12]

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[4] 2007 IEPR p. 64.
[5] Although it may be argued that a portion of Avenal's production will serve load growth, the construction of the Avenal facility does not induce such growth and, as a result, such load growth is not a reasonably foreseeable impact of the Avenal project.
[6] CURE Data Requests p. 2.
[7] Climate Change Proposed Scoping Plan, a framework for change ("Proposed Scoping Plan") California Air Resources Board p.11 (October 2008); Inventory of U.S. Greenhouse Gas Emissions and Sinks 990-2006, U.S. EPA, April 2008, at ES-7.
[8] 2007 IEPR pp. 16 – 17.
[9] 2007 IEPR p. 66.
[10] 2007 IEPR p. 19.
[11] See 2007 IEPR p.186.
[12] Proposed Scoping Plan p. 11.

CURE's background discussion further requests Avenal demonstrate how it will be consistent with the renewable portfolio standard (RPS).[13] CURE misunderstands the RPS. The RPS, required by the California Public Utilities Commission, applies to load serving entities, not to individual power plants. It applies to the mix of energy used to serve load. Although the RPS is proposed to increase to 33%, it still only constitutes 33% of the energy used by California consumers. The remaining 67% needs to come from other sources. The 2007 IEPR concludes "for the foreseeable future, the state will continue to rely heavily on these [natural gas, coal, and nuclear] resources."[14] "Natural gas is cleaner than other petroleum-based fuels and has become California's fuel of choice for most new power plants because of its environmental benefits."[15]

Lastly, CURE's background comments go into an extensive discussion of what are essentially offsets. The California Air Resources Board (CARB) has just issued their Climate Change Proposed Scoping Plan, a Framework for Change, October 2008 (the "Proposed Scoping Plan"), which was prepared in response to AB 32. In the Proposed Scoping Plan CARB clearly indicates the rules for offsets will be stringent and must be real, permanent, quantifiable, verifiable, enforceable and consistent with California Health and Safety Code Section 38562(d)(a) and (2).[16] Furthermore, the Proposed Scoping Plan states the rules for offsets will be developed in a future cap-and-trade rulemaking.[17] In the context of CARB's plans under AB 32, offsets are an *optional* component of the broader cap-and-trade program. The function of offsets (in the sense of mitigation) is subsumed, under CARB's proposed regulatory program, by the cap-and-trade program. In that program, offsets can be used to supplement greenhouse gas allowances which are the basic mechanism for requiring economy-wide reductions in greenhouse gas emissions. Avenal will be a participant in this program and, as a result, will contribute to the statewide reductions necessary to achieve the goals of AB 32.

Having addressed some of the inaccuracies included in CURE's background section, this discussion will now address the specific request to "discuss greenhouse gas emissions from the Avenal Energy project in the context of the energy sector achieving the goals of AB 32."[18] AB 32 requires CARB to adopt standards that will reduce statewide greenhouse gas emissions to the statewide greenhouse gas emission levels in 1990 by the year 2020. CARB is developing a comprehensive program to reduce the greenhouse gas emissions within California, and for the electric industry for imported power as well.[19] CARB has promulgated regulations for reporting emissions from greenhouse gas sources including power plants of 1

[13] CURE Data Requests p. 2.
[14] 2007 IEPR p. 64.
[15] 2007 IEPR p. 65.
[16] Proposed Scoping Plan pp. 30 & 36.
[17] Proposed Scoping Plan p. 36.
[18] CURE Data Requests p. 4.
[19] See Proposed Scoping Plan, Executive Summary.

megawatt (MW) or larger. In addition, CARB's Proposed Scoping Plan will come before the CARB board for a vote on December 11, 2008.[20]

The Proposed Scoping Plan includes a wide range of measures to reduce greenhouse gas emissions and meet the target of 1990 emissions by 2020.[21] For the electric power industry the Proposed Scoping Plan includes both command-and-control and market mechanisms.[22] The command-and-control measures include maximizing energy efficiency, including both building and appliance efficiency standards.[23] Energy efficiency is recognized as the most cost-effective way to reduce carbon emissions, and has already generated more than $50 billion in savings over the past three decades.[24] By focusing on cost effective energy efficiency, the Proposed Scoping Plan obtains overall savings to California. The second command and control measure for the electric power sector involves increasing the RPS to 33%.[25] A third measure continues the efforts to obtain 3,000 MW of installed solar power under the "million solar roofs" program.[26] In addition to these command-and-control measures, the Proposed Scoping Plan includes a market based cap-and-trade program that will be part of a broader trading program covering the members of the Western Climate Initiative.[27] The Proposed Scoping Plan's comprehensive program is expected to provide the electric power sector's contribution to reducing greenhouse gas emissions in California. Under this comprehensive program, greenhouse gas emissions in California will be reduced to not more than 1990 levels, including emissions from the Avenal project.

As discussed above, efficient, clean gas-fired generation is recognized in the 2007 IEPR as the technology needed to fill the gap that cannot now be served by renewable generation, the technology needed to provide system stability to integrate new renewable generation, and the technology favored to replace existing coal contracts.[28] Consistent with the goals of the 2007 IEPR, Avenal will replace less efficient fossil generation and help further reduce the carbon content of the energy used by Californians.

DATA REQUEST

2. Please discuss the greenhouse gas emissions reductions that could be achieved implementing the following mitigation measures for the Avenal Energy project:

[20] Notice of Public Meeting to Consider Approval of AB 32 Scoping Plan to Reduce Greenhouse Gas Emissions in California, ARB, October 15, 2008.
[21] Proposed Scoping Plan at ES-3 to ES-4.
[22] Proposed Scoping Plan p. 17.
[23] Proposed Scoping Plan pp. 41 – 44.
[24] Proposed Scoping Plan p. 41.
[25] Proposed Scoping Plan pp. 44 – 46.
[26] Proposed Scoping Plan p. 53.
[27] Proposed Scoping Plan pp. 30 – 38.
[28] 2007 IEPR p. 186.

a) Reducing greenhouse gas emission at other Applicant-owned operations worldwide;

b) Installing or purchasing renewable energy;

c) Financing community projects to reduce greenhouse gas emissions, e.g., installation of photovoltaic panels on local businesses;

d) Paying offsets to a qualifying organization.

RESPONSE

Please see response to CURE Data Request 1 above.

DATA REQUEST

3. Please indicate whether the Applicant would be willing to implement measures to reduce the Avenal Energy project's greenhouse gas emissions. If the answer is yes, please identify greenhouse gas mitigation measures and quantify emissions reductions. If the answer is no, please discuss why the Applicant does not deem mitigation of greenhouse gas emissions necessary.

RESPONSE

Please see response to CURE Data Request 1 above. Avenal will be mitigating for the carbon emissions of this project through CARB's comprehensive program adopted pursuant to AB 32, including participation in CARB's cap-and-trade program.

DATA REQUEST

4. Please identify which of the Avenal Energy project's proposed offsets would be subject to discounting under the proposed amendments to Rule 2201.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. Since the San Joaquin Valley Air Pollution Control District (SJVAPCD) is expected to issue the Final Determination of Compliance (FDOC) prior to any failure of the equivalency system, the offsets proposed by the Applicant for mitigation are not expected to be subject to discounting. The SJVAPCD has noted that they do not expect to fail the equivalency demonstration for 2008. The comment period for the Preliminary Determination of Compliance (PDOC) has closed, and the Applicant believes the FDOC will be issued sometime this year. There is no reasonably foreseeable scenario under which the FDOC would be delayed long enough for the offsets to be subject to any discounting. Therefore, the information requested is irrelevant to the Application for Certification (AFC). For additional details, please see the Applicant's response to CEC staff Data Request 76 in the Response to CEC Data Requests 75-94 (Set 2), Avenal Energy Project (08-AFC-1) submitted to the CEC on September 24, 2008.

DATA REQUEST

5. Please propose a contingency plan for the Avenal Energy project's offset strategy in case some or all of the proposed offsets would be subject to discounting under Rule 2201.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. As described in the response to Data Request 4, it is not anticipated that any of the Avenal Energy project's proposed offsets will be subject to discounting, since there is no reasonably foreseeable scenario under which the FDOC would be delayed long enough for any discounting to occur. Furthermore, CEC will not issue a Decision for the project until after the FDOC is issued. Therefore, not only is there no reasonably foreseeable scenario for discounting at this time but, in addition, the absence of discounting will be final prior to the CEC decision. The California Environmental Quality Act (CEQA) does not require the analysis of unlikely speculative scenarios in CEQA documentation and, therefore, a contingency plan is not required.

Technical Area: Health Risks

DATA REQUEST

6. a) Please provide additional detail regarding application of pesticides at the proposed project site including documentation of types of pesticides used over the past 30 years and quantities applied.

   b) Please provide certification for organic farming for the property to be developed.

   c) Please conduct a limited soil sampling program to ensure that construction workers will not be exposed to pesticides adsorbed to dust particles.

RESPONSE

a. An Objection to this data request was filed by the Applicant on October 20, 2008. As described in the Phase I Environmental Site Assessment (ESA) (AFC Appendix 6.14-1), pesticide use at the property is reported to have occurred in accordance with limitations of the County of Kings Department of the Agricultural Commissioner. The Department of the Agricultural Commissioner performs under the jurisdiction and direction of the California Department of Pesticide Regulation and enforces pesticide regulation at farms in Kings County including Code of Regulations Title 3, Division 6 regulations. These regulations are established to provide protection to the environment and human health, including health protection for field workers performing Hand Labor defined as work "performed by hand or with hand tools that causes substantial contact with surfaces (such as plants or soil) that may have pesticide residues" (3 CCR 6000). Furthermore, the site was Certified organic on August 7, 2008. In order to obtain this Certification, organic farms are required to document all chemical and pesticide use for the previous three years, and none of the chemicals identified by the commenter are allowed to have been used. The Certification demonstrates that it has been more than three years since any of these chemicals were applied. Because pesticide use at the property has been in accordance with local and state regulations, and because none of the chemicals identified by the commenter have been applied in at least three years, the information requested by Data Request 6a is not necessary to make a decision regarding the AFC.

b. Evidence of Kochergen Farm's Organic Certification is provided in Exhibit C6.

c. An Objection to this data request was filed by the Applicant on October 20, 2008. The Phase I ESA for the site did not identify any Recognized Environmental Condition to warrant sampling and concluded that, while pesticides were used in accordance with limitations of the Agricultural Commissioner in the past, the property was being operated as an organic

farm, with organic Certification pending. The Phase I ESA also reported that no storage or mixing of pesticides or herbicides has been conducted at the site. Within the time frame given to respond to these comments, the Applicant was able to confirm the half-lives for most, but not all, of pesticides referenced by the commenter, which may or may not have ever been used at the site. Based on the Applicant's review of readily available half-live literature, the preponderance of the pesticides referenced by the commenter have relatively short half lives compared to the more than three years since the farm has applied any of the pesticides referenced by the commenter, with many half-lives having passed since that time. Additionally, dieldrin, the example cited in the commenter's "Background" statements as a potential concern and slow to break down, reportedly has not been widely used since 1974 and there has been no reported use in California since 1991[29]. The reported half-life for this compound is 2.5 years[30]. Thirteen half-lives have passed since this pesticide has been widely used, and seven half lives have passed since its last reported use in California. Considering these factors, the requested limited soil sampling program is not necessary to analyze the potential impacts of the project.

DATA REQUEST

7. a) Please describe and map the contaminants at the Pacific Gas & Electric (PG&E) Kettleman Compressor Station and Kochergen Farms Composting. Please include any soil contaminant data that may indicate a risk to construction workers involved in the excavation or grading of soil at PG&E Kettleman Compressor Station and Kochergen Farms Composting for transmission line or pipeline construction.

   b) If no data are available in areas of soil disturbance, please conduct a limited sampling program to ensure construction workers are not at risk from dermal contact or ingestion of contaminated soil.

<u>RESPONSE</u>

a. An Objection to this data request was filed by the Applicant on October 20, 2008. The route for the gas pipeline has been finalized and is provided in the Applicant's responses to CEC staff Data Request Nos. 84 and 89 in the *Response to California Energy Commission Data Requests 75-94 (Set 2), Avenal Energy Project (08-AFC-1)* submitted to the CEC on September 24, 2008. The ESA for the pipeline route provided in Exhibit 89-1 of the Applicant's response to Data Request 89 found no evidence of past releases of hazardous materials along the pipeline route. Section 6.3.1 in the Phase I ESA documents that the Kettleman compressor station's former ponds, where

[29] Pesticide Action Network (PAN), http://pesticideinfo.org, site visited October 8, 2008.
[30] US Department of Health and Human Services Agency for Toxic Substances and Disease Registry (ATSDR) Toxicological Profile for Aldrin/Dieldrin, September 2002.

a past release of hazardous materials is known to have occurred, are not located near the pipeline route. The potential distribution of contaminants located away from the pipeline route is not relevant to the Avenal Energy project nor necessary to make a decision regarding the AFC.

With regard to the Kochergen Farms Composting Facility, the Applicant has reviewed the information provided in the reference (footnote 13) provided with this data request and this reference contains no information that would imply there has been any release of hazardous material at this site. The reference is simply a link to a page for this site on the California Regional Water Quality Control Board (RWQCB) Geotracker data base. On October 8, 2008, when the site's Geotracker page was reviewed, the page contained no information indicative of any type of hazardous material release or any other relevant issue. The Applicant's consultant, Mr. Joseph Stenger (TRC) subsequently contacted the RWQCB on October 8, 2008 at 12:45 pm and spoke with Mr. Dane Johnson, Senior Engineering Geologist (559-445-5116). Mr. Johnson looked up information for the Kochergen Farms Composting Facility and indicated that this facility is on the Geotracker data base because it is a green waste composting facility that is registered with the RWQCB, and that the RWQCB is not aware of any hazardous materials releases, past or ongoing operating violations, or other potentially relevant issues at this site. The Kochergen Farms Composting Facility was also evaluated in the Phase I ESA provided to the CEC in Exhibit 89-1 and it was determined that there is no evidence of any Recognized Environmental Condition. There is no known evidence of contamination at the Kochergen Farms Facility and, therefore, no contaminants to map or describe pursuant to the data request.

b. An Objection to this data request was filed by the Applicant on October 20, 2008. As described in response "a" above, the Phase I ESA and other aforementioned information sources indicate that there are no Recognized Environmental Conditions in the subject areas. Therefore, sampling is not warranted and is not necessary to make a decision regarding the AFC.

Technical Area: Water Supplies

DATA REQUEST

8. Please provide all additional documentation that may be necessary to ensure water service from the City of Avenal, Kings County and Westlands Water District, including:

    - Any contractual agreements that are necessary with the City of Avenal and/or Kings County for the delivery of water from Central Valley Project Entitlements.

    - Any wheeling agreements with the Westlands Water District for conveyance of the Kings County SWP water to the proposed project site that may be necessary.

    RESPONSE

    The "will serve" letter from the City of Avenal for the delivery of the project's water supply was provided in AFC Appendix 6.5.3. The Applicant knows of no additional documentation or agreements that are currently required for the City of Avenal to deliver water to the project from the City's State Water Project (SWP) allocation. From recent discussions with the City of Avenal City Manager, the Applicant understands that the City of Avenal's existing water supply allocation allows for Municipal and Industrial uses within the city limits and that the City requires no additional approvals. The Avenal Energy site is located within the City of Avenal. Therefore, the Applicant believes all necessary documentation has been provided.

Technical Area: Seismicity

DATA REQUEST

9. Please incorporate the requirements of the 2007 California Building Code (CBC) in calculating the design basis ground motion and maximum credible ground motion for the project site to include project site-specific consideration of site class, seismic design category, and site amplification coefficients.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. There is no validity to the commenter's suggestion that "[t]he AFC estimate, based on the maximum credible earthquake, is likely too low because it estimates peak horizontal ground acceleration to be 0.47g, just slightly higher than the estimate of 0.46g we obtained using the design basis earthquake". The reason there is no validity to this suggestion is because the maximum credible earthquake (MCE) identified in the AFC is the maximum earthquake that would be expected based on the known tectonic framework, which is, by definition, a deterministic analysis that is independent of frequency of occurrence. Conversely, the earthquake estimated by the commenter (i.e., the earthquake with a 10 % probability of being exceeded in 50 years) is, by definition, estimated by probabilistic analysis, which is a different methodology that is reliant on frequency of occurrence. For a given fault, an MCE will always be either larger than or similar to any probabilistically derived earthquake. For this particular site, the MCE and the earthquake with a 10 percent probability of being exceeded in 50 years are estimated to have similar ground motions because the controlling fault (Segment 14 of the Great Valley ramp thrust, see AFC Table 6.3-2) has a short return period.

The recent changes to the CBC are adequately considered in the AFC in that the AFC specifies that the project will be required to comply with the CBC, without reference to any specific version. The AFC was prepared considering that the CBC is subject to change from time to time and qualifies compliance using terms such as the "current" version of the CBC and the "latest version available" of the CBC (e.g., see AFC Table 2.5-1, AFC Section 6.3.2.4, and AFC Appendix 2-1). AFC Section 6.3.2.4, Project Design Features, commits that:

> *"…a detailed, site-specific seismic evaluation will be performed as part of detailed Project design. This evaluation will determine the governing design ground acceleration, and will be coordinated with power plant structural design, as needed, to control any potential impacts associated with ground shaking, in accordance with the CBC."*

Through this Project Design Measure committed in the AFC, the Applicant has already incorporated the requirements of the 2007 CBC (and any applicable subsequent amendments) in calculating the design basis ground motion for the

project site including site-specific consideration of site class, seismic design category, and site amplification coefficients, as requested by the commenter. As evidenced by the above quoted design measure from the AFC, the seismic assessment in the AFC is not intended to be the basis of the project's seismic design; it is intended to note the potential degree of groundshaking that may be experienced at the site to provide a seismic context for environmental analysis, and the AFC notes that the project structural design will meet the design basis earthquake in accordance with the CBC. The seismic analysis for the basis of project design will be completed as part of the detailed project design work to be completed prior to construction, and will follow the latest version of the CBC. The 0.47g peak horizontal ground acceleration estimated in the AFC was determined using a valid methodology widely accepted in the geologic profession and is reasonably representative for purposes of a CEQA-level environmental analysis, albeit not specifically focused to detailed structural design under the new CBC. When final seismic analysis is completed for detailed structural design prior to construction, it is expected that the design seismic acceleration calculated pursuant to the new CBC will be generally similar to or less than the 0.47g acceleration identified in the AFC.

Based on the above considerations, this data request is requesting information that is not necessary to make a decision regarding the AFC, since the AFC already incorporates consideration of the requirements of the 2007 CBC (and any applicable subsequent amendments).

Technical Area: Transmission System Engineering

DATA REQUEST

10. When does the Applicant expect there to be an ISO-produced System Impact Study (SIS), as opposed to the current SIS document prepared by a consultant to the Applicant?

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. The (CAISO) has recently obtained approval from Federal Energy Regulatory Commission (FERC) on 26 September 2008, for changes to the Large Generator Interconnection Procedures (LGIP), with regards to the number and timing of studies performed under the LGIP. Under the new procedures the SIS no longer exists and its requirements have been incorporated into the Phase 1 and Phase 2 Interconnection Studies, as defined in the revised LGIP. Therefore, the request is no longer relevant. However, the CAISO has notified Avenal that the Phase 1 Interconnection Study for the Transition Cluster will begin December 1, 2008. Avenal will be included in the Transition Cluster.

DATA REQUEST

11. When does the Applicant expect there to be an ISO-approved SIS?

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. Please see response to CURE Data Request 10 above. Avenal has met the requirements to remain in the Transition Cluster and would expect the Phase 1 Interconnection Study to be completed no more than 240 days after the start of the study in accordance with the approved LGIP.

DATA REQUEST

12. Does the Applicant believe it can receive a CEC permit without an ISO-approved SIS? If so, on what basis?

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. CURE Data Request 12 does not request information and instead asks for Avenal to speculate on CEC policy interpretations. The CEC has accepted third party transmission studies similar to the one provided by Avenal. Avenal has not been notified by CEC that the study performed by Navigant is in any way deficient or inconsistent with typical studies performed under guidelines similar to those contained in the LGIP. Furthermore, the third party transmission study

provides a reasonable level of information upon which the CEC can conduct their analysis and make a decision on the project.

DATA REQUEST

13. Please provide any communications between the ISO and the Applicant on the subject of System Impact Studies not produced by or for the ISO itself.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. There have been no formal communications or documentation with the CAISO regarding the third party study provided to the CEC.

DATA REQUEST

14. Please provide any ISO-authored documents in the Applicant's possession in which the ISO indicates that it is appropriate for projects in the ISO queue to produce their own system impact studies.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. Please see response to CURE Data Request 13 above.

DATA REQUEST

15. Please provide any communications from the ISO or documents authored by the ISO that confirm that the applicant-funded SIS in this proceeding uses ISO-approved assumptions and/or ISO-approved methodology.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. Please see response to CURE Data Request 13 above. However, the assumptions and methodology for performing the third-party study provided to the CEC were validated and confirmed to be consistent with an ISO performed and approved Feasibility Study (previously provided) to the CEC. Additionally, Navigant notes that the study was performed consistent with the procedures and policies of the LGIP for the performance of a SIS.

16. Please provide any documentation in the Applicant's possession that the ISO would not require the Applicant to mitigate overloads in excess of 100 percent that occur in with-Avenal cases if:

    a) Those overloads occur in no-Avenal cases as well.

    b) Higher overloads (of the same facilities) occur in different no-Avenal cases with different assumptions.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. The CAISO LGIP contained in the CAISO Open Access Transmission Tariff (OATT) and the body of regulatory history associated with the CAISO OATT provides for the methodology and guidelines for allocating costs associated with various transmission system upgrades including those required by interconnection customers as well as pre-existing conditions. These documents also clearly define the procedures and expectations an interconnection customer must follow and comply with in order to interconnect to the transmission system. Avenal has and continues to comply with these procedures and understands that it will be allowed to interconnect to the transmission system upon execution of a Large Generator Interconnection Agreement as defined in the CAISO OATT. The current OATT can be found posted on the CAISO website and the FERC website and provides public access to the regulatory history addressing the procedures and practices associated with cost allocation methods for transmission system upgrades. Links to these websites are www.caiso.com and www.ferc.gov. As this data is readily available to the public no further data is provided in this response.

DATA REQUEST

17. In cases where the Applicant's SIS shows overloads in a no-Avenal case, please explain the basis for assuming that such overloads would be mitigated by PG&E (and/or others) prior to the construction of Avenal.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. Please see response to CURE Data Request 16 above.

DATA REQUEST

18. If the Applicant does not believe that overloads in a no-Avenal case would be mitigated prior to the construction of Avenal, please explain why the Applicant believes it either (a) would, or (b) should be allowed to interconnect to a system that is already subject to overloads.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. Please see response to CURE Data Request 16 above.

DATA REQUEST

19. In cases where the Applicant's SIS shows overloads in a no-Avenal case, please explain what mitigation by PG&E (and/or others) the Applicant expects to be constructed/installed prior to the construction of Avenal.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. Please see response to CURE Data Request 16 above. Further, transmission planning and transmission upgrades associated with other transmission system customers or the transmission owners are confidential and not available to Avenal.

DATA REQUEST

20. If the Applicant's SIS shows a contingency that would result in a >100% loading without Avenal and an even higher loading with Avenal, please explain whether and why the CEC should expect that:

    a) the >100% post-contingency loading without Avenal would be mitigated prior to the construction of Avenal, to a level just below 100%.

    b) Avenal would then increase the post-contingency loading back to over 100%.

    c) Avenal should thus be responsible for additional mitigation that has not yet been identified or priced.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. Please see response to CURE Data Request 16 above.

DATA REQUEST

21. If the Applicant's SIS shows a contingency that would result in a >100% loading without Avenal and an even higher loading with Avenal, please explain whether and why the CEC should expect that:

    a) the >100% post-contingency loading without Avenal would be mitigated prior to the construction of Avenal, to a level well below 100%.

    b) Avenal would then increase the post-contingency loading back to a higher level, but not over 100%.

    c) Avenal should thus share in the cost of the mitigation that reduces post-contingency loadings below 100%, since it benefits from that mitigation.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. Please see response to CURE Data Request 16 above.

DATA REQUEST

22. Please describe in detail the ISO interconnection rules that the Applicant expects will be used by the ISO to evaluate Avenal's interconnection request, including citations to the relevant FERC approvals of those rules.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. Please see response to CURE Data Request 16 above. In particular, Avenal would direct CURE to review the publicly available document titled Large Generator Interconnection Procedures (Current tariff) with revisions in green (Appendix GG) at http://www.caiso.com/201c/201cc1ea20600.pdf. The link provides in detail the rules that Avenal expects the CAISO to use in advancing Avenal's Interconnection Request. Please see http://www.caiso.com/2051/20517cf513430.pdf for the conditional FERC approval.

DATA REQUEST

23. Please indicate Avenal's position in the ISO interconnection queue.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. This information is confidential. Further the identity of other interconnection customers within the interconnection queue is also confidential and not available to Avenal. Any request regarding queue positions and identities of specific projects within that queue should be directed to the CAISO.

DATA REQUEST

24. Please indicate if the SIS performed for Avenal assumed (a) the same interconnection rules identified in the response to question 12, (b) interconnection rules in effect in the past, or (c) some other set of interconnection rules.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. The study provided to the CEC provides a detailed discussion of the criteria for performing the study. Further, the study notes that the underlying data for the study was provided by the CAISO and a CAISO-performed Feasibility Study was used to validate the results of the Navigant study. Further, the study notes that the procedures and methodology used to complete the study are consistent with those specified by the CAISO in the LGIP in effect at the time of the study performance. Additional information regarding the underlying data provided by the CAISO is confidential and unavailable to Avenal. Any requests for CAISO confidential information should be directed to the CAISO.

DATA REQUEST

25. Please identify the bases for the choices between transmission upgrades and special protection schemes (SPS's) as mitigation for the potential overloads in the Applicant-provided SIS.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. The suggested SPS's discussed in the study are based on customarily accepted methods,

> "For CAISO Category "C" contingencies (according to WECC reliability criteria), the overloads may be mitigated by load shedding or generation dropping. PG&E or CAISO or both may require new generators to take part in and be responsible for the costs of operating procedures and/or Special Protection Schemes (SPS) for the Category "C" emergency overloads caused by the project. Present CAISO planning guidelines limit the number of SPS that can be utilized by a new generating project to four. Section 10.3 summarizes the new Category C facility overloads and potential reconductoring costs and discusses how they could potentially be reduced by the use of SPS."[31]

Further, the suggested SPS's are provided as an estimate of potential reductions in costs and impacts to the transmission system. The decision to implement these SPS's or others more valuable to the CAISO resides solely with the CAISO. The full impacts of the project to the transmission system are contained within the study as provided.

DATA REQUEST

26. Please provide any communications from the ISO to Avenal indicating that the ISO has or will approve the SPS's proposed in the Applicant-funded Avenal SIS.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. There are no communications discussing specific special protection schemes that would be selected and approved by the CAISO. These discussions will occur during the Phase 1 Interconnection Study.

DATA REQUEST

27. Please provide any information in the Applicant's possession as to the identities of the projects ahead of Avenal in the ISO interconnection queue that are located

[31] Section 10, Mitigation, of the 3rd party System Impact Study docketed with the CEC on September 19, 2008.

electrically close to Avenal and are listed in the SIS by interconnection queue number.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. Please see response to CURE Data Request 23. Further, Avenal is not required to speculate as to the identity of other projects either ahead or behind it in the interconnection queue for purposes of identifying the potential impacts of the Avenal Energy project to the transmission system.

DATA REQUEST

28. Please provide the Applicant's current beliefs as to the identities of the projects ahead of Avenal in the ISO interconnection queue that are located electrically close to Avenal and are listed in the SIS by interconnection queue number.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. Please see response to CURE Data Request 27.

DATA REQUEST

29. Please identify each project currently in licensing at the CEC which the Applicant believes was included as a built project in its SIS.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. Please see response to CURE Data Request 27.

DATA REQUEST

30. Please identify each project licensed by the CEC in the last 5 years which the Applicant believes was included as a built project in its SIS.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. Please see response to CURE Data Request 27.

Technical Area: Traffic and Transportation

DATA REQUEST

31. Please provide the figures referenced in Section 6.11.

RESPONSE

Section 6.11 of the AFC includes Figures 6.11-1, 6.11-2, 6.11-3 and 6.11-4. Copies are attached as Exhibit C31-1 through C31-4.

DATA REQUEST

32. Please provide the count data referenced in the footnote to Table 6.11-2.

RESPONSE

Traffic count information is provided in Exhibit C32 for study intersections and highway/freeway segments:

- Intersection Peak Hour Turning Movement Counts – taken during Construction Shift 1 and Shift 2 time periods; used for intersection, segment, and ramp analysis volumes.
- Segment Classification Counts – taken for 24-hours during a typical weekday (used for roadway segment volumes and heavy vehicle percentages).
- Freeway/Highway Caltrans Counts – provided by Caltrans; volumes from several days averaged to develop hourly analysis volumes; heavy vehicle percentages used as reported; daily volumes used as reported.
- Final Traffic Volumes – traffic volumes used for analysis after data reduction of the above count information.

DATA REQUEST

33. Please provide data and support for the estimate that "…15 percent of the workers will carpool."

RESPONSE

The 15 percent carpooling rate is an estimate made by the Applicant. Carpooling is expected due to the relatively long distances to regional population centers from which most workers will commute, especially considering the recent increases in transportation costs over recent years combined with financial hardships associated with recent economic downturns. The 15 percent estimate used for the traffic analysis is considered conservative (low) by the Applicant. Fifteen percent carpooling would be accomplished if only 3 in every 20 workers on average arrive at the site in a shared vehicle. The 15 percent estimate is substantially below carpooling rates estimated by others for other power plant construction projects (e.g., 08-SPPE-1, 04-SPPE-1, 03-SPPE-2).

DATA REQUEST

34. Please provide calculations, data and support for the conclusion that the use of a traffic monitor as mitigation will result in an impact that is less than significant at Avenal Cutoff Road and the State Route (SR) 198 east bound (EB) ramps.

RESPONSE

The impact at the subject intersection is due to increased delays for minor street traffic at the subject intersection. As described in AFC Section 6.11.2.2.1, the cause of the delay is north-south traffic on Avenal Cutoff Road being heavy enough so as not to provide sufficient gaps for the minor street traffic to cross/enter the intersection. The intersection does not meet the peak hour volume signal warrant (California Manual on Uniform Traffic Control Devices: Warrant 3) due to the low minor street volumes. Neither the westbound nor the eastbound approaches have more than 31 peak hour volumes for any of the study time periods or scenarios, so few vehicles would be delayed, even if no mitigation were proposed. The basis of the conclusion in the AFC that the impact will be mitigated to a level that is less than significant is that the traffic monitor proposed for mitigation will, by design, implement sufficient breaks in the north-south traffic on Avenal Cutoff Road to reduce the minor street delay at least as required to maintain the project impact at a level that is less than significant (i.e., no reduction in Level of Service (LOS) below the C/D transition).

DATA REQUEST

35. Please provide LOS calculations for PM peak traffic hours in 2012 under both No Project and Project Operating conditions for the intersection of SR 198 EB Ramps and Avenal Cutoff Road. Please also describe what mitigation measures will be taken if a significant traffic impact is found to reduce the impact to a level that is less than significant.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. Year 2012 LOS calculations have not been performed for PM peak hour traffic at the intersection of the State Route (SR) 198 EB Ramps and Avenal Cutoff Road because project-related traffic will be negligible at this intersection. As stated in AFC Section 6.11, the largest routine operating staff on site at any one time will consist of approximately 17 employees. As identified in AFC section 6.10.2.2, this will include a combination of both 8- and 12-hour shift personnel. Even if all 17 employees are assumed to leave the site within the same 10 minute period, this small amount of traffic would amount to less than two vehicles per minute and these vehicles would disperse along various roadways toward their respective destinations so there is not likely to be any measurable project-related concentration of traffic at the subject intersection, located 15 to 20 minutes away from the site. No measureable impact is anticipated and no mitigation is

required. Based on the negligible number of project-related vehicles which could be reasonably expected to be at this intersection at any given time, the requested LOS analysis is not necessary to make a decision regarding the AFC.

DATA REQUEST

36. Please describe and define the type of bikeway that exists on Avenal Cutoff Road. Is it a Class I (bike path), Class II (bike lane), or a Class III (bike route) facility?

RESPONSE

Avenal Cutoff Road is classified as an existing bikeway in the *2007 Kings County Regional Transportation Plan* and the *2005 Kings County Regional Bicycle Plan*. There is no signing or striping on Avenal Cutoff Road to determine the type of bikeway. According to the Bicycle Plan, this bikeway is planned for school/employment demand. Employment along Avenal Cutoff Road is almost entirely agricultural in nature and no schools are located along this segment. Given the distance to residential development and current zoning, it unlikely that this route is used for either of the given uses. Actual bicycle ridership information is not available for this segment, but no bicycle use has been noted during any field visits conducted by the Applicant or the Applicant's consultants either for the AFC preparation (TRC Solutions, Inc.) or for the traffic analysis (TPG Consulting, Inc.).

DATA REQUEST

37. Please disclose and analyze any potentially significant impacts to the existing bikeway on Avenal Cutoff Road caused by the additional traffic during construction. If a significant impact is found, please describe what mitigation measures will be taken to reduce the impact to less than significant.

RESPONSE

Avenal Cutoff Road is a paved 2-lane road with 12-foot wide travel lanes and paved 3- to 5-foot wide shoulders. The road is straight with featureless terrain and excellent sight distance. The area is rural and located far from population centers. Use of this road by bicycles is infrequent. Construction traffic would primarily be limited to a very small fraction of the day when construction workers are commuting two and from work. Outside of these commuting hours, project-related traffic would be minor. Considering these factors, no material impact to bicycle traffic is expected.

DATA REQUEST

38. Please disclose, analyze, and mitigate any potentially significant impacts to traffic using the Avenal Cutoff Road roadway during construction of the water and gas lines.

RESPONSE

Pipeline construction along Avenal Cutoff Road will occur in accordance with a traffic management plan to minimize impacts to traffic. The traffic management plan will include typical localized traffic management procedures (signage, cones and flagmen) designed to minimize disruption to traffic and to assure that the construction work is compatible with safe travel on the roadway and safe conditions for the construction workers. Pipeline construction will be short term. Where the pavement is removed, the street surface will be restored to specifications of the Avenal Improvements Manual or other specifications required by the City Engineer. With traffic management for safety and considering the short term nature of pipeline construction work, there will be no significant impact to traffic using Avenal Cutoff Road.

DATA REQUEST

39. Please disclose, analyze, and mitigate any potentially significant impacts to the existing bikeway on Avenal Cutoff Road caused by construction of the water and gas lines.

RESPONSE

The traffic management plan described in response to CURE Data Request 38 will incorporate measures to allow continued travel along the existing bikeway. As described in the response to CURE Data Request 37, above, use of the existing bikeway is infrequent, in part due to the rural characteristic of the area. No significant impact is anticipated.

DATA REQUEST

40. Please provide evidence to document semi truck and trailer traffic that must cross the roadway centerline to turn does not impact public safety.

RESPONSE

As described in AFC Section 6.11.1.2, the turning movement that is the subject of this data request only requires crossing of the centerline on Avenal Cutoff Road for semi-trucks that are eastbound on Jayne Avenue turning southwest on Avenal Cutoff Road. AFC Figure 6.11-1 (Exhibit C31-1) provides a map showing the geometry of this intersection in relation to area roadways and the aerial photo provided in Exhibit C40 shows the surrounding terrain. As shown in Exhibit C40, the surrounding area is agricultural. The turning movement that is the subject of this data request is not on any traffic route connecting population centers, areas of commerce or other substantial development. The subject turn is a 135 degree turn that results in backtracking for any vehicle that makes this turn. As a result of these factors, this turning pattern is expected to be an infrequent occurrence, such as an occasional local agricultural truck. None of the project traffic would be expected to make this turning movement because this turning movement would

not be a logical route to the site for any foreseeable project delivery or work staff. The terrain in the vicinity of this turn is relatively featureless and road segments are straight, so the sight distance at this intersection far exceeds recommended minimum standards. With the relatively low traffic use of Avenal Cutoff Road compared to its design capacity (See AFC table 6.11-1 and 6.11-2), the adequate sight distance, and the infrequent occurrence of this turning movement, this intersection is not expected to affect public safety as long as drivers of vehicles completing this turning movement exercise reasonable caution (see AFC Section 6.11.1.2).

DATA REQUEST

41. Please identify specific improvements or controls that would be required to eliminate crossing of the roadway centerline by semi truck and trailers.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. The geometric constraint is not part of the travel route that will be used by Avenal Energy traffic and the Applicant is not proposing any improvement at this location, nor is the existing condition expected to affect public safety. Therefore, this data request is not relevant to the AFC.

DATA REQUEST

42. Is the project proponent willing to correct this condition at its cost?

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. This question is not a request for data and asks for mitigation that is not necessary and, therefore, is not an appropriate data request.

DATA REQUEST

43. Does the assumed growth factor also include trips forecast to occur to and from the other portions of the 900 acres of approved industrial park development immediately adjacent to the proposed project?

RESPONSE

As described in AFC Section 6.11.1.2, the growth factors for the traffic analysis are based on the Kings County Association of Governments County (KCAG) Traffic Model. No additional growth from other future development of the City's industrial park was added. While the City is planning the area around Avenal Energy as a business park, there are no pending development applications for the business park other than Avenal Energy. Therefore, there is no basis to project any traffic growth related to the business park beyond the regional growth

incorporated via the KCAG projections. CEQA does not require analysis based on speculation. Any discretionary actions that may be required for permitting of future development within the business park will need to comply with applicable environmental review requirements of CEQA when such discretionary actions are taken.

DATA REQUEST

44. Is the project proponent willing to install these improvements at its cost? What is the estimated schedule for these improvements?

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. The commenter's inquiry regarding funding is not a request for data.

Page 6.11-29 states that:

> *"Construction deliveries and worker traffic will enter the site from the Avenal Cutoff Road entrance where improvements (e.g., turning lanes) will be provided based on a request from the City of Avenal."*

Construction of improvements is expected to take less than 45 days and will be coordinated with the early stages of construction.

Technical Area: Biological Resources

DATA REQUEST

45. Please discuss the potential for the closed depression or other onsite seasonal ponds to serve as breeding habitat for the western spadefoot or other special-status species associated with temporary pools.

RESPONSE

There are no onsite seasonal ponds, either at the closed depression or otherwise. The entire Avenal Energy Site is located on an active agricultural field that has been farmed for more than 50 years and is frequently disturbed by routine disking, irrigating, planting, and harvesting (see AFC Section 6.6.1.4.2). The climate of the region is dry. The annual precipitation at the site is between 6 and 7 inches and the annual evaporation is approximately 65 inches (AFC Section 6.5.1.2). There are no concentrated natural drainage pathways in the site vicinity nor substantial upgradient watershed areas that could provide surface flow to the onsite areas. The soils are sandy and well-drained with moderately rapid permeability (see AFC Table 6.4-1). These hydrologic conditions, in addition to the ongoing active farming at the site preclude any potential for routine ponding, or even infrequent ponding for any extended period of time, which could otherwise potentially serve as breeding habitat for the western spadefoot or any other special status species associated with temporary pools.

DATA REQUEST

46. Please discuss the efforts that were devoted to investigating the potential for the closed depression or other onsite seasonal ponds to serve as a wetland or other jurisdictional water.

RESPONSE

There are no onsite seasonal ponds, either at the closed depression or otherwise, as further discussed in the response to CURE Data Request 45. Environmental surveys have been performed at the site on numerous occasions since 2000 in conjunction with development of the environmental baseline and impact assessment described in the AFC, including direct observations of the portion of the site where the closed depression occurs. No evidence of channelized flow, inundation, drift marks, water marks, sediment deposits, wetland vegetation, or any other evidence of jurisdictional waters or wetlands has been observed. The site is an active farm field that is regularly disked, planted

and harvested with crops suited to the well-drained soils. No wetlands or jurisdictional waters are present onsite. [32, 33, 34]

DATA REQUEST

47. Please provide the site-specific field data supporting the conclusion that the closed depression is not a wetland or other jurisdictional water (i.e., field data on soils, hydrology, and any hydrophytic vegetation).

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. No potential wetlands or potential jurisdictional waters are present onsite as described in the response to CURE Data Request 46. Specific field data forms for evaluation of wetlands and jurisdictional waters have not been completed because there is no indication of the potential for wetlands or jurisdictional waters to occur. Because no potential indicator of jurisdictional waters or wetlands has been observed, specific field evaluation forms are not required to make a decision regarding the AFC. Adequate soil, vegetation and hydrology technical data is provided in AFC Sections 6.4, 6.5 and 6.6 to support the conclusion that there are no wetlands or jurisdictional waters indicators present.

DATA REQUEST

48. Please provide the MMU used in classifying habitats, and the appropriateness of the MMU with respect to the special-status species having potential to occur in the Project vicinity.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008. The methodologies used in mapping habitats are described in AFC Section 6.6 and accompanying appendices. As described in the AFC, biological surveys were conducted on multiple occasions (2001, 2006, 2007) in accordance with both CEC survey requirements and accepted professional practices by, or under the direct supervision of, a qualified biologist with more than 20 years of experience (resumes provided in appendices accompanying AFC Section 6.6). The field survey and mapping methodologies used were suited to specific conditions encountered in the field with focus on identifying sensitive habitats and sensitive species that occur regionally based on the California Natural Diversity Data Base. Jurisdictional agencies knowledgeable on the site area, including the US Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG), have reviewed the Avenal Energy biology studies without

[32] Clean Water Act, 33 USC Section 1344; 33 CFR Parts 320 through 330.
[33] Fish and Game code section 1600-1616.
[34] U.S. Army Corps of Engineers. 1987. *Corps of Engineers wetlands delineation manual*. (Technical Report Y-87-1). Prepared for the Department of the Army, Washington, D.C. Vicksburg, Michigan.

question to the mapping unit detail, providing further evidence of the professional standard to which this work was performed. Therefore, the information requested is not necessary to make a decision regarding the AFC.

DATA REQUEST

49. Please discuss how OSHA and "other" standards for noise apply to wildlife, which are known to have different auditory sensitivities than humans.

RESPONSE

Compliance with OSHA and other standards will require that the project be designed, constructed and maintained with controls to limit noise as described in AFC Section 6.12. Noise mitigation that the project will implement for compliance with OSHA and other standards will limit the levels of noise emitted by the project and, thereby, limit the levels of noise that wildlife may be exposed to.

DATA REQUEST

50. Please provide any scientific data supporting the conclusions that special-status species known to occur adjacent to the Project site will become accustomed to, and not adversely affected by, Project noise.

RESPONSE

The Avenal Energy site occurs on an active farm field in the midst of a region of intensive agriculture that is routinely subject to substantial noise from farm equipment and operations, and other mechanical equipment and human activity such as periodic mowing of the Bureau of Reclamation right-of-way along the canal and operation and maintenance at the adjacent City of Avenal water treatment plant (see AFC Sections 6.4.1.2, 6.6.1.2.1 and 6.9.1.2). Examples of equipment usage and activities that are typical of land uses in the immediate vicinity, and associated noise levels, are provided below. Any species that are present in the area are accustomed to these types of typical noise levels occurring nearby at least periodically, as evidenced by their presence.

EQUIPMENT/ACTIVITY	TYPICAL SOUND LEVELS
Tractor at Full Load	120 dBA(1)
Tractor with Orchard Sprayer	98 dBA(1)
Tractor with High Density Baler	97 dBA(1)
Tractor with Disc Mower	91 dBA(1)
Crop Dusting Aircraft	83 to 116 dBA(2)
Combine	80 to 105dBA(2)
Orchard Sprayer	85 to 106 dBA(2)
Petrol Driven Grass Mower	96 dB(3)
Hand Grinding of Metal (equipment maintenance)	108 dB(3)
Sandblasting (equipment maintenance)	115 dB(4)

(1) http://osha.europa.eu/en/sector/agriculture/noise; site visited October 16, 2008.
(2) http://www.age.psu.edu/ASH/Factsheets/E48.pdf; site visited October 16, 2008.
(3) www.hse.gov.uk/pubns/as8.pdf; site visited October 16, 2008.
(4) http://www.cdc.gov/nasd/docs/d000800/d000770/d000770.html; site visited October 16, 2008.

The majority of construction operations noise and virtually all project operations noise will emanate from sources located near the center of an active agricultural field that does not provide important habitat for any special status species. The only special status species that could potentially be significantly impacted by project noise is the colony of tri-colored blackbirds and yellow-headed blackbirds that was present offsite in 2007 at the adjacent City of Avenal water treatment plant. AFC Sections 6.6.2.2.1 and 6.6.2.5 describe project design features that will be implemented if these species are present when construction begins to assure that construction noise does not significantly impact them. As described in Section 3.0 of the AFC Supplement (March 2008) the CDFG has clarified that mitigation is not needed if the birds arrive after construction begins. This is because the species would not be expected to resume nesting in the area if ongoing construction noise is substantially bothersome to the colony.

DATA REQUEST

51. Please quantify the amplitude of noise that will be generated by “steam blows,” particularly along the northern and eastern Project boundaries where special-status wildlife occur (or may occur).

RESPONSE

Steam blows are an intentional activity that will occur during construction to clear the inside of piping and equipment following assembly. Noise generated by steam blows is dependent on steam pressures used, the configuration of equipment being blown, and other factors. As described in Footnote 3 on page 6.12-21 of the AFC, steam blows in general can produce noise levels as loud as 130 dBA at a distance of 100 feet if not silenced. As described in AFC Section 6.12.5.3.6, vent silencers will be used for project steam blows, and silencers are expected to reduce noise levels by 20 to 30 dB. This would reduce noise from a

130 dBA at 100 feet steam blow to 100 to 110 dBA at a distance of 100 feet. Noise levels would be further attenuated by distance and ground effects. Accounting only for distance attenuation in open air and ignoring ground effect attenuation, there is generally a 6 dB decrease in noise for every doubling of distance from the source (see AFC Page 6.12-17, Footnote 2). Steam blows will occur between the heat recovery steam generators (HRSGs) and the steam turbine generator (STG), which are located approximately 1,000 feet or more from the closest site boundary (see AFC Figures 2.3-3 and 2.3-9). Considering this distance and the 6 dB sound attenuation decrease for each doubling of distance, the noise at the site boundary would be attenuated by approximately 19 decibels due to distance alone. This estimated attenuation is conservative since it does not account for other attenuation factors such as ground effects. Therefore, the noise level would be less than 81 to 91 dBA at the closest site boundary. These noise levels are less than or similar to noise generated by equipment and operations typical of ongoing land uses in the area, including land uses at and adjacent to the site boundaries (see response to CURE Data Request 50).

DATA REQUEST

52. Please quantify the amplitude of noise that will be generated by unsilenced Project "trips," particularly along the northern and eastern Project boundaries where special-status wildlife occur (or may occur).

RESPONSE

In response to this data request, the Applicant has had additional discussions with the design engineer and has determined that the steam releases from project "trips" will, in fact, be silenced. These steam releases are different from steam blows that will occur during construction in that their timing is not planned and because they will occur from pressure release valves (PRVs) that are provided for safety. The design engineer has indicated that the design specification for the PRV silencers will be such that the sound from the steam releases will be silenced to a level not to exceed 115 dBA at the nearest personnel platforms, which typically occur within 10 feet of the PRVs. The PRVs will be located on the HRSGs and STG, approximately 1,000 feet or more from the closest site boundary (see AFC Figures 2.3-3 and 2.3-9). Considering this distance and the 6 dB sound attenuation decrease for each doubling of distance, the noise at the closest site boundary would be attenuated by approximately 39 decibels due to distance alone. This estimated attenuation is conservative since it does not account for other attenuation factors such as ground effects. Therefore, the noise level would be less than 76 dBA at the closest site boundary. This noise level is substantially less than noise generated by equipment and operations typical of ongoing land uses in the area, including land uses at and adjacent to the site boundaries (see response to CURE Data Request 50).

DATA REQUEST

53. Please quantify the expected frequency of Project trips during commissioning and initial start-up, and under routine operating conditions.

RESPONSE

An Objection to this data request was filed by the Applicant on October 20, 2008.

As described in AFC Section 6.12.5.3.6, these "trips" occur from shut-down of a system due to an undesirable condition. These trips are a necessary safeguard mechanism to protect human life and health and plant equipment. These trip events occur primarily in the first few weeks of the initial start-up phase, and are infrequent during routine operations. Furthermore, not all trip events result in a release of steam. The plant equipment will include redundant systems and other safeguards such as steam bypasses to minimize the potential for a PRV to be activated and release steam in the event of a trip, since a steam release is a loss of energy and is not efficient for plant operations. The PRVs from which steam releases occur are a final line of safety and are an integral part of an overall design for safe and efficient operations. The frequency, duration and magnitude of PRV steam release events, when they occur, are variable, depending on the particular plant conditions at the time. Because trips are unplanned, and only some trips result in PRV steam releases, there is no "expected frequency" of trip events or related steam releases. Because there is no "expected frequency" Data Request 53 is an improper request for information that is not reasonably available to the Applicant.

DATA REQUEST

54. Please discuss the potential effects of Project "steam blows" and "trips" on special-status wildlife occurring adjacent to the Project site.

RESPONSE

As described in AFC Section 6.12.5.3.6, steam blows will typically last two to three minutes each and may occur several times daily over a period of two or three weeks during the construction period. Steam blows will be silenced, resulting in noise levels at the property line of less than 81 to 91 dBA. These noise levels are less than or similar to noise generated by equipment and operations typical of ongoing land uses in the area, including land uses at and adjacent to the site boundaries (see response to CURE Data Request 50). Steam releases associated with trip events will be infrequent and will be silenced, resulting in lower noise levels at the property line of less than 76 dBA. Furthermore, in contrast to existing sources of noise associated with ongoing land uses in the site vicinity, neither the steam blows nor the occasional steam releases associated with trip events will have any associated physical stimulus (e.g., human presence, mechanized equipment, etc) at the site perimeter. For

these reasons, no adverse effects on wildlife are expected compared to existing conditions.

DATA REQUEST

55. Please discuss the analysis that was conducted to reach the conclusion that the Project site is not a wildlife corridor.

RESPONSE

The analyses conducted in support of a determination that the site is not a wildlife corridor are inclusive of the comprehensive body of works and analyses described in Section 6.6 of the AFC and accompanying appendices, the AFC Supplement (March 2008), the responses to CEC data request (June 2008 and September 2008), and evaluations conducted in support of Section 7 consultation for the project between US Environmental Protection Agency and USFWS[35]. As described in these references that are integral parts of the project's AFC record, these works and analyses include, but are not limited to: compilations and evaluations of data on the existing environmental setting and regional and local habitats; reviews of published and unpublished literature and data bases sponsored by the USFWS, CDFG, Department of Water Resources, and other sources; evaluations of special status species occurrence databases; project specific field studies; and interactions with agency staff and knowledgeable professionals. No wildlife movement corridor has been identified on or adjacent to the Avenal Energy site with the exception of a potential movement corridor for the San Joaquin kit fox (*Vulpes macrotis mutica*) along the Bureau of Reclamation right-of-way along the San Luis Canal, which will not be affected by the project.

DATA REQUEST

56. Please identify any wildlife movement studies relevant to the Project.

RESPONSE

Aside from the comprehensive body of work performed for this project as described in response to data request 55 supporting the determination that the site is not a wildlife corridor, the only focused wildlife movement studies that are relevant to the project and that have been conducted in the project region are associated with San Joaquin kit fox. These studies, which are not specific to the project site, are as follows:

Uptain, C.E., D.P. Newman, P. A. Kelly, D. F. Williams, and B. L. Cypher. 2000. Analysis of San Joaquin kit fox movements and their use of crossing

[35] San Luis Canal Setback for the Avenal Energy Project, Letter from TRC, Solutions, Inc. to Mr. Jim Rexroad dated October 6, 2008, with attachments. Submitted to the CEC by Avenal Power Center, LLC on October 6, 2008.

structures near the State Route 152/33 interchange, Merced County, California. California State University-Stanislaus, Endangered Species Recovery Program. Fresno, California. 35 pp.

Warrick, G.D., H.O. Clark, Jr., P.A. Kelly, and D.F. Williams,and B.L. Cypher. 2007. Use of agricultural lands by San Joaquin kit foxes. Western North American Naturalist 67:270-277.

The above studies were reviewed and evaluated in conjunction with project work to support the Section 7 consultation between US Environmental Protection Agency and USFWS as referred to in the response to Data Request 55 (e.g., see footnote 39).

DATA REQUEST

57. Please list the target species of the proposed pre-construction survey.

RESPONSE

The target species for the pre-construction surveys for project construction are as follows:

- San Joaquin kit Fox (*Vulpes macrotis mutica*), as described in AFC Sections 6.6.2.2.1 and 6.6.2.5.
- Burrowing owl (*Athene cunicularia*), as described in the Applicant's response to CEC staff Data Request 10 in the *Response to California Energy Commission Data Requests 1-74, Avenal Energy,* submitted to the CEC on July 11, 2008.
- Tri-colored blackbird (*Agelaius tricolor*) and yellow-headed blackbird (*Xanthocephalus xanthocephalus*), as described in AFC Sections 6.5.2.2.1 and 6.6.2.5, to determine if the nesting colony is still present at the offsite water treatment plant.

DATA REQUEST

58. Please discuss the survey methods that will be implemented in the pre-construction survey.

RESPONSE

The pre-construction clearance surveys for San Joaquin kit fox will be conducted consistent with the June 1999 USFWS Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance. The clearance surveys for burrowing owl will be conducted consistent with the Burrowing Owl Consortium Survey Protocol & Mitigation Guidelines. Both of these surveys will be conducted within areas in which ground disturbance from

the project could result in the entombment of individuals during grading or similar activities. In addition, the burrowing owl clearance survey will also be conducted within 300 feet of the boundaries of the 148-acre Avenal Energy site.

Pre-construction surveys for nesting tricolored blackbird (*Agelaius tricolor*) and yellow-headed blackbird (*Xanthocephalus xanthocephalus)* are intended to define the nearest proximity of nesting birds such that a 250-foot no construction buffer zone can be utilized during the nesting season of the two species (i.e., from March 15 to August 15). Prior to the onset of construction, a qualified biologist will survey the City of Avenal Water Treatment Plant ponds near the northeast corner of the Avenal Energy site and determine if a nesting colony is present. If a colony is present, the locations of the nearest active nests will be determined and a temporary barrier fence will be erected at 250 feet from the nests to establish a buffer zone and no construction will be allowed within the buffer zone between March 15 and August 15 or until the blackbirds have completed nesting and left the site (as determined by the biologist). The approximate location of the nearest blackbird nest will be determined by binocular surveys from outside the chain link fence of the water treatment plant from a vehicle or from behind appropriate cover to avoid disturbance of nesting birds.

DATA REQUEST

59. Please discuss the timing of the pre-construction survey in relation to Project construction activities.

RESPONSE

Pre-construction clearance surveys will be conducted prior to ground disturbance, and not more than 30 days prior to groundbreaking.

EXHIBIT C6

CERTIFICATE OF ORGANIC OPERATION

Certificate of Organic Operation

Certified Organic to the USDA National Organic Program

Certified Party: Kochergen Farms Composting, Inc.
33915 Avenal Cut-Off Raod
Avenal, California 93204 US

Client ID Number: 0708688

Certificate Number: ICS-01400-2007

Certified Products: Crop
**Certificate only Valid with the attached schedule.*

Date First Certified: 08/07/2008

Issue Date of this Certificate: 08/07/2008

Certification good until surrendered, suspended, or revoked according to USDA regulations 205.404(c) Granting Certification and 205.405 Denial of Certification.

ICS Inc., in granting this certification, warrants that it has reviewed the above Certified Party's application, inspection, and other records and determines that the products identified above are organically grown and/or processed and/or handled in accordance with applicable USDA National Organic Program standards and statutes.

The Certified Party, in acceptance of this certificate, warrants that it is and will remain in full compliance with the Terms and Conditions of the USDA National Organic Program and all applicable standards and statutes.

Questions regarding the verification of this certificate should be directed to:

INTERNATIONAL CERTIFICATION SERVICES, INC. (ICS, Inc.)
301 5th Ave SE, Medina, ND 58467, USA
(701) 486-3578 - Fax: (701) 486-3580 info@ics-intl.com

5-CE101
07/26/2004

Schedule of NOP Certified Products

This document is an attachment to the USDA National Organic Program's Certificate of Organic Operation.
Agricultural products specified hereon have been found to meet all applicable requirements of the National Organic Program.

Questions regarding the verification of this document should be directed to: INTERNATIONAL CERTIFICATION SERVICES, INC. (ICS, Inc.)
301 5th Ave SE, Medina, ND 58467, USA (701) 486-3578 - Fax: (701) 486-3580 info@ics-intl.com

Certified Party: Kochergen Farms Composting, Inc. *~Page 1~*

33915 Avenal Cut-Off Raod

Avenal, California 93204 US

Issue Date of this Schedule: 8/7/2008

Schedule Number: ICS-01400-2007

Certificate Number: ICS-01400-2007

Certified Crops: ***2008***

100% organic *Almonds*
Wheat

International Certification Services, Inc.

GROWER CERTIFICATION DECISION DOCUMENT

Certification Status List for Kochergen Farms Composting, Inc 08/07/2008 2008

Kochergen Farms Composting, Inc. California Farm

Kevin Buchnoff

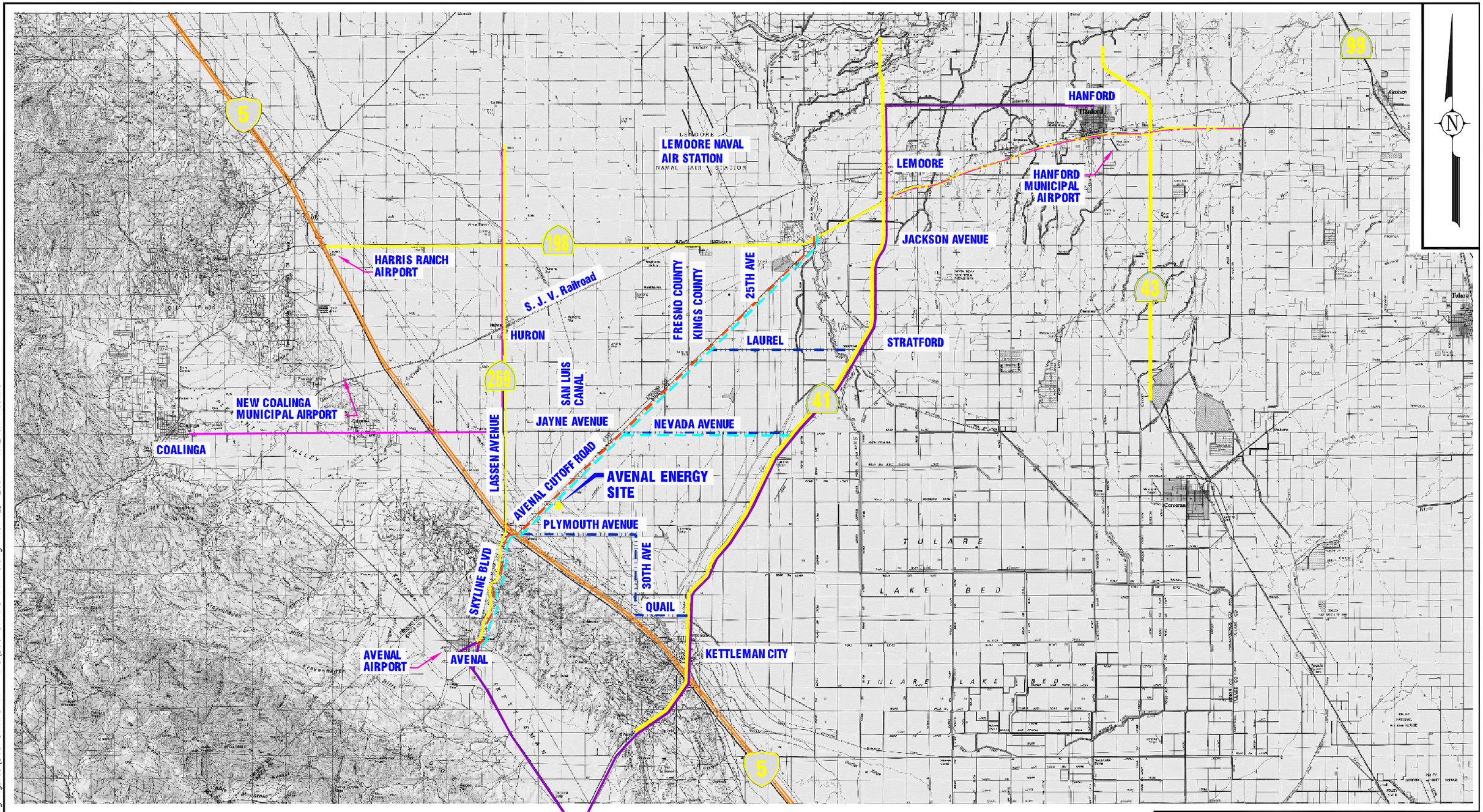
Approved Limited

Field No.	Acreage	Crop	Estimated Yield per acre	Status*	Comments
5, 7, 8, 9	400	Almonds	1300 -1500# /acre	OG	
19-6	150	Wheat	225 T	OG	
13	90	Oranges	8000#	COG	Organic status to be obtained on 10/4/2008

*OG = Organic COG = Conversion to Organic NOG = Non-Organic

EXHIBITS C31-1 THROUGH C31-4

FIGURES FROM AFC SECTION 6.11 (TRAFFIC AND TRANSPORTATION)



LEGEND:

Circulation Designations
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Bikeway (Existing or Proposed)

Transit Services
- Kings Area Rapid Transit (KART) Route
- Coalinga Transit

References:
1. TPG Consulting, Inc., "MAP2".Dwg, Dated 9/12/01
2. TOPO! © 2000, National Geographic Holdings WWW.TOPO.COM
3. 2004 Kings County General Plan and Circulation Element
4. Council of Fresno Co. Governments 2007 Regional Transportation plan
5. 2000 Fresno County General Plan and CirculationElement
6. 2005 Avenal General Plan and Circulation Element

0 3.9 7.8 MILES
SCALE
1 : 250,000

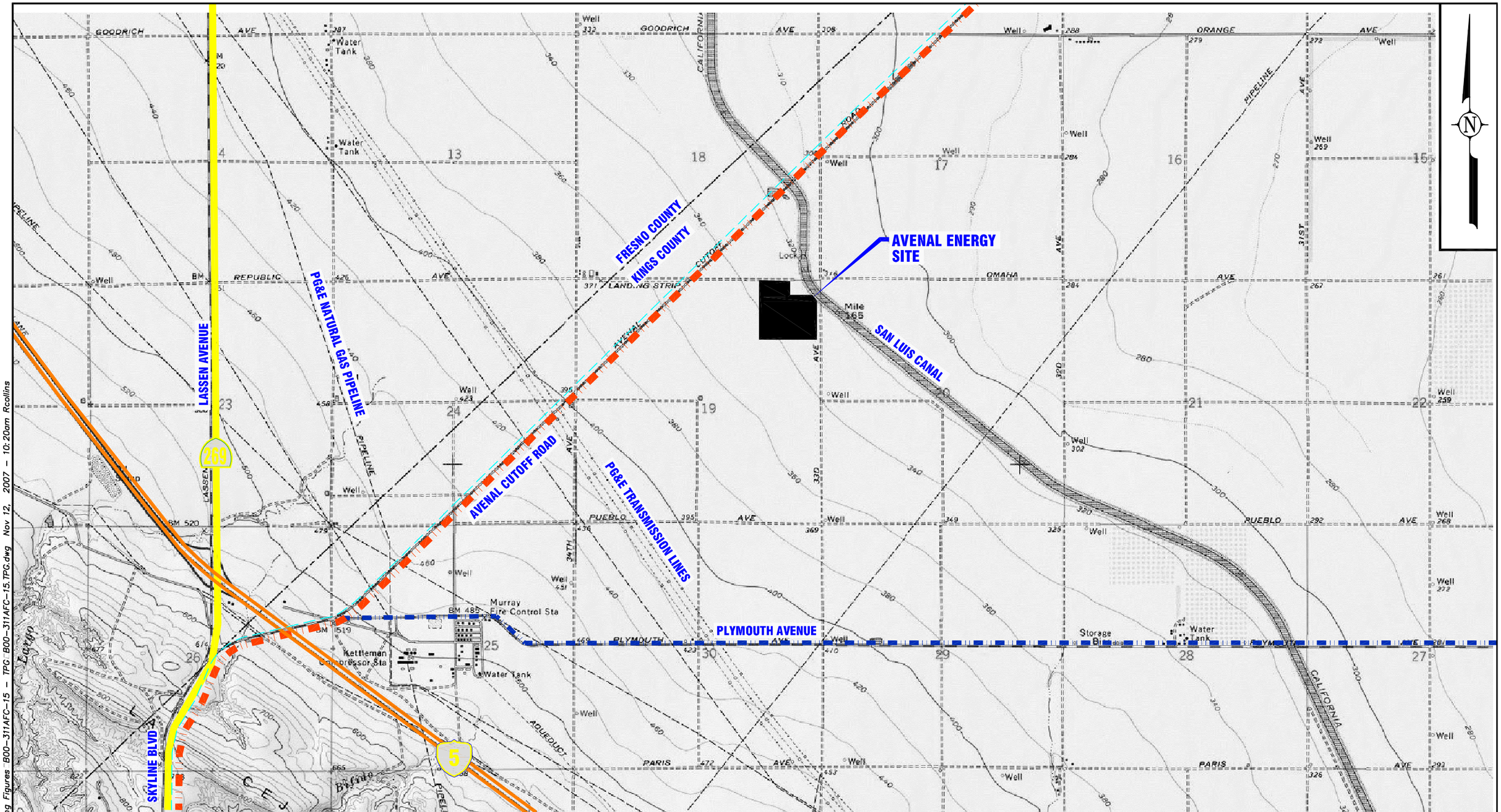
REGIONAL TRANSPORTATION SYSTEM

Exhibit C31-1

FEDERAL POWER AVENAL, LLC

AVENAL ENERGY | **FIGURE 6.11-1**

I:\DUKE\125155\TPG Consulting Figures\B00-311AFC-14 - TPG\B00-311AFC-14.TPG.dwg Nov 12, 2007 - 10:24am Rcollins



LEGEND:

Circulation Designations

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Bikeway (Existing or Proposed)

References:

1. TPG Consulting, Inc., "MAP2".Dwg, Dated 9/12/01
2. TOPO! © 2000, National Geographic Holdings WWW.TOPO.COM)
3. 2004 Kings County General Plan and Circulation Element
4. Council of Fresno Co. Governments 2007 Regional Transportation Plan
5. 2000 Fresno County General Plan and Circulation Element
6. 2005 Avenal General Plan and Circulation Element

0 2,000 4,000 FEET

SCALE
1 : 24,000

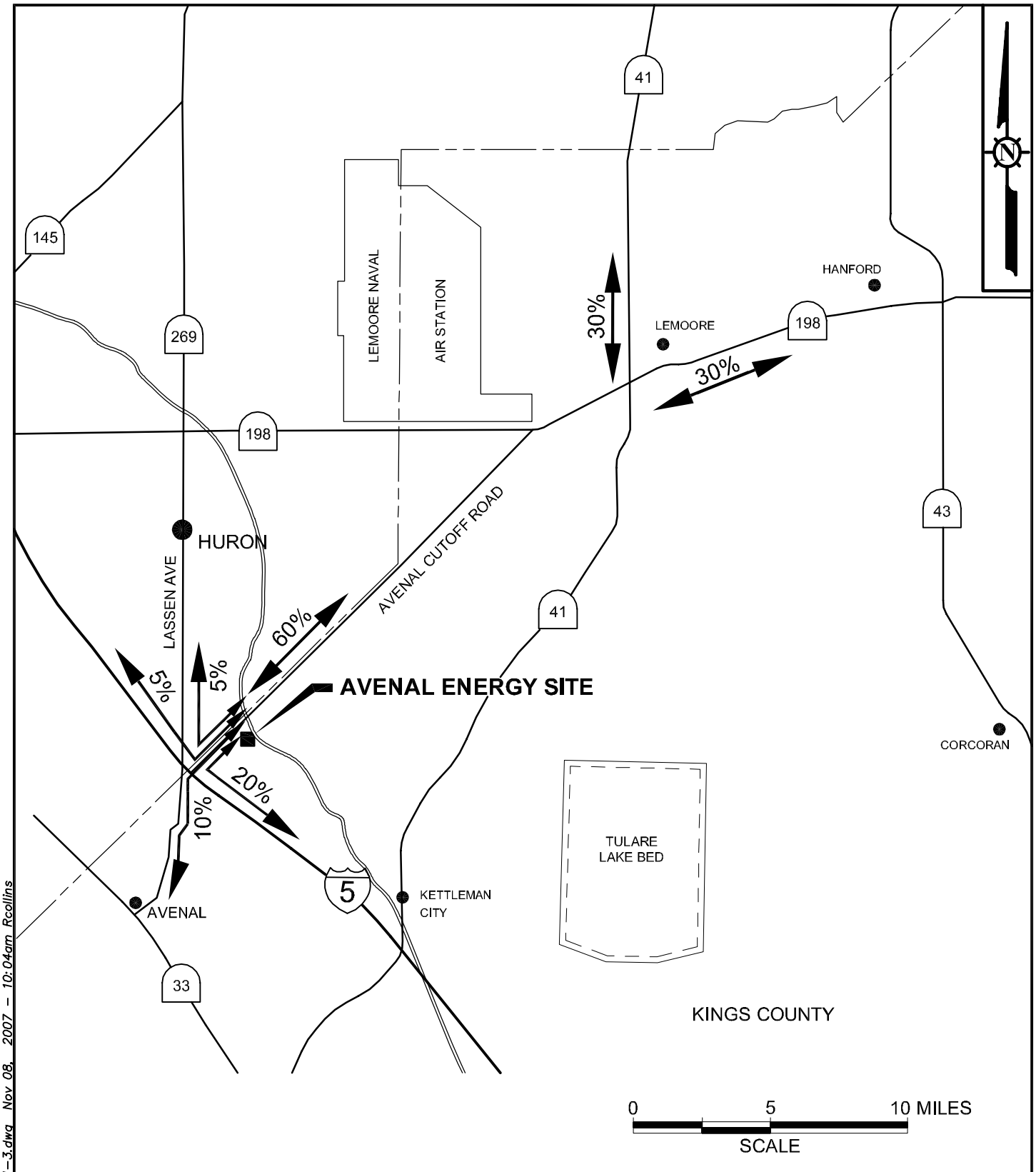
LOCAL TRANSPORTATION SYSTEM

Exhibit C31-2

FEDERAL POWER AVENAL, LLC

AVENAL ENERGY | **FIGURE 6.11-2**

I:\DUKE\125155\TPG Consulting Figures\B00-311AFC-15 - TPG-B00-311AFC-15.TPG.dwg Nov 12, 2007 - 10:20am Rcollins



LEGEND:

40% — CONSTRUCTION WORKER COMMUTE ROUTE TO AND FROM AND PERCENT USING ROUTE

5 — INTERSTATE HIGHWAY

43 — STATE HIGHWAY

COUNTY LINE

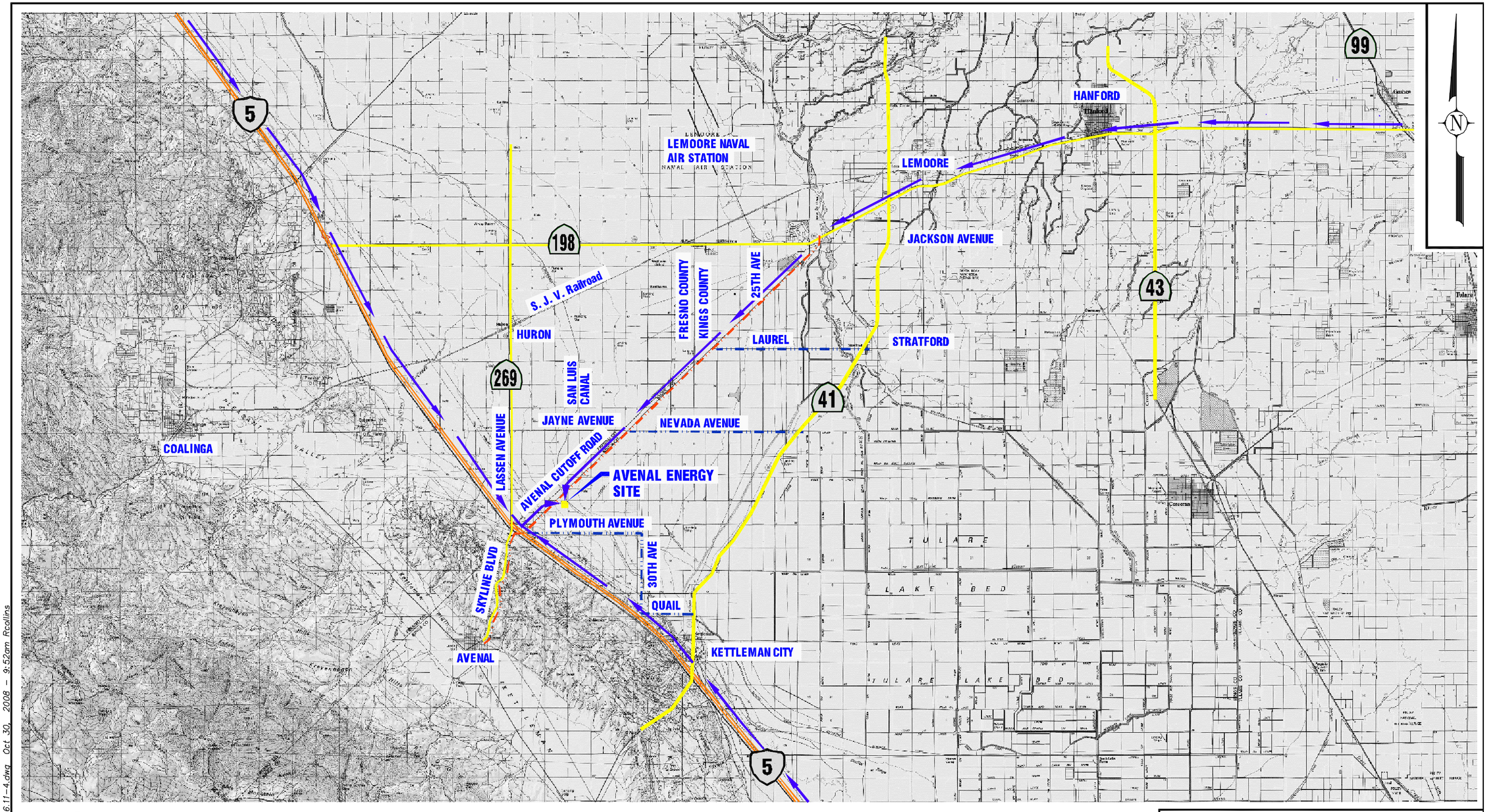
CONSTRUCTION WORKER COMMUTE ROUTES TO AND FROM PROJECT SITE

Exhibit C31-3

FEDERAL POWER AVENAL, LLC

AVENAL ENERGY | **FIGURE 6.11-3**

I:\DUKE\125155\125155-AFC-6.11-3.dwg Nov 08, 2007 - 10:04am Rcollins



LEGEND:

Circulation Designations

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Hazardous Materials Transport Route

Reference:

1. TOPO! © 2000, National Geographic Holdings WWW.TOPO.COM

Note:

(1) Actual routes will depend on the vendor location or origin of shipment.

0 3.9 7.8 MILES

SCALE
1 : 250,000

ANTICIPATED ROUTES HAZARDOUS MATERIALS TRANSPORT (1)

Exhibit C31-4

FEDERAL POWER AVENAL, LLC

AVENAL ENERGY | **FIGURE 6.11-4**

I:\DUKE\125155\125155-AFC-6.11-4.dwg Oct 30, 2008 - 9:52am Rcollins

EXHIBIT C32

REQUESTED TRAFFIC COUNTS

<u>Data Request 32:</u>

Intersection Peak Hour Turning Movement Counts

Wednesday 8/29/07	NBL	NBT	NBR	NBTrucks	WBL	WBT	WBR	WBTrucks	SBL	SBT	SBR	SBTrucks	EBL	EBT	EBR	EBTrucks
AM																
5:00-5:15	0	7	0	2	0	0	0	0	0	67	0	3	0	0	0	0
5:15-5:30	0	9	0	1	0	0	0	0	0	105	0	5	0	0	0	0
5:30-5:45	0	5	0	4	0	0	0	0	0	103	0	4	0	0	2	0
5:45-6:00	2	11	0	1	0	0	0	0	0	102	0	4	0	0	0	0
6:00-6:15	2	14	0	5	0	0	0	0	0	76	0	1	0	0	0	0
6:15-6:30	0	35	0	3	0	0	0	0	0	74	0	4	1	0	0	0
6:30-6:45	1	38	0	5	0	0	0	0	0	115	0	5	0	0	0	0
6:45-7:00	1	38	0	2	0	0	0	0	0	104	0	5	0	0	0	0
Wednesday 8/29/07																
PM																
2:30-2:45	0	110	0	5	0	0	0	0	0	18	0	5	0	0	1	0
2:45-3:00	1	90	0	0	0	0	0	0	0	22	0	3	0	0	2	0
3:00-3:15	1	73	0	2	0	0	0	0	0	21	0	0	0	0	0	0
3:15-3:30	2	58	0	1	0	0	0	0	0	29	0	0	1	0	0	0
3:30-3:45	1	78	0	3	0	0	0	0	0	32	0	1	0	0	2	2
3:45-4:00	1	76	0	2	0	0	0	0	0	20	0	0	0	0	2	0
4:00-4:15	0	78	0	3	0	0	0	0	0	24	0	2	0	0	0	0
4:15-4:30	0	92	0	0	0	0	0	0	0	24	0	1	0	0	0	0

Intersection: 25th Avenue (E-W) @ Avenal Cutoff Road (N-S)

Wednesday 8/29/07	NBL	NBT	NBR	NBTrucks	WBL	WBT	WBR	WBTrucks	SBL	SBT	SBR	SBTrucks	EBL	EBT	EBR	EBTrucks
AM																
5:00-5:15	0	0	1	0	0	4	0	4	0	0	0	0	0	7	0	6
5:15-5:30	0	0	1	0	0	29	0	15	0	0	0	0	0	8	1	3
5:30-5:45	0	0	1	0	2	43	0	20	0	0	0	0	0	8	0	3
5:45-6:00	0	0	2	0	1	42	0	7	0	0	0	0	0	13	1	7
6:00-6:15	0	0	3	0	1	46	0	6	0	0	0	0	0	23	2	1
6:15-6:30	0	0	1	0	0	28	0	13	0	0	0	0	0	16	0	4
6:30-6:45	0	0	2	0	1	27	0	9	0	0	0	0	0	20	0	7
6:45-7:00	0	0	2	0	5	52	0	9	0	0	0	0	0	23	0	9
Wednesday 8/29/07																
PM																
2:30-2:45	0	0	2	0	3	30	0	4	0	0	0	0	0	36	2	12
2:45-3:00	2	0	2	0	2	17	0	11	0	0	0	0	0	34	0	13
3:00-3:15	0	0	0	0	3	33	0	9	0	0	0	0	0	67	0	11
3:15-3:30	1	0	0	0	1	33	0	5	0	0	0	0	0	45	0	19
3:30-3:45	0	0	0	0	0	23	0	7	0	0	0	0	0	30	0	6
3:45-4:00	0	0	2	0	1	19	0	8	0	0	0	0	0	44	1	12
4:00-4:15	0	0	0	0	2	26	0	8	0	0	0	0	0	44	0	14
4:15-4:30	1	0	4	0	1	26	0	9	0	0	0	0	0	62	0	9

Intersection: 25th Avenue at SR 198

Wednesday 8/29/07	NBL	NBT	NBR	NBTrucks	WBL	WBT	WBR	WBTrucks	SBL	SBT	SBR	SBTrucks	EBL	EBT	EBR	EBTrucks
AM																
5:00-5:15	0	21	1	10	0	0	0	0	7	45	0	18	3	0	2	0
5:15-5:30	0	15	3	8	0	0	0	0	7	57	0	12	9	0	1	0
5:30-5:45	0	19	3	13	0	0	0	0	22	67	0	19	15	0	0	0
5:45-6:00	0	25	4	12	0	0	0	0	19	46	0	18	13	0	0	0
6:00-6:15	0	29	5	15	0	0	0	0	13	53	0	17	8	0	0	0
6:15-6:30	0	25	5	12	0	0	0	0	21	57	0	9	14	0	1	0
6:30-6:45	0	35	4	16	0	0	0	0	45	78	0	21	12	0	1	1
6:45-7:00	0	25	12	17	0	0	0	0	54	81	0	21	19	0	0	0
Wednesday 8/29/07																
PM																
2:30-2:45	0	42	22	31	0	0	0	0	62	56	0	20	81	0	1	0
2:45-3:00	0	58	15	18	0	0	0	0	73	63	0	17	74	0	4	2
3:00-3:15	0	55	22	17	0	0	0	0	55	69	0	26	90	0	3	1
3:15-3:30	0	70	23	21	0	0	0	0	58	72	0	28	82	0	1	0
3:30-3:45	0	70	27	24	0	0	0	0	65	65	0	15	52	0	6	3
3:45-4:00	0	80	23	15	0	0	0	0	62	73	0	17	71	0	3	1
4:00-4:15	0	72	28	14	0	0	0	0	70	78	0	20	55	0	3	1
4:15-4:30	0	79	23	10	0	0	0	0	66	80	0	18	70	0	4	1

Intersection: Avenal Cutoff Road @ SR 198 EB Ramps

Wednesday 8/29/07 AM	NBL	NBT	NBR	NBTrucks	WBL	WBT	WBR	WBTrucks	SBL	SBT	SBR	SBTrucks	EBL	EBT	EBR	EBTrucks
5:00-5:15	3	11	0	9	17	0	15	5	0	38	45	17	0	0	0	0
5:15-5:30	2	12	0	8	11	0	17	2	0	52	66	17	0	0	0	0
5:30-5:45	5	31	0	11	16	0	17	2	0	71	82	23	0	0	0	0
5:45-6:00	1	39	0	12	12	0	35	3	0	56	90	17	0	0	0	0
6:00-6:15	7	32	0	14	11	0	29	7	0	55	104	23	0	0	0	0
6:15-6:30	0	42	0	15	12	0	25	6	0	70	99	16	0	0	0	0
6:30-6:45	5	45	0	16	21	0	31	5	0	105	96	21	0	0	0	0
6:45-7:00	3	49	0	16	26	0	46	11	0	113	111	27	0	0	0	0

Wednesday 8/29/07 PM																
2:30-2:45	5	129	0	30	13	0	50	7	0	104	28	22	0	0	0	0
2:45-3:00	2	131	0	15	32	0	53	7	0	98	43	16	0	0	0	0
3:00-3:15	7	144	0	14	16	0	44	7	0	99	31	28	0	0	0	0
3:15-3:30	5	152	0	19	22	0	68	10	0	105	40	29	0	0	0	0
3:30-3:45	7	117	0	20	21	0	39	9	0	107	40	14	0	0	0	0
3:45-4:00	6	149	0	11	19	1	50	7	0	116	27	17	0	0	0	0
4:00-4:15	6	121	0	12	18	0	38	10	0	128	43	22	0	0	0	0
4:15-4:30	5	149	0	8	17	0	35	2	0	127	18	19	0	0	0	0

Intersection: Avenal Cutoff Road @ SR 198 WB Ramps

Wednesday 8/29/07	NBL	NBT	NBR	NBTrucks	WBL	WBT	WBR	WBTrucks	SBL	SBT	SBR	SBTrucks	EBL	EBT	EBR	EBTrucks
AM																
5:00-5:15	4	0	0	0	94	1	1	1	0	4	0	0	0	0	0	0
5:15-5:30	8	0	0	1	120	0	4	1	0	5	0	5	0	0	0	0
5:30-5:45	3	0	0	0	103	1	5	0	0	7	0	3	0	0	0	0
5:45-6:00	4	2	0	3	113	0	12	0	0	10	1	5	0	0	0	0
6:00-6:15	3	1	0	1	76	0	13	0	0	8	1	3	0	0	0	1
6:15-6:30	6	1	0	1	81	2	27	0	0	11	1	7	0	0	0	0
6:30-6:45	8	0	0	5	99	3	29	1	0	5	0	2	0	0	0	0
6:45-7:00	5	2	0	2	110	4	37	1	0	19	0	9	0	0	0	0
Wednesday 8/29/07																
PM																
2:30-2:45	0	4	0	0	14	0	28	2	0	34	0	2	0	0	0	0
2:45-3:00	1	4	0	1	26	0	26	2	0	48	0	3	0	0	0	0
3:00-3:15	3	3	0	3	44	0	44	0	0	54	2	4	0	0	0	0
3:15-3:30	2	2	0	1	18	0	34	0	0	80	2	1	0	0	0	0
3:30-3:45	2	2	0	2	32	0	26	1	0	85	0	0	0	0	0	0
3:45-4:00	1	3	0	1	20	0	32	0	0	78	0	1	0	0	0	0
4:00-4:15	0	1	0	0	29	0	28	0	0	77	1	0	0	0	0	0
4:15-4:30	1	2	0	1	27	0	20	0	0	80	0	2	0	0	0	0

Intersection: Avenal Cutoff Road @ SR 198 WB Ramps

Wednesday 8/29/07	NBL	NBT	NBR	NBTrucks	WBL	WBT	WBR	WBTrucks	SBL	SBT	SBR	SBTrucks	EBL	EBT	EBR	EBTrucks
AM																
5:00-5:15	0	0	5	0	0	0	0	0	0	95	0	0	0	2	5	0
5:15-5:30	4	2	3	4	0	0	4	0	0	121	0	5	0	2	1	0
5:30-5:45	5	0	1	1	1	0	4	1	1	103	1	3	0	0	0	0
5:45-6:00	8	3	1	4	0	0	9	0	0	111	1	5	0	3	3	0
6:00-6:15	13	1	2	2	2	1	4	2	2	80	5	4	1	0	0	0
6:15-6:30	28	1	1	2	1	0	4	1	0	84	2	6	1	0	0	0
6:30-6:45	34	5	3	5	2	0	2	2	1	90	14	3	0	0	3	0
6:45-7:00	31	2	0	2	5	0	6	5	1	107	13	10	1	1	3	0
Wednesday 8/29/07																
PM																
2:30-2:45	83	3	0	1	1	0	1	1	4	15	31	3	1	1	1	0
2:45-3:00	78	1	0	3	2	0	2	2	7	21	45	3	0	0	0	0
3:00-3:15	68	3	2	3	2	0	3	1	2	18	81	3	0	2	1	0
3:15-3:30	72	1	2	1	1	2	2	1	1	19	82	1	0	7	1	0
3:30-3:45	49	2	2	3	2	0	2	1	4	22	95	0	2	6	2	0
3:45-4:00	76	1	2	1	0	0	1	0	3	32	62	1	3	3	1	0
4:00-4:15	68	2	2	0	0	0	0	0	7	12	90	0	0	6	0	0
4:15-4:30	89	1	4	1	0	0	0	0	3	27	82	2	2	4	2	0

Intersection: Avenal Cutoff Road @ SR 198 EB Ramps

Wednesday 8/29/07	NBL	NBT	NBR	NBTrucks	WBL	WBT	WBR	WBTrucks	SBL	SBT	SBR	SBTrucks	EBL	EBT	EBR	EBTrucks
AM																
5:00-5:15	0	9	1	0	0	2	0	0	0	17	10	3	9	3	0	0
5:15-5:30	0	11	1	3	1	0	0	0	0	36	64	2	1	3	0	0
5:30-5:45	0	10	3	0	1	4	1	0	2	64	38	0	3	5	1	0
5:45-6:00	0	6	3	3	0	8	0	0	0	77	15	6	6	8	0	0
6:00-6:15	0	8	0	0	1	4	0	0	0	65	16	2	12	2	0	0
6:15-6:30	0	14	0	0	0	8	0	0	0	50	33	2	29	2	0	1
6:30-6:45	0	18	1	4	1	3	0	1	0	50	59	3	30	2	0	1
6:45-7:00	0	36	4	3	0	4	0	0	0	33	26	1	3	3	0	0
Wednesday 8/29/07																
PM																
2:30-2:45	0	47	0	1	1	2	1	2	0	22	5	1	47	1	0	1
2:45-3:00	1	63	0	3	0	2	0	0	0	18	6	5	22	3	0	1
3:00-3:15	0	61	0	4	1	0	0	0	0	23	7	1	29	10	0	0
3:15-3:30	0	28	1	0	2	5	0	1	0	22	8	1	36	10	0	2
3:30-3:45	0	41	2	1	2	4	0	0	0	19	11	0	24	1	1	5
3:45-4:00	2	45	1	2	0	5	0	1	1	22	8	3	29	2	0	0
4:00-4:15	0	37	0	1	0	0	0	0	0	18	11	0	47	2	0	2
4:15-4:30	1	34	0	0	0	5	0	0	0	17	5	1	58	3	0	1

Intersection: Avenal Cutoff Road @ Jayne Avenue

Wednesday 8/29/07	NBL	NBT	NBR	NBTrucks	WBL	WBT	WBR	WBTrucks	SBL	SBT	SBR	SBTrucks	EBL	EBT	EBR	EBTrucks
AM																
5:00-5:15	0	10	1	1	0	21	0	1	1	11	12	2	10	4	0	1
5:15-5:30	2	21	2	0	0	54	0	0	5	9	11	2	6	6	0	1
5:30-5:45	0	31	1	2	0	66	3	2	10	21	20	0	8	6	1	1
5:45-6:00	0	19	0	0	2	25	4	0	13	19	20	1	7	13	1	0
6:00-6:15	0	10	1	3	1	19	5	0	5	24	2	2	1	27	1	1
6:15-6:30	0	16	1	1	1	24	3	0	2	13	0	1	6	26	0	1
6:30-6:45	0	6	0	2	1	38	0	0	3	10	13	2	3	10	1	0
6:45-7:00	0	12	0	2	1	32	0	0	1	6	9	1	2	3	0	0
Wednesday 8/29/07																
PM																
2:30-2:45	0	5	2	5	0	9	3	2	1	11	10	9	10	21	0	4
2:45-3:00	1	7	0	2	1	6	0	0	2	7	10	4	12	28	2	2
3:00-3:15	0	10	2	6	0	7	16	1	2	3	12	5	11	30	0	4
3:15-3:30	2	5	1	5	0	13	2	2	3	4	10	5	19	39	0	8
3:30-3:45	3	15	2	2	1	5	2	0	2	13	4	5	9	29	1	5
3:45-4:00	0	9	0	4	0	11	0	1	4	9	18	3	7	39	0	0
4:00-4:15	0	14	0	1	1	11	2	3	1	11	7	6	12	45	0	2
4:15-4:30	0	10	0	4	1	12	1	0	1	13	9	6	13	41	0	1

Intersection: SR 269 @ Avenal Cutoff Road

Wednesday 8/29/07	NBL	NBT	NBR	NBTrucks	WBL	WBT	WBR	WBTrucks	SBL	SBT	SBR	SBTrucks	EBL	EBT	EBR	EBTrucks
AM																
5:00-5:15	1	31	14	1	12	1	1	1	2	7	0	0	2	1	2	1
5:15-5:30	0	52	20	1	17	0	1	5	1	3	1	2	0	0	0	0
5:30-5:45	1	44	26	4	40	2	1	1	4	5	1	3	1	0	1	1
5:45-6:00	2	45	33	9	68	0	0	2	7	7	1	3	3	0	0	3
6:00-6:15	0	21	27	1	59	1	0	0	3	8	1	1	2	0	0	2
6:15-6:30	1	19	26	5	54	0	2	4	2	11	2	6	3	1	2	3
6:30-6:45	0	22	32	4	43	0	2	0	4	15	2	1	2	0	1	2
6:45-7:00	0	17	35	9	30	0	1	5	6	15	3	4	1	0	2	1
Wednesday 8/29/07																
PM																
2:30-2:45	0	30	44	1	17	2	3	3	3	6	5	4	5	0	1	4
2:45-3:00	0	16	57	2	23	1	2	5	1	9	3	2	3	0	0	0
3:00-3:15	1	15	55	4	19	1	1	2	2	7	4	4	2	0	2	2
3:15-3:30	0	16	45	13	15	0	2	4	3	12	5	10	4	0	1	2
3:30-3:45	3	26	47	7	21	1	1	2	1	10	3	4	3	1	3	3
3:45-4:00	7	13	41	4	25	0	2	1	2	17	5	11	5	0	2	2
4:00-4:15	2	18	35	1	22	1	1	1	3	22	4	4	6	0	1	4
4:15-4:30	0	10	40	0	20	0	1	1	2	26	2	2	4	1	1	1

Intersection: SR 269 @ Avenal Cutoff Road

Wednesday 8/29/07 AM	NBL	NBT	NBR	NBTrucks	WBL	WBT	WBR	WBTrucks	SBL	SBT	SBR	SBTrucks	EBL	EBT	EBR	EBTrucks
5:00-5:15	11	14	0	3	1	0	5	0	0	6	0	0	0	0	0	0
5:15-5:30	18	28	0	0	2	0	7	1	0	5	1	1	0	0	0	0
5:30-5:45	13	25	0	3	3	0	8	4	0	18	1	0	0	0	0	0
5:45-6:00	17	26	0	3	4	0	4	2	0	16	0	1	0	0	0	0
6:00-6:15	14	16	0	2	1	0	0	1	0	10	0	0	0	0	0	0
6:15-6:30	11	13	0	3	2	0	4	1	0	11	0	2	0	0	0	0
6:30-6:45	8	15	0	5	5	0	7	1	0	9	0	0	0	0	0	0
6:45-7:00	7	9	0	2	4	0	2	1	0	13	0	2	0	0	0	0

Wednesday 8/29/07 PM																
2:30-2:45	17	15	0	2	6	0	0	1	0	4	2	2	0	0	0	0
2:45-3:00	10	6	0	2	5	1	1	1	0	2	1	1	0	0	0	0
3:00-3:15	4	8	0	5	4	2	2	3	0	6	0	0	0	0	0	0
3:15-3:30	5	9	0	7	5	0	0	3	0	12	2	5	0	0	0	0
3:30-3:45	4	15	0	5	4	1	2	4	0	7	1	0	0	0	0	0
3:45-4:00	2	10	0	3	7	2	3	1	0	13	1	5	0	0	0	0
4:00-4:15	3	15	0	4	10	1	0	0	0	14	0	3	0	0	0	0
4:15-4:30	5	7	0	2	8	1	1	0	0	13	1	2	0	0	0	0

Intersection: SR 269 @ I-5 WB Ramps

Wednesday 8/29/07	NBL	NBT	NBR	NBTrucks	WBL	WBT	WBR	WBTrucks	SBL	SBT	SBR	SBTrucks	EBL	EBT	EBR	EBTrucks
AM																
5:00-5:15	0	25	1	3	0	0	0	0	1	6	0	0	0	0	1	0
5:15-5:30	0	41	4	1	0	0	0	0	5	3	0	2	1	0	2	0
5:30-5:45	0	38	12	5	0	0	0	0	10	5	0	4	0	0	1	1
5:45-6:00	0	39	5	7	0	0	0	0	3	9	0	3	3	0	0	0
6:00-6:15	0	20	1	3	0	0	0	0	3	10	0	1	2	0	2	0
6:15-6:30	0	23	2	5	0	0	0	0	3	11	0	3	1	0	4	3
6:30-6:45	0	22	1	6	0	0	0	0	1	13	0	0	1	0	9	1
6:45-7:00	0	16	0	2	0	0	0	0	2	21	0	3	0	0	3	1
Wednesday 8/29/07																
PM																
2:30-2:45	0	32	6	8	0	0	0	0	2	8	0	3	0	0	5	1
2:45-3:00	0	15	7	3	0	0	0	0	0	7	0	1	1	0	1	1
3:00-3:15	0	12	5	7	0	0	0	0	1	9	0	3	0	0	4	1
3:15-3:30	0	14	8	12	0	0	0	0	2	15	0	8	0	0	8	2
3:30-3:45	0	19	11	11	0	0	0	0	0	11	0	2	1	0	3	2
3:45-4:00	0	12	8	5	0	0	0	0	1	19	0	6	0	0	5	5
4:00-4:15	0	18	7	9	0	0	0	0	1	22	0	3	2	0	7	2
4:15-4:30	0	11	4	2	0	0	0	0	0	21	0	2	1	0	8	0

Intersection: SR 269 @ I-5 EB Ramps

<u>Data Request 32:</u>

Segment Classification Counts

Day: TUESDAY
Date: 7/10/2007

Location: SR-269/Lassen N/O Jayne/Nevada Ave

City: Lemoore
Project #: 07-8134-003

SUMMARY

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	24	7	0	4	0	0	1	9	0	1	0	0	46
01:00	0	7	5	0	4	0	0	2	8	0	0	0	0	26
02:00	0	13	8	1	7	0	0	9	18	0	0	0	0	56
03:00	0	34	14	2	11	2	0	1	19	0	1	0	0	84
04:00	0	69	18	1	23	0	0	3	15	0	0	0	0	129
05:00	1	257	48	3	20	2	0	3	15	0	0	0	0	349
06:00	0	94	32	3	18	2	0	5	15	0	1	0	0	170
07:00	1	81	36	5	24	1	0	10	11	0	2	0	0	171
08:00	0	74	42	0	21	0	0	11	23	0	1	0	0	172
09:00	3	64	40	0	19	0	0	8	34	0	0	0	0	168
10:00	0	66	49	3	22	3	0	14	21	0	2	0	0	180
11:00	0	100	41	1	21	2	0	15	19	0	0	0	0	199
12:00 PM	0	126	58	0	22	2	0	13	15	0	1	0	0	237
13:00	0	119	47	4	32	0	0	9	20	0	3	0	0	234
14:00	0	134	53	4	46	2	0	11	17	0	0	0	0	267
15:00	1	137	60	6	21	0	0	16	22	0	0	0	0	263
16:00	1	210	40	6	21	0	0	15	16	0	0	0	0	309
17:00	0	197	37	2	31	1	0	10	12	0	2	0	0	292
18:00	0	117	30	1	14	0	0	19	16	0	1	0	0	198
19:00	0	66	23	0	12	0	0	5	16	0	1	0	0	123
20:00	0	65	8	0	4	0	0	6	17	0	0	0	0	100
21:00	1	47	13	1	5	0	0	3	20	0	1	0	0	91
22:00	0	41	6	0	6	0	0	2	18	0	0	0	0	73
23:00	1	19	6	1	1	0	0	4	14	0	1	0	0	47
Totals	**9**	**2161**	**721**	**44**	**409**	**17**		**195**	**410**		**18**			**3984**
% of Totals	0%	54%	18%	1%	10%	0%		5%	10%		0%			100%
	5	883	340	19	194	12	0	82	207	0	8	0	0	1750
% AM	0%	22%	9%	0%	5%	0%		2%	5%		0%			44%
AM Peak Hour	09:00	05:00	10:00	07:00	07:00	10:00		11:00	09:00		07:00			05:00
Volume	3	257	49	5	24	3		15	34		2			349
	4	1278	381	25	215	5	0	113	203	0	10	0	0	2234
% PM	0%	32%	10%	1%	5%	0%		3%	5%		0%			56%
PM Peak Hour	15:00	16:00	15:00	15:00	14:00	12:00		18:00	15:00		13:00			16:00
Volume	1	210	60	6	46	2		19	22		3			309

Peak Period Totals	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	343	9%	471	12%	601	15%	2569	64%

Day: TUESDAY
Date: 7/10/2007

Location: Avenal Cutoff N/O Jayne/Nevada Ave

City: Lemoore
Project #: 07-8134-001

SUMMARY

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	18	0	1	1	0	0	0	0	0	0	0	0	20
01:00	0	7	2	0	2	0	0	1	0	0	0	0	0	12
02:00	0	11	0	0	1	2	0	0	0	0	0	0	0	14
03:00	0	25	5	0	1	0	0	0	0	0	0	0	0	31
04:00	0	40	7	0	4	2	0	3	0	0	0	0	0	56
05:00	1	286	53	1	29	16	0	11	13	0	0	0	0	410
06:00	1	315	42	0	39	5	0	13	15	0	0	0	0	430
07:00	0	278	43	3	52	14	0	18	1	0	0	0	0	409
08:00	0	136	22	1	28	4	0	12	2	0	2	0	0	207
09:00	1	115	33	2	17	7	0	12	3	0	0	1	0	191
10:00	0	107	41	0	27	7	0	18	5	0	1	1	0	207
11:00	0	113	35	3	21	1	0	15	1	0	4	0	0	193
12:00 PM	2	131	38	1	27	1	0	10	2	0	0	0	0	212
13:00	3	292	45	0	28	0	0	13	1	0	2	0	0	384
14:00	0	308	53	2	34	5	0	8	1	0	0	0	0	411
15:00	0	238	56	0	35	4	0	8	0	0	0	0	0	341
16:00	0	300	53	2	43	10	0	4	3	0	0	0	0	415
17:00	1	225	47	0	19	13	0	5	7	0	0	0	0	317
18:00	0	117	23	2	7	6	0	7	0	0	0	0	0	162
19:00	0	81	18	0	4	3	0	0	2	0	0	0	0	108
20:00	0	77	16	0	4	2	0	2	0	0	0	0	0	101
21:00	0	139	10	0	6	1	0	3	0	0	0	0	0	159
22:00	1	145	24	0	14	9	0	0	1	0	0	0	0	194
23:00	0	36	6	0	0	4	0	1	0	0	0	0	0	47
Totals	**10**	**3540**	**672**	**18**	**443**	**116**		**164**	**57**		**9**	**2**		**5031**
% of Totals	0%	70%	13%	0%	9%	2%		3%	1%		0%	0%		100%
	3	1451	283	11	222	58	0	103	40	0	7	2	0	2180
% AM	0%	29%	6%	0%	4%	1%		2%	1%		0%	0%		43%
AM Peak Hour	05:00	06:00	05:00	07:00	07:00	05:00		07:00	06:00		11:00	09:00		06:00
Volume	1	315	53	3	52	16		18	15		4	1		430
	7	2089	389	7	221	58	0	61	17	0	2	0	0	2851
% PM	0%	42%	8%	0%	4%	1%		1%	0%		0%			57%
PM Peak Hour	13:00	14:00	15:00	14:00	16:00	17:00		13:00	17:00		13:00			16:00
Volume	3	308	56	2	43	13		13	7		2			415

Peak Period Totals	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	616	12%	596	12%	732	15%	3087	61%

<u>Data Request 32:</u>

Freeway/Highway Caltrans Counts – Hourly Counts (used to develop analysis volumes)

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	005		16.565	B

Location Description
JCT RTE 41

Traffic Station: 164
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: North

Year	Thu	Fri
2005	SEP 15	SEP 16
0-1	387 A	467 A
1-2	326 A	428 A
2-3	344 A	400 A
3-4	290 A	311 A
4-5	262 A	309 A
5-6	329 A	376 A
6-7	421 A	478 A
7-8	544 A	622 A
8-9	555 A	773 A
9-10	560 A	753 C
10-11	579 A	766 C
11-12	714 A	858 C
12-13	873 A	1087 C
13-14	887 A	1113 C
14-15	990 A	1111 C
15-16	933 A	1207 C
16-17	943 A	1102 C
17-18	877 A	1004 C
18-19	717 A	917 C
19-20	592 A	771 C
20-21	521 A	706 C
21-22	569 A	708 C
22-23	591 A	715 C
23-24	527 A	593 C
Day Total	14331 A	17575 C
AM Peak Hour	11-12	11-12
AM Peak Traffic	714	858
PM Peak Hour	14-15	15-16
PM Peak Traffic	990	1207

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	005		16.565	B

Location Description
JCT RTE 41

Traffic Station: 164
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: South

Year	Thu	Fri
2005	SEP 15	SEP 16
0-1	241 A	426 A
1-2	244 A	312 A
2-3	251 A	293 A
3-4	196 A	232 A
4-5	208 A	263 A
5-6	330 A	376 A
6-7	317 A	422 A
7-8	405 A	534 A
8-9	531 A	820 A
9-10	651 A	858 C
10-11	639 A	862 C
11-12	794 A	892 C
12-13	775 A	971 C
13-14	861 A	1100 C
14-15	924 A	1054 C
15-16	970 A	1009 C
16-17	989 A	1152 C
17-18	879 A	1161 C
18-19	829 A	1082 C
19-20	689 A	1006 C
20-21	655 A	982 C
21-22	711 A	998 C
22-23	576 A	805 C
23-24	440 A	597 C
Day Total	14105 A	18207 C
AM Peak Hour	11-12	11-12
AM Peak Traffic	794	892
PM Peak Hour	16-17	17-18
PM Peak Traffic	989	1161

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	041	R	39.962	A

Location Description
JCT RTE 198

Traffic Station: 35
Location Type: Trend Station
Lanes: 1
Lane Code: 1

Direction of Count: North

Year	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
2007	JAN 01	JAN 02	JAN 03	JAN 04	JAN 05	JAN 06	JAN 07	JAN 08
0-1	126 A	65 A	77 A	73 A	63 A	99 A	111 A	80 A
1-2	107 A	47 A	41 A	49 A	46 A	85 A	98 A	48 A
2-3	83 A	39 A	50 A	41 A	46 A	76 A	56 A	39 A
3-4	78 A	43 A	50 A	40 A	52 A	39 A	51 A	51 A
4-5	53 A	56 A	64 A	63 A	64 A	68 A	54 A	67 A
5-6	63 A	140 A	158 A	183 A	142 A	99 A	52 A	176 A
6-7	86 A	259 A	266 A	268 A	293 A	192 A	110 A	293 A
7-8	91 A	297 A	292 A	350 A	287 A	210 A	129 A	417 A
8-9	119 A	235 A	272 A	256 A	292 A	229 A	149 A	297 A
9-10	115 A	293 A	265 A	262 A	298 A	257 A	172 A	275 A
10-11	189 A	237 A	331 A	270 A	332 A	324 A	238 A	298 A
11-12	265 A	418 A	364 A	331 A	396 A	384 A	290 A	314 A
12-13	396 A	465 A	466 A	417 A	392 A	391 A	367 A	357 A
13-14	446 A	434 A	375 A	485 A	453 A	375 A	384 A	366 A
14-15	521 A	528 A	496 A	499 A	521 A	376 A	543 A	439 A
15-16	542 A	565 A	610 A	544 A	676 A	392 A	514 A	607 A
16-17	491 A	548 A	644 A	564 A	620 A	485 A	559 A	583 A
17-18	499 A	495 A	563 A	497 A	611 A	452 A	406 A	494 A
18-19	363 A	303 A	346 A	291 A	395 A	321 A	424 A	299 A
19-20	325 A	202 A	242 A	228 A	290 A	263 A	330 A	175 A
20-21	259 A	156 A	167 A	185 A	212 A	243 A	245 A	143 A
21-22	180 A	137 A	176 A	153 A	201 A	202 A	189 A	126 A
22-23	200 A	162 A	174 A	163 A	214 A	217 A	182 A	141 A
23-24	126 A	114 A	122 A	125 A	177 A	176 A	101 A	88 A
Day Total	5723 A	6238 A	6611 A	6337 A	7073 A	5955 A	5754 A	6173 A
AM Peak Hour	11-12	11-12	11-12	07-08	11-12	11-12	11-12	07-08
AM Peak Traffic	265	418	364	350	396	384	290	417
PM Peak Hour	15-16	15-16	16-17	16-17	15-16	16-17	16-17	15-16
PM Peak Traffic	542	565	644	564	676	485	559	607

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	041	R	39.962	A

Location Description
JCT RTE 198

Traffic Station: 35
Location Type: Trend Station
Lanes: 1
Lane Code: 1

Direction of Count: North

Year	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue
2007	JAN 09	JAN 10	JAN 11	JAN 12	JAN 13	JAN 14	JAN 15	JAN 16
0-1	46 A	55 A	54 A	57 A	93 A	126 A	68 A	64 A
1-2	47 A	38 A	47 A	46 A	72 A	70 A	50 A	41 A
2-3	36 A	40 A	38 A	39 A	65 A	56 A	41 A	40 A
3-4	41 A	40 A	35 A	35 A	43 A	63 A	53 A	41 A
4-5	61 A	46 A	60 A	61 A	54 A	61 A	45 A	61 A
5-6	166 A	183 A	170 A	142 A	65 A	53 A	109 A	159 A
6-7	313 A	312 A	306 A	275 A	164 A	108 A	233 A	286 A
7-8	402 A	424 A	401 A	394 A	208 A	143 A	289 A	402 A
8-9	306 A	277 A	305 A	277 A	249 A	142 A	244 A	316 A
9-10	266 A	290 A	264 A	294 A	275 A	194 A	266 A	297 A
10-11	293 A	313 A	284 A	323 A	326 A	279 A	355 A	342 A
11-12	367 A	352 A	375 A	378 A	360 A	303 A	358 A	393 A
12-13	351 A	358 A	379 A	421 A	389 A	388 A	411 A	402 A
13-14	341 A	380 A	405 A	436 A	389 A	335 A	463 A	382 A
14-15	452 A	498 A	517 A	604 A	439 A	385 A	569 A	534 A
15-16	608 A	622 A	699 A	693 A	439 A	379 A	591 A	629 A
16-17	646 A	657 A	651 A	652 A	417 A	411 A	522 A	650 A
17-18	592 A	534 A	565 A	674 A	383 A	439 A	570 A	669 A
18-19	276 A	324 A	298 A	402 A	322 A	386 A	325 A	334 A
19-20	225 A	233 A	214 A	340 A	271 A	342 A	241 A	234 A
20-21	184 A	167 A	183 A	234 A	225 A	272 A	190 A	202 A
21-22	132 A	153 A	153 A	222 A	210 A	174 A	144 A	198 A
22-23	167 A	134 A	177 A	216 A	207 A	172 A	153 A	178 A
23-24	105 A	91 A	104 A	163 A	172 A	109 A	131 A	92 A
Day Total	6423 A	6521 A	6684 A	7378 A	5837 A	5390 A	6421 A	6946 A
AM Peak Hour	07-08	07-08	07-08	07-08	11-12	11-12	11-12	07-08
AM Peak Traffic	402	424	401	394	360	303	358	402
PM Peak Hour	16-17	16-17	15-16	15-16	14-15	17-18	15-16	17-18
PM Peak Traffic	646	657	699	693	439	439	591	669

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	041	R	39.962	A

Location Description
JCT RTE 198

Traffic Station: 35
Location Type: Trend Station
Lanes: 1
Lane Code: 1

Direction of Count: North

Year	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
2007	JAN 17	JAN 18	JAN 19	JAN 20	JAN 21	JAN 22	JAN 23	JAN 24
0-1	65 A	61 A	70 A	104 A	122 A	54 A	50 A	61 A
1-2	56 A	45 A	49 A	83 A	70 A	46 A	33 A	51 A
2-3	31 A	44 A	56 A	74 A	53 A	42 A	41 A	40 A
3-4	43 A	47 A	45 A	52 A	63 A	39 A	43 A	46 A
4-5	58 A	48 A	60 A	63 A	54 A	60 A	68 A	56 A
5-6	187 A	160 A	162 A	99 A	52 A	156 A	172 A	157 A
6-7	308 A	322 A	289 A	186 A	96 A	320 A	308 A	306 A
7-8	386 A	402 A	394 A	184 A	122 A	419 A	383 A	391 A
8-9	317 A	307 A	353 A	226 A	157 A	310 A	314 A	288 A
9-10	273 A	283 A	298 A	280 A	203 A	294 A	274 A	280 A
10-11	281 A	332 A	320 A	317 A	281 A	323 A	331 A	300 A
11-12	402 A	436 A	408 A	378 A	342 A	358 A	407 A	392 A
12-13	381 A	416 A	472 A	372 A	317 A	415 A	358 A	391 A
13-14	394 A	357 A	421 A	330 A	387 A	417 A	356 A	355 A
14-15	513 A	551 A	597 A	432 A	417 A	500 A	509 A	526 A
15-16	675 A	687 A	711 A	414 A	454 A	635 A	636 A	639 A
16-17	694 A	624 A	653 A	404 A	467 A	623 A	625 A	657 A
17-18	654 A	651 A	663 A	417 A	464 A	623 A	601 A	624 A
18-19	381 A	375 A	422 A	287 A	346 A	304 A	316 A	331 A
19-20	243 A	241 A	267 A	297 A	351 A	228 A	217 A	238 A
20-21	194 A	195 A	243 A	235 A	269 A	179 A	188 A	188 A
21-22	214 A	246 A	194 A	224 A	185 A	163 A	202 A	213 A
22-23	172 A	265 A	227 A	213 A	164 A	157 A	156 A	168 A
23-24	100 A	144 A	151 A	146 A	107 A	92 A	103 A	113 A
Day Total	7022 A	7239 A	7525 A	5817 A	5543 A	6757 A	6691 A	6811 A
AM Peak Hour	11-12	11-12	11-12	11-12	11-12	07-08	11-12	11-12
AM Peak Traffic	402	436	408	378	342	419	407	392
PM Peak Hour	16-17	15-16	15-16	14-15	16-17	15-16	15-16	16-17
PM Peak Traffic	694	687	711	432	467	635	636	657

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	041	R	39.962	A

Location Description
JCT RTE 198

Traffic Station: 35
Location Type: Trend Station
Lanes: 1
Lane Code: 1

Direction of Count: North

Year	Thu	Fri	Sat	Sun	Mon	Tue	Wed
2007	JAN 25	JAN 26	JAN 27	JAN 28	JAN 29	JAN 30	JAN 31
0-1	61 A	64 A	106 A	110 A	63 A	56 A	57 A
1-2	36 A	44 A	88 A	68 A	43 A	44 A	38 A
2-3	39 A	35 A	55 A	74 A	39 A	29 A	35 A
3-4	51 A	45 A	62 A	55 A	43 A	33 A	41 A
4-5	55 A	62 A	56 A	46 A	59 A	48 A	56 A
5-6	167 A	135 A	91 A	63 A	166 A	144 A	152 A
6-7	330 A	285 A	134 A	99 A	338 A	294 A	312 A
7-8	365 A	363 A	174 A	135 A	429 A	364 A	397 A
8-9	319 A	320 A	229 A	149 A	323 A	327 A	289 A
9-10	297 A	319 A	253 A	184 A	281 A	310 A	298 A
10-11	351 A	334 A	323 A	254 A	320 A	325 A	322 A
11-12	370 A	464 A	337 A	306 A	392 A	430 A	382 A
12-13	398 A	371 A	381 A	375 A	358 A	358 A	373 A
13-14	442 A	447 A	357 A	430 A	422 A	391 A	386 A
14-15	531 A	537 A	441 A	459 A	478 A	494 A	509 A
15-16	611 A	669 A	495 A	457 A	612 A	601 A	647 A
16-17	666 A	676 A	398 A	490 A	618 A	616 A	578 A
17-18	638 A	642 A	321 A	441 A	523 A	586 A	585 A
18-19	390 A	418 A	276 A	363 A	346 A	332 A	324 A
19-20	247 A	341 A	243 A	298 A	187 A	180 A	229 A
20-21	219 A	230 A	240 A	225 A	168 A	187 A	203 A
21-22	221 A	229 A	192 A	184 A	149 A	206 A	251 A
22-23	177 A	200 A	216 A	172 A	138 A	167 A	183 A
23-24	103 A	131 A	169 A	106 A	105 A	99 A	106 A
Day Total	7084 A	7361 A	5637 A	5543 A	6600 A	6621 A	6753 A
AM Peak Hour	11-12	11-12	11-12	11-12	07-08	11-12	07-08
AM Peak Traffic	370	464	337	306	429	430	397
PM Peak Hour	16-17	16-17	15-16	16-17	16-17	16-17	15-16
PM Peak Traffic	666	676	495	490	618	616	647

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	041	R	39.962	A

Location Description
JCT RTE 198

Traffic Station: 35
Location Type: Trend Station
Lanes: 1
Lane Code: 1

Direction of Count: South

Year	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
2007	JAN 01	JAN 02	JAN 03	JAN 04	JAN 05	JAN 06	JAN 07	JAN 08
0-1	88 A	42 A	67 A	52 A	48 A	82 A	79 A	56 A
1-2	120 A	31 A	35 A	50 A	55 A	56 A	58 A	31 A
2-3	61 A	34 A	43 A	42 A	42 A	47 A	55 A	37 A
3-4	48 A	51 A	61 A	52 A	40 A	38 A	37 A	46 A
4-5	52 A	103 A	99 A	88 A	68 A	75 A	41 A	119 A
5-6	87 A	243 A	297 A	278 A	303 A	197 A	119 A	343 A
6-7	65 A	352 A	423 A	463 A	406 A	241 A	148 A	505 A
7-8	117 A	356 A	458 A	458 A	465 A	263 A	160 A	634 A
8-9	96 A	273 A	344 A	348 A	307 A	240 A	176 A	374 A
9-10	136 A	308 A	365 A	361 A	359 A	340 A	223 A	310 A
10-11	209 A	399 A	416 A	368 A	374 A	357 A	301 A	325 A
11-12	307 A	407 A	405 A	373 A	404 A	375 A	314 A	330 A
12-13	389 A	391 A	406 A	409 A	468 A	385 A	375 A	404 A
13-14	396 A	425 A	385 A	440 A	475 A	414 A	389 A	374 A
14-15	354 A	370 A	401 A	349 A	434 A	404 A	376 A	334 A
15-16	332 A	384 A	395 A	368 A	515 A	385 A	392 A	359 A
16-17	343 A	402 A	435 A	401 A	504 A	396 A	370 A	420 A
17-18	296 A	437 A	437 A	405 A	529 A	404 A	394 A	350 A
18-19	277 A	300 A	304 A	279 A	425 A	346 A	344 A	274 A
19-20	205 A	204 A	233 A	215 A	308 A	243 A	245 A	162 A
20-21	167 A	173 A	187 A	154 A	254 A	269 A	198 A	162 A
21-22	137 A	164 A	180 A	197 A	207 A	263 A	175 A	122 A
22-23	95 A	112 A	107 A	116 A	177 A	156 A	107 A	102 A
23-24	73 A	94 A	90 A	105 A	131 A	130 A	59 A	84 A
Day Total	4450 A	6055 A	6573 A	6371 A	7298 A	6106 A	5135 A	6257 A
AM Peak Hour	11-12	11-12	07-08	06-07	07-08	11-12	11-12	07-08
AM Peak Traffic	307	407	458	463	465	375	314	634
PM Peak Hour	13-14	17-18	17-18	13-14	17-18	13-14	17-18	16-17
PM Peak Traffic	396	437	437	440	529	414	394	420

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	041	R	39.962	A

Location Description
JCT RTE 198

Traffic Station: 35
Location Type: Trend Station
Lanes: 1
Lane Code: 1

Direction of Count: South

Year	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue
2007	JAN 09	JAN 10	JAN 11	JAN 12	JAN 13	JAN 14	JAN 15	JAN 16
0-1	68 A	48 A	52 A	46 A	78 A	75 A	42 A	57 A
1-2	32 A	39 A	43 A	40 A	58 A	58 A	36 A	41 A
2-3	38 A	37 A	41 A	29 A	51 A	62 A	36 A	27 A
3-4	47 A	36 A	43 A	50 A	32 A	38 A	54 A	52 A
4-5	83 A	81 A	76 A	70 A	73 A	57 A	97 A	87 A
5-6	330 A	343 A	330 A	302 A	185 A	82 A	235 A	338 A
6-7	467 A	509 A	509 A	452 A	154 A	83 A	287 A	478 A
7-8	609 A	611 A	655 A	590 A	265 A	172 A	311 A	669 A
8-9	413 A	438 A	390 A	421 A	285 A	219 A	312 A	462 A
9-10	318 A	328 A	334 A	357 A	327 A	275 A	332 A	389 A
10-11	363 A	322 A	366 A	377 A	443 A	303 A	348 A	390 A
11-12	374 A	355 A	342 A	407 A	370 A	279 A	396 A	327 A
12-13	394 A	370 A	403 A	429 A	418 A	339 A	413 A	448 A
13-14	350 A	392 A	364 A	455 A	428 A	396 A	440 A	410 A
14-15	338 A	368 A	393 A	475 A	365 A	322 A	380 A	392 A
15-16	396 A	414 A	403 A	508 A	423 A	357 A	481 A	465 A
16-17	440 A	404 A	448 A	557 A	417 A	381 A	437 A	446 A
17-18	420 A	425 A	434 A	592 A	405 A	374 A	416 A	463 A
18-19	263 A	289 A	304 A	534 A	332 A	303 A	315 A	405 A
19-20	186 A	215 A	200 A	360 A	283 A	255 A	224 A	186 A
20-21	155 A	177 A	167 A	262 A	257 A	189 A	181 A	151 A
21-22	130 A	159 A	140 A	191 A	230 A	159 A	152 A	147 A
22-23	85 A	84 A	120 A	160 A	149 A	134 A	83 A	97 A
23-24	88 A	72 A	90 A	100 A	117 A	68 A	92 A	66 A
Day Total	6387 A	6516 A	6647 A	7764 A	6145 A	4980 A	6100 A	6993 A
AM Peak Hour	07-08	07-08	07-08	07-08	10-11	10-11	11-12	07-08
AM Peak Traffic	609	611	655	590	443	303	396	669
PM Peak Hour	16-17	17-18	16-17	17-18	13-14	13-14	15-16	15-16
PM Peak Traffic	440	425	448	592	428	396	481	465

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	041	R	39.962	A

Location Description
JCT RTE 198

Traffic Station: 35
Location Type: Trend Station
Lanes: 1
Lane Code: 1

Direction of Count: South

Year	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
2007	JAN 17	JAN 18	JAN 19	JAN 20	JAN 21	JAN 22	JAN 23	JAN 24
0-1	50 A	110 A	50 A	103 A	98 A	45 A	52 A	36 A
1-2	44 A	41 A	44 A	60 A	64 A	26 A	36 A	46 A
2-3	36 A	42 A	43 A	51 A	41 A	32 A	35 A	41 A
3-4	42 A	37 A	55 A	40 A	37 A	50 A	41 A	34 A
4-5	77 A	71 A	86 A	60 A	48 A	113 A	91 A	99 A
5-6	340 A	323 A	315 A	206 A	94 A	334 A	306 A	317 A
6-7	473 A	501 A	458 A	200 A	96 A	476 A	486 A	489 A
7-8	675 A	661 A	620 A	221 A	160 A	676 A	631 A	679 A
8-9	426 A	442 A	430 A	306 A	203 A	476 A	466 A	460 A
9-10	387 A	392 A	409 A	357 A	267 A	335 A	375 A	365 A
10-11	394 A	401 A	430 A	373 A	311 A	348 A	351 A	410 A
11-12	369 A	350 A	404 A	380 A	307 A	335 A	323 A	327 A
12-13	415 A	463 A	454 A	350 A	325 A	382 A	442 A	357 A
13-14	374 A	434 A	468 A	386 A	359 A	370 A	373 A	362 A
14-15	376 A	419 A	491 A	393 A	325 A	399 A	394 A	382 A
15-16	493 A	507 A	514 A	390 A	338 A	451 A	412 A	444 A
16-17	470 A	438 A	578 A	416 A	376 A	393 A	441 A	406 A
17-18	402 A	572 A	570 A	363 A	348 A	402 A	423 A	459 A
18-19	374 A	445 A	449 A	339 A	354 A	318 A	324 A	350 A
19-20	196 A	234 A	322 A	295 A	262 A	176 A	186 A	196 A
20-21	180 A	197 A	250 A	237 A	219 A	151 A	166 A	165 A
21-22	131 A	190 A	195 A	226 A	134 A	139 A	143 A	184 A
22-23	124 A	122 A	141 A	149 A	93 A	123 A	102 A	102 A
23-24	99 A	68 A	164 A	128 A	60 A	62 A	62 A	83 A
Day Total	6947 A	7460 A	7940 A	6029 A	4919 A	6612 A	6661 A	6793 A
AM Peak Hour	07-08	07-08	07-08	11-12	10-11	07-08	07-08	07-08
AM Peak Traffic	675	661	620	380	311	676	631	679
PM Peak Hour	15-16	17-18	16-17	16-17	16-17	15-16	12-13	17-18
PM Peak Traffic	493	572	578	416	376	451	442	459

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	041	R	39.962	A

Location Description
JCT RTE 198

Traffic Station: 35
Location Type: Trend Station
Lanes: 1
Lane Code: 1

Direction of Count: South

Year	Thu	Fri	Sat	Sun	Mon	Tue	Wed
2007	JAN 25	JAN 26	JAN 27	JAN 28	JAN 29	JAN 30	JAN 31
0-1	46 A	53 A	89 A	72 A	55 A	42 A	36 A
1-2	38 A	31 A	81 A	66 A	36 A	30 A	37 A
2-3	31 A	41 A	43 A	46 A	32 A	28 A	30 A
3-4	45 A	41 A	36 A	34 A	48 A	38 A	43 A
4-5	89 A	100 A	61 A	48 A	103 A	80 A	98 A
5-6	323 A	316 A	203 A	83 A	337 A	340 A	354 A
6-7	507 A	427 A	185 A	89 A	490 A	472 A	472 A
7-8	620 A	649 A	273 A	144 A	613 A	619 A	628 A
8-9	451 A	488 A	291 A	172 A	420 A	408 A	428 A
9-10	360 A	366 A	387 A	241 A	375 A	349 A	394 A
10-11	406 A	417 A	375 A	280 A	368 A	380 A	392 A
11-12	375 A	398 A	389 A	342 A	296 A	365 A	359 A
12-13	418 A	430 A	373 A	357 A	435 A	387 A	383 A
13-14	414 A	463 A	391 A	424 A	361 A	377 A	374 A
14-15	393 A	439 A	349 A	364 A	389 A	382 A	381 A
15-16	475 A	535 A	410 A	395 A	402 A	426 A	424 A
16-17	495 A	548 A	353 A	350 A	399 A	426 A	412 A
17-18	462 A	568 A	378 A	359 A	428 A	417 A	461 A
18-19	350 A	435 A	316 A	344 A	308 A	335 A	395 A
19-20	206 A	297 A	270 A	284 A	181 A	213 A	190 A
20-21	203 A	238 A	239 A	209 A	147 A	169 A	159 A
21-22	151 A	211 A	219 A	160 A	151 A	157 A	146 A
22-23	112 A	163 A	157 A	87 A	88 A	108 A	106 A
23-24	70 A	126 A	95 A	55 A	71 A	71 A	74 A
Day Total	7040 A	7780 A	5963 A	5005 A	6533 A	6619 A	6776 A
AM Peak Hour	07-08	07-08	11-12	11-12	07-08	07-08	07-08
AM Peak Traffic	620	649	389	342	613	619	628
PM Peak Hour	16-17	17-18	15-16	13-14	12-13	15-16	17-18
PM Peak Traffic	495	568	410	424	435	426	461

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	198		8.897	B

Location Description
JCT. RTE. 41

Traffic Station: 36
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: East

Year	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue
2005	JAN 04	JAN 05	JAN 06	JAN 07	JAN 08	JAN 09	JAN 10	JAN 11
0-1		57 A	81 A	93 A	78 A	65 A	67 A	71 A
1-2		115 A	65 A	75 A	36 A	38 A	104 A	109 A
2-3		50 A	40 A	56 A	36 A	37 A	45 A	49 A
3-4		58 A	27 A	32 A	23 A	25 A	32 A	34 A
4-5		26 A	37 A	23 A	30 A	23 A	28 A	20 A
5-6		63 A	57 A	57 A	41 A	27 A	70 A	66 A
6-7		195 A	187 A	172 A	113 A	80 A	199 A	187 A
7-8		330 A	327 A	312 A	198 A	172 A	448 A	377 A
8-9		338 A	310 A	320 A	270 A	188 A	379 A	379 A
9-10	306 A	396 A	276 A	324 A	303 A	199 A	415 A	382 A
10-11	472 A	386 A	397 A	468 A	420 A	289 A	429 A	421 A
11-12	533 A	504 A	481 A	548 A	486 A	380 A	543 A	543 A
12-13	572 A	580 A	573 A	679 A	570 A	475 A	475 A	541 A
13-14	539 A	556 A	494 A	625 A	607 A	462 A	468 A	512 A
14-15	782 A	813 A	739 A	921 A	593 A	459 A	696 A	756 A
15-16	1031 A	1028 A	1012 A	1083 A	599 A	517 A	1172 A	1139 A
16-17	1312 A	1281 A	1314 A	1246 A	679 A	541 A	1398 A	1464 A
17-18	823 A	905 A	838 A	835 A	454 A	376 A	879 A	885 A
18-19	465 A	529 A	576 A	582 A	392 A	325 A	442 A	495 A
19-20	293 A	334 A	335 A	428 A	259 A	243 A	279 A	299 A
20-21	223 A	255 A	264 A	253 A	230 A	179 A	244 A	222 A
21-22	176 A	224 A	208 A	287 A	213 A	119 A	161 A	165 A
22-23	232 A	256 A	240 A	296 A	218 A	202 A	212 A	238 A
23-24	128 A	167 A	179 A	141 A	133 A	127 A	159 A	146 A
Day Total	7887 P	9446 A	9057 A	9856 A	6981 A	5548 A	9344 A	9500 A
AM Peak Hour	11-12	11-12	11-12	11-12	11-12	11-12	11-12	11-12
AM Peak Traffic	533	504	481	548	486	380	543	543
PM Peak Hour	16-17	16-17	16-17	16-17	16-17	16-17	16-17	16-17
PM Peak Traffic	1312	1281	1314	1246	679	541	1398	1464

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	198		8.897	B

Location Description
JCT. RTE. 41

Traffic Station: 36
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: East

Year	Wed	Thu
2005	JAN 12	JAN 13
0-1	73 A	83 A
1-2	95 A	65 C
2-3	57 A	40 C
3-4	27 A	27 C
4-5	44 A	37 C
5-6	59 A	57 C
6-7	217 A	187 C
7-8	427 A	327 C
8-9	394 A	310 C
9-10	345 A	276 C
10-11	376 A	397 C
11-12	507 A	481 C
12-13	504 A	573 C
13-14	479 A	494 C
14-15	790 A	739 C
15-16	1081 A	1012 C
16-17	1469 A	1314 C
17-18	916 A	838 C
18-19	576 A	576 C
19-20	334 A	335 C
20-21	218 A	264 C
21-22	183 A	208 C
22-23	245 A	240 C
23-24	147 A	179 C
Day Total	9563 A	9059 C
AM Peak Hour	11-12	11-12
AM Peak Traffic	507	481
PM Peak Hour	16-17	16-17
PM Peak Traffic	1469	1314

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	198		8.897	B

Location Description
JCT. RTE. 41

Traffic Station: 36
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: West

Year	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue
2005	JAN 04	JAN 05	JAN 06	JAN 07	JAN 08	JAN 09	JAN 10	JAN 11
0-1		37 A	42 A	43 A	100 A	79 A	40 A	40 A
1-2		23 A	48 A	34 A	52 A	83 A	31 A	29 A
2-3		37 A	31 A	35 A	80 A	64 A	42 A	29 A
3-4		73 A	61 A	74 A	72 A	58 A	77 A	61 A
4-5		103 A	108 A	82 A	52 A	64 A	105 A	104 A
5-6		690 A	687 A	633 A	227 A	190 A	733 A	668 A
6-7		1030 A	1058 A	1022 A	341 A	242 A	1217 A	1153 A
7-8		937 A	897 A	928 A	395 A	364 A	1102 A	1159 A
8-9		499 A	463 A	476 A	244 A	192 A	467 A	523 A
9-10	449 A	514 A	441 A	362 A	262 A	199 A	361 A	435 A
10-11	454 A	437 A	392 A	435 A	362 A	260 A	403 A	428 A
11-12	437 A	411 A	418 A	405 A	338 A	295 A	434 A	448 A
12-13	519 A	522 A	470 A	518 A	435 A	384 A	554 A	518 A
13-14	591 A	610 A	539 A	563 A	499 A	477 A	556 A	593 A
14-15	479 A	517 A	454 A	480 A	425 A	471 A	493 A	490 A
15-16	496 A	437 A	442 A	483 A	504 A	492 A	457 A	490 A
16-17	495 A	435 A	462 A	487 A	491 A	432 A	441 A	427 A
17-18	454 A	463 A	504 A	514 A	404 A	382 A	483 A	457 A
18-19	330 A	371 A	392 A	412 A	438 A	373 A	330 A	373 A
19-20	214 A	273 A	269 A	291 A	334 A	305 A	256 A	257 A
20-21	218 A	245 A	223 A	282 A	221 A	220 A	198 A	188 A
21-22	220 A	241 A	221 A	281 A	266 A	215 A	191 A	198 A
22-23	114 A	129 A	119 A	174 A	154 A	119 A	116 A	119 A
23-24	77 A	86 A	101 A	134 A	132 A	76 A	60 A	64 A
Day Total	5547 P	9120 A	8842 A	9148 A	6828 A	6036 A	9147 A	9251 A
AM Peak Hour	10-11	06-07	06-07	06-07	07-08	07-08	06-07	07-08
AM Peak Traffic	454	1030	1058	1022	395	364	1217	1159
PM Peak Hour	13-14	13-14	13-14	13-14	15-16	15-16	13-14	13-14
PM Peak Traffic	591	610	539	563	504	492	556	593

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	198		8.897	B

Location Description
JCT. RTE. 41

Traffic Station: 36
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: West

Year	Wed	Thu
2005	JAN 12	JAN 13
0-1	29 A	35 A
1-2	31 A	48 C
2-3	27 A	31 C
3-4	67 A	61 C
4-5	111 A	108 C
5-6	719 A	687 C
6-7	1179 A	1058 C
7-8	1116 A	897 C
8-9	502 A	463 C
9-10	414 A	441 C
10-11	435 A	392 C
11-12	405 A	418 C
12-13	508 A	470 C
13-14	578 A	539 C
14-15	509 A	454 C
15-16	466 A	442 C
16-17	431 A	462 C
17-18	487 A	504 C
18-19	353 A	392 C
19-20	265 A	269 C
20-21	237 A	223 C
21-22	221 A	221 C
22-23	108 A	119 C
23-24	67 A	101 C
Day Total	9265 A	8835 C
AM Peak Hour	06-07	06-07
AM Peak Traffic	1179	1058
PM Peak Hour	13-14	13-14
PM Peak Traffic	578	539

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	198		8.897	B

Location Description
JCT. RTE. 41

Traffic Station: 36
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: East

Year	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
2005	APR 04	APR 05	APR 06	APR 07	APR 08	APR 09	APR 10	APR 11
0-1		84 A	84 A	59 A	94 A	106 A	72 A	73 A
1-2		55 A	60 A	32 A	41 A	70 A	60 A	47 A
2-3		43 A	28 A	46 A	10 A	45 A	33 A	55 A
3-4		31 A	26 A	27 A	29 A	47 A	28 A	67 A
4-5		38 A	22 A	30 A	27 A	32 A	23 A	126 A
5-6		81 A	81 A	75 A	86 A	42 A	28 A	155 A
6-7		224 A	208 A	223 A	210 A	177 A	128 A	188 A
7-8		444 A	455 A	335 A	266 A	307 A	186 A	312 A
8-9		401 A	429 A	105 A	399 A	330 A	198 A	317 A
9-10		374 A	385 A	210 A	370 A	404 A	291 A	389 A
10-11		460 A	430 A	329 A	487 A	399 A	377 A	478 A
11-12	555 A	527 A	586 A	440 A	625 A	581 A	529 A	550 A
12-13	578 A	587 A	568 A	507 A	729 A	645 A	577 A	603 A
13-14	535 A	523 A	516 A	441 A	674 A	613 A	531 A	559 A
14-15	821 A	832 A	855 A	783 A	937 A	651 A	546 A	803 A
15-16	1203 A	1246 A	1146 A	1128 A	1295 A	603 A	526 A	1262 A
16-17	1423 A	1381 A	1426 A	1376 A	1307 A	552 A	459 A	1270 A
17-18	859 A	979 A	968 A	802 A	874 A	486 A	402 A	828 A
18-19	591 A	667 A	694 A	591 A	584 A	469 A	406 A	558 A
19-20	396 A	386 A	422 A	370 A	475 A	382 A	292 A	310 A
20-21	249 A	283 A	286 A	259 A	359 A	282 A	223 A	260 A
21-22	230 A	250 A	121 A	268 A	365 A	258 A	268 A	218 A
22-23	252 A	276 A	225 A	293 A	302 A	294 A	168 A	266 A
23-24	156 A	147 A	39 A	157 A	165 A	197 A	136 A	152 A
Day Total	7848 P	10319 A	10060 A	8886 A	10710 A	7972 A	6487 A	9846 A
AM Peak Hour	11-12	11-12	11-12	11-12	11-12	11-12	11-12	11-12
AM Peak Traffic	555	527	586	440	625	581	529	550
PM Peak Hour	16-17	16-17	16-17	16-17	16-17	14-15	12-13	16-17
PM Peak Traffic	1423	1381	1426	1376	1307	651	577	1270

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	198		8.897	B

Location Description
JCT. RTE. 41

Traffic Station: 36
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: East

Year	Tue	Wed
2005	APR 12	APR 13
0-1	83 A	65 A
1-2	56 A	36 A
2-3	49 A	35 A
3-4	30 A	36 A
4-5	21 A	28 A
5-6	85 A	80 A
6-7	240 A	238 A
7-8	491 A	480 A
8-9	405 A	417 A
9-10	422 A	388 A
10-11	441 A	446 A
11-12	523 A	530 A
12-13	556 A	520 A
13-14	503 A	538 A
14-15	752 A	855 C
15-16	1222 A	1146 C
16-17	1439 A	1426 C
17-18	866 A	968 C
18-19	629 A	694 C
19-20	391 A	422 C
20-21	258 A	286 C
21-22	229 A	121 C
22-23	268 A	225 C
23-24	154 A	39 C
Day Total	10113 A	10019 C
AM Peak Hour	11-12	11-12
AM Peak Traffic	523	530
PM Peak Hour	16-17	16-17
PM Peak Traffic	1439	1426

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	198		8.897	B

Location Description
JCT. RTE. 41

Traffic Station: 36
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: West

Year	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
2005	APR 04	APR 05	APR 06	APR 07	APR 08	APR 09	APR 10	APR 11
0-1		42 A	56 A	61 A	47 A	97 A	149 A	59 A
1-2		23 A	29 A	36 A	41 A	73 A	88 A	47 A
2-3		38 A	33 A	42 A	37 A	83 A	69 A	51 A
3-4		54 A	56 A	62 A	54 A	55 A	75 A	74 A
4-5		130 A	122 A	116 A	125 A	77 A	56 A	134 A
5-6		787 A	786 A	823 A	803 A	290 A	195 A	766 A
6-7		1184 A	1190 A	1254 A	1220 A	241 A	130 A	1190 A
7-8		1151 A	1152 A	1103 A	982 A	388 A	253 A	1154 A
8-9		499 A	562 A	514 A	489 A	341 A	254 A	503 A
9-10		484 A	460 A	452 A	490 A	414 A	212 A	416 A
10-11		438 A	456 A	461 A	427 A	401 A	333 A	448 A
11-12	460 A	484 A	452 A	456 A	453 A	425 A	393 A	468 A
12-13	577 A	571 A	548 A	497 A	579 A	510 A	470 A	636 A
13-14	568 A	608 A	607 A	589 A	623 A	565 A	592 A	637 A
14-15	579 A	541 A	529 A	534 A	591 A	515 A	492 A	575 A
15-16	532 A	504 A	499 A	475 A	595 A	538 A	556 A	547 A
16-17	512 A	499 A	465 A	503 A	551 A	509 A	529 A	505 A
17-18	515 A	486 A	501 A	509 A	546 A	458 A	499 A	501 A
18-19	398 A	400 A	393 A	360 A	471 A	422 A	436 A	372 A
19-20	356 A	330 A	310 A	300 A	365 A	366 A	425 A	303 A
20-21	313 A	307 A	309 A	257 A	336 A	332 A	320 A	262 A
21-22	341 A	340 A	308 A	296 A	376 A	372 A	281 A	287 A
22-23	151 A	161 A	179 A	152 A	238 A	221 A	140 A	153 A
23-24	83 A	80 A	88 A	97 A	177 A	210 A	121 A	65 A
Day Total	5385 P	10141 A	10090 A	9949 A	10616 A	7903 A	7068 A	10153 A
AM Peak Hour	11-12	06-07	06-07	06-07	06-07	11-12	11-12	06-07
AM Peak Traffic	460	1184	1190	1254	1220	425	393	1190
PM Peak Hour	14-15	13-14	13-14	13-14	13-14	13-14	13-14	13-14
PM Peak Traffic	579	608	607	589	623	565	592	637

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
06	KIN	198		8.897	B

Location Description
JCT. RTE. 41

Traffic Station: 36
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: West

Year	Tue	Wed
2005	APR 12	APR 13
0-1	46 A	36 A
1-2	27 A	26 A
2-3	36 A	29 A
3-4	42 A	61 A
4-5	141 A	116 A
5-6	794 A	832 A
6-7	1237 A	1208 A
7-8	1180 A	1106 A
8-9	515 A	526 A
9-10	414 A	443 A
10-11	449 A	452 A
11-12	464 A	492 A
12-13	583 A	513 A
13-14	570 A	543 A
14-15	526 A	529 C
15-16	485 A	499 C
16-17	533 A	465 C
17-18	505 A	501 C
18-19	360 A	393 C
19-20	312 A	310 C
20-21	301 A	309 C
21-22	303 A	308 C
22-23	143 A	179 C
23-24	71 A	88 C
Day Total	10037 A	9964 C
AM Peak Hour	06-07	06-07
AM Peak Traffic	1237	1208
PM Peak Hour	12-13	13-14
PM Peak Traffic	583	543

<u>Data Request 32:</u>

Freeway/Highway Caltrans Counts – Truck Counts (used for heavy vehicle percentages in Table 6.11-2)

Route	Route Suffix	District	County	Postmile Prefix	Postmile	Leg	AADT Total	Total Trucks	Total Truck %	2 Axle Volume	2 Axle Percent	3 Axle Volume	3 Axle Percent	4 Axle Volume	4 Axle Percent	5 Axle Volume	5 Axle Percent	Description
1		12	ORA	R	0.129	A	38500	2395	6.22	813	33.93	1133	47.32	321	13.39	128	5.36	DANA POINT, JCT. RTE. 5
1		12	ORA	R	0.78	A	48500	2362	4.87	801	33.93	1118	47.32	316	13.39	127	5.36	DANA POINT, DOHENY PARK ROAD
1		12	ORA		9.418	A	43500	757	1.74	296	39.08	348	45.98	70	9.2	44	5.75	LAGUNA BEACH, JCT. RTE. 133 NORTH
1		12	ORA		9.418	B	40000	696	1.74	272	39.08	320	45.98	64	9.2	40	5.75	LAGUNA BEACH, JCT. RTE. 133 NORTH
1		12	ORA		16.248	B	37500	716	1.91	516	72.13	110	15.3	12	1.64	78	10.93	JCT. RTE. 73 NORTH
1		12	ORA		16.248	A	37500	506	1.35	389	76.92	70	13.85	23	4.62	23	4.62	JCT. RTE. 73 NORTH
1		12	ORA		19.797	B	51000	581	1.14	447	76.92	80	13.85	27	4.62	27	4.62	NEWPORT BEACH, JCT. RTE. 55, NEWPORT BOU
1		12	ORA		19.797	A	44500	356	0.8	245	68.75	56	15.63	11	3.13	45	12.5	NEWPORT BEACH, JCT. RTE. 55, NEWPORT BOU
1		12	ORA		21.549	B	37000	259	0.7	178	68.75	40	15.63	8	3.13	32	12.5	SANTA ANA RIVER BRIDGE
1		12	ORA		23.739	B	41500	332	0.8	228	68.75	52	15.63	10	3.13	42	12.5	HUNTINGTON BEACH, JCT. RTE. 39 NORTH, BE
1		7	LA		0	A	41000	1099	2.68	778	70.75	176	15.98	45	4.09	101	9.18	ORANGE COUNTY LINE
1		7	LA		1.973	A	37500	1174	3.13	701	59.69	135	11.54	45	3.82	293	24.95	LONG BEACH, JCT. RTE. 22, SEVENTH STREET
1		7	LA		1.973	B	28500	764	2.68	541	70.75	122	15.98	31	4.09	70	9.18	LONG BEACH, JCT. RTE. 22, SEVENTH STREET
1		7	LA		3.557	B	36000	1127	3.13	673	59.69	130	11.54	43	3.82	281	24.95	LONG BEACH, LAKEWOOD BOULEVARD
1		7	LA		3.557	A	42500	1330	3.13	794	59.69	154	11.54	51	3.82	332	24.95	LONG BEACH, LAKEWOOD BOULEVARD
1		7	LA		7.288	B	41000	2468	6.02	1476	59.81	463	18.75	56	2.27	473	19.17	LONG BEACH, JCT. RTE. 710, LONG BEACH FR
1		7	LA		7.288	A	44500	8464	19.02	1899	22.44	1628	19.23	181	2.14	4756	56.19	LONG BEACH, JCT. RTE. 710, LONG BEACH FR
1		7	LA		8.266	A	25500	6291	24.67	984	15.64	2093	33.27	216	3.44	2998	47.65	LONG BEACH, JCT. RTE. 103, TERMINAL ISLA
1		7	LA		8.266	B	31000	6774	21.85	1290	19.04	1778	26.25	189	2.79	3517	51.92	LONG BEACH, JCT. RTE. 103, TERMINAL ISLA
1		7	LA		11.61	B	40000	1964	4.91	1052	53.58	339	17.24	67	3.42	506	25.76	WILMINGTON, JCT. RTE. 110, HARBOR FREEWA
1		7	LA		11.61	A	54000	2916	5.4	1752	60.08	542	18.57	103	3.53	520	17.82	WILMINGTON, JCT. RTE. 110, HARBOR FREEWA
1		7	LA		13.1	A	58000	2749	4.74	1737	63.19	393	14.29	81	2.93	539	19.59	WILMINGTON, JCT. RTE. 213, WESTERN AVENU
1		7	LA		16.005	B	40500	1482	3.66	1091	73.63	238	16.03	74	4.98	79	5.36	TORRANCE, JCT. RTE. 107, HAWTHORNE BOULE
1		7	LA		16.005	A	44000	1465	3.33	1116	76.2	196	13.39	94	6.41	59	4	TORRANCE, JCT. RTE. 107, HAWTHORNE BOULE
1		7	LA		21.919	B	51000	1698	3.33	1294	76.2	227	13.39	109	6.41	68	4	MANHATTAN BEACH, ARTESIA BOULEVARD
1		7	LA		21.919	A	52000	1732	3.33	1319	76.2	232	13.39	111	6.41	69	4	MANHATTAN BEACH, ARTESIA BOULEVARD
1		7	LA		25.924	B	67000	2064	3.08	1414	68.5	192	9.32	85	4.13	372	18.05	LOS ANGELES, JCT. RTE. 105, GLENN ANDERS
1		7	LA		27.363	A	38000	821	2.16	690	84.09	58	7.03	25	2.99	48	5.89	LOS ANGELES INTERNATIONAL AIRPORT, VIA L
1		7	LA		29.084	A	56000	1210	2.16	1017	84.09	85	7.03	36	2.99	71	5.89	LOS ANGELES, MANCHESTER AVENUE
1		7	LA		31.29	B	59000	1274	2.16	1072	84.09	90	7.03	38	2.99	75	5.89	MARINA DEL REY, JCT. RTE. 90, MARINA FRE
1		7	LA		31.29	A	70000	1757	2.51	1424	81.05	111	6.33	56	3.18	166	9.44	MARINA DEL REY, JCT. RTE. 90, MARINA FRE
1		7	LA	R	34.576	B	52000	1591	3.06	1206	75.81	183	11.52	47	2.96	155	9.71	SANTA MONICA, JCT RTE 10
1		7	LA		40.769	A	46500	1414	3.04	1166	82.48	150	10.64	22	1.58	75	5.3	JCT. RTE. 27, TOPANGA CANYON BOULEVARD
1		7	LA		40.769	B	58000	1560	2.69	1229	78.76	186	11.89	36	2.3	110	7.05	JCT. RTE. 27, TOPANGA CANYON BOULEVARD
1		7	LA		59.901	A	13800	749	5.43	595	79.35	70	9.38	9	1.2	75	10.07	MALIBU, JCT. RTE. 23, DECKER CANYON ROAD
1		7	LA		59.901	B	13700	744	5.43	590	79.35	70	9.38	9	1.2	75	10.07	MALIBU, JCT. RTE. 23, DECKER CANYON ROAD
1		7	VEN		9.866	O	11400	743	6.52	459	61.73	153	20.55	87	11.74	44	5.98	CALLEGUAS CREEK
1		7	VEN	R	15.053	B	12900	844	6.54	494	58.58	155	18.38	52	6.11	143	16.93	OXNARD, PLEASANT VALLEY ROAD/RICE AVENUE
1		7	VEN		17.626	B	16200	525	3.24	381	72.63	44	8.33	18	3.41	82	15.63	OXNARD, SAVIERS ROAD
1		7	VEN		18.154	A	37000	1084	2.93	809	74.58	116	10.66	29	2.68	131	12.08	OXNARD, JCT. RTE. 34, FIFTH STREET
1		7	VEN		18.154	B	37000	1014	2.74	762	75.21	101	9.92	36	3.54	115	11.33	OXNARD, JCT. RTE. 34, FIFTH STREET
1		7	VEN		20.14	A	28500	1340	4.7	892	66.6	169	12.6	36	2.7	243	18.1	VINEYARD AVE (JCT RTE 232)
1		7	VEN		20.14	B	44000	2200	5	1364	62	389	17.7	51	2.3	396	18	VINEYARD AVE (JCT RTE 232)
1		7	VEN		21.075	B	28500	1254	4.4	810	64.6	188	15	46	3.7	209	16.7	OXNARD, JCT. RTE. 101, VENTURA FREEWAY
1		7	VEN		21.25	A	4500	149	3.3	136	91.5	13	8.5	0	0	0	0	OXNARD, JCT. RTE. 101, VENTURA FREEWAY
1		7	VEN		27.675	A	570	81	14.21	41	50.3	6	7	25	30.4	10	12.3	SEACLIFF COLONY, JCT. RTE. 101, VENTURA
1		7	VEN		28.48	B	570	81	14.2	41	50.3	6	7	25	30.4	10	12.3	LAS CRUCES, JCT. RTE. 101; MOBIL OIL PIE
1		5	SB	R	0	A	7700	778	10.1	366	47	38	4.9	30	3.8	345	44.3	LAS CRUCES, JCT. RTE. 101; MOBIL OIL PIE
1		5	SB		19.251	B	9500	1045	11	456	43.6	68	6.5	46	4.4	475	45.5	LOMPOC, SOUTH JCT. RTE. 246
1		5	SB		19.251	A	16300	1157	7.1	676	58.4	141	12.2	60	5.2	280	24.2	LOMPOC, SOUTH JCT. RTE. 246
1		5	SB		20.565	A	16000	640	4	416	65	84	13.1	17	2.7	123	19.2	LOMPOC, NORTH JCT. RTE. 246
1		5	SB		20.565	B	17400	1131	6.5	745	65.9	149	13.2	29	2.6	207	18.3	LOMPOC, NORTH JCT. RTE. 246
1		5	SB		22.519	B	28000	1568	5.6	884	56.4	193	12.3	27	1.7	464	29.6	LOMPOC, SANTA YNEZ RIVER BRIDGE
1		5	SB	R	23.296	A	20000	1000	5	575	57.5	115	11.5	50	5	260	26	LOMPOC/CASMALIA ROAD
1		5	SB	M	29.891	B	16100	741	4.6	448	60.4	69	9.3	47	6.4	177	23.9	VANDENBERG AIR FORCE BASE
1		5	SB	M	29.891	A	15200	684	4.5	406	59.3	62	9	48	7	169	24.7	VANDENBERG AIR FORCE BASE
1		5	SB	M	36.189	B	15000	660	4.4	340	51.5	88	13.4	41	6.2	191	28.9	JCT. RTE. 135, VANDENBURG, NORTH
1		5	SB	R	34.777	A	2400	240	10	67	28	28	11.5	18	7.5	127	53	ORCUTT, JCT. RTE. 135 NORTH
1		5	SB	R	34.777	B	16200	713	4.4	280	39.3	130	18.3	53	7.4	250	35	ORCUTT, JCT. RTE. 135 NORTH
1		5	SB		41.81	A	2400	100	4.18	58	58	20	19.8	9	8.6	14	13.6	CASMALIA ROAD
1		5	SB		49.199	B	2600	140	5.4	76	54.5	41	29.4	1	0.9	21	15.2	GUADALUPE, JCT. RTE. 166 EAST
1		5	SB		49.199	A	6200	353	5.7	220	62.4	90	25.5	6	1.8	36	10.3	GUADALUPE, JCT. RTE. 166 EAST
1		5	SLO		10.9	B	10100	677	6.7	483	71.3	66	9.8	53	7.8	75	11.1	HALCYON ROAD

5	12	ORA		9.604	B	234000	9992	4.27	4372	43.75	728	7.29	313	3.13	4579	45.83	SAN JUAN CAPISTRANO, JCT. RTE. 74
5	12	ORA		9.604	A	253000	10069	3.98	4405	43.75	734	7.29	315	3.13	4615	45.83	SAN JUAN CAPISTRANO, JCT. RTE. 74
5	12	ORA		13.776	A	276000	9660	3.5	4226	43.75	704	7.29	302	3.13	4427	45.83	CROWN VALLEY PARKWAY INTERCHANGE
5	12	ORA		21.304	B	309000	10413	3.37	4556	43.75	759	7.29	326	3.13	4772	45.83	JCT. RTE. 405, SANTA ANA FREEWAY
5	12	ORA		23.12	B	210000	13125	6.25	4770	36.34	2671	20.35	1202	9.16	4484	34.16	IRVINE, JCT. RTE. 133
5	12	ORA		23.12	A	225000	13140	5.84	4938	37.58	2645	20.13	1411	10.74	4144	31.54	IRVINE, JCT. RTE. 133
5	12	ORA		30.263	B	300000	19500	6.5	6572	33.7	1697	8.7	1268	6.5	9965	51.1	TUSTIN, JCT. RTE. 55, COSTA MESA FREEWAY
5	12	ORA		30.263	A	351000	22464	6.4	8379	37.3	1977	8.8	1528	6.8	10581	47.1	TUSTIN, JCT. RTE. 55, COSTA MESA FREEWAY
5	12	ORA		34	A	241000	16870	7	8958	53.1	2159	12.8	1046	6.2	4707	27.9	SANTA ANA, JCT. RTES. 22 AND 57, GARDEN
5	12	ORA		34	B	340000	21760	6.4	8791	40.4	1784	8.2	1588	7.3	9596	44.1	SANTA ANA, JCT. RTES. 22 AND 57, GARDEN
5	12	ORA		34.942	A	202000	14140	7	7749	54.8	1824	12.9	919	6.5	3648	25.8	ORANGE, CHAPMAN AVENUE
5	12	ORA		36.258	A	215000	20640	9.6	12776	61.9	1713	8.3	1238	6	4912	23.8	KATELLA AVENUE
5	12	ORA		36.258	B	190000	18050	9.5	11372	63	1498	8.3	866	4.8	4314	23.9	KATELLA AVENUE
5	12	ORA		38.915	A	213000	20448	9.6	12739	62.3	1738	8.5	1227	6	4744	23.2	LINCOLN AVENUE
5	12	ORA		38.915	B	215000	20425	9.5	12602	61.7	1675	8.2	1226	6	4922	24.1	LINCOLN AVENUE
5	12	ORA		42.1	B	201000	12462	6.2	6605	53	1433	11.5	349	2.8	4075	32.7	FULLERTON, JCT. RTE. 91, RIVERSIDE/ARTES
5	12	ORA		42.1	A	183000	17111	9.35	7835	45.79	1285	7.51	840	4.91	7151	41.79	FULLERTON, JCT. RTE. 91, RIVERSIDE/ARTES
5	12	ORA		43.43	O	170000	15895	9.35	7278	45.79	1194	7.51	780	4.91	6643	41.79	JCT. RTE. 39; BEACH BOULEVARD
5	7	LA		0	A	178000	16643	9.35	7621	45.79	1250	7.51	817	4.91	6955	41.79	ORANGE/ LOS ANGELES COUNTY LINE
5	7	LA		6.848	B	192000	15936	8.3	7297	45.79	1197	7.51	782	4.91	6660	41.79	SANTA FE SPRINGS, JCT. RTE. 605, SAN GAB
5	7	LA		6.848	A	232000	20393	8.79	8759	42.95	1715	8.41	1036	5.08	8883	43.56	SANTA FE SPRINGS, JCT. RTE. 605, SAN GAB
5	7	LA		10.876	A	219000	20389	9.31	8757	42.95	1715	8.41	1036	5.08	8881	43.56	COMMERCE, GARFIELD AVENUE INTERCHANGE
5	7	LA		13.784	A	247000	19143	7.75	8951	46.76	2069	10.81	555	2.9	7567	39.53	COMMERCE, JCT. RTE. 710, LONG BEACH FREE
5	7	LA		13.784	B	226000	20340	9	8736	42.95	1711	8.41	1033	5.08	8860	43.56	COMMERCE, JCT. RTE. 710, LONG BEACH FREE
5	7	LA		15.329	O	255000	19431	7.62	9086	46.76	2100	10.81	563	2.9	7681	39.53	ESPERANZA STREET
5	7	LA		16.474	B	255000	19635	7.7	9181	46.76	2123	10.81	569	2.9	7762	39.53	LOS ANGELES, JCT. RTE. 60; GOLDEN STATE
5	7	LA		16.474	A	235000	18636	7.93	7333	39.35	1877	10.07	531	2.85	8895	47.73	LOS ANGELES, JCT. RTE. 60; GOLDEN STATE
5	7	LA		18.452	A	238000	17541	7.37	4304	24.54	1505	8.58	481	2.74	11251	64.14	LOS ANGELES, JCT. RTE. 10 WEST, SAN BERN
5	7	LA		18.452	B	230000	18469	8.03	5901	31.95	1721	9.32	515	2.79	10332	55.94	LOS ANGELES, JCT. RTE. 10 WEST, SAN BERN
5	7	LA		20.444	B	224000	17360	7.75	4260	24.54	1489	8.58	476	2.74	11135	64.14	LOS ANGELES, JCT. RTE. 110, PASADENA FRE
5	7	LA		20.444	A	287000	17364	6.05	4261	24.54	1490	8.58	476	2.74	11137	64.14	LOS ANGELES, JCT. RTE. 110, PASADENA FRE
5	7	LA		22.548	A	250000	18450	7.38	4528	24.54	1583	8.58	506	2.74	11834	64.14	LOS ANGELES, JCT. RTE. 2, GLENDALE FREEW
5	7	LA		22.548	B	282000	17371	6.16	4263	24.54	1490	8.58	476	2.74	11142	64.14	LOS ANGELES, JCT. RTE. 2, GLENDALE FREEW
5	7	LA		25.781	B	264000	18533	7.02	4548	24.54	1590	8.58	508	2.74	11887	64.14	LOS ANGELES, COLORADO BOULEVARD EXTENSIO
5	7	LA		27.08	A	246000	18253	7.42	4299	23.55	1489	8.16	471	2.58	11994	65.71	LOS ANGELES, JCT. RTE. 134, VENTURA FREE
5	7	LA		27.08	B	276000	18630	6.75	4572	24.54	1598	8.58	510	2.74	11949	64.14	LOS ANGELES, JCT. RTE. 134, VENTURA FREE
5	7	LA		36.358	A	308000	22453	7.29	4841	21.56	1646	7.33	510	2.27	15457	68.84	SUN VALLEY, JCT. RTE. 170, HOLLYWOOD FRE
5	7	LA		36.358	B	196000	16425	8.38	3704	22.55	1273	7.75	397	2.42	11049	67.27	SUN VALLEY, JCT. RTE. 170, HOLLYWOOD FRE
5	7	LA		39.361	B	290000	22446	7.74	4617	20.57	1551	6.91	474	2.11	15804	70.41	JCT. RTE. 118, SIMI/SAN FERNANDO VALLEY
5	7	LA		41.597	A	285000	18297	6.42	3400	18.58	1112	6.08	328	1.79	13456	73.54	SYLMAR, JCT. RTE. 405 SOUTH, SAN DIEGO F
5	7	LA		41.597	B	137000	13316	9.72	2607	19.58	866	6.5	260	1.95	9584	71.97	SYLMAR, JCT. RTE. 405 SOUTH, SAN DIEGO F
5	7	LA	R	44.014	A	261000	23307	8.93	4100	17.59	1322	5.67	380	1.63	17506	75.11	SYLMAR, JCT. RTE. 210, FOOTHILL FREEWAY
5	7	LA	R	45.584	A	197000	19306	9.8	3205	16.6	1014	5.25	286	1.48	14804	76.68	TUNNEL STATION, JCT. RTE. 14, ANTELOPE V
5	7	LA	R	53.565	B	152000	18939	12.46	3144	16.6	994	5.25	280	1.48	14523	76.68	SANTA CLARITA, SOUTH JCT. RTE. 126
5	7	LA	R	55.48	B	119000	18564	15.6	3082	16.6	975	5.25	275	1.48	14235	76.68	NORTH JCT. RTE. 126
5	7	LA	R	55.48	A	103000	17675	17.16	2934	16.6	928	5.25	262	1.48	13553	76.68	NORTH JCT. RTE. 126
5	7	LA	R	81.487	B	71000	17857	25.15	2964	16.6	937	5.25	264	1.48	13692	76.68	SOUTH JCT. RTE. 138, ROUTE 138 FREEWAY
5	7	LA	R	82.103	A	73000	18746	25.68	3063	16.34	980	5.23	345	1.84	14358	76.59	NORTH JCT. RTE. 138 EAST
5	7	LA	R	88.605	O	73000	18936	25.94	3094	16.34	990	5.23	348	1.84	14503	76.59	LOS ANGELES/KERN COUNTY LINE
5	6	KER	R	0	O	73000	18936	25.94	3094	16.34	990	5.23	348	1.84	14503	76.59	LOS ANGELES/KERN COUNTY LINE
5	6	KER	R	15.858	B	71000	19950	28.1	3260	16.34	1043	5.23	367	1.84	15280	76.59	JCT. RTE. 99 NORTH
5	6	KER	R	15.858	A	32000	8990	28.09	1438	16	270	3	180	2	7102	79	JCT. RTE. 99 NORTH
5	6	KER		19.612	A	32000	8990	28.09	1438	16	270	3	180	2	7102	79	JCT. RTE. 166
5	6	KER		38.793	B	31000	9135	29.47	1462	16	274	3	183	2	7217	79	JCT. RTE. 119
5	6	KER		38.793	A	32000	9150	28.59	1464	16	275	3	92	1	7320	80	JCT. RTE. 119
5	6	KER		41.193	B	32000	9135	28.55	1462	16	274	3	183	2	7217	79	JCT. RTE. 43
5	6	KER		41.193	A	32500	9280	28.55	1485	16	278	3	186	2	7331	79	JCT. RTE. 43
5	6	KER		52.145	B	32000	9900	30.94	1881	19	297	3	198	2	7524	76	JCT. RTE. 58
5	6	KER		52.145	A	33500	10200	30.45	1785	17.5	306	3	204	2	7905	77.5	JCT. RTE. 58
5	6	KER		73.017	A	32000	10200	31.88	1428	14	612	6	306	3	7854	77	JCT. RTE. 46
5	6	KER		73.017	B	33000	10385	31.47	1454	14	623	6	312	3	7996	77	JCT. RTE. 46
5	6	KIN		16.595	A	31000	9300	30	1395	15	558	6	279	3	7068	76	JCT. RTE. 41
5	6	KIN		16.595	B	31000	9455	30.5	1418	15	567	6	284	3	7186	76	JCT. RTE. 41
5	6	FRE		14.873	B	32000	9900	30.94	1683	17	347	3.5	248	2.5	7623	77	JCT. RTE. 198
5	6	FRE		14.873	A	33500	9900	29.55	1782	18	297	3	198	2	7623	77	JCT. RTE. 198
5	6	FRE		17.964	B	33500	9900	29.55	1683	17	297	3	198	2	7722	78	JCT. RTE. 33 SOUTH, JCT. RTE. 145 NORTH
5	6	FRE		17.964	A	34000	10050	29.56	1608	16	352	3.5	251	2.5	7839	78	JCT. RTE. 33 SOUTH, JCT. RTE. 145 NORTH

41	5	SLO		41.159	B	720	189	26.3	164	86.8	8	4.1	0	0	17	9.1	MC MILLAN CANYON ROAD
41	5	SLO		41.159	A	810	100	12.4	78	77.8	11	11.1	0	0	11	11.1	MC MILLAN CANYON ROAD
41	5	SLO		43.81	B	810	100	12.4	77	76.5	12	12.4	0	0	11	11.1	JCT. RTE. 46
41	5	SLO		43.85	A	7400	755	10.2	276	36.5	26	3.5	100	13.3	353	46.7	JCT. RTE. 46
41	6	KIN		8.098	A	6600	924	14	397	43	92	10	55	6	379	41	REEF CITY, JCT. RTE. 33
41	6	KIN		8.098	B	7400	1332	18	533	40	133	10	173	13	493	37	REEF CITY, JCT. RTE. 33
41	6	KIN		16.275	B	6600	924	14	397	43	92	10	55	6	379	41	JCT. RTE. 5
41	6	KIN	R	37.792	B	8500	1360	16	707	52	68	5	41	3	544	40	JACKSON AVENUE
41	6	KIN	R	39.962	B	9600	1536	16	799	52	77	5	46	3	614	40	JCT RTE 198
41	6	KIN	R	39.962	A	14100	1833	13	568	31	147	8	147	8	971	53	JCT RTE 198
41	6	KIN	R	42.148	A	20000	2600	13	1222	47	234	9	234	9	910	35	BELLI CORNER, HANFORD-ARMONA ROAD
41	6	KIN	R	48.283	B	18000	2880	16	1123	39	230	8	173	6	1354	47	EXCELSIOR AVE; KINGS/FRESNO COUNTY LINE
41	6	FRE	R	0	A	18000	2880	16	1123	39	259	9	144	5	1354	47	EXCELSIOR AVE; KINGS/FRESNO COUNTY LINE
41	6	FRE	R	23.736	B	98000	3920	4	2744	70	470	12	157	4	549	14	FRESNO, DIVISADERO STREET
41	6	FRE	R	24.527	A	110000	4400	4	3080	70	528	12	132	3	660	15	FRESNO, JCT. RTE. 180S
41	6	FRE	R	25.266	A	145000	5800	4	3712	64	522	9	174	3	1392	24	FRESNO, MC KINLEY AVENUE
41	6	FRE	R	30.447	B	107000	5350	5	2675	50	1070	20	535	10	1070	20	FRESNO, HERNDON AVENUE
41	6	FRE	R	30.447	A	70000	3500	5	2240	64	315	9	105	3	840	24	FRESNO, HERNDON AVENUE
41	6	FRE	R	31.683	A	45000	4397	9.77	1267	28.82	2051	46.64	439	9.98	640	14.56	FRESNO, FRIANT ROAD
41	6	MAD		9.25	A	17400	1683	9.67	1195	71	151	9	135	8	202	12	JCT. RTE. 145 WEST
41	6	MAD		9.25	B	15400	1540	10	1093	71	139	9	123	8	185	12	JCT. RTE. 145 WEST
41	6	MAD		38.889	B	11700	1053	9	758	72	137	13	84	8	74	7	YOSEMITE FORKS, BASS LAKE ROAD
41	6	MAD		38.889	A	5300	530	10	376	71	106	20	21	4	27	5	YOSEMITE FORKS, BASS LAKE ROAD
41	6	MPA		4.918	B	2200	154	7	119	77	15	10	9	6	11	7	FISH CAMP, ENTRANCE TO YOSEMITE NATIONAL
43	6	KER		0.111	A	4900	1421	29	938	66	99	7	57	4	327	23	JCT. RTE. 119
43	6	KER		1.9	B	4900	1421	29	938	66	99	7	57	4	327	23	JCT. RTE. 5
43	6	KER		1.9	A	4800	1248	26	636	51	112	9	62	5	437	35	JCT. RTE. 5
43	6	KER		8.112	B	4800	1200	25	588	49	108	9	72	6	432	36	JCT. RTE. 58 EAST
43	6	KER		8.112	A	7200	1800	25	882	49	162	9	108	6	648	36	JCT. RTE. 58 EAST
43	6	KER		9.162	A	3250	1268	39	748	59	89	7	38	3	393	31	JCT. RTE. 58 WEST
43	6	KER		15.89	B	3650	584	16	345	59	23	4	29	5	187	32	CENTRAL VALLEY HIGHWAY
43	6	KER		15.89	A	9100	910	10	528	58	46	5	64	7	273	30	CENTRAL VALLEY HIGHWAY
43	6	KER	R	21.289	B	9700	873	9	576	66	79	9	35	4	183	21	WASCO AVENUE
43	6	KER	R	21.289	A	10100	1111	11	689	62	100	9	56	5	267	24	WASCO AVENUE
43	6	KER	R	25.125	B	7400	888	12	506	57	98	11	80	9	204	23	JCT. RTE. 46
43	6	KER		25.187	A	3400	578	17	324	56	58	10	46	8	150	26	JCT. RTE. 46
43	6	TUL		7.76	B	2600	728	28	371	51	22	3	15	2	320	44	AVENUE 56
43	6	KIN		1.456	A	3400	952	28	114	12	67	7	29	3	743	78	JCT. RTE. 137
43	6	KIN		1.456	B	4700	1316	28	211	16	105	8	39	3	961	73	JCT. RTE. 137
43	6	KIN		10.359	A	5700	570	10	131	23	68	12	29	5	342	60	KANSAS AVENUE
43	6	KIN		10.359	B	6800	816	12	220	27	131	16	41	5	424	52	KANSAS AVENUE
43	6	KIN		18.238	B	8600	1978	23	949	48	237	12	79	4	712	36	JCT. RTE. 198
43	6	KIN		18.429	B	11200	1792	16	771	43	233	13	90	5	699	39	LACEY BOULEVARD
43	6	FRE		8.34	B	12900	2580	20	748	29	232	9	103	4	1496	58	NEBRASKA AVENUE
43	6	FRE		8.34	A	18800	2632	14	737	28	316	12	132	5	1448	55	NEBRASKA AVENUE
43	6	FRE		9.308	B	18800	2632	14	763	29	316	12	105	4	1448	55	JCT. RTE. 99; SELMA, WEST
44	2	SHA	L	0.54	A	38500	959	2.49	405	42.23	162	16.89	44	4.59	348	36.29	REDDING,- BEGIN TWO-WAY TRAVEL
44	2	SHA	L	0.852	A	52000	1013	1.95	445	43.93	174	17.18	52	5.13	342	33.76	REDDING, BUTTE STREET
44	2	SHA	L	1.808	B	52000	1113	2.14	493	44.29	188	16.89	61	5.48	371	33.33	REDDING, JCT. RTE. 5
44	2	SHA	R	0	A	49500	1202	2.43	383	31.86	291	24.21	65	5.41	463	38.52	REDDING, JCT. RTE. 5
44	2	SHA	R	0.134	A	43500	933	2.14	303	32.48	252	27.01	44	4.72	334	35.8	HILLTOP DRIVE
44	2	SHA	R	1.239	A	32500	668	2.06	269	40.27	162	24.25	23	3.44	214	32.04	REDDING, VICTOR AVENUE
44	2	SHA	R	2.131	A	23600	625	2.65	243	38.88	144	23.04	20	3.2	218	34.88	SHASTA VIEW DRIVE
44	2	SHA	R	3.627	A	17700	539	3.05	206	38.22	108	20.04	19	3.53	206	38.22	AIRPORT ROAD
44	2	SHA	R	10.77	A	4650	272	5.85	42	15.44	52	19.12	18	6.62	160	58.82	MILLVILLE PLAINS
44	2	SHA	R	10.77	B	6200	374	6.03	60	16.04	73	19.52	18	4.81	223	59.63	MILLVILLE PLAINS
44	2	SHA	R	19.01	A	5200	298	5.73	46	15.44	57	19.13	19	6.38	176	59.06	DERSCH ROAD
44	2	SHA	R	19.01	B	4400	244	5.55	38	15.57	46	18.85	16	6.56	144	59.02	DERSCH ROAD
44	2	SHA	R	27.83	A	4250	178	4.19	47	26.4	35	19.66	6	3.37	90	50.56	SHINGLETOWN
44	2	SHA		42.818	B	1500	172	11.47	29	16.86	36	20.93	11	6.4	96	55.81	VIOLA
44	2	SHA		42.818	A	1200	149	12.4	24	16	30	20	12	8	83	56	VIOLA
44	2	SHA	R	49.353	A	1350	149	11.07	24	16	30	20	12	8	83	56	LASSEN VOLCANIC NATIONAL PARK
44	2	SHA		62.685	A	1800	347	19.28	37	10.66	36	10.37	18	5.19	256	73.78	JCT. RTE. 89 NORTHWEST
44	2	SHA		62.685	B	1300	227	17.46	35	15.42	20	8.81	9	3.96	163	71.81	JCT. RTE. 89 NORTHWEST
44	2	SHA		71.389	O	2050	290	14.15	37	12.76	55	18.97	18	6.21	180	62.07	SHASTA/LASSEN COUNTY LINE
44	2	LAS		0	O	2050	290	14.15	37	12.76	55	18.97	18	6.21	180	62.07	SHASTA/LASSEN COUNTY LINE
44	2	LAS		19.29	B	2050	315	15.37	20	6.35	61	19.37	20	6.35	214	67.94	COUNTY ROAD A 21

193	3	PLA		9.77	B	5200	307	5.9	112	36.6	85	27.6	48	15.6	62	20.2	TAYLOR ROAD
193	3	PLA		9.77	A	9100	810	8.9	433	53.5	157	19.4	112	13.8	108	13.3	TAYLOR ROAD
193	3	PLA		10.194	B	9100	892	9.8	578	64.8	103	11.5	116	13	95	10.7	COOL, JCT. RTE. 80
193	3	ED		0	A	7000	420	6	263	62.6	89	21.1	5	1.3	63	15	COOL, JCT. RTE. 49
193	3	ED		12.699	A	2250	135	6	84	62.4	13	9.6	1	1.1	36	26.9	GEORGETOWN, LOWER MAIN STREET
193	3	ED		12.699	B	5600	336	6	256	76.3	45	13.5	13	3.9	21	6.3	GEORGETOWN, LOWER MAIN STREET
193	3	ED		26.95	B	2250	119	5.3	74	62	11	9.4	2	1.9	32	26.7	JCT. RTE. 49
195	8	RIV	R	0	A	1000	50	5	25	50	6	12	5	10	14	28	JCT RTE 86
195	8	RIV		7.42	B	6000	300	5	150	50	36	12	30	10	84	28	MECCA, JCT. RTE. 111
197	1	DN	R	0	A	2300	130	5.65	60	46.15	15	11.54	10	7.69	45	34.62	JCT. RTE. 199
197	1	DN		7.08	B	1900	220	11.58	90	40.91	50	22.73	20	9.09	60	27.27	JCT. RTE. 101
198	5	MON		13.995	B	1000	76	7.6	47	61.9	5	6.3	0	0	24	31.8	JCT. RTE. 25 NORTH
198	5	MON		13.995	A	1100	147	13.4	58	39.7	0	0	5	3.3	84	57	JCT. RTE. 25 NORTH
198	6	FRE		12.33	A	1150	196	17	123	63	14	7	14	7	45	23	PARKFIELD JUNCTION
198	6	FRE		12.33	B	1250	213	17	134	63	15	7	15	7	49	23	PARKFIELD JUNCTION
198	6	FRE		22.65	B	7900	1343	17	846	63	94	7	94	7	309	23	JCT. RTE. 33
198	6	FRE		22.66	A	2650	477	18	234	49	43	9	14	3	186	39	JCT. RTE. 33
198	6	FRE		26.814	B	3100	558	18	257	46	67	12	17	3	218	39	JCT. RTE. 5
198	6	FRE		26.814	A	6200	930	15	344	37	84	9	28	3	474	51	JCT. RTE. 5
198	6	FRE		34.66	A	6600	924	14	277	30	148	16	28	3	471	51	JCT. RTE. 269
198	6	KIN		4.992	B	14200	1136	8	329	29	182	16	57	5	568	50	AVENAL CUTOFF ROAD
198	6	KIN		4.992	A	17800	1424	8	669	47	71	5	71	5	612	43	AVENAL CUTOFF ROAD
198	6	KIN		8.897	B	17800	1424	8	669	47	71	5	71	5	612	43	JCT. RTE. 41
198	6	KIN	R	8.897	A	20100	1608	8	675	42	145	9	80	5	708	44	JCT. RTE. 41
198	6	KIN	R	15.745	B	30000	2400	8	744	31	144	6	120	5	1392	58	HANFORD/ARMONA ROAD
198	6	KIN	R	15.745	A	30000	2400	8	744	31	144	6	120	5	1392	58	HANFORD/ARMONA ROAD
198	6	KIN	R	17.912	A	20000	2800	14	1428	51	252	9	140	5	980	35	HANFORD, 11TH AVENUE
198	6	KIN	R	17.912	B	27000	2430	9	1094	45	170	7	97	4	1069	44	HANFORD, 11TH AVENUE
198	6	KIN	R	20.975	B	19000	2850	15	1454	51	257	9	143	5	998	35	JCT. RTE. 43
198	6	KIN	R	20.975	A	19300	3088	16	1606	52	340	11	154	5	988	32	JCT. RTE. 43
198	6	TUL	R	3.835	B	19300	3088	16	1668	54	247	8	154	5	1019	33	JCT. RTE. 99
198	6	TUL	R	3.835	A	30000	3300	11	1815	55	264	8	165	5	1056	32	JCT. RTE. 99
198	6	TUL	R	8.753	A	62000	5580	9	3460	62	502	9	335	6	1283	23	VISALIA, JCT. RTE. 63 SOUTH
198	6	TUL	R	8.753	B	60000	6000	10	3720	62	540	9	360	6	1380	23	VISALIA, JCT. RTE. 63 SOUTH
198	6	TUL	R	9.967	A	50000	4500	9	2790	62	405	9	270	6	1035	23	VISALIA, JCT. RTE. 63 NORTH
198	6	TUL	R	11.719	A	29000	2900	10	1537	53	174	6	145	5	1044	36	LOVERS LANE
198	6	TUL	R	11.719	B	37500	3375	9	1586	47	203	6	68	2	1519	45	LOVERS LANE
198	6	TUL	R	14.653	B	26000	2600	10	1378	53	156	6	130	5	936	36	COUNTY ROAD 164
198	6	TUL	R	14.653	A	21000	2310	11	1016	44	162	7	92	4	1040	45	COUNTY ROAD 164
198	6	TUL	R	18.761	B	21200	2332	11	1026	44	163	7	93	4	1049	45	JCT. RTE. 65 SOUTH
198	6	TUL	R	18.761	A	13800	1380	10	621	45	110	8	41	3	607	44	JCT. RTE. 65 SOUTH
198	6	TUL	R	19.762	A	9500	1425	15	413	29	157	11	143	10	713	50	JCT. RTE. 245 NORTH
198	6	TUL		27.96	A	4000	520	13	328	63	78	15	21	4	94	18	JCT. RTE. 216 WEST
198	6	TUL		27.96	B	4600	828	18	240	29	132	16	25	3	431	52	JCT. RTE. 216 WEST
198	6	TUL		38.49	B	3800	342	9	209	61	31	9	68	20	34	10	THREE RIVERS, NORTH FORK DRIVE (COUNTY R
198	6	TUL		38.49	A	3800	342	9	209	61	31	9	68	20	34	10	THREE RIVERS, NORTH FORK DRIVE (COUNTY R
198	6	TUL		44.163	B	1500	90	6	55	61	8	9	18	20	9	10	SEQUOIA NATIONAL PARK BOUNDARY
199	1	DN	T	0.506	A	3200	500	15.63	260	52	50	10	10	2	180	36	JCT. RTE. 101
199	1	DN		4.37	A	4300	500	11.63	260	52	50	10	10	2	180	36	JCT. RTE. 197 NORTH
199	1	DN		36.408	B	2800	500	17.86	260	52	50	10	10	2	180	36	OREGON STATE LINE
200	1	HUM	R	0	A	2700	113	4.2	72	64.1	11	9.8	1	1.1	28	25	JCT. RTE. 101
200	1	HUM	R	2.681	B	1800	95	5.3	61	63.9	10	10.3	1	1	24	24.8	JCT. RTE. 299
201	6	FRE		0	A	17200	2408	14	1734	72	193	8	144	6	337	14	KINGSBURG, JCT. RTE. 99
201	6	TUL		7.95	A	3000	780	26	616	79	23	3	16	2	125	16	ALTA AVENUE
201	6	TUL		7.95	B	4500	1170	26	913	78	35	3	23	2	199	17	ALTA AVENUE
201	6	TUL		13.97	B	3000	420	14	336	80	13	3	4	1	67	16	JCT. RTE. 63
201	6	TUL	L	13.98	A	4800	1008	21	675	67	40	4	30	3	262	26	JCT. RTE. 63
201	6	TUL		23.957	B	1150	207	18	153	74	10	5	6	3	37	18	JCT. RTE. 245
202	6	KER	R	1.476	A	2450	49	2	18	36	1	3	0	1	29	60	TEHACHAPI MENS PRISON
202	6	KER	R	5.5	B	9200	184	2	92	50	6	3	4	2	83	45	OLD TOWN ROAD
202	6	KER	R	7.4	B	8700	174	2	87	50	9	5	7	4	71	41	WOODFORD ROAD
202	6	KER	T	9.53	B	10400	624	6	293	47	31	5	25	4	275	44	TEHACHAPI BOULEVARD
202	6	KER		12.008	B	9900	891	9	383	43	36	4	18	2	454	51	JCT. RTE. 58
203	9	MNO	L	0	A	620	11	1.7	9	78.9	1	5.3	0	0	2	15.8	MINARET SUMMIT
203	9	MNO	R	8.56	B	8500	425	5	213	50	85	20	9	2.1	119	27.9	JCT. RTE. 395
204	6	KER	R	0	A	43000	5160	12	2425	47	568	11	258	5	1909	37	BAKERSFIELD, JCT. RTE. 58
204	6	KER		3.087	B	33000	3630	11	1706	47	436	12	182	5	1307	36	BAKERSFIELD, CALIFORNIA AVENUE

<u>Data Request 32:</u>

Freeway/Highway Caltrans Counts – AADT Counts (used for daily and peak hour volumes in Table 6.11-2)

District	Route	Rte Suf	County	PM Pre	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
7	5		LA	C		SYLMAR, JCT. RTE. 210, FOOTHILL FREEWAY	2700	34000	32000	4450	54000	52000
7	5		LA	C		JCT. RTE. 14, ANTELOPE VALLEY FREEWAY	4450	54000	52000	3100	39000	36500
7	5		LA	C		END TRUCK FREEWAY	3100	39000	36500			
7	5		LA			(BREAK IN ROUTE)						
7	5		LA	R	45.584	JCT. RTE. 14, ANTELOPE VALLEY FREEWAY	20300	269000	265000	17800	203000	191000
7	5		LA	R	49.030	SANTA CLARITA, CALGROVE BOULEVARD INTERCHANGE	17800	203000	191000	18000	201000	190000
7	5		LA	R	50.326	SANTA CLARITA, LYONS AVENUE INTERCHANGE	18000	201000	190000	17400	192000	182000
7	5		LA	R	51.442	SANTA CLARITA, MC BEAN PARKWAY INTERCHANGE	17400	192000	182000	16800	183000	174000
7	5		LA	R	52.465	SANTA CLARITA, VALENCIA BOULEVARD INTERCHANGE	16800	183000	174000	14900	161000	151000
7	5		LA	R	53.565	SANTA CLARITA, SOUTH JCT. RTE. 126, MAGIC MOUNTAI	14900	161000	151000	13000	140000	130000
7	5		LA	R	54.161	SANTA CLARITA, RYE CANYON ROAD INTERCHANGE	13000	140000	130000	12300	132000	122000
7	5		LA	R	55.480	SANTA CLARITA, NORTH JCT. RTE. 126, HENRY MAYO DR	12300	132000	122000	9600	117000	107000
7	5		LA	R	56.602	HASLEY CANYON ROAD INTERCHANGE	9600	117000	107000	8700	100000	91000
7	5		LA	R	59.007	PARKER ROAD INTERCHANGE	8700	100000	91000	7400	80000	73000
7	5		LA	R	59.492	LAKE HUGHES ROAD INTERCHANGE	7400	80000	73000	7800	80000	73000
7	5		LA	R	65.967	TEMPLIN HIGHWAY INTERCHANGE	7900	81000	73000	7800	80000	72000
7	5		LA	R	74.450	VISTA DEL LAGO ROAD INTERCHANGE	7800	80000	72000	7800	80000	72000
7	5		LA	R	77.958	SMOKEY BEAR ROAD INTERCHANGE	7800	80000	72000	8400	81000	72000
7	5		LA	R	81.487	SOUTH JCT. RTE. 138, ROUTE 138 FREEWAY INTERCHANG	8400	81000	72000	7600	77000	70000
7	5		LA	R	81.757	QUAIL LAKE ROAD INTERCHANGE	7600	77000	70000	7700	77000	70000
7	5		LA	R	82.103	NORTH JCT. RTE. 138, ROUTE 138 FREEWAY INTERCHANG	7700	77000	70000	8200	81000	74000
7	5		LA	R	85.801	GORMAN ROAD INTERCHANGE	8200	81000	74000	8200	81000	73000
7	5		LA	R	88.566	FRAZIER MOUNTAIN PARK ROAD INTERCHANGE	8200	81000	73000	8200	82000	75000
7	5		LA	R	88.605	LOS ANGELES/KERN COUNTY LINE	8200	82000	75000			
6	5		KER	R	0.000	LOS ANGELES/KERN COUNTY LINE				8200	82000	75000
6	5		KER		1.612	LEBEC ROAD INTERCHANGE	8200	82000	75000	8200	82000	75000
6	5		KER		5.020	FORT TEJON/DIGIER ROADS INTERCHANGE	8200	82000	75000	8600	87000	79000
6	5		KER		10.153	GRAPEVINE INTERCHANGE	9900	91000	79000	9900	91000	79000
6	5		KER		13.523	WHEELER RIDGE ROAD	9900	91000	79000	9100	90000	75000
6	5		KER	R	15.858	JCT. RTE. 99 NORTH	9100	90000	75000	4800	37500	30000
6	5		KER		19.612	JCT. RTE. 166	4800	37500	30000	4950	39000	31000
6	5		KER		29.073	OLD RIVER ROAD INTERCHANGE	4950	39000	31000	4950	39000	31000
6	5		KER		33.489	JCT. RTE. 223	4950	39000	31000	5200	43500	31500
6	5		KER		38.793	JCT. RTE. 119	5200	43500	31500	5400	44000	32000
6	5		KER		41.193	JCT. RTE. 43	5400	44000	32000	5200	39000	32500
6	5		KER		47.546	STOCKDALE ROAD	5200	39000	32500	5100	39500	32000
6	5		KER		52.145	JCT. RTE. 58	5100	39500	32000	5200	39000	32500
6	5		KER		56.642	7TH STANDARD ROAD	5200	39000	32500	5000	38500	31500
6	5		KER		58.006	ROWLEE ROAD INTERCHANGE	5000	38500	31500	5200	41000	33600
6	5		KER		62.605	LERDO AVENUE INTERCHANGE	5200	41000	33600	5200	41000	33500
6	5		KER		73.017	JCT. RTE. 46	5200	41000	33500	5000	36500	31500
6	5		KER		82.347	TWISSELMAN ROAD INTERCHANGE	5000	36500	31500	5000	38000	31500
6	5		KER		87.025	KERN/KINGS COUNTY LINE	5000	38000	31500			
6	5		KIN		0.000	KERN/KINGS COUNTY LINE				5100	38000	31500
6	5		KIN		12.362	UTICA AVENUE INTERCHANGE	5100	38000	31500	5200	39500	32500
6	5		KIN		16.595	JCT. RTE. 41	5200	39500	32500	5500	42000	34500
6	5		KIN		26.724	KINGS/FRESNO COUNTY LINE	5600	42000	34500			
6	5		FRE		0.000	KINGS/FRESNO COUNTY LINE				5600	42000	34500
6	5		FRE		0.228	JCT. RTE. 269, LASSEN AVENUE INTERCHANGE	5600	42000	34500	5500	42000	34500
6	5		FRE		5.501	JAYNE AVENUE INTERCHANGE	5500	42000	34500	5300	40500	33000
6	5		FRE		14.873	JCT. RTE. 198	5300	40500	33000	5600	43500	34500

District	Route	Rte Suf	County	PM Pre	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
5	41		SLO		0.000	MORRO BAY, JCT RTE 1				740	10000	8400
5	41		SLO		7.234	CERRO ALTO ROAD	740	10000	8400	1050	12100	11500
5	41		SLO		14.520	ATASCADERO, SANTA ROSA ROAD	1050	12100	11500	1050	13100	12300
5	41		SLO		15.894	ATASCADERO, JCT. RTE. 101	2350	25500	23700	3300	34500	32000
5	41		SLO		15.960	N LEG JCT 101, EL CAMINO REAL	3300	34500	32000	690	6900	6800
5	41		SLO	R	16.943	SALINAS RIVER VIADUCT	690	6900	6800	690	6900	6800
5	41		SLO	R	17.501	TEMPLETON ROAD	690	6900	6800	350	4700	3100
5	41		SLO		27.975	JCT. RTE. 229 SOUTH (TO CRESTON)	350	4700	3100	110	1350	950
5	41		SLO		41.159	MC MILLAN CANYON ROAD	80	870	720	90	1000	810
5	41		SLO		43.810	WEST JCT RTE 46, SHANDON EAST	90	1000	810			
						BREAK IN ROUTE						
5	41		SLO		43.850	JCT. RTE. 46, CHOLOME EAST				1250	10800	7500
5	41		SLO		50.434	SAN LUIS OBISPO/ KERN COUNTY LINE	1250	10800	7500			
6	41		KER		0.000	SAN LUIS OBISPO/ KERN COUNTY LINE				1250	10800	7500
6	41		KER		4.978	KERN COUNTY/KINGS COUNTY LINE	1250	10800	7500			
6	41		KIN		0.000	KERN COUNTY/KINGS COUNTY LINE				1250	10800	7500
6	41		KIN		8.098	REEF CITY, JCT. RTE. 33	1250	10800	7500	900	8000	6700
6	41		KIN		16.275	JCT. RTE. 5	900	8000	6700	1200	12100	9500
6	41		KIN		16.720	BERNARD DRIVE	1200	12100	9500	900	8500	7100
6	41		KIN		20.080	QUAIL AVENUE	900	8500	7100	1050	10000	8300
6	41		KIN		28.429	NEVADA AVENUE/COALINGO ROAD	850	8000	6700	1050	9600	8500
6	41		KIN	R	37.792	JACKSON AVENUE	1100	9700	8600	1250	11600	9700
6	41		KIN	R	39.962	JCT RTE 198	1250	11600	9700	1600	15400	14200
6	41		KIN	R	40.950	BUSH STREET	1600	15400	14200	2350	21600	18000
6	41		KIN	R	41.070	HOUSTON AVENUE	2350	21600	18000	2350	21600	18000
6	41		KIN	R	42.148	BELLI CORNER, HANFORD-ARMONA ROAD	2350	21600	18000	2600	24000	20000
6	41		KIN	R	44.153	GRANGEVILLE BOULEVARD	2600	24000	20000	2350	21600	18000
6	41		KIN	R	48.283	KINGS/FRESNO COUNTY LINE	2350	21600	18000			
6	41		FRE	R	0.000	EXCELSIOR AVE; KINGS/FRESNO COUNTY LINE				2350	21600	18000
6	41		FRE	R	2.030	MOUNT WHITNEY AVENUE	2350	21800	18000	2100	24000	20000
6	41		FRE	M	6.069	ELKHORN AVENUE	2100	24000	20000	1400	15100	14000
6	41		FRE	R	8.107	CONEJO AVENUE	1400	15100	14000	1800	16400	14000
6	41		FRE	R	10.108	MOUNTAIN VIEW AVENUE	1800	16400	14000	1900	21800	19100
6	41		FRE	R	14.101	MANNING AVENUE	1900	22800	19000	2050	24500	20400
6	41		FRE	R	19.113	CENTRAL AVENUE	2800	33500	28000	3100	33000	31000
6	41		FRE	R	20.084	NORTH AVENUE	3100	33000	31000	2950	33000	32000
6	41		FRE	R	21.113	FRESNO, EAST JENSEN AVENUE	2950	33000	32000	3500	37000	35000
6	41		FRE	R	21.859	JCT RTE 99	3500	37000	35000	7700	87000	77000
6	41		FRE	R	22.798	FRESNO, M STREET	7700	87000	77000	8600	97000	86000
6	41		FRE	R	23.736	FRESNO, DIVISADERO STREET	10000	104000	100000	10100	109000	101000
6	41		FRE	R	24.527	FRESNO, JCT. RTE. 180S	10100	109000	101000	11100	119000	111000
6	41		FRE	R	25.266	FRESNO, MC KINLEY AVENUE	11100	119000	111000	14600	157000	146000
6	41		FRE	R	26.461	FRESNO, SHIELDS AVENUE	14600	157000	146000	14700	159000	147000
6	41		FRE	R	27.471	FRESNO, ASHLAN AVENUE	14700	159000	147000	14400	156000	144000
6	41		FRE	R	28.469	FRESNO, SHAW AVENUE, JCT. RTE. 168	14400	156000	144000	14000	151000	140000
6	41		FRE	R	29.463	FRESNO, BULLARD AVENUE	14000	151000	140000	10900	120000	109000
6	41		FRE	R	30.447	FRESNO, HERNDON AVENUE	10900	120000	109000	7400	75000	73000
6	41		FRE	R	31.683	FRESNO, FRIANT ROAD	7400	75000	73000	4800	49500	48000
6	41		FRE		33.449	FRESNO-MADERA COUNTY LINE	4800	49500	48000			
6	41		MAD		0.000	FRESNO-MADERA COUNTY LINE				2900	33500	31000
6	41		MAD		3.230	AVENUE 12	2900	33500	31000	1450	17500	16000

District	Route	Rte Suf	County	PM Pre	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
5	192		SB		8.280	HOT SPRINGS ROAD	530	4200	3800	990	10100	9800
5	192		SB		8.820	SAN YSIDRO ROAD	990	10100	9800	1050	8800	8000
5	192		SB		10.740	SHEFFIELD DRIVE	1050	8800	8000	250	2950	2600
5	192		SB		11.800	FREEHAVEN DRIVE	250	2950	2600	260	3150	2700
5	192		SB		12.480	TORO CANYON ROAD	260	3150	2700	190	1550	1400
5	192		SB		17.440	CARPINTERIA, LINDEN AVENUE	500	4650	4500	380	3700	3600
5	192		SB		21.070	JCT RTE 150	130	870	800			
3	193		PLA		0.000	LINCOLN, JCT RTE 65				1150	11400	10300
3	193		PLA		0.514	LINCOLN, AUBURN RAVINE	880	9900	8800	880	9900	8800
3	193		PLA		1.360	MISSILE ROAD	880	9900	8800	1050	10300	9700
3	193		PLA		3.000	SIERRA COLLEGE BOULEVARD	1050	10300	9700	670	7000	6400
3	193		PLA		4.510	CLARK TUNNEL ROAD	670	7000	6400	510	5100	4800
3	193		PLA		6.370	GOLD HILL ROAD	510	5100	4800	640	6600	5500
3	193		PLA		9.770	TAYLOR ROAD	640	6600	5500	1000	10700	10000
3	193		PLA		10.194	NEWCASTLE, JCT RTE 80	1000	10700	10000			
						BREAK IN ROUTE						
3	193		ED		0.000	COOL, JCT RTE 49				560	6100	5800
3	193		ED		0.856	AMERICAN RIVER ROAD	560	6100	5800	750	7200	7000
3	193		ED	R	2.169	AUBURN LAKE TRAIL ROAD	750	7200	7000	410	5700	5400
3	193		ED		12.190	EVERGREEN COURT ROAD	410	5700	5400	430	5800	5300
3	193		ED		12.699	GEORGETOWN, LOWER MAIN STREET	430	5800	5300	300	3950	3550
3	193		ED		16.105	BLACK OAK MINE ROAD	300	3950	3550	260	2500	2200
3	193		ED		19.400	GARDEN VALLEY ROAD	260	2500	2200	140	1900	1700
3	193		ED		26.950	JCT RTE 49	300	3550	3000			
8	195		RIV	R	0.000	JCT RTE 86				120	1350	1200
8	195		RIV		5.436	66TH AVENUE	350	3900	3500	420	4600	4200
8	195		RIV		7.420	MECCA, JCT RTE 11	400	4500	4100			
1	197		DN	R	0.000	JCT RTE 199				250	2850	2300
1	197		DN		7.080	JCT RTE 101	250	2300	1800			
5	198		MON	R	0.111	JCT RTE 101				190	2450	2300
5	198		MON		0.500	SAN LUCAS, EAST	190	2450	2300	100	1150	1000
5	198		MON		13.995	JCT. RTE. 25 NORTH	100	1150	1000	140	1250	1000
5	198		MON		25.786	MONTEREY FRESNO COUNTY LINE	170	1550	1200			
6	198		FRE		0.000	MONTEREY FRESNO COUNTY LINE				170	1550	1200
6	198		FRE		12.330	PARKFIELD JUNCTION	170	1550	1200	170	1300	1100
6	198		FRE		19.145	COALINGA CREEK	120	1550	1200	150	2050	1500
6	198		FRE		22.370	COALINGA, 8TH/POLK STREETS	550	6000	5300	850	9500	8000
6	198		FRE		22.650	COALINGA, SOUTH JCT RTE 33; 5TH STREET	770	8800	8100			
						BREAK IN ROUTE						
6	198		FRE		22.660	OIL KING SCHOOL NORTH JCT. RTE. 33				260	3500	2700
6	198		FRE		26.814	JCT. RTE. 5	350	3700	3200	740	9600	6400
6	198		FRE		34.660	JCT. RTE. 269	930	8000	6800	920	8000	6800
6	198		FRE		42.731	FRESNO/KINGS COUNTY LINE	920	8000	6800			
6	198		KIN		0.000	FRESNO/KINGS COUNTY LINE				790	8700	7700
6	198		KIN		3.011	MAIN GATE LEMOORE NAVAL AIR STATION	790	8700	7700	1750	16600	14700
6	198		KIN		4.992	AVENAL CUTOFF ROAD	1750	16600	14700	2100	21000	18500
6	198		KIN	R	8.897	JCT. RTE. 41	2100	21000	18500	2000	22600	20900
6	198		KIN	R	10.561	18TH AVENUE	1900	22600	19300	2200	23600	21800
6	198		KIN	R	12.106	HOUSTON AVENUE INTERCHANGE	2200	23600	21800	2900	31500	29000
6	198		KIN	R	14.767	14TH AVENUE INTERCHANGE	2900	31500	29000	3050	33000	32000
6	198		KIN	R	15.745	HANFORD/ARMONA ROAD	3050	33000	32000	3050	33000	32000

<u>Data Request 32:</u>

Final Traffic Volumes

Existing Construction (Shift 1) ***07-1115 Avenal Energy 2007***

Intersections		NBL	NBT	NBR	Seg	WBL	WBT	WBR	Seg	SBL	SBT	SBR	Seg	EBL	EBT	EBR	Seg
I-5 SB/EB Ramps at SR 269	AM	0	157	24	181	0	0	0	0	22	33	0	55	4	0	6	10
	PM	0	73	26	99	0	0	0	0	5	42	0	47	1	0	18	19
I-5 NB/WB Ramps at SR 269	AM	62	99	0	161	10	0	24	34	0	45	2	47	0	0	0	0
	PM	36	38	0	74	21	3	3	27	0	26	5	31	0	0	0	0
Avenal Cutoff Road at SR 269	AM	4	172	93	269	137	3	3	143	14	22	3	39	6	1	3	10
	PM	1	77	201	279	74	4	8	86	9	34	17	60	14	0	4	18
Jayne Avenue at SR 269	AM	2	81	4	87	2	166	7	175	29	60	63	152	31	29	2	62
	PM	3	27	5	35	1	35	21	57	8	25	42	75	52	118	2	172
Jayne Avenue at Avenal Cutoff Road	AM	0	36	8	44	2	14	1	17	2	194	127	323	19	19	1	39
	PM	1	199	1	201	4	9	1	14	0	85	26	111	134	24	0	158
SR 198 EB Ramps at Avenal Cutoff Road	AM	17	5	10	32	1	0	17	18	1	453	2	456	0	7	9	16
	PM	301	9	4	314	6	2	9	17	14	73	239	326	1	10	3	14
SR 198 WB Ramps at Avenal Cutoff Road	AM	20	2	0	22	430	2	22	454	0	26	1	27	0	0	0	0
	PM	6	13	0	19	105	0	132	237	0	221	4	225	0	0	0	0
SR 198 WB Ramps at SR 41	AM	13	107	0	120	56	0	84	140	0	217	283	500	0	0	0	0
	PM	19	556	0	575	86	0	215	301	0	422	142	564	0	0	0	0
SR 198 EB Ramps at SR 41	AM	0	80	11	91	0	0	0	0	55	218	0	273	40	0	3	43
	PM	0	234	82	316	0	0	0	0	248	260	0	508	341	0	9	350
SR 198 at 25th Avenue	AM	0	0	5	5	3	118	0	121	0	0	0	0	0	36	2	38
	PM	3	0	4	7	9	113	0	122	0	0	0	0	0	182	2	184
Avenal Cutoff Road at 25th Avenue	AM	2	32	0	34	0	0	0	0	0	377	0	377	0	0	2	2
	PM	4	331	0	335	0	0	0	0	0	90	0	90	1	0	3	4
Project Driveway at Avenal Cutoff Road	AM		76		76				0		170		170				0
	PM		206		206				0		88		88				0

Highway Segments		NB/WB	SB/EB	Total
Avenal Cutoff Road - Project Driveway to SR 198	AM	46	318	364
	PM	287	92	379
SR 269 - North of I-5	AM	123	47	170
	PM	41	31	72
SR 269 - South of I-5	AM	269	162	431
	PM	279	112	391

Freeway Segments		NB/WB	SB/EB	Total
SR 41 north of SR 198	AM	183	343	526
	PM	619	463	1082
SR 198 east of SR 41	AM	667	98	765
	PM	663	1019	1682
SR 198 - Avenal Cutoff Road to SR 41	AM	823	75	898
	PM	523	1039	1562
I-5 north of SR 269	AM	384	319	703
	PM	1053	1008	2061
I-5 south of SR 269	AM	354	355	709
	PM	1036	1020	2056

Freeway Ramps		Ramp
I-5 SB/EB off-ramp to SR 269	AM	10
	PM	19
I-5 SB/EB on-ramp from SR 269	AM	46
	PM	31
I-5 NB/WB off-ramp to SR 269	AM	34
	PM	27
I-5 NB/WB on-ramp from SR 269	AM	64
	PM	44
SR 198 EB off-ramp to Avenal Cutoff Road	AM	16
	PM	14
SR 198 EB on-ramp from Avenal Cutoff Road	AM	19
	PM	542
SR 198 WB off-ramp to Avenal Cutoff Road	AM	454
	PM	237
SR 198 WB on-ramp from Avenal Cutoff Road	AM	23
	PM	10
SR 198 EB off-ramp to SR 41	AM	43
	PM	350
SR 198 EB on-ramp from SR 41	AM	66
	PM	330
SR 198 WB off-ramp to SR 41	AM	140
	PM	301
SR 198 WB on-ramp from SR 41	AM	296
	PM	161
SR 41 NB off-ramp to (EB) SR 198	AM	11
	PM	82
SR 41 NB loop on-ramp from (EB) SR 198	AM	40
	PM	341
SR 41 SB on-ramp from (EB) SR 198	AM	3
	PM	9
SR 41 NB on-ramp from (WB) SR 198	AM	84
	PM	215
SR 41 SB off-ramp to (WB) SR 198	AM	283
	PM	142

Existing Construction (Shift 2) ***07-1115 Avenal Energy 2007***

Intersections		NBL	NBT	NBR	Seg	WBL	WBT	WBR	Seg	SBL	SBT	SBR	Seg	EBL	EBT	EBR	Seg
I-5 SB/EB Ramps at SR 269	AM	0	89	4	93	0	0	0	0	9	55	0	64	4	0	18	22
	PM	0	60	30	90	0	0	0	0	2	74	0	76	4	0	23	27
I-5 NB/WB Ramps at SR 269	AM	40	53	0	93	14	0	13	27	0	50	0	50	0	0	0	0
	PM	15	49	0	64	29	5	6	40	0	47	3	50	0	0	0	0
Avenal Cutoff Road at SR 269	AM	1	80	120	201	186	1	5	192	15	50	8	73	8	1	5	14
	PM	12	67	163	242	88	2	5	95	8	75	14	97	18	2	7	27
Jayne Avenue at SR 269	AM	0	44	2	46	4	113	8	125	11	53	24	88	12	66	2	80
	PM	3	48	2	53	3	39	5	47	8	46	38	92	41	154	1	196
Jayne Avenue at Avenal Cutoff Road	AM	0	76	5	81	2	19	0	21	0	198	134	332	74	9	0	83
	PM	3	157	3	163	2	14	0	16	1	76	35	112	158	8	1	167
SR 198 EB Ramps at Avenal Cutoff Road	AM	106	9	6	121	10	1	16	27	4	370	35	409	3	1	6	10
	PM	282	6	10	298	2	0	3	5	17	93	329	439	7	19	5	31
SR 198 WB Ramps at Avenal Cutoff Road	AM	24	4	0	28	366	9	106	481	0	43	2	45	0	0	0	0
	PM	5	11	0	16	111	0	106	217	0	328	1	329	0	0	0	0
SR 198 WB Ramps at SR 41	AM	15	168	0	183	70	0	131	201	0	343	410	753	0	0	0	0
	PM	24	536	0	560	76	1	162	239	0	483	128	611	0	0	0	0
SR 198 EB Ramps at SR 41	AM	0	125	26	151	0	0	0	0	137	276	0	413	58	0	2	60
	PM	0	307	101	408	0	0	0	0	263	296	0	559	253	0	16	269
SR 198 at 25th Avenue	AM	0	0	8	8	7	153	0	160	0	0	0	0	0	82	2	84
	PM	1	0	6	7	4	94	0	98	0	0	0	0	0	180	1	181
Avenal Cutoff Road at 25th Avenue	AM	4	125	0	129	0	0	0	0	0	369	0	369	1	0	0	1
	PM	2	324	0	326	0	0	0	0	0	100	0	100	0	0	4	4
Project Driveway at Avenal Cutoff Road	AM		109		109				0		196		196				0
	PM		168		168				0		87		87				0

Highway Segments		NB/WB	SB/EB	Total
Avenal Cutoff Road - Project Driveway to SR 198	AM	119	309	428
	PM	266	97	363
SR 269 - North of I-5	AM	66	50	116
	PM	55	50	105
SR 269 - South of I-5	AM	201	241	442
	PM	242	170	412

Freeway Segments		NB/WB	SB/EB	Total
SR 41 north of SR 198	AM	312	509	821
	PM	656	473	1129
SR 198 east of SR 41	AM	1030	326	1356
	PM	589	1409	1998
SR 198 - Avenal Cutoff Road to SR 41	AM	1254	223	1477
	PM	502	1314	1816
I-5 north of SR 269	AM	466	350	816
	PM	993	1050	2043
I-5 south of SR 269	AM	453	341	794
	PM	1010	1055	2065

Freeway Ramps		Ramp
I-5 SB/EB off-ramp to SR 269	AM	22
	PM	27
I-5 SB/EB on-ramp from SR 269	AM	13
	PM	32
I-5 NB/WB off-ramp to SR 269	AM	27
	PM	40
I-5 NB/WB on-ramp from SR 269	AM	40
	PM	23
SR 198 EB off-ramp to Avenal Cutoff Road	AM	10
	PM	31
SR 198 EB on-ramp from Avenal Cutoff Road	AM	141
	PM	611
SR 198 WB off-ramp to Avenal Cutoff Road	AM	481
	PM	217
SR 198 WB on-ramp from Avenal Cutoff Road	AM	35
	PM	6
SR 198 EB off-ramp to SR 41	AM	60
	PM	269
SR 198 EB on-ramp from SR 41	AM	163
	PM	364
SR 198 WB off-ramp to SR 41	AM	201
	PM	239
SR 198 WB on-ramp from SR 41	AM	425
	PM	152
SR 41 NB off-ramp to (EB) SR 198	AM	26
	PM	101
SR 41 NB loop on-ramp from (EB) SR 198	AM	58
	PM	253
SR 41 SB on-ramp from (EB) SR 198	AM	2
	PM	16
SR 41 NB on-ramp from (WB) SR 198	AM	131
	PM	162
SR 41 SB off-ramp to (WB) SR 198	AM	410
	PM	128

Existing Operation ***07-1115 Avenal Energy 2007***

Intersections		NBL	NBT	NBR	Seg	WBL	WBT	WBR	Seg	SBL	SBT	SBR	Seg	EBL	EBT	EBR	Seg
I-5 SB/EB Ramps at SR 269	AM	0	115	5	120	0	0	0	0	12	71	0	83	5	0	23	28
	PM	0	55	27	82	0	0	0	0	2	68	0	70	4	0	21	25
I-5 NB/WB Ramps at SR 269	AM	51	68	0	119	18	0	17	35	0	64	0	64	0	0	0	0
	PM	14	45	0	59	27	5	5	37	0	43	3	46	0	0	0	0
Avenal Cutoff Road at SR 269	AM	1	103	154	258	239	1	6	246	19	64	10	93	10	1	6	17
	PM	11	61	149	221	81	2	5	88	7	69	13	89	16	2	6	24
Jayne Avenue at SR 269	AM	0	57	3	60	5	145	10	160	14	68	31	113	15	85	3	103
	PM	3	44	2	49	3	36	5	44	7	42	35	84	38	141	1	180
Jayne Avenue at Avenal Cutoff Road	AM	0	98	6	104	3	24	0	27	0	255	172	427	95	12	0	107
	PM	3	144	3	150	2	13	0	15	1	70	32	103	145	7	1	153
SR 198 EB Ramps at Avenal Cutoff Road	AM	103	9	6	118	10	1	16	27	4	360	34	398	3	1	6	10
	PM	227	5	8	240	2	0	2	4	14	75	265	354	6	15	4	25
SR 198 WB Ramps at Avenal Cutoff Road	AM	23	4	0	27	356	9	103	468	0	42	2	44	0	0	0	0
	PM	4	9	0	13	90	0	86	176	0	265	1	266	0	0	0	0
SR 198 WB Ramps at SR 41	AM	17	188	0	205	78	0	146	224	0	383	458	841	0	0	0	0
	PM	23	507	0	530	72	1	153	226	0	456	121	577	0	0	0	0
SR 198 EB Ramps at SR 41	AM	0	140	29	169	0	0	0	0	153	308	0	461	65	0	2	67
	PM	0	290	95	385	0	0	0	0	249	280	0	529	239	0	15	254
SR 198 at 25th Avenue	AM	0	0	8	8	7	149	0	156	0	0	0	0	0	80	2	82
	PM	1	0	5	6	3	76	0	79	0	0	0	0	0	145	1	146
Avenal Cutoff Road at 25th Avenue	AM	5	161	0	166	0	0	0	0	0	475	0	475	1	0	0	1
	PM	2	297	0	299	0	0	0	0	0	92	0	92	0	0	4	4
Project Driveway at Avenal Cutoff Road	AM	0	140	0	140	0	0	0	0	0	252	0	252	0	0	0	0
	PM	0	154	0	154	0	0	0	0	0	80	0	80	0	0	0	0

Highway Segments		NB/WB	SB/EB	Total
Avenal Cutoff Road - Project Driveway to SR 198	AM	147	377	524
	PM	238	88	326
SR 269 - North of I-5	AM	85	64	149
	PM	50	46	96
SR 269 - South of I-5	AM	258	309	567
	PM	221	156	377

Freeway Segments		NB/WB	SB/EB	Total
SR 41 north of SR 198	*AM*	424	611	1035
	PM	651	572	1223
SR 198 east of SR 41	*AM*	852	450	1302
	PM	568	1069	1637
SR 198 - Avenal Cutoff Road to SR 41	*AM*	1103	335	1438
	PM	486	979	1465
I-5 north of SR 269	*AM*	602	447	1049
	PM	929	943	1872
I-5 south of SR 269	*AM*	586	436	1022
	PM	944	947	1891

Freeway Ramps		Ramp
I-5 SB/EB off-ramp to SR 269	*AM*	28
	PM	25
I-5 SB/EB on-ramp from SR 269	*AM*	17
	PM	29
I-5 NB/WB off-ramp to SR 269	*AM*	35
	PM	37
I-5 NB/WB on-ramp from SR 269	*AM*	51
	PM	22
SR 198 EB off-ramp to Avenal Cutoff Road	*AM*	10
	PM	25
SR 198 EB on-ramp from Avenal Cutoff Road	*AM*	138
	PM	492
SR 198 WB off-ramp to Avenal Cutoff Road	*AM*	468
	PM	176
SR 198 WB on-ramp from Avenal Cutoff Road	*AM*	34
	PM	5
SR 198 EB off-ramp to SR 41	*AM*	67
	PM	254
SR 198 EB on-ramp from SR 41	*AM*	182
	PM	344
SR 198 WB off-ramp to SR 41	*AM*	224
	PM	226
SR 198 WB on-ramp from SR 41	*AM*	475
	PM	144
SR 41 NB off-ramp to (EB) SR 198	*AM*	29
	PM	95
SR 41 NB loop on-ramp from (EB) SR 198	*AM*	65
	PM	239
SR 41 SB on-ramp from (EB) SR 198	*AM*	2
	PM	15
SR 41 NB on-ramp from (WB) SR 198	*AM*	146
	PM	153
SR 41 SB off-ramp to (WB) SR 198	*AM*	458
	PM	121

EXHIBIT C40

REGIONAL AERIAL PHOTOGRAPH

B:\2007 Projects\Avenal 2007\GIS\MXD\Aerial.mxd

Regional Aerial Photograph

Exhibit C40

Avenal Energy

1" = 1 Mile

1 0.5 0 1 2 3 Miles

Approximate Scale
(Photo Not Orthorectified)

Source:
Aerial Photography from ESRI I3_Imagery_Prime_World_2D

TRC