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# **Traffic Study for Kern County Taft Solar Plant**

**November 10, 2019**

*Prepared For:*

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ATTACHMENT A - STUDY ROADWAY SEGMENT 24-HOUR TRAFFIC COUNT SUMMARIES

# 1. Introduction

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The purpose of this traffic study is to assess the traffic impacts on the surrounding roadway system of construction activities and post-construction operations for the proposed solar power plant (Project) in the Kern County community of Taft. The report was prepared while under contract for ECORP Consulting, Inc., for inclusion in the environmental documentation.

## ***A. Project Description***

The proposed Project would be constructed on 61.72 acres of land that is currently vacant, located near the northeast corner of the community of Taft in the County of Kern. Direct access to the site is provided by Ash Street, an east-west roadway that connects the property to State Highway 119 (SR-119), located approximately one mile west of the Project site. Airport Road a southwest-northwest roadway connects the site to State Route 119 (SR-119) towards the south, located approximately one mile to the southwest of the Project site.

Construction of the proposed Project is estimated to be completed by the year 2021.

The Project construction activities would generate additional vehicle trips in the immediate area, based on necessary truck hauling/delivery trips and the construction employee population.

### Operations Phase Traffic

The Project once constructed will not require a regular daily workforce. Maintenance and operations workforce would not generate a significant number of trips that would create impacts on the local transportation network or otherwise substantially affect levels of service in the area. Consequently, operations-period trip generation is not discussed further in this report.

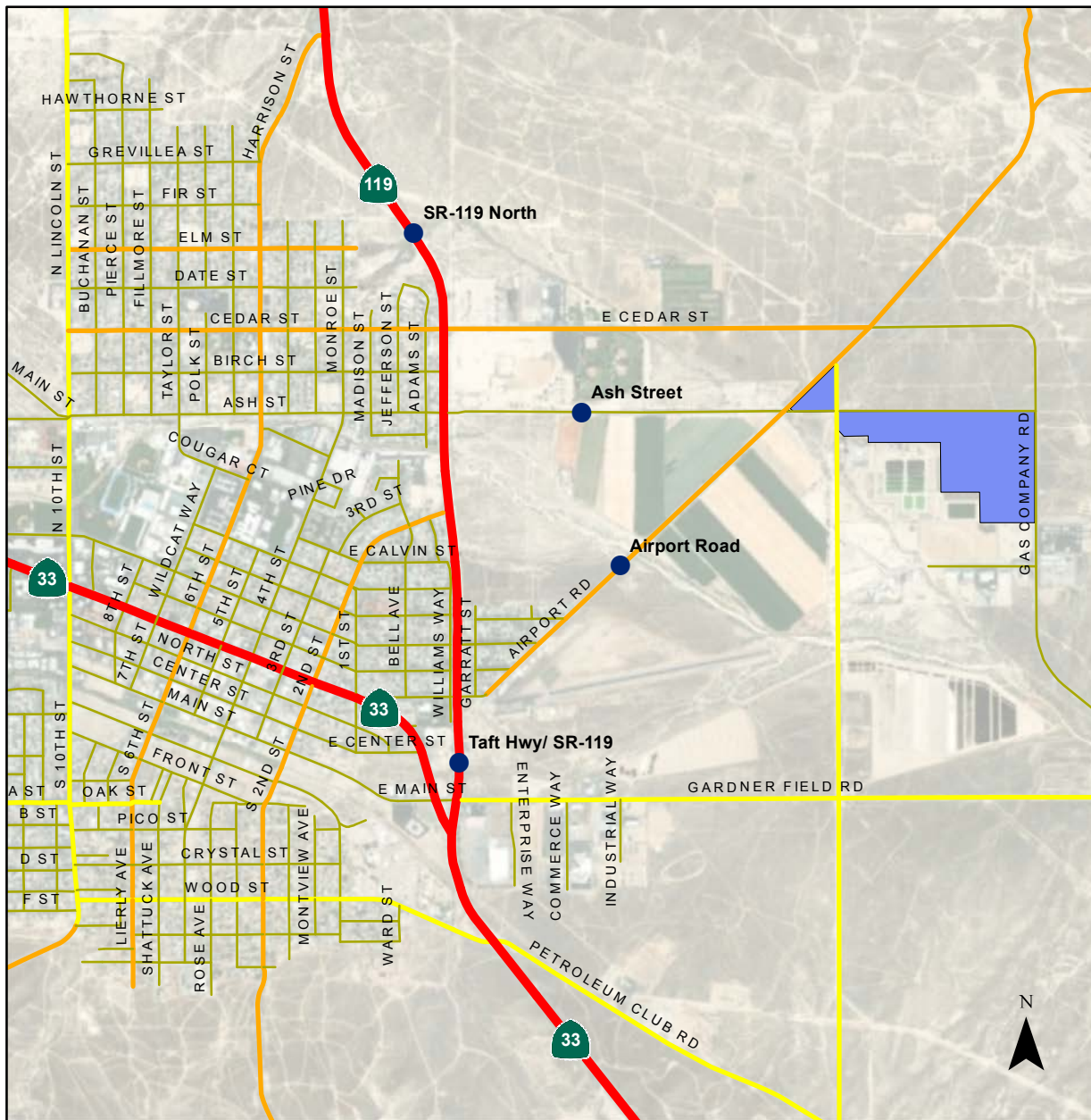
## ***C. Project Study Area***

This study quantitatively assesses Project construction-period impacts on roadway segments in the vicinity of the Project site. Roadway segment counts were compiled from counts conducted along, conducted for this report.

The following are the study roadway segments that were included in the traffic impact analysis:

1. Ash Street, between SR-119 and Airport Road
2. Airport Road, between Ash Street and SR-119
3. SR-119 North, north of Cedar Street
4. SR-119, between Gardner Field Road and Airport Road

Figure 1 – Study Area Map



0 0.5 1 Miles

- Project Site
- Count Locations
- Roadway Classifications**
- Arterial Highway
- Arterial
- Collector
- Local

The daily traffic count summaries collected for these study roadway segments are provided in Attachment A. These volumes are analyzed in Section 4 of this report.

#### ***D. Analysis Methodology***

KOA analyzed the trip distribution, trip assignment, and daily roadway volumes for the designated study area. In the sections that follow, impacts of the construction of the proposed Project on study area roadways are discussed. The analysis is based on the impacts of Project traffic during the peak of construction activity.

Project construction would be completed in 2021. This year was defined as the future analysis year.

## 2. Existing Conditions

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The following describes the study area, along the primary routes to and from the Project site.

Ash Street is adjacent to the Project site and is a two-lane paved roadway with a striped centerline west of the intersection with Airport Road and is unstriped east of that intersection. There is no posted speed limit. There are soft shoulders with no curbs. Ash Street intersects with State Route 119 approximately 0.9 miles west of the project site.

Airport Road is a two-lane paved roadway with a striped centerline that intersects with Ash Street adjacent to the Project site. This roadway intersects with State Route 119 at its southwestern terminus.

State Route 119 (SR-119) is a north-south roadway that provides access to Ash Street and Airport Road from major freeway interchanges including I-5 and SR-99.



### 3. Project Construction Trips

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This section focuses on the definition of construction truck and employee vehicle trip total that are expected to occur during the peak period of Project construction. The distribution and assignment of those trips to the study area roadway network is also discussed here.

#### *A. Project Trip Generation Methodology*

Project trip generation calculations included construction truck trip estimates and construction employee vehicle trips. The trip generation totals were determined based on the period which would generate the highest number of combined trips for the Project. Truck volumes were multiplied by a Passenger Car Equivalency (PCE) factor of 2.5 to estimate the real effect of total Project traffic, consistent with truck studies in the Southern California area.

Although some carpooling would likely occur during Project construction, trip generation calculations conservatively assumed that each employee would commute in a single personal vehicle. To provide a conservative analysis, the total number of trips analyzed represents the highest trips generated by both construction employees and trucks.

#### *B. Trip Generation Totals*

The total daily Project trips defined by Table 1 represent one-way inbound and outbound trips by both the construction personnel vehicles and construction trucks. The construction daily trip numbers are based on these peak construction input numbers:

- 4 daily peak-period truck round trips
- 50 construction employees on-site

The truck trip totals assumed up to two (semi type) trucks would arrive at the project site each day during construction. Each truck was assumed to make two round trips per day, so the four daily truck trips are round trips. Those trips were then multiplied by the PCE factor, a total resulting total of 10 trips.

**Table 1 – Project Construction Weekday Trip Generation**

TRIP GENERATION	AVERAGE DAILY PCE TRIPS		
	Trucks*	Employee	Total
<i>Field Personnel</i>	0	100	100
<i>Construction Truck</i>	10	0	10
<b>TOTAL TRIPS</b>	<b>10</b>	<b>100</b>	<b>110</b>

\* Truck trips include a Passenger Car Equivalency (PCE) factor of 2.5.

During the peak period of construction, the Project site is estimated to generate a weekday daily total of 110 passenger car-equivalent trips.

This total daily number of trips is included in the analysis of the daily capacity of the affected roads while also accounting for existing traffic volumes. Peak-hour trips related to construction (i.e., during the morning and evening period when workers would be arriving and departing the site) were not considered because there is no discernable peak traffic period in the vicinity of the Project site.

### **C. Project Trip Distribution**

Construction employee and truck vehicle trip patterns were based on the local roadway network that would provide primary access to the project site.

Ash Street has a full-access intersection with the SR-119 highway to the west of the Project site. Project construction-period traffic would use Ash Street and Airport Road to access the regional highway network. The analyzed roadway segments were therefore along Ash Street and Airport Road as well as portions of SR-119 north of Cedar Street and south of Airport Road. All of these are two-lane roadways.

The Project-generated trips were assumed to travel across all of the analyzed study roadway segments, with full volumes applied to each route to be conservative and to provide flexibility for final trip routes.

## 4. Project Impacts Analysis

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### A. Roadway Impact Analysis

As both existing and future projected volumes at the analyzed roadway segments are very low and do not approach the capacities of the roadways, this analysis focuses on daily volumes.

The tables below provide a comparison of the analyzed existing and future volumes with and without the Project, for the study roadway segments. Comparisons to the total roadway capacity are provided, based on the lane configuration of the roadways, and daily volume capacities generally defined by the Highway Capacity Manual that are 10,000 vehicles per lane for major roadways.

Table 2 provides a Project volume analysis based on the existing period analysis, included here based on CEQA precedents that project impact analyses should include an impact scenario that excludes future estimated traffic growth.

**Table 2 – Project Study Roadway Segment  
Existing Volumes Analysis**

Roadway Segment	Existing Daily Volumes	Daily Construction Trips	Existing with Construction	% Increase	Roadway Capacity
Ash Street (between SR-119 and Airport Rd)	194	55	249	28%	10,000
Airport Road (between Ash Street and SR-119)	360	55	415	15%	10,000
SR-119 North (north of Cedar Street)	8,028	55	8,083	1%	20,000
Taft Hwy/ SR-119 (between Gardner Field Rd and Airport Rd)	7,129	55	7,184	1%	20,000

Table 3 provides a Project volume analysis at the roadway segments based on a future volume analysis. Future year-2021 volumes were defined by multiplying the existing year-2019 volumes by an ambient growth rate of two percent per year.

**Table 3 – Project Study Roadway Segment  
Future Volumes Analysis**

Roadway Segment	Future 2021 without Construction	Daily Construction Trips	Future 2021 with Construction	% Increase	Roadway Capacity
Ash Street (between SR-119 and Airport Rd)	202	55	257	27%	10,000
Airport Road (between Ash Street and SR-119)	375	55	430	15%	10,000
SR-119 North (north of Cedar Street)	8,352	55	8,407	1%	20,000
Taft Hwy/ SR-119 (between Gardner Field Rd and Airport Rd)	7,417	55	7,472	1%	20,000

For the remainder of the construction period, construction traffic volumes would decline from the peak levels analyzed in these tables.

The roadway capacities of the roadway segments range from 10,000 to 20,000 vehicles per day. The roadway segments analyzed here would be operating in the range of 257 to 8,407 total vehicles per day based on the construction period numbers in Table 2 and Table 3.

On all of the roadway study segments, adequate capacity would remain during the construction period. At least half of the roadway capacity would remain. During the other non-peak months of the overall construction schedule, traffic volumes would decline from these peak levels.

The proposed Project would not create any significant impacts at the analyzed locations.

**B. VMT Metrics Considerations**

California Environmental Quality Act (CEQA) guidelines have recently changed to require vehicle miles traveled (VMT) metrics in CEQA transportation analysis efforts and not level of service (LOS). LOS metrics can continue to be used under local agency review of traffic circulation, but automobile delay cannot be the determinant of impacts.

VMT analysis is required under CEQA for review of impacts that could be caused by development projects. VMT metrics are not an appropriate measurement of project construction activity, however. VMT data focuses on trip type, automobile use, transit use, walking and bicycling, and general auto trip reduction qualities of development and the management of travel to and from development sites. As project construction activities involve necessary travel to and from the site by construction employees and the necessary use of construction truck delivery and hauling operations, VMT is not an appropriate analysis tool and has been excluded from this analysis.

**ATTACHMENT A –**  
STUDY ROADWAY SEGMENT 24-HOUR TRAFFIC COUNT SUMMARIES



# Counts Unlimited, Inc.

City of Taft  
 Ash Street  
 B/ State Route 119 - Airport Road  
 24 Hour Directional Volume Count

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

TFT003  
 Site Code: 041-19715

Start Time	16-Oct-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	2			0	2				
12:15		0	1			0	0				
12:30		0	2			0	2				
12:45		0	0	0	5	0	1	0	5	0	10
01:00		0	2			0	1				
01:15		0	3			0	1				
01:30		0	3			0	0				
01:45		0	3	0	11	0	2	0	4	0	15
02:00		0	6			1	3				
02:15		0	1			0	3				
02:30		0	1			0	2				
02:45		0	3	0	11	0	3	1	11	1	22
03:00		0	3			0	0				
03:15		0	2			0	1				
03:30		0	3			0	1				
03:45		0	2	0	10	0	4	0	6	0	16
04:00		0	0			0	1				
04:15		0	0			0	3				
04:30		0	3			0	3				
04:45		0	2	0	5	0	1	0	8	0	13
05:00		1	0			0	3				
05:15		0	0			1	1				
05:30		0	12			1	6				
05:45		1	3	2	15	1	4	3	14	5	29
06:00		1	2			2	2				
06:15		3	2			0	0				
06:30		1	1			0	1				
06:45		0	1	5	6	0	0	2	3	7	9
07:00		0	3			2	3				
07:15		2	0			0	0				
07:30		1	0			2	0				
07:45		1	1	4	4	1	0	5	3	9	7
08:00		1	0			0	0				
08:15		2	0			0	0				
08:30		0	1			0	1				
08:45		0	1	3	2	1	0	1	1	4	3
09:00		2	0			1	1				
09:15		5	1			1	0				
09:30		1	2			1	0				
09:45		1	0	9	3	0	1	3	2	12	5
10:00		1	0			4	0				
10:15		2	0			1	0				
10:30		0	0			0	0				
10:45		2	0	5	0	1	0	6	0	11	0
11:00		2	0			3	0				
11:15		1	0			3	0				
11:30		4	1			1	1				
11:45		0	0	7	1	0	0	7	1	14	2
<b>Total</b>		<b>35</b>	<b>73</b>	<b>35</b>	<b>73</b>	<b>28</b>	<b>58</b>	<b>28</b>	<b>58</b>	<b>63</b>	<b>131</b>
<b>Combined Total</b>		<b>108</b>		<b>108</b>		<b>86</b>		<b>86</b>		<b>194</b>	
AM Peak	-	09:00	-	-	-	10:45	-	-	-	-	-
Vol.	-	9	-	-	-	8	-	-	-	-	-
P.H.F.	-	0.450	-	-	-	0.667	-	-	-	-	-
PM Peak	-	-	05:30	-	-	-	05:00	-	-	-	-
Vol.	-	-	19	-	-	-	14	-	-	-	-
P.H.F.	-	-	0.396	-	-	-	0.583	-	-	-	-
Percentage		32.4%	67.6%			32.6%	67.4%				
ADT/AADT		ADT 194		AADT 194							

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 24 Hour Directional Classification Count

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 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

TFT002  
 Site Code: 041-19715

## Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/16/19	0	18	4	0	0	4	0	0	0	0	0	0	0	26
01:00	0	8	1	0	1	3	0	0	0	0	0	0	0	13
02:00	0	6	1	0	0	1	0	0	0	0	0	0	0	8
03:00	0	18	5	0	1	4	0	0	0	0	0	0	0	28
04:00	0	8	6	0	6	2	0	0	0	0	0	0	0	22
05:00	0	36	14	0	5	2	0	0	0	0	0	0	0	57
06:00	0	<b>64</b>	21	0	21	4	0	0	0	0	0	0	0	110
07:00	<b>2</b>	59	18	0	18	10	0	0	0	0	0	0	0	107
08:00	0	38	23	0	9	8	0	0	<b>2</b>	0	0	0	0	80
09:00	0	57	25	0	14	6	0	<b>3</b>	1	0	<b>2</b>	<b>1</b>	0	109
10:00	1	63	20	0	18	9	0	3	0	0	1	0	0	115
11:00	2	61	<b>40</b>	0	<b>35</b>	<b>15</b>	0	2	0	0	0	0	0	<b>155</b>
12 PM	<b>3</b>	86	37	0	35	7	0	1	0	0	<b>1</b>	0	0	170
13:00	1	87	36	0	45	10	0	2	0	0	1	0	0	182
14:00	3	143	47	0	60	11	0	3	<b>1</b>	0	1	0	0	269
15:00	2	128	<b>66</b>	0	<b>68</b>	<b>15</b>	0	2	0	0	0	0	0	281
16:00	1	<b>193</b>	61	0	38	12	0	3	0	0	0	0	0	<b>308</b>
17:00	1	138	52	0	29	10	0	<b>4</b>	0	0	0	0	0	234
18:00	2	79	40	0	27	7	0	1	0	0	0	0	0	156
19:00	1	55	25	0	11	5	0	0	0	0	0	0	0	97
20:00	0	43	13	0	6	5	0	0	1	0	0	0	0	68
21:00	0	37	13	0	6	3	0	0	0	0	0	0	0	59
22:00	0	29	8	0	10	1	0	0	0	0	0	0	0	48
23:00	0	13	7	0	2	3	0	0	0	0	0	0	0	25
Total	19	1467	583	0	465	157	0	24	5	0	6	1	0	2727
Percent	0.7%	53.8%	21.4%	0.0%	17.1%	5.8%	0.0%	0.9%	0.2%	0.0%	0.2%	0.0%	0.0%	
AM Peak	07:00	06:00	11:00		11:00	11:00		09:00	08:00		09:00	09:00		11:00
Vol.	2	64	40		35	15		3	2		2	1		155
PM Peak	12:00	16:00	15:00		15:00	15:00		17:00	14:00		12:00			16:00
Vol.	3	193	66		68	15		4	1		1			308
Grand Total	19	1467	583	0	465	157	0	24	5	0	6	1	0	2727
Percent	0.7%	53.8%	21.4%	0.0%	17.1%	5.8%	0.0%	0.9%	0.2%	0.0%	0.2%	0.0%	0.0%	



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 B/ Kern Street - Gardner Field Road  
 24 Hour Directional Classification Count

PO Box 1178  
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 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

TFT002  
 Site Code: 041-19715

## Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/16/19	0	6	2	0	1	0	0	0	0	0	0	0	0	9
01:00	0	7	2	0	1	2	0	0	0	0	2	0	0	14
02:00	0	4	2	0	3	2	0	0	0	0	1	0	0	12
03:00	1	20	2	0	3	0	0	0	0	0	0	0	0	26
04:00	0	30	12	0	21	2	0	0	0	0	0	0	0	65
05:00	0	103	44	0	56	7	0	2	0	0	1	0	0	213
06:00	4	<b>226</b>	<b>80</b>	0	<b>87</b>	<b>13</b>	0	3	0	0	0	0	0	<b>413</b>
07:00	1	84	41	0	72	13	0	2	1	0	2	0	0	216
08:00	0	55	31	0	53	5	0	1	0	0	1	0	0	146
09:00	1	57	33	0	34	10	0	4	0	0	0	0	0	139
10:00	2	55	25	0	44	8	0	5	0	0	0	0	0	139
11:00	1	60	32	0	45	6	0	4	1	0	0	0	0	149
12 PM	3	77	24	0	<b>36</b>	<b>14</b>	0	1	0	0	0	0	0	155
13:00	1	78	36	0	34	4	0	3	0	0	0	0	0	156
14:00	1	69	32	0	30	6	0	1	0	0	0	0	0	139
15:00	0	57	34	1	20	7	0	0	0	0	0	0	0	119
16:00	0	80	31	0	25	0	0	1	0	0	1	0	0	138
17:00	0	<b>107</b>	<b>39</b>	0	25	3	0	1	0	0	0	0	0	<b>175</b>
18:00	0	61	31	0	13	2	0	0	0	0	0	0	0	107
19:00	0	50	20	0	15	1	0	1	0	0	0	0	0	87
20:00	0	33	13	0	8	4	0	0	0	0	0	0	0	58
21:00	0	37	10	0	6	2	0	0	0	0	0	0	0	55
22:00	0	17	2	0	3	2	0	0	0	0	0	0	0	24
23:00	0	12	4	0	4	0	0	0	0	0	0	0	0	20
<b>Total</b>	15	1385	582	1	639	113	0	29	2	0	8	0	0	2774
<b>Percent</b>	0.5%	49.9%	21.0%	0.0%	23.0%	4.1%	0.0%	1.0%	0.1%	0.0%	0.3%	0.0%	0.0%	
AM Peak	06:00	06:00	06:00		06:00	06:00		10:00	07:00		01:00			06:00
Vol.	4	226	80		87	13		5	1		2			413
PM Peak	12:00	17:00	17:00	15:00	12:00	12:00		13:00			16:00			17:00
Vol.	3	107	39	1	36	14		3			1			175
<b>Grand Total</b>	15	1385	582	1	639	113	0	29	2	0	8	0	0	2774
<b>Percent</b>	0.5%	49.9%	21.0%	0.0%	23.0%	4.1%	0.0%	1.0%	0.1%	0.0%	0.3%	0.0%	0.0%	

# Counts Unlimited, Inc.

City of Taft  
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 B/ Kern Street - Gardner Field Road  
 24 Hour Directional Classification Count

PO Box 1178  
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 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

TFT002  
 Site Code: 041-19715

## Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/16/19	0	24	6	0	1	4	0	0	0	0	0	0	0	35
01:00	0	15	3	0	2	5	0	0	0	0	2	0	0	27
02:00	0	10	3	0	3	3	0	0	0	0	1	0	0	20
03:00	1	38	7	0	4	4	0	0	0	0	0	0	0	54
04:00	0	38	18	0	27	4	0	0	0	0	0	0	0	87
05:00	0	139	58	0	61	9	0	2	0	0	1	0	0	270
06:00	4	290	101	0	108	17	0	3	0	0	0	0	0	523
07:00	3	143	59	0	90	23	0	2	1	0	2	0	0	323
08:00	0	93	54	0	62	13	0	1	2	0	1	0	0	226
09:00	1	114	58	0	48	16	0	7	1	0	2	1	0	248
10:00	3	118	45	0	62	17	0	8	0	0	1	0	0	254
11:00	3	121	72	0	80	21	0	6	1	0	0	0	0	304
12 PM	6	163	61	0	71	21	0	2	0	0	1	0	0	325
13:00	2	165	72	0	79	14	0	5	0	0	1	0	0	338
14:00	4	212	79	0	90	17	0	4	1	0	1	0	0	408
15:00	2	185	100	1	88	22	0	2	0	0	0	0	0	400
16:00	1	273	92	0	63	12	0	4	0	0	1	0	0	446
17:00	1	245	91	0	54	13	0	5	0	0	0	0	0	409
18:00	2	140	71	0	40	9	0	1	0	0	0	0	0	263
19:00	1	105	45	0	26	6	0	1	0	0	0	0	0	184
20:00	0	76	26	0	14	9	0	0	1	0	0	0	0	126
21:00	0	74	23	0	12	5	0	0	0	0	0	0	0	114
22:00	0	46	10	0	13	3	0	0	0	0	0	0	0	72
23:00	0	25	11	0	6	3	0	0	0	0	0	0	0	45
Total	34	2852	1165	1	1104	270	0	53	7	0	14	1	0	5501
Percent	0.6%	51.8%	21.2%	0.0%	20.1%	4.9%	0.0%	1.0%	0.1%	0.0%	0.3%	0.0%	0.0%	
AM Peak	06:00	06:00	06:00		06:00	07:00		10:00	08:00		01:00	09:00		06:00
Vol.	4	290	101		108	23		8	2		2	1		523
PM Peak	12:00	16:00	15:00	15:00	14:00	15:00		13:00	14:00		12:00			16:00
Vol.	6	273	100	1	90	22		5	1		1			446
Grand Total	34	2852	1165	1	1104	270	0	53	7	0	14	1	0	5501
Percent	0.6%	51.8%	21.2%	0.0%	20.1%	4.9%	0.0%	1.0%	0.1%	0.0%	0.3%	0.0%	0.0%	

# Counts Unlimited, Inc.

City of Taft  
 State Route 119  
 N/ Cedar Street  
 24 Hour Directional Classification Count

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

TFT001  
 Site Code: 041-19715

**Northbound**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/16/19	0	7	7	0	2	0	0	1	4	0	0	0	0	21
01:00	0	6	2	0	1	0	0	0	3	0	0	0	0	12
02:00	0	3	3	0	0	0	0	0	1	0	0	0	0	7
03:00	0	7	4	1	5	0	0	0	4	0	0	0	0	21
04:00	0	14	8	0	8	0	0	0	2	0	0	0	0	32
05:00	<b>1</b>	63	39	0	27	2	0	0	2	0	1	0	0	135
06:00	1	<b>74</b>	<b>51</b>	2	<b>56</b>	<b>4</b>	0	3	10	0	1	0	0	<b>202</b>
07:00	0	35	42	3	45	2	0	<b>7</b>	9	0	0	0	0	143
08:00	1	32	39	2	41	2	0	2	7	<b>1</b>	0	0	0	127
09:00	0	36	45	6	34	3	0	1	7	0	<b>3</b>	<b>1</b>	0	136
10:00	0	35	42	6	47	2	0	4	9	0	2	0	0	147
11:00	1	40	45	<b>7</b>	53	1	0	7	<b>16</b>	0	2	0	0	172
12 PM	0	48	54	8	64	2	0	4	8	0	<b>1</b>	0	0	189
13:00	0	38	54	5	78	2	0	<b>15</b>	8	0	1	0	0	201
14:00	1	63	79	<b>14</b>	84	3	0	8	<b>13</b>	0	1	0	0	266
15:00	1	67	<b>81</b>	5	<b>108</b>	<b>4</b>	0	5	9	0	0	0	0	<b>280</b>
16:00	1	<b>71</b>	76	6	58	1	0	5	10	0	0	0	0	228
17:00	<b>3</b>	61	68	1	51	0	<b>1</b>	6	8	0	1	0	0	200
18:00	0	30	49	5	40	0	0	3	4	0	0	0	0	131
19:00	0	22	28	1	25	0	0	2	7	0	0	0	0	85
20:00	2	18	20	3	16	1	0	0	4	0	0	0	0	64
21:00	0	21	23	3	9	0	0	0	4	0	1	0	0	61
22:00	0	6	21	0	9	0	0	1	1	0	1	0	0	39
23:00	0	6	5	0	4	0	0	1	2	0	0	0	0	18
<b>Total</b>	12	803	885	78	865	29	1	75	152	1	15	1	0	2917
<b>Percent</b>	0.4%	27.5%	30.3%	2.7%	29.7%	1.0%	0.0%	2.6%	5.2%	0.0%	0.5%	0.0%	0.0%	
<b>AM Peak</b>	05:00	06:00	06:00	11:00	06:00	06:00		07:00	11:00	08:00	09:00	09:00		06:00
<b>Vol.</b>	1	74	51	7	56	4		7	16	1	3	1		202
<b>PM Peak</b>	17:00	16:00	15:00	14:00	15:00	15:00	17:00	13:00	14:00		12:00			15:00
<b>Vol.</b>	3	71	81	14	108	4	1	15	13		1			280
<b>Grand Total</b>	12	803	885	78	865	29	1	75	152	1	15	1	0	2917
<b>Percent</b>	0.4%	27.5%	30.3%	2.7%	29.7%	1.0%	0.0%	2.6%	5.2%	0.0%	0.5%	0.0%	0.0%	

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 24 Hour Directional Classification Count

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 email: counts@countsunlimited.com

TFT001  
 Site Code: 041-19715

**Southbound**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/16/19	0	10	3	0	1	0	0	0	0	0	1	0	0	15
01:00	0	6	1	0	2	0	0	0	3	0	1	0	0	13
02:00	0	4	1	0	4	0	0	0	2	0	2	0	0	13
03:00	1	3	3	4	3	0	0	0	2	0	0	0	0	16
04:00	1	15	16	1	18	0	0	1	2	0	0	0	0	54
05:00	3	<b>67</b>	36	1	70	1	0	3	6	0	2	0	0	189
06:00	2	64	40	<b>9</b>	<b>89</b>	3	0	2	9	0	2	0	0	<b>220</b>
07:00	0	50	<b>44</b>	5	70	4	0	2	<b>12</b>	0	3	0	0	190
08:00	2	43	38	7	60	2	<b>1</b>	8	4	0	1	0	0	166
09:00	<b>4</b>	28	34	6	43	<b>7</b>	0	7	8	0	2	0	0	139
10:00	0	31	37	4	58	1	0	<b>9</b>	9	0	0	0	0	149
11:00	2	34	44	3	55	7	0	2	8	0	<b>4</b>	<b>1</b>	0	160
12 PM	<b>2</b>	35	30	<b>11</b>	38	3	0	1	<b>16</b>	0	<b>2</b>	0	0	138
13:00	2	41	37	4	<b>48</b>	<b>6</b>	0	<b>5</b>	3	0	2	0	0	148
14:00	1	36	37	5	38	6	0	2	11	0	1	0	0	137
15:00	1	47	51	1	41	4	0	3	9	0	0	0	0	157
16:00	1	78	44	2	42	3	0	0	4	0	1	0	0	175
17:00	1	<b>79</b>	<b>58</b>	3	35	0	0	3	4	0	0	0	0	<b>183</b>
18:00	0	45	44	3	26	0	0	0	2	0	0	0	0	120
19:00	1	46	26	1	21	0	0	1	3	0	0	0	0	99
20:00	0	29	14	1	17	0	0	0	4	0	0	0	0	65
21:00	0	31	15	3	9	0	0	0	3	0	0	0	0	61
22:00	0	18	6	0	6	0	0	0	1	0	0	0	0	31
23:00	0	13	9	0	1	0	0	0	0	0	0	0	0	23
<b>Total</b>	<b>24</b>	<b>853</b>	<b>668</b>	<b>74</b>	<b>795</b>	<b>47</b>	<b>1</b>	<b>49</b>	<b>125</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>2661</b>
<b>Percent</b>	<b>0.9%</b>	<b>32.1%</b>	<b>25.1%</b>	<b>2.8%</b>	<b>29.9%</b>	<b>1.8%</b>	<b>0.0%</b>	<b>1.8%</b>	<b>4.7%</b>	<b>0.0%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>AM Peak</b>	09:00	05:00	07:00	06:00	06:00	09:00	08:00	10:00	07:00		11:00	11:00		06:00
<b>Vol.</b>	4	67	44	9	89	7	1	9	12		4	1		220
<b>PM Peak</b>	12:00	17:00	17:00	12:00	13:00	13:00		13:00	12:00		12:00			17:00
<b>Vol.</b>	2	79	58	11	48	6		5	16		2			183
<b>Grand Total</b>	<b>24</b>	<b>853</b>	<b>668</b>	<b>74</b>	<b>795</b>	<b>47</b>	<b>1</b>	<b>49</b>	<b>125</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>2661</b>
<b>Percent</b>	<b>0.9%</b>	<b>32.1%</b>	<b>25.1%</b>	<b>2.8%</b>	<b>29.9%</b>	<b>1.8%</b>	<b>0.0%</b>	<b>1.8%</b>	<b>4.7%</b>	<b>0.0%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>0.0%</b>	

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TFT001  
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**Northbound, Southbound**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/16/19	0	17	10	0	3	0	0	1	4	0	1	0	0	36
01:00	0	12	3	0	3	0	0	0	6	0	1	0	0	25
02:00	0	7	4	0	4	0	0	0	3	0	2	0	0	20
03:00	1	10	7	5	8	0	0	0	6	0	0	0	0	37
04:00	1	29	24	1	26	0	0	1	4	0	0	0	0	86
05:00	<b>4</b>	130	75	1	97	3	0	3	8	0	3	0	0	324
06:00	3	<b>138</b>	<b>91</b>	11	<b>145</b>	7	0	5	19	0	3	0	0	<b>422</b>
07:00	0	85	86	8	115	6	0	9	21	0	3	0	0	333
08:00	3	75	77	9	101	4	<b>1</b>	10	11	<b>1</b>	1	0	0	293
09:00	4	64	79	<b>12</b>	77	<b>10</b>	0	8	15	0	5	<b>1</b>	0	275
10:00	0	66	79	10	105	3	0	<b>13</b>	18	0	2	0	0	296
11:00	3	74	89	10	108	8	0	9	<b>24</b>	0	<b>6</b>	1	0	332
12 PM	2	83	84	<b>19</b>	102	5	0	5	<b>24</b>	0	<b>3</b>	0	0	327
13:00	2	79	91	9	126	8	0	<b>20</b>	11	0	3	0	0	349
14:00	2	99	116	19	122	<b>9</b>	0	10	24	0	2	0	0	403
15:00	2	114	<b>132</b>	6	<b>149</b>	8	0	8	18	0	0	0	0	<b>437</b>
16:00	2	<b>149</b>	120	8	100	4	0	5	14	0	1	0	0	403
17:00	<b>4</b>	140	126	4	86	0	<b>1</b>	9	12	0	1	0	0	383
18:00	0	75	93	8	66	0	0	3	6	0	0	0	0	251
19:00	1	68	54	2	46	0	0	3	10	0	0	0	0	184
20:00	2	47	34	4	33	1	0	0	8	0	0	0	0	129
21:00	0	52	38	6	18	0	0	0	7	0	1	0	0	122
22:00	0	24	27	0	15	0	0	1	2	0	1	0	0	70
23:00	0	19	14	0	5	0	0	1	2	0	0	0	0	41
<b>Total</b>	36	1656	1553	152	1660	76	2	124	277	1	39	2	0	5578
<b>Percent</b>	0.6%	29.7%	27.8%	2.7%	29.8%	1.4%	0.0%	2.2%	5.0%	0.0%	0.7%	0.0%	0.0%	
<b>AM Peak</b>	05:00	06:00	06:00	09:00	06:00	09:00	08:00	10:00	11:00	08:00	11:00	09:00		06:00
<b>Vol.</b>	4	138	91	12	145	10	1	13	24	1	6	1		422
<b>PM Peak</b>	17:00	16:00	15:00	12:00	15:00	14:00	17:00	13:00	12:00		12:00			15:00
<b>Vol.</b>	4	149	132	19	149	9	1	20	24		3			437
<b>Grand Total</b>	36	1656	1553	152	1660	76	2	124	277	1	39	2	0	5578
<b>Percent</b>	0.6%	29.7%	27.8%	2.7%	29.8%	1.4%	0.0%	2.2%	5.0%	0.0%	0.7%	0.0%	0.0%	