US 395

ORIGINATION & DESTINATION STUDY

YEAR 2000

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Executive Summary

The California Department of Transportation District 9 conducted an Origin and Destination study during the months of February, March and August of 2000. The purpose of the study was to obtain sound information about trip movements and travel patterns on US 395 in Inyo and Mono Counties in order to plan future transportation needs and project future economic growth.

As was done in a 1989 District 9 study, Caltrans personnel conducted roadside interviews with vehicle occupants at four major entry points in the winter and six major entry points in the summer both on and feeding into US 395 in Inyo and Mono Counties as shown in Figure 1. Upon approach of a vehicle into a survey area, the person conducting the survey recorded the vehicle type; the remaining questions on the sheet were asked of the driver of the vehicle. A copy of the survey questions is shown in Figure 2. Another person conducted a complete count and classification of all the vehicles that passed the cordon point. Both the interview and vehicle classification operations took place between 7AM and 5PM in the winter and 7AM and 7 PM in the summer.

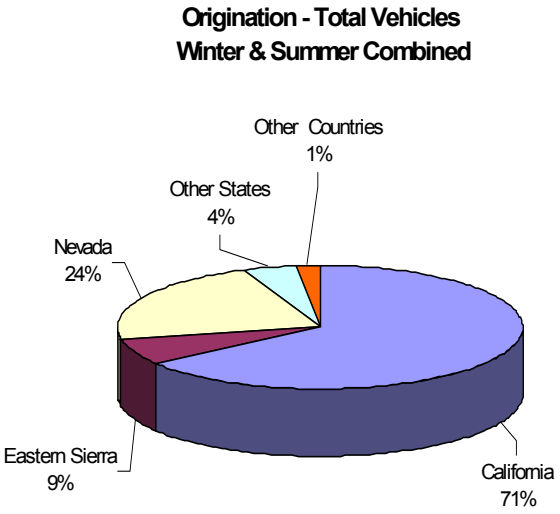
The Questions asked in this study included:

1. Number of persons per vehicle
2. Type of vehicle they were driving
3. Where the trip originated
4. What the final destination of the trip was
5. Main purpose of the trip
6. How often they stop in small communities for services other than gas
7. What town they will be staying in Inyo or Mono Counties only
8. The length of their stay
9. The type of facility they will be staying in
10. The type of commodity trucks are hauling

Significant findings from the responses to the questionnaires are shown below:

- Average occupancy per vehicle was 2.18
- Autos and Sport Utility Vehicles (SUV's) made up 54% of the vehicles surveyed
- 11.5% of the vehicles were commercial trucks
- RV's made up 3.2% of the vehicle mix
- Recreation was given as the main purpose of the trip by 55% of the respondents
- 42% of the overnight visitors were staying in a motel or hotel versus 37% staying in a campground

- Nevada accounted for 24% of the vehicles coming into the Eastern Sierra
- 36% of the vehicles came from Southern California
- 1% of the travelers came from out of the country
- Germany was number one foreign country of origin
- 60% of the people named Inyo or Mono County as their destination
- 40% of the travelers were driving through the Eastern Sierra to reach their final destination without staying overnight
- Mammoth lakes was the number one destination at 41% of the visitors staying in Inyo and Mono Counties
- The majority (69%), of overnight visitors stay in Mono County
- 72% of the visitors staying in Inyo and Mono Counties were going to stay 1-3 nights with the majority of visitors staying 1 night
- 31% of the traveling public said they always stop in small communities for services other than gas; 48% said they sometimes stop; and, 21% said they never stop



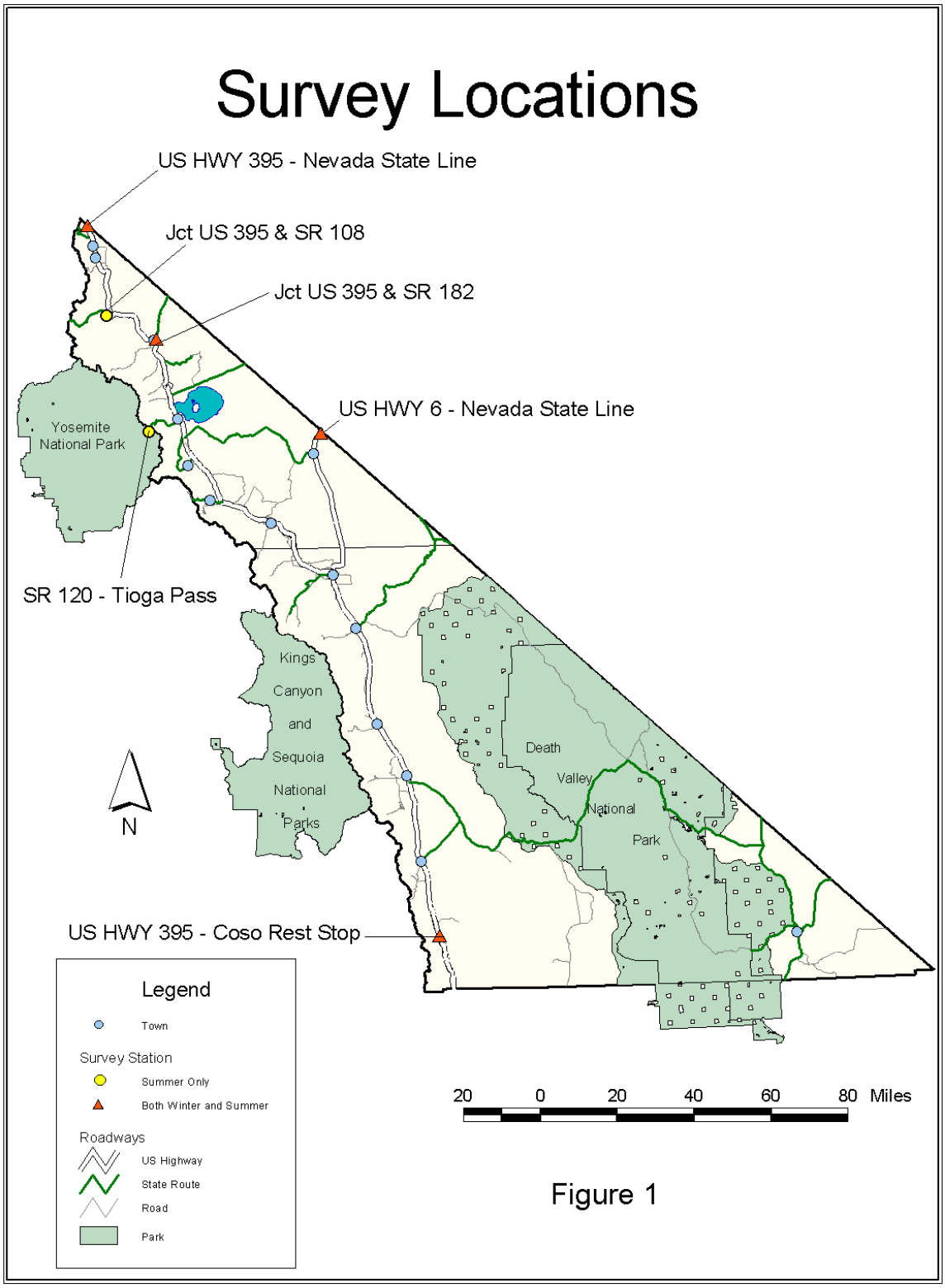

Survey Locations
US HWY 395 - Nevada State Line
Jct US 395 & SR 108
Jct US 395 & SR 182
US HWY 6 - Nevada State Line
Yosemite National Park
SR 120 - Tioga Pass
Kings Canyon and Sequoia National Parks
Death Valley National Park
N
US HWY 395 - Coso Rest Stop
Legend
Town
Survey Station
Summer Only
Both Winter and Summer
Roadways
US Highway
State Route
Road
Park
20 0 20 40 60 80 Miles

Figure 1

Introduction

The Year 2000 O&D study is the third in a series of decennial surveys of the traveling public using the US 395 corridor in Inyo and Mono Counties.

The study covered by this report is designed to provide information on travel patterns on US 395, the principal arterial in the Eastern Sierra, and its minor arterial feeders into and within Inyo and Mono Counties. It also details the number and types of vehicles using US 395 and its feeders. Travel trends will be determined, where possible, through comparing data to that obtained in the previous surveys. Not only will this information be of use to Caltrans for planning purposes: it can be used to advantage by a number of public agencies and governmental entities in the area.

Caltrans District 9 undertook past studies in 1979 and 1989. As is the case for the year 2000 study, among the goals of the other two studies was the determination of the number and vehicle types utilizing US 395 as well as those traversing minor arterial roads feeding into the US 395 corridor. Although the range and type of data desired are similar, the sources of data, time periods that data are taken, and the specific data taken differ among the three (1979, 1989, and present) surveys. The general format developed for the 1989 survey was used as the basis for the method of collection and evaluation of the current round of roadside data.

Survey locations for the year 2000 study are shown on Figure 1. Both the Topaz Agricultural Inspection Station and the area just south of the Coso Junction Safety Rest Area were used for both the 1989 and current studies. In 1979, the northernmost location monitored outbound (northbound) traffic on US 395 north of its south junction with State Route 158 near June Lake. The southernmost location was on US 395 south of Olancha. At this location both northbound and southbound traffic were monitored. These spots correspond to Topaz and Coso, respectively, in the Year 2000 study, but they are not fully comparable because of the differences in locations.

METHODOLOGY

The following table is a comparison of the manner in which the 1979, 1989 and 2000 surveys were conducted.

O&D Study Characteristics 1979-2000

Survey Season	**Winter**	**Summer**	**Winter**	**Summer**	**Winter**	**Summer**
Year	**1979**		**1989**		**2000**	
Surveys Collected	1,550	3,320	3,849	12,912	5,128	15,188
Number of Locations	3	8	2	4	4	6
Survey Dates	2/16-3/3	6/15-7/2	2/2-2/12	8/19-8/22	2/23-3/3	8/2-8/18
Number of Days	4	4 or 2[1]	1 or 2[1]	3	2	2
Interview Hours	8 AM-6 PM	8 AM-6PM	8 AM-5PM	8 AM-5PM	7AM-5PM	7AM-7 PM
Duration of Mechanized count	24 hours		Not applicable		24 hours	
Direction of Travel	Outbound		Inbound		Inbound	
Source of Survey Data	Mailed out/mailed back questionnaires and a mechanized count		Roadside interviews and manual counts		Roadside interviews and manual and mechanized counts	

1. In summer, 1979 and winter, 1989 the number of days varied from survey site to survey site.

1979 Survey

Survey personnel recorded license plate numbers of outbound vehicles from Inyo and Mono Counties. From the plate IDs, the Department of Motor Vehicles provided the registered owners' name and address. A questionnaire was then mailed to each registered owner. A consultant helped prepare and evaluate the information and tabulated the responses. A total of 4,870 questionnaires were received from the winter and summer surveys, a 34 percent response to the questionnaires sent out.

The surveys for both winter and summer were conducted from 8AM to 6PM as well as during one 24-hour period. The winter survey took place on the last two Fridays, Saturdays, Sundays, and Mondays of February. The summer survey was conducted on the last three Fridays, Saturdays, Sundays, and Mondays of June. In addition to the outbound vehicle license plates being recorded, vehicles in both directions were classified as to vehicle types for each 10-hour, 8AM to 6PM, period. Each twenty-four hour survey consisted of an axle count via a portable mechanized counter. The twenty-four hour surveys took place during one of the same weekends the ten-hour surveys were in progress.

1989 Survey

The procedure for the 1989 study involved personal interviews with vehicle occupants at six survey locations, as well as recording the type of vehicle passing each survey station. The six survey stations were located on major routes coming into Inyo and Mono Counties. Classification counts were done for the entire 24-hour period of each survey day.

The winter survey was conducted on a neutral February mid-week day and the following Friday and Saturday of the Presidents Day weekend. Neutral is defined as non-weekend and non-holiday. The summer survey was conducted on a neutral August mid-week and the following Friday and Saturday. The surveys were conducted from 8AM to 5PM. Listed below are the questions that were asked at the survey sites:

1. How many in vehicle?

2. Type of vehicle – classification (recorded from direct observation)

3. Location of residence

4. Purpose of trip

5. Will you be staying in Inyo or Mono County?

6. If yes, at what type of facility?

The total number of vehicles surveyed in the 1989-travel study was 16,761.

2000 Survey

Similar to the 1989 study, Caltrans personnel conducted roadside interviews with vehicle occupants at six major entry points both on and feeding into US 395 in Inyo and Mono Counties as shown in Figure 1. Upon approach of a vehicle into a survey area, the person conducting the survey recorded the vehicle type; the remaining questions on the sheet were asked of the driver of the vehicle. Figure 2 is a copy of the survey question sheet. Another person conducted a complete count and classification of all of the vehicles that passed the cordon point. Both the interview and vehicle classification operations took place between 7AM and 5 PM in winter and 7 AM and 7 PM in summer.

The total number of vehicles surveyed at all the stations in the summer (2000) travel study was 15,188 while the winter totaled 5,128. The dates for the winter and summer surveys were chosen to avoid holidays in order to get average weekday and weekend analysis. (According to Caltrans headquarters, surveys should not be done on holidays unless the purpose of the study is to determine travel patterns on holidays). For the 2000 survey, Wednesdays and Thursdays were the weekday sampling dates and Fridays, Saturdays and Sundays were the weekend sampling dates. The original intent was to conduct the surveys on Wednesdays and Fridays to give a representative sampling of weekday and weekend travel.

The first three weeks of August were used for the summer survey and the last week of February and first week of March were used for the winter. The dates for the surveys were picked to coincide with the dates of the surveys done in 1979 and 1989 so that comparative analysis of the results of the three surveys may be completed.

To determine the location of roadside interview stations, the 1998 traffic counts on US 395 entering Inyo and Mono Counties as well as the inbound traffic counts on all major (higher-traffic-volume) routes intersecting US 395 in Inyo and Mono Counties were examined. For this survey, a sample of 90 percent of the total 1998 traffic inbound on US 395 was deemed necessary to provide a suitable sample. Ranking the entry points from highest volume to lowest volume, it was determined that the 90% cut-off figure could be obtained by using the top four survey stations.

Figure 2

Recreation and Highway Travel Survey (Year 2000)
Inyo & Mono County

Recorder's Initial: _____ Date:

_____ Start Time: _____

"Good morning/afternoon. We are conducting a traffic study to determine where the people are traveling to and from along this highway. This will only take a few moments of your time."

A. Determine how many people in the vehicle
1 2 3 4 5 6 7 8 9 10 Other _____

B. Determine type of vehicle
☐ auto ☐ van ☐ suv ☐ pick-up
☐ bus ☐ motorcycle ☐ car & trailer ☐ bicycle
☐ truck ☐ truck & 1 trlr ☐ truck & 2 trlrs ☐ RV

C. "Where did this trip originate?"
_____

D. "What is the final destination of this trip?"
_____

E. "What is the main purpose of this trip?"
☐ Work ☐ Recreational ☐ Shopping ☐ Personal
☐ Business ☐ Home ☐ Medical ☐ Other

F. " How often do you stop in small communities for services other than gas?

☐ Always (90%+) ☐ Sometimes (11-89%) ☐ Never (10%-)

G. "What town will you be staying overnight in?"
_____

** If they are not staying in Inyo/Mono county, STOP. Say, "Thank you" and let the vehicle go. ***

H. *"What type of facility will you be staying in?"*
☐ Own home ☐ Motel/hotel ☐ Friends ☐ Other_____
☐ Camping ☐ Motorhome ☐ Condo

I. *"And how long will you be staying?"*
1 2 3 4 5 6 7 8+
☐ days ☐ weeks ☐ months

J. For TRUCKS only:
"What is the type of commodity are you hauling?"

_____
(if possible, include the placard number like 1203 for gasoline)

"Thank you very much for your cooperation. Have a nice trip."

Tioga Station SR 120 & Yosemite Park Boundary

Topaz Station US 395 and Nevada State Line

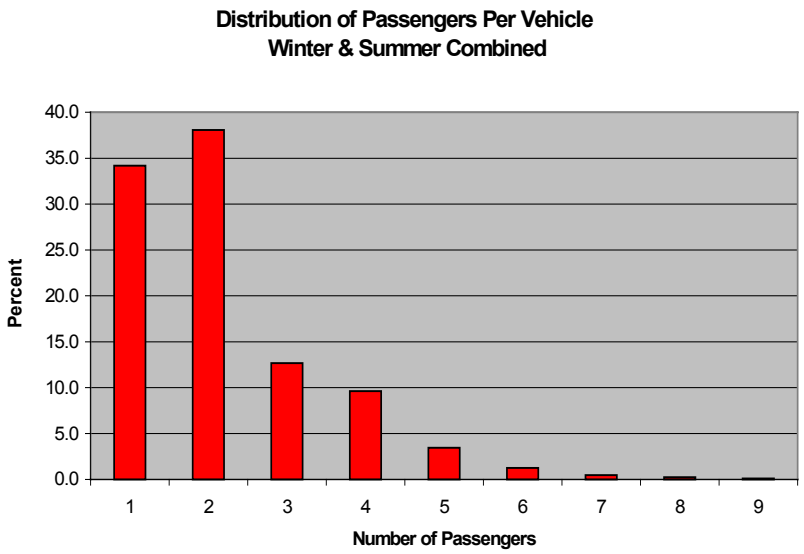
Sweetwater Station Jct. US 395 and SR 182

OVERALL COMBINED RESULTS

The following are results that were obtained from the survey questionnaire. More detailed results comparing data by station are available in Tables I – V

Number of Passengers Per Vehicle

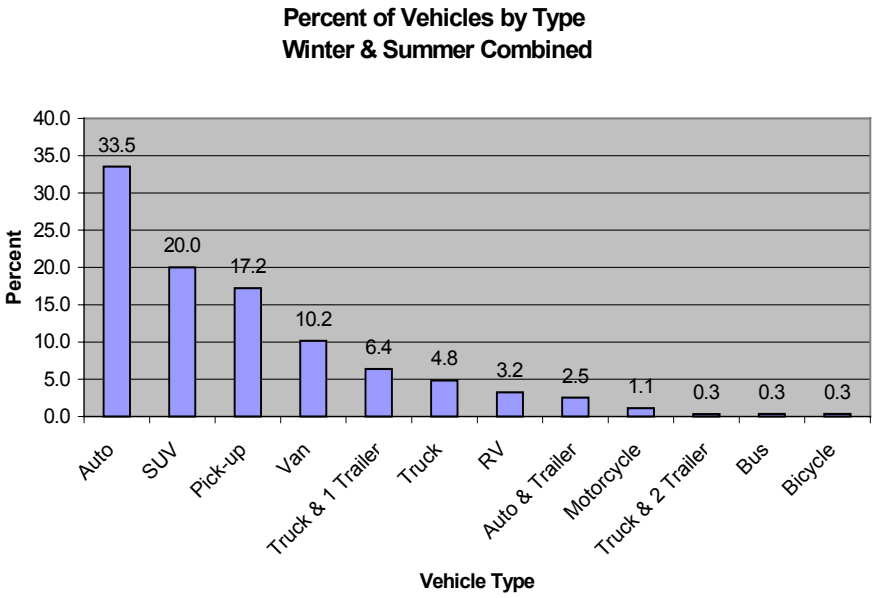
The number of passengers per vehicle averaged 2.18 for all the survey stations combined. Vehicle occupancy has declined from a high of 2.69 that was calculated in 1979. The numbers ranged from a low of 1.83 at Benton to 2.73 at the Tioga survey station.



Note: Does not include the number of passengers on buses

Type of Vehicle

Sport Utility Vehicles (SUVs) made up 20% of the vehicle mix. Autos and SUVs combined to make up 53.5% of the all the vehicles surveyed. Commercial truck traffic entering the US 395 corridor accounted for 11.5 % of the vehicular traffic. The percent of RV's dropped from 15.3% in 1989 to 3.2% in the year 2000 study.



Trip Origination

A substantial number of vehicles (28%) came from Nevada and other states. Previous studies have shown that only 15% of the vehicles come from out of the state.

Travelers from other countries made up 1% of the vehicle mix, with Germany being the number one country of foreign origin.

Southern California that includes the South Coast Zone combined to make up 36% of the vehicles entering the survey areas. This compares to previous studies that concluded that 75% of the vehicles came from Southern California.

Trip Destination

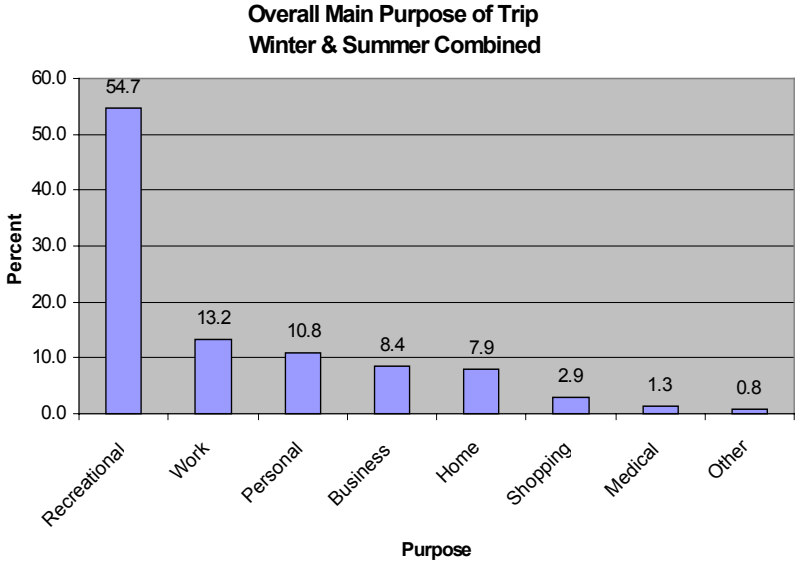
Sixty percent of the respondents indicated that their final destination was in either Inyo or Mono Counties. Forty percent of the travelers surveyed were driving through Inyo and Mono Counties to reach their final destination. Nevada was the number one destination for these travelers at 11%.

Surprisingly 8% of the vehicles were destined for the Central zone. The Central zone includes Yosemite, Central Valley and the Bay Area with the easiest access being Tioga and Sonora Pass in the summer.

The destinations of all other states combined made up 3%. For an enlarged map of destination zones in Inyo and Mono Counties see Figure 5.

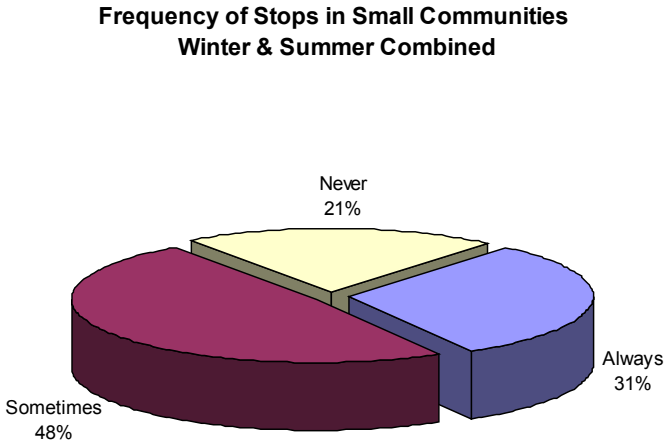
Main Purpose of Trip

Almost 55% of the people surveyed, named recreation as the main purpose of their trip. Work was the number two response given at 13.2%. Only 7.9% of the respondents listed going home as their main purpose of their trip. Percentages for recreation ranged from a high of 87.1% at Tioga Pass to only 22.7% at the Sweetwater survey station near Bridgeport.



How Often Do You Stop In Small Communities for Services Other Than Gas?

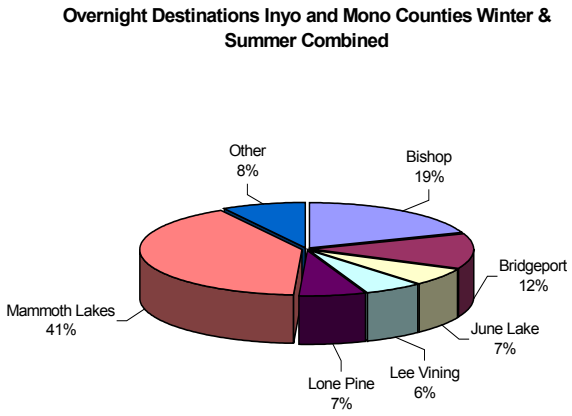
Forty-eight percent of the traveling public said they sometimes stop in small communities while 31% said they always stop.



What Town Will You Be Staying In?

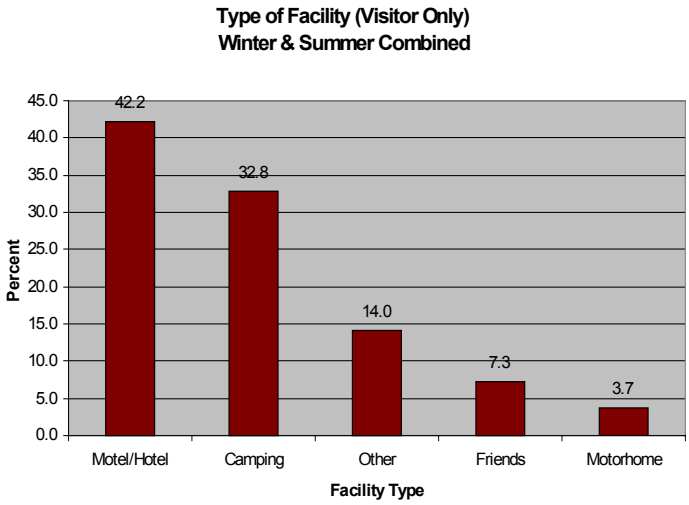
Mammoth Lakes was the preferred destination of 41% of the overnight visitors for winter and summer combined. Bishop was second with 19.4% of visitors spending 1 night or more in Inyo or Mono County. Sixty-nine percent of visitors staying in the Eastern Sierra stayed in Mono County.

Staying Overnight	Number of People	Percent
Big Pine	101	1.7
Bishop	1165	19.4
Bridgeport	751	12.5
Coleville	33	0.5
Crowley Lake	6	0.1
Furnace Creek	69	1.1
Independence	75	1.2
June Lake	396	6.6
Lee Vining	338	5.6
Lone Pine	404	6.7
Mammoth Lakes	2467	41.0
Olancha	25	0.4
Toms Place	101	1.7
Topaz	87	1.4



What Type of Facility Will You Be Staying In?

The preferred choice of facility for visitors staying at least one night in Inyo or Mono County was a motel/hotel with 42.2% of visitors giving this response. Camping was the number two response with a 36.5% share of visitors.



How Long Will You Be Staying?

Combining the winter and summer surveys shows that 72% of the visitors staying in Inyo and Mono Counties were going to stay 1-3 nights with most staying 2 nights. Thirteen percent of the visitors indicated they were going to stay for an entire week or more. This was especially true in the summer when 15% if the visitors said they were spending a week or more in Inyo or Mono Counties.

Truck Commodities

Overall 11.5% of the vehicles entering the survey areas were commercial trucks. Benton recorded the highest percentage of commercial trucks of all the survey stations at 34%.

Water was the largest type of commodity being hauled into or through Inyo and Mono Counties, followed by hay, french fries and retail goods.

Table VI shows a detailed breakdown of the types of commodities.
For the purpose of this study, the North American Industry Classification System (NAICS) was used to breakdown the types of commodities being hauled by commercial trucks. NAICS is the official classification system used in the United States. Every five years the NAICS system is reviewed and updated, so classifications can keep pace with the changing economy.

Conclusions

The percentage of visitation from Southern California has continued to decline since the first study was done in 1979. The present study shows that only 36% of the vehicles were from Southern California compared to 75% in 1979 and 56% in 1989. At the same time the percent of visitation from out of state has increased from 15% in 1979 to 28% in 2000. This is especially true for the state of Nevada. Nevada now accounts for 24% of vehicular traffic entering the US 395 corridor. Average vehicle occupancy has fallen substantially from 2.7 in 1979 to 2.18 in the current study.

Commercial truck traffic has increased significantly from the 2% recorded in the 79 and 89 studies to 11.5% in 2000. Recreational vehicle traffic has dropped significantly from 13.4% in 1989 to only 3.2% in the present study. This may be attributed to the fact that this study was not done on a holiday, whereas the 1989 study was. This corresponds well with the fact that the percentage of visitors camping has dropped from 43.8% to 36.5% in the same time period. Recreation continues to be the main reason why people visit the Eastern Sierra but the percentage has dropped from 79.7% in 1989 to 54.7 in the 2000 study.

The percent of total visitors to the Eastern Sierra staying overnight in Mono County stayed steady from 1979 to 1989 at approximately 64%, but jumped to 69% in 2000. Mammoth Lakes continues to be the main destination in Mono County. Seventy-two percent of the visitors staying in Inyo and Mono Counties were going to stay 1-3 nights in 2000 compared to 68% in 1979.

Lessons Learned

1. To better determine where people are from, future studies may include asking where the respondents live. This may be accomplished by using zip codes or asking them what city they live in.

2. At the Coso Junction survey station extreme care should be used in determining how to set up the survey lanes with safety being the first priority. A drawing of where flagmen and interviewers are going to be positioned should be reviewed by maintenance and planning before setting up. The Highway Patrol needs to be present at all times and should be positioned near where the surveyors are standing while still being visible to incoming traffic.

3. On Wednesday 8/16/00, traffic was much heavier than anticipated at the Tioga Pass (SR 120) survey station; thus more interviewers were needed for Friday. From this study it is recommended that at least eight interviewers be used for future surveys at. this location.

4. In the pre-survey meeting it should be stressed to all interviewers that anytime a commercial truck is empty they must ask what they are hauling normally.

5. In the future it may be helpful to record all the vehicles that refused to respond to the questionnaire so that more accurate counts can be obtained.

6. Because several survey sheets were missing answers to some of the questions, the principal investigator should stress that each interviewer should try to receive answers for every question. Where possible, survey forms should be reviewed for completeness by the station supervisor shortly after they are filled out, to check and capture any missing data.

7. As many of the interviewers had a difficulty determining the type of vehicles with the classifications as given on the survey form, an action was required to improve efficiency of the interview process. Therefore, the summer survey form was changed so that the word semi was placed in front of truck & 1 trailer and truck & 2 trailers.

8. Because respondents were having difficulty differentiating between the three answers to the question “How often do you stop in small communities for services other than gas?” on the survey form, action was required to improve the efficiency of the interview process. Therefore the answers were expressed as percentages and the word “seldom” was changed to “sometimes” to be more understandable.

9. Many of the vehicles surveyed were observed passing through the survey site on Route 182 several times. A large number of the locals were annoyed at having to be stopped while driving into town. Some even went out of their way to go around. To minimize annoyance of local residents and improve the efficiency of data collection, consideration was given to relocating the survey site on Route 182 from between the central business district and the largest housing development in Bridgeport to an area just north of the reservoir. However, it was decided not to move the site for the year 2000 summer survey because of the difficulty of comparing the data between the winter and summer surveys. Should a location along Route 182 be required or desired for a subsequent survey, extra consideration should be given to the effects of site selection has on local traffic, the efficiency of the survey, and the potential skewing of survey results.

10. Due to lack of interviewers, only 65.6 percent of the vehicles traveling north past Coso Rest Area were interviewed in the present effort. Changes were made to the summer survey to increase the number of interviewers at this location in order to facilitate the flow of vehicles and to survey a larger percentage of the vehicles.

11. The category of condo was added to the summer survey form in question H " What type of Facility will you be staying in?" Many people gave condo as their answer to this question. Those responses were put in the category of "other" in the winter survey.

APPENDIX 1

Location Maps

Winter & Summer Combined

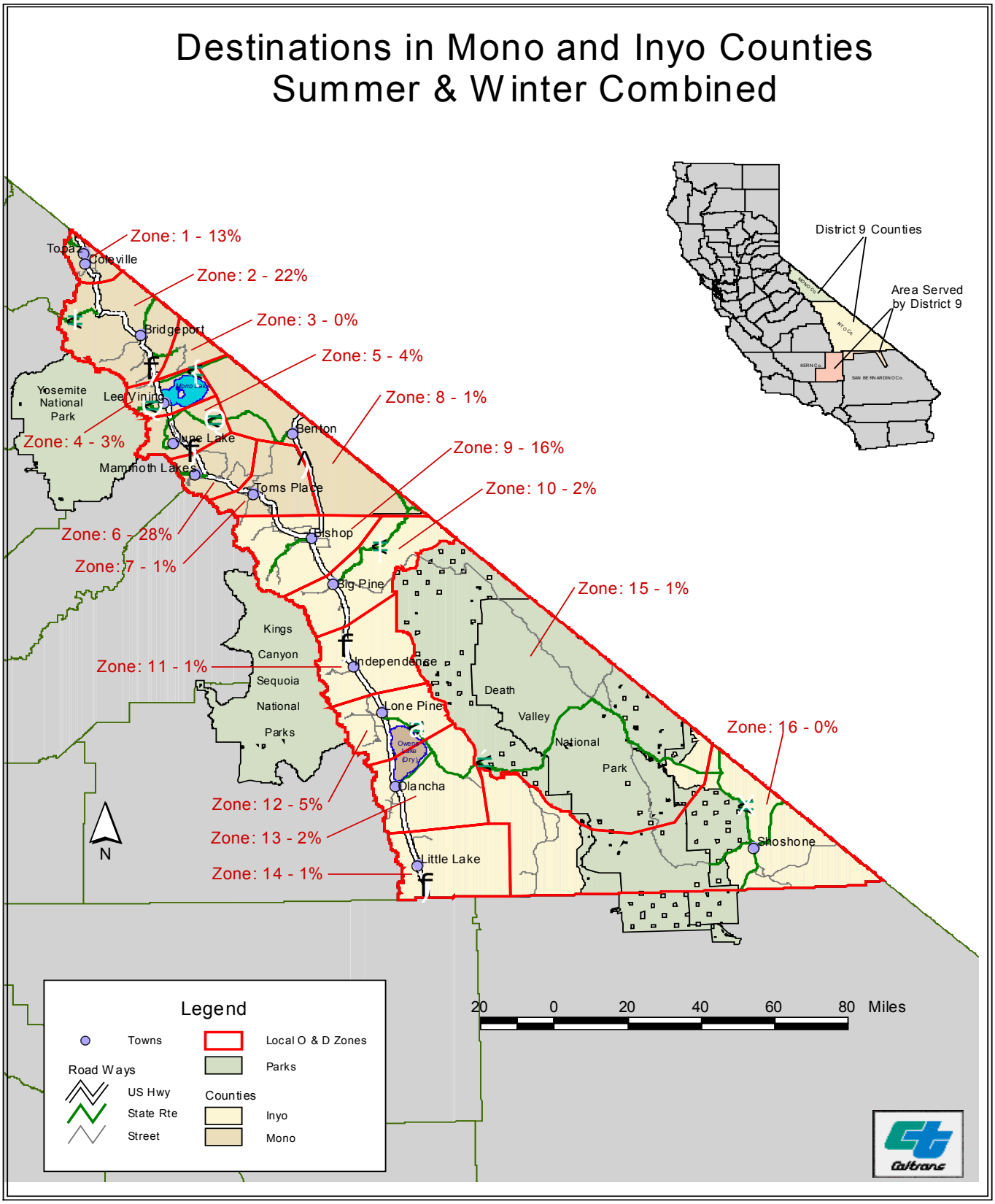
Figure 3

Origination of Vehicles
Entering the Survey Area
Winter & Summer
Combined
Other States - 4%
Northern
8%
Nevada
24%
Central
18%
Eastern
9%
South Coast
19%
Southern
17%
N
Note: Number is the percent
of trips originating from that area.
Other Countries - 1%
20 0 20 40 60 80 100 120 Miles

Figure 4

Destination of Vehicles
Entering the Survey Area
Winter & Summer
Combined
Other States - 3%
Northern
4%
Nevada
11%
Central
8%
Eastern
60%
South Coast
7%
Southern
7%
N
Note: Number is the percent
of trips with destinations in that area.
20 0 20 40 60 80 100 120 Miles

Figure 5


Destinations in Mono and Inyo Counties
Summer & Winter Combined
Zone: 1 - 13%
Zone: 2 - 22%
Zone: 3 - 0%
Zone: 4 - 3%
Zone: 5 - 4%
Zone: 6 - 28%
Zone: 7 - 1%
Zone: 8 - 1%
Zone: 9 - 16%
Zone: 10 - 2%
Zone: 11 - 1%
Zone: 12 - 5%
Zone: 13 - 2%
Zone: 14 - 1%
Zone: 15 - 1%
Zone: 16 - 0%
Topaz
Coleville
Bridgeport
Yosemite National Park
Lee Vining
Mono Lake
June Lake
Mammoth Lakes
Benton
Toms Place
Bishop
Big Pine
Kings Canyon Sequoia National Parks
Independence
Lone Pine
Owens Lake (Dry)
Olancha
Little Lake
Death Valley National Park
Shoshone
N
20 0 20 40 60 80 Miles
Legend
Towns
Road Ways
US Hwy
State Rte
Street
Local O & D Zones
Parks
Counties
Inyo
Mono
District 9 Counties
Area Served by District 9
MONO Co.
INYO Co.
KERN Co.
SAN BERNARDINO Co.
Caltrans

APPENDIX 2

Tables

Winter & Summer Combined

Table I
Passengers Per Vehicle
Winter & Summer Combined

	Station	**Station**	**Station**	**Station**	**Station**	**Station**	**Station**
# Passengers	Coso US 395	Benton US 6	Sweetwater Jct. US 395 & SR182	Topaz US 395	Sonora,Jct. US 395 & SR108	Tioga,Park boundary & SR 120	Combined
1	32.7%	51.5%	61.3%	36.4%	41.6%	15.0%	34.2%
2	38.2%	31.4%	26.9%	40.7%	39.8%	44.4%	38.2%
3	12.4%	6.2%	6.3%	9.3%	8.3%	12.4%	10.4%
4	10.9%	6.3%	3.8%	8.6%	7.0%	17.4%	10.9%
5	3.7%	3.0%	0.9%	3.1%	2.0%	6.4%	3.8%
6	1.2%	1.1%	0.6%	1.1%	0.7%	2.5%	1.5%
7	0.5%	0.3%	0.2%	0.4%	0.3%	0.8%	0.5%
8	0.2%	0.2%	0.1%	0.1%	0.2%	0.8%	0.4%
9+	0.0%	0.0%	0.0%	0.1%	0.1%	0.2%	0.1%

Table II
Main Purpose of Trip
Winter & Summer Combined

	Station	**Station**	**Station**	**Station**	**Station**	**Station**	**Station**
Purpose	Coso US 395	Benton US 6	Sweetwater Jct. US 395 & SR182	Topaz US 395	Sonora,Jct. US 395 & SR108	Tioga,Park boundary & SR 120	Combined
Work	14.0%	25.7%	27.0%	11.4%	12.7%	2.3%	13.2%
Business	7.8%	19.4%	17.0%	8.8%	9.5%	1.8%	8.4%
Recreational	60.2%	26.4%	22.7%	45.9%	58.7%	87.1%	54.7%
Home	6.0%	4.5%	5.2%	13.0%	11.2%	4.1%	7.9%
Shopping	1.2%	4.4%	6.4%	4.9%	1.0%	0.9%	2.9%
Medical	0.9%	5.0%	0.9%	2.0%	0.3%	0.1%	1.3%
Personal	8.9%	13.7%	18.2%	13.6%	6.5%	2.9%	10.8%
Other	0.9%	1.0%	2.6%	0.5%	0.2%	0.7%	0.8%

Table III
Stops in Small Communities
Winter & Summer Combined

	Station	**Station**	**Station**	**Station**	**Station**	**Station**	**Station**
	Coso US 395	Benton US 6	Sweetwater Jct. US 395 & SR182	Topaz US 395	Sonora,Jct. US 395 & SR108	Tioga,Park boundary & SR 120	Combined
Always	25.7%	33.4%	69.5%	23.8%	22.1%	19.9%	31%
Sometimes	50.5%	34.0%	20.9%	48.9%	39.4%	62.8%	48%
Never	23.8%	32.6%	9.6%	27.35	38.5%	17.3%	21%

Table IV

Type of Vehicle
Winter & Summer Combined

	Station	**Station**	**Station**	**Station**	**Station**	**Station**	**Station**
Vehicle Type	Coso US 395	Benton US 6	Sweetwater Jct. US 395 & SR182	Topaz US 395	Sonora,Jct. US 395 & SR108	Tioga,Park boundary & SR 120	Combined
Auto	28.2%	24.0%	27.2%	36.7%	27.0%	47.9%	33.5%
Bus	0.2%	0.9%	0.9%	0.3%	0.4%	0.2%	0.3%
Truck	6.5%	1.9%	3.0%	5.0%	1.8%	1.0%	4.8%
Van	10.5%	5.7%	5.4%	9.9%	6.4%	16.1%	10.2%
Motorcycle	0.3%	1.0%	0.6%	0.8%	7.2%	1.8%	1.1%
Semi & 1 Trailer	8.3%	31.2%	1.1%	4.2%	1.7%	0.0%	6.4%
SUV	26.7%	9.5%	17.9%	19.1%	20.9%	16.2%	20.0%
Auto & Trailer	2.1%	0.7%	2.8%	2.9%	3.5%	2.0%	2.5%
Semi & 2 Trailers	0.9%	1.2%	0.0%	0.1%	0.0%	0.0%	0.3%
Pick-up	13.4%	19.9%	37.0%	17.0%	29.7%	10.9%	17.2%
Bicycle	0.0%	0.0%	2.5%	0.2%	0.1%	0.2%	0.3%
RV	3.0%	3.9%	1.7%	3.7%	1.2%	3.6%	3.2%

Table V

Type of Facility
Winter & Summer Combined

	Station	**Station**	**Station**	**Station**	**Station**	**Station**	**Station**
Facility	Coso US 395	Benton US 6	Sweetwater Jct. US 395 & SR182	Topaz US 395	Sonora,Jct. US 395 & SR108	Tioga,Park boundary & SR 120	Combined
Home	25.5%	46.6%	81.4%	50.9%	43.6%	8.8%	43.5%
Motel/Hotel	36.2%	24.5%	4.4%	22.0%	23.9%	43.9%	8.9%
Motorhome	1.2%	3.3%	3.7%	1.0%	1.1%	3.4%	3.6%
Friends	6.9%	2.8%	1.2%	3.1%	1.3%	2.5%	13.2%
Camping	15.7%	6.3%	6.0%	17.5%	25.9%	30.7%	10.8%
Other	14.6%	16.5%	3.3%	5.5%	3.4%	2.3%	0.6%

Table VI
TRUCK COMMODITIES COMBINED

Codes		Commodities	# Trucks
01		**FARM PRODUCTS**	
	011	Field Crops	32
	012	Fresh Fruits or Tree Nuts	7
	013	Fresh Vegetables	57
	014	Livestock or Livestock Products	20
	019	Miscellaneous Farm Products	4
10		**METALLIC ORES**	
	101	Iron Ores	1
	103	Lead or Zinc Ores	1
	105	Bauxite or Other Alum Ores	2
	106	Manganese Ores	2
	109	Miscellaneous Metal Ores	2
	130	Crude Petrol	20
	131	Gasoline	23
	141	Dimension Stone Quarry	5
	144	Gravel or Sand	19
	147	Chemicals or Fertilizer Minerals	4
	149	Miscellaneous Non Metallic Minerals (water)	169
	192	Ammo over 30mm	2
	194	Military Fire Equipment	1
20		**FOOD OR KINDRED PRODUCTS**	
	201	Meat or Poultry, Fresh or Chilled	9
	202	Dairy Products	5
	203	Canned or Preserved Food	43
	204	Grain Mill Products	36
	205	Bakery Products	3
	206	Sugar, Beet or Cane	3
	207	Confectionery or Related Products	1
	208	Beverages or Flavor Extracts	16
	209	Miscellaneous Food Preparations	11
22		**TEXTILE MILL PRODUCTS**	
	227	Floor Coverings	2
	233	Women's or Children's Clothing	4
23		**APPAREL OR RELATED PRODUCTS**	
	231	Men's or Boy's Clothing	7
	233	Women's or Children's Clothing	6
	238	Miscellaneous Apparel or Accessories	13
	239	Miscellaneous Finished Textile Goods	2
	240	Lumber or Wood Products	10
	241	Primary Forest Materials	14
	242	Sawmill or Planing Mill Products	18
	243	Millwork or Prefab Wood Products	15
	244	Wooden Containers	5
	249	Miscellaneous Wood Products	9

Table VI (continued)

Codes		Commodities	# Trucks
25		**FURNITURE OR FIXTURES**	
	251	Household or Office Furniture	21
	253	Public Building or Related Furniture	1
	259	Miscellaneous Furniture or Fixtures	1
26		**PULP, PAPER OR ALLIED PRODUCTS**	
	262	Paper	18
	263	Fiber, Paper or Pulpboard	5
	264	Converted Paper or Paperboard Products	15
	265	Containers or Boxes, Paper	3
27		**PRINTED MATTER**	
	271	Newspapers	9
28		**CHEMICALS OR ALLIED PRODUCTS**	
	281	Industrial Inorganic or Organic Chemicals	25
	282	Plastic Materials or Synthetic Fibers	19
	283	Drugs	3
	284	Soap of Other Detergents	3
	285	Paints, Lacquers, etc.	12
	287	Agricultural Chemicals	2
	289	Miscellaneous Chemical Products	4
29		**PETROLEUM OR COAL PRODUCTS**	
	291	Products of Petroleum Refining	1
	295	Paving or Roofing Materials	8
	299	Miscellaneous Coal or Petroleum Products	1
30		**RUBBER OR MISC PLASTICS PRODUCTS**	
	301	Rubber Tires or Inner Tubes	5
	304	Rubber or Plastic Hose or Belting	1
	306	Miscellaneous Fabricated Rubber Products	1
	307	Miscellaneous Plastic Products	5
31		**LEATHER OR LEATHER PRODUCTS**	
	315	Leather Gloves or Mittens	1
32		**CLAY, CONCRETE, GLASS OR STONE**	
	321	Flat Glass	3
	322	Glassware, Pressed or Blown	1
	324	Portland Cement	18
	325	Structural Clay Products	3
	326	Pottery or Related Products	2
	327	Concrete, Gypsum, or Plaster	3
	328	Cut Stone or Stone Products	1
	329	Abrasives, Asbestos Products, etc	6

Table VI (continued)

Codes		Commodities	# Trucks
33		**PRIMARY METAL PRODUCTS**	
	331	Steel Metal Products	22
	332	Iron or Steel Castings	1
	336	Nonferrous Metal Castings	6
34		**FABRICATED METAL PRODUCTS**	
	342	Cutlery, Hand Tools or Hardware	2
	344	Fabricated Structural Metal Products	5
	346	Metal Stampings	1
	349	Miscellaneous Fabricated Wire Products	6
35		**MACHINERY**	
	352	Farm, Lawn, Garden Machinery or Equipment	15
	353	Construction or Mining Machinery or Equipment	37
	354	Metalworking Machinery	1
	356	General Industrial Machinery	2
	357	Office or Computing Machinery	3
	358	Service Industry Machines	2
36		**ELECTRICAL EQUIPMENT**	
	361	Electrical Transmission or Distribution Equipment	3
	362	Industrial Electrical Equipment	5
	363	Household Appliances	13
	364	Electric Lighting or Wiring Equipment	2
	365	Radio or TV Receiving Sets, Records	1
	366	Communication Equipment	2
37		**TRANSPORTATION EQUIPMENT**	
	371	Motor Vehicles or Equipment	42
	373	Ships or Boats	1
	375	Motorcycles, Bicycles or Parts	1
	379	Miscellaneous Transportation Equipment	4
83		**INSTRUMENTS, PHOTO, OPTICAL GOODS**	
	381	Engineering, Lab or Scientific Instruments	2
	384	Medical or Dental Instruments	3
	386	Photographic Equipment or Supplies	2
39		**MISC MANUFACTURING PRODUCTS**	
	393	Musical Instruments or Parts	1
	394	Toys, Amusement, Athletic Equipment	4
	395	Office or Art Materials	1
	399	Miscellaneous Manufactured Products	12

ATTACHMENT A

WINTER 2000

ORIGINATION & DESTINATION

REPORT

EXECUTIVE SUMMARY

The California Department of Transportation District 9 conducted an Origin and Destination study during the months of February and March of 2000. The purpose of the study was to obtain sound information about trip movements and travel patterns on US 395 in Inyo and Mono Counties in order to plan future transportation needs and project future economic growth.

Similar to the 1989 study, Caltrans personnel conducted roadside interviews with vehicle occupants at four major entry points both on and feeding into US 395 in Inyo and Mono Counties. Upon approach of a vehicle into a survey area, the person conducting the survey recorded the vehicle type; the remaining questions on the sheet were asked of the driver of the vehicle. A copy of the survey questions is shown in Figure 1. Another person conducted a complete count and classification of all the vehicles that passed the cordon point. Both the interview and vehicle classification operations took place between 7AM and 5PM.

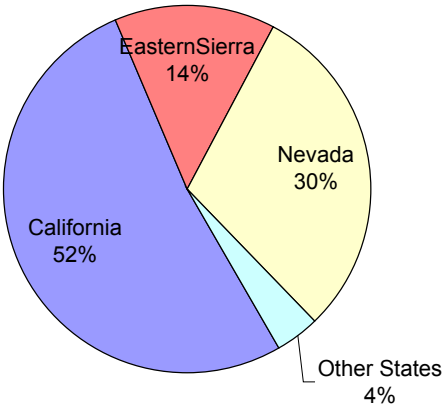
The Questions asked in this study included:

1. Number of persons per vehicle
2. Type of vehicle they were driving
3. Where the trip originated
4. What the final destination of the trip was
5. Main purpose of the trip
6. How often they stop in small communities for services other than gas
7. What town they will be staying in
8. The length of their stay
9. The type of facility they will be staying in
10. The type of commodity trucks are hauling

Significant findings from the responses to the questionnaires are shown below:

- Average occupancy per vehicle was 1.95
- Autos and SUV's made up 56% of the vehicles surveyed
- 13% of the vehicles were commercial trucks
- RV's made up 1% of the vehicle mix

Origination - Total Vehicles



- Nevada accounted for 30% of the vehicles coming into the Eastern Sierra
- 42% of the vehicles came from Southern California
- 72% of the people named Inyo or Mono County as their destination
- Inyo and Mono County residents made up 29% of the people surveyed
- 28% of the travelers were driving through the Eastern Sierra to reach their final destination
- Mammoth Lakes was the number one destination at 78% of the visitors staying in Inyo or Mono Counties
- 82% of the visitors staying in Inyo and Mono Counties were going to stay 1-3 nights with the majority of these staying 2 nights
- 45% of the traveling public said they always stop in small communities for services other than gas; 37% said they seldom stop; and, 18% said they never stop.
- Recreation was listed as the main purpose of the trip by 39%
- 57% of the overnight visitors were going to stay in a motel or hotel

The following are comparisons from 1979, 1989 and 2000 surveys:

- The percent of total visitors to the Eastern Sierra staying overnight in Mono County stayed steady from 1979 to 1989 at approximately 64%, but jumped to 84% in 2000
- The percentage of RVs has continued to drop from a high of 14% in 1979, to 7% in 1989 to the present 1%
- Vehicle Occupancy has declined from 2.69 in 1979, to 2.49 in 1989 to the present 1.95

2000 Winter Survey

The total number of vehicles surveyed at all the stations in the winter (2000) travel study was 5,128. The dates for the winter and summer surveys were chosen to avoid holidays in order to get average weekday and weekend analysis. (According to Caltrans headquarters, surveys should not be done on holidays unless the purpose of the study is to determine travel patterns on holidays). For the 2000 winter survey, Wednesdays and Thursdays were the weekday sampling dates and Fridays, Saturdays and Sundays were the weekend sampling dates. The original intent was to conduct the surveys on Wednesdays and Fridays to give a representative sampling of weekday and weekend travel. An exception to these days occurred because of inclement weather at the Coso station. The survey scheduled for 2/23 was cancelled and rescheduled for Thursday 2/24.

The last week of February and the first week of March were used for the winter survey. The dates for the surveys were picked to coincide with the dates of the surveys done in 1979 and 1989 so that comparative analysis of the results of the three surveys may be completed.

To determine the location of roadside interview stations, the 1998 traffic counts on US 395 entering Inyo and Mono Counties as well as the inbound traffic counts on all major (higher-traffic-volume) routes intersecting US 395 in Inyo and Mono Counties were examined. For this survey, a sample of 90 percent of the total 1998 traffic inbound on US 395 was deemed necessary to provide a suitable sample. Ranking the entry points from highest volume to lowest volume, it was determined that the 90% cut-off figure could be obtained by using the top four survey stations. See Table VIII for specific information.

The Coso Junction survey station surveyed 65.6 percent of all traffic traveling north past the Coso Rest Area, while the other survey stations captured nearly 95 percent of the traffic in the surveyed direction (see Table VII). Occupants who declined to be interviewed were not counted thus accounting for the differences between the classification count and the survey count. The lower percentage captured at Coso is directly related to the fact that the volume of traffic at Coso was comparatively higher. For example, on 2/25 from 4PM to 5PM, 286 vehicles were classified at the Coso station compared to a high of 126 at the Topaz station for the same period. For safety reasons, only a limited number of vehicles, including trucks, were allowed to enter the survey area. Five or six flagmen would direct some vehicles to pass the survey site without being stopped. However, for statistical purposes, these bypassing vehicles were counted and identified by type by the person assigned to the continuous classification duty.

Figure 1

Recreation and Highway Travel Survey (Year 2000)
Inyo & Mono County

Recorder's Initial: _____ Date: _____

Start Time: _____

"Good morning/afternoon. We are conducting a traffic study to determine where the people are traveling to and from along this highway. This will only take a few moments of your time."

A. Determine how many people in the vehicle
1 2 3 4 5 6 7 8 9 10 Other _____

B. Determine type of vehicle
☐ auto ☐ van ☐ suv ☐ pick-up
☐ bus ☐ motorcycle ☐ car & trailer ☐ bicycle
☐ truck ☐ truck & 1 trlr ☐ truck & 2 trlrs ☐ RV

C. "Where did this trip originate**?"**
_____

D. "What is the final destination of this trip?
_____

E. "What is the main purpose of this trip?"
☐ Work ☐ Recreational ☐ Shopping ☐ Personal
☐ Business ☐ Home ☐ Medical ☐ Other

F. " How often do you stop in small communities for services other than gas?

☐ Always ☐ Seldom ☐ Never

H. "What town will you be staying overnight in?"
_____

** If they are not staying in Inyo/Mono county, STOP. Say, "Thank you" and let the vehicle go. ***

H. **"**What type of facility will you be staying in**?"**
☐ Own home ☐ Motel/hotel ☐ Friends
☐ Camping ☐ Motorhome ☐ Other_____

I. "And how long will you be staying?"
1 2 3 4 5 6 7 8+
☐ days ☐ weeks ☐ months

J. For TRUCKS only:
"What is the type of commodity are you hauling**?"**

_____

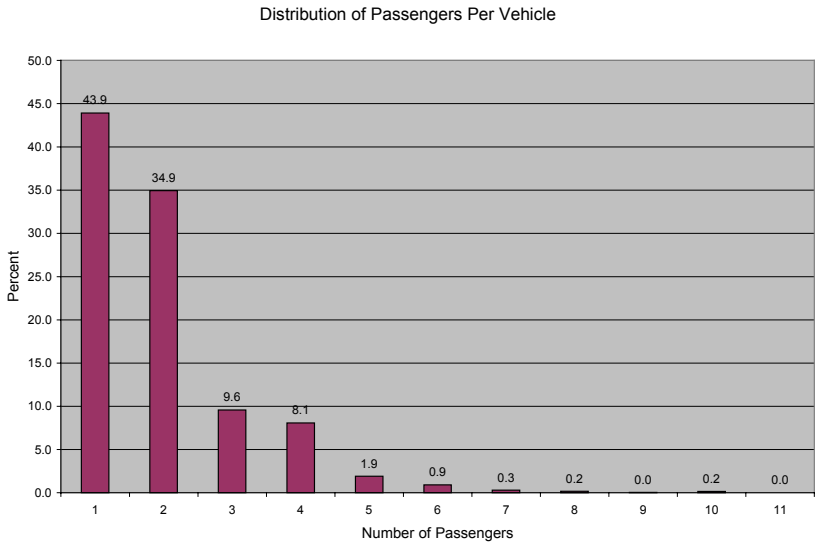
"Thank you very much for your cooperation. Have a nice trip."

Overall Winter Results

The following are results that were obtained from the survey questionnaire. More detailed results comparing data by station are available in Tables I – V.

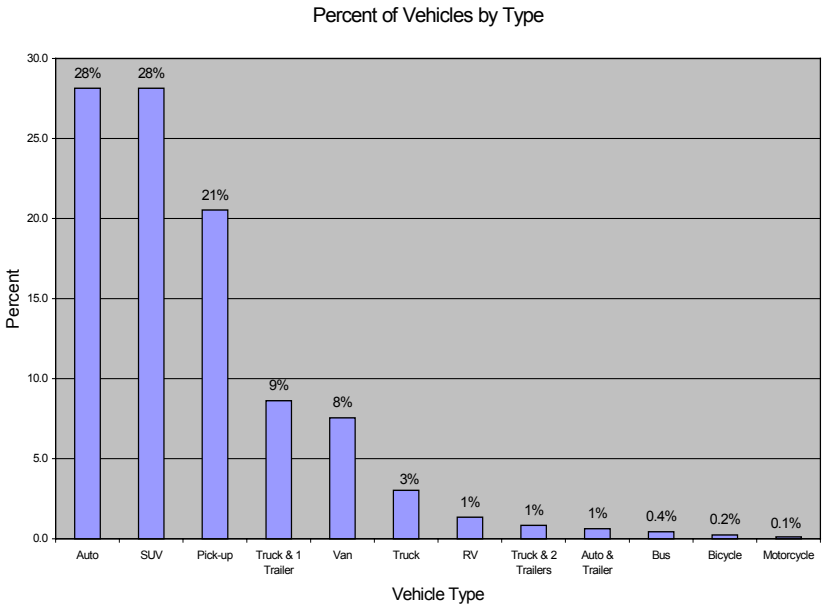
Number of Passengers Per Vehicle

The number of passengers per vehicle averaged 1.95.
When comparing to the winter data in the 1979 study it is surprising to find that the number of passengers per vehicle dropped from 2.69 to the current 1.95. At the Coso survey station the average number of persons per vehicle increased from 2.13 on Wednesday to 2.33 on Friday, which indicates that the number of passengers increases on weekends due to winter recreational activities.



Note: Does not include the number of passengers on buses

Type of Vehicle



A new category of vehicle, Sport Utility Vehicle (SUV) was added to this survey because of its increased market share of vehicles sold in the last few years. Interestingly, autos and SUV's made up 56 percent of the vehicles surveyed with each one making up 28 percent. Of regional significance is the volume of commercial truck traffic on the US 395 corridor, this accounted for 12.8 percent of the vehicles surveyed. RV's made up only 1 percent of the vehicle mix, which is much lower than expected, but the number should increase significantly in the summer survey.

For more specific vehicle classification details, see Tables IX - XVI.

Trip Origination

The data on the origination of vehicles entering the survey showed some interesting results. For example, Nevada accounted for 30% of total vehicles coming into the Eastern Sierra. Out of the 60% of vehicles coming from California, Southern California accounted for 42%. In sharp contrast, travel studies in the past such as one completed by Caltrans in 1979 have shown that approximately 15% of the vehicles were from out of state and that almost 80% were from Southern California. See Figure 3 for an enlarged view of the map located on the right.

Idaho and Oregon each had 1% share of the total, while all other states combined added up to 3% of trip origination.

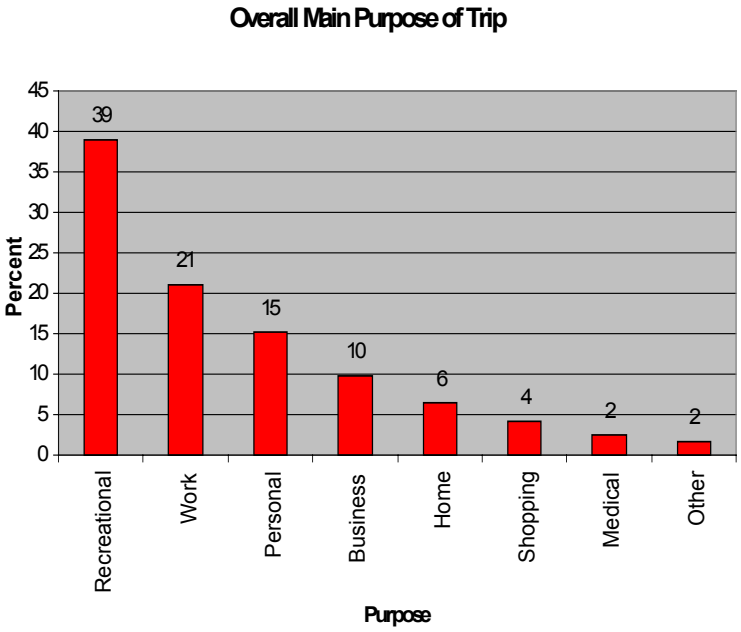
Destination

Seventy-two percent of the respondents indicated that their final destination was somewhere in the Eastern Sierras. Inyo and Mono County residents made up 29% of that total. For the purpose of this report Inyo and Mono counties were broken up into major zones. A map of destination zones in Inyo and Mono Counties is given in Figure 4. Twenty-eight percent of the travelers surveyed were driving through Inyo and Mono Counties to reach their final destination outside of the Eastern Sierra. For these travelers, the southern zone was the number one destination with 8%. The destinations of all other states combined made up 2%. For an enlarged map of destination zones in California, see Figure 5.

Main Purpose of Trip

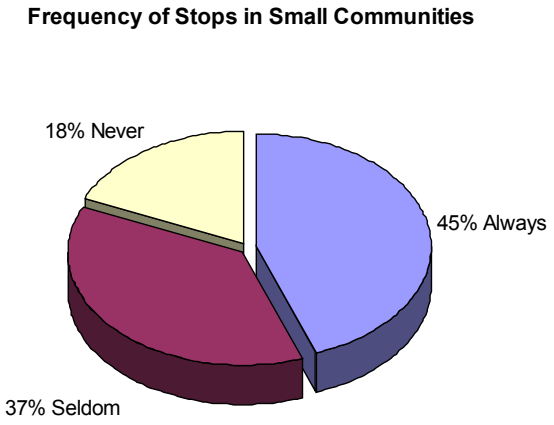
Recreational travel was the primary purpose of the trip for a large proportion of people entering Inyo and Mono Counties, 39 percent of people surveyed gave this response. At the Coso survey station recreation was the primary purpose of the trip for 59 percent of vehicle occupants, which correlates to the high number of skiers coming from Southern California.

Only 9 percent of the respondents at the Benton survey station gave recreation as the main purpose of the trip. Work was the number one response at 38 percent primarily due to commercial trucks hauling commodities from Idaho and Nevada to the Eastern Sierra.



How Often Do You Stop In Small Communities for Services Other Than Gas?

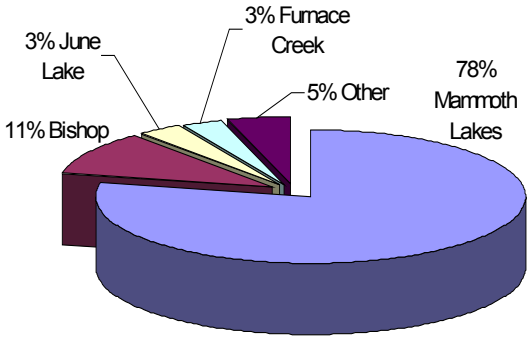
Eighteen percent of the traveling public said they never stop and spend money in local communities. This may be attributed to the fact that 28 percent of the travelers surveyed were driving through Inyo and Mono Counties to reach their final destination outside the Eastern Sierras.



What Town Will You Be Staying In?

Since this survey was taken during winter, it appears the majority of these visitors were skiers and outdoor enthusiasts, which helps explain why Mammoth Lakes was the overwhelming destination in Inyo and Mono counties. Bishop was a distant second at only 11% and all other towns combined made up the final 11%. Inyo and Mono County residents were not included in this data. The majority (84%), of overnight visitor's stay in Mono County. When comparing these figures with the 1979 visitor survey, Inyo County's share of overnight visitors has dropped dramatically from 36% in 1979 to 16% in 2000.

Staying Overnight	Number of People	Percent
Big Pine	4	0.5%
Bishop	95	10.7%
Bridgeport	5	0.6%
Coleville	6	0.7%
Furnace Creek	27	3.0%
Independence	3	0.3%
June Lake	28	3.2%
Lee Vining	3	0.3%
Lone Pine	14	1.6%
Mammoth Lakes	693	78.2%
Olancha	2	0.2%
Toms Place	2	0.2%
Topaz	4	0.5%

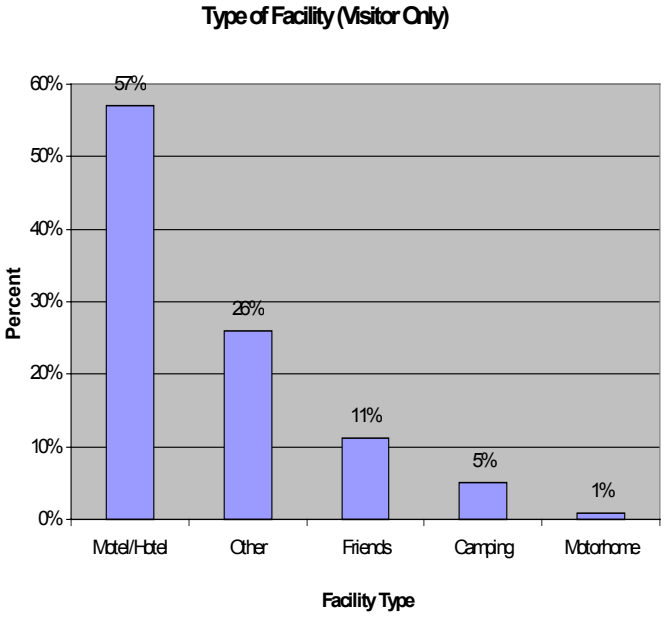


Overnight Destinations Inyo and Mono Counties

What Type of Facility Will You Be Staying In?

Over half (57%) of the visitors who were going to spend at least one night in Inyo or Mono County stayed in a motel/hotel. Camping only accounted for 6%, which should show a dramatic increase in the summer survey.

For the purpose of this survey, the category "other" included condos and or second homes which explains the reason why that category had such a high percentage.



How Long Will You Be Staying?

The survey indicates that 82% of the visitors staying in Inyo and Mono Counties were going to stay 1-3 nights, with the majority of these visitors staying 2 nights, which is likely due to the visitors staying the weekend. Three percent of visitors indicated they were going to stay for an entire week or more.

Truck Commodities

Commercial trucks accounted for 13% of all vehicles entering the survey area. Benton station results showed that 45% of all vehicles were trucks, which is much higher than the other survey station results. The Topaz station recorded 8% trucks which is a significant increase from the results of the 1989 study that found only 0.5 % of the vehicles were trucks. Fourteen percent of all trucks surveyed were semi-trailers that were empty

Water was the largest type of commodity being hauled by commercial trucks. Empty water trucks traveling through the Coso location to the Crystal Geyser water plant in Olancha accounted for the majority of the truck traffic. Hay; french fries and onions were the next most common type of commodities being transported by truck through the Eastern Sierra. At the Benton station, commercial trucks from Idaho carrying french fries accounted for the majority of the trucks.

Table VI shows a detailed breakdown of the types of commodities. For the purpose of this study, the North American Industry Classification System (NAICS) was used to breakdown the types of commodities being hauled by commercial trucks. NAICS is the official classification system used in the United States. Every five years the NAICS system is reviewed, so classifications can keep pace with the changing economy.

Conclusions

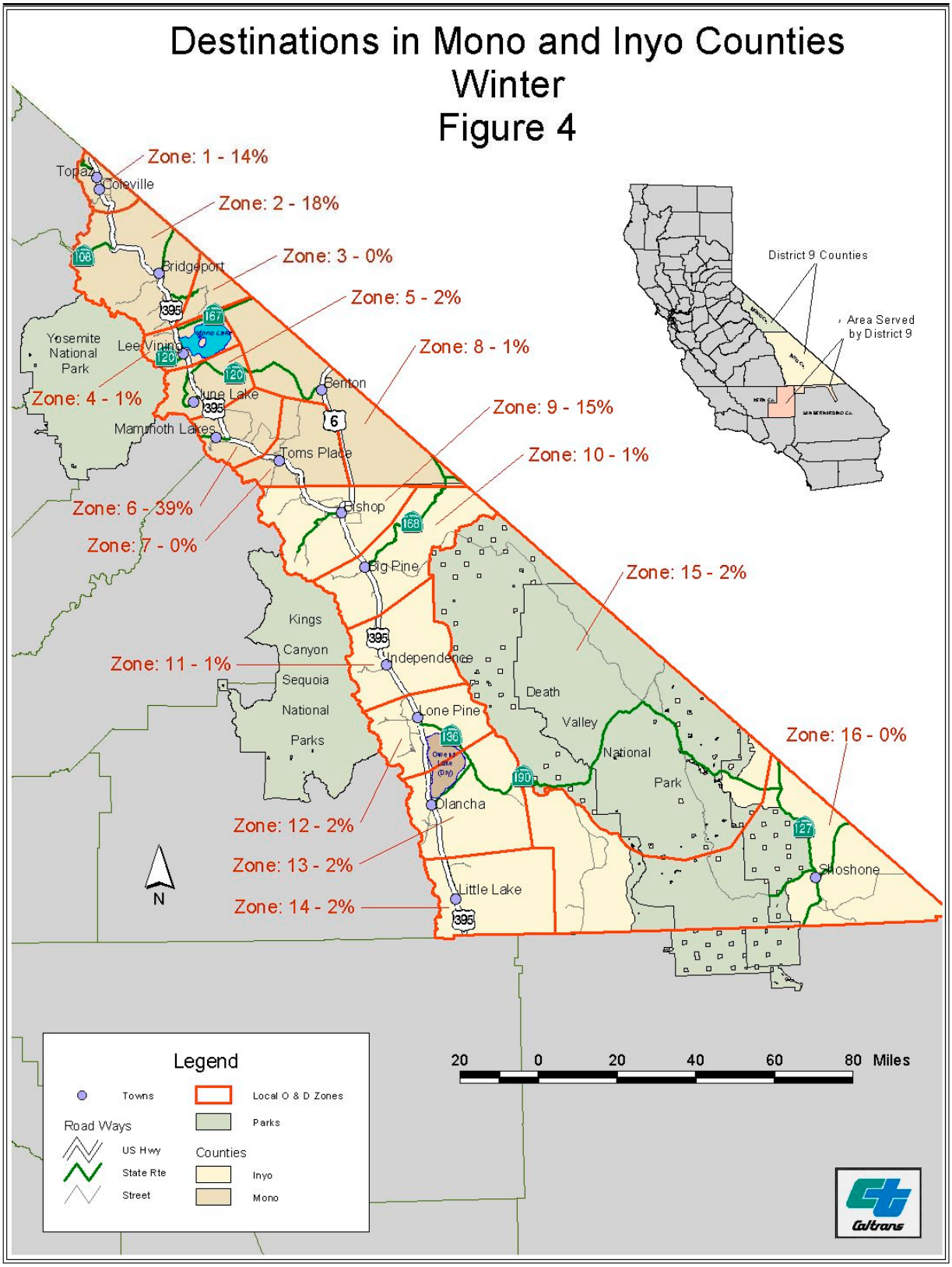
This study has demonstrated that Nevada has become a major factor in the origination and destination of vehicles traveling in the Eastern Sierra. The largest numbers of vehicles still originate in Southern California, but the number has dropped significantly since the last studies were conducted. Recreation is still and will continue to be the main reason people travel to Inyo or Mono Counties. Motels were the preferred choice of facility by 57% of the visitors surveyed. Mammoth Lakes share of overnight visitors has increased dramatically to 78% since the 1979 and 1989 travel studies.

The average vehicle occupancy has continued to drop from the past studies and is now at 1.95. Commercial truck traffic is increasing at a rapid pace as US 395 continues to be improved. This study showed that commercial trucks made up 13 % of the vehicle mix compared to less than 1% in 1989.

APPENDIX 1

Location Maps

Origination of Vehicles
Entering the Survey Area
Winter
Figure 3
Other States - 4%
Northern
6%
Nevada
30%
Central
4%
Eastern
14%
South Coast
22%
Southern
20%
N
Note: Number is the percent
of trips originating from that area.
20 0 20 40 60 80 100 120 Miles


Destinations in Mono and Inyo Counties
Winter
Figure 4
Zone: 1 - 14%
Zone: 2 - 18%
Zone: 3 - 0%
Zone: 5 - 2%
Zone: 8 - 1%
Zone: 9 - 15%
Zone: 10 - 1%
Zone: 15 - 2%
Zone: 16 - 0%
Zone: 4 - 1%
Zone: 6 - 39%
Zone: 7 - 0%
Zone: 11 - 1%
Zone: 12 - 2%
Zone: 13 - 2%
Zone: 14 - 2%
Topaz
Coleville
Bridgeport
Yosemite National Park
Lee Vining
June Lake
Mammoth Lakes
Benton
Toms Place
Bishop
Big Pine
Kings Canyon Sequoia National Parks
Independence
Lone Pine
Death Valley National Park
Olancha
Little Lake
Shoshone
District 9 Counties
Area Served by District 9
N
Legend
Towns
Road Ways
US Hwy
State Rte
Street
Local O & D Zones
Parks
Counties
Inyo
Mono
20 0 20 40 60 80 Miles
Caltrans

Destination of Vehicles
Entering the Survey Area
Winter
Figure 5
Other States - 2%
Northern
3%
Nevada
7%
Central
1%
Eastern
72%
South Coast
7%
Southern
8%
N
Note: Number is the percent
of trips with destinations in that area.
20 0 20 40 60 80 100 120 Miles

APPENDIX 2

TABLES

Table I

PASSENGERS PER VEHICLE

	Station	**Station**	**Station**	**Station**	**Station**
# Passengers	Coso Us 395	Benton US 6	**Sweetwater** Jct. US 395 & SR 182	Topaz US 395	Combined
1	30%	63%	70%	48%	44%
2	38%	29%	21%	39%	35%
3	14%	5%	6%	6%	10%
4	13%	3%	2%	6%	8%
5	3%	0%	0%	1%	2%
6	1%	0%	1%	0%	1%
7	1%	0%	0%	0%	0%
8	0%	0%	0%	0%	0%
9+	0%	0%	0%	0%	0%

Table II

MAIN PURPOSE OF TRIP

	Station	**Station**	**Station**	**Station**	**Station**
Purpose	Coso US 395	Benton US 6	Sweetwater Jct. US 395 & SR 182	Topaz US 395	Combined
Work	13%	38%	41%	20%	21%
Business	6%	18%	16%	10%	10%
Recreational	61%	9%	5%	30%	39%
Home	6%	9%	4%	8%	6%
Shopping	2%	4%	3%	8%	4%
Medical	1%	6%	1%	4%	3%
Personal	10%	14%	23%	20%	15%
Other	1%	2%	7%	0%	2%

Table III

STOPS IN SMALL COMMUNITIES

	Station	**Station**	**Station**	**Station**	**Station**
	Coso US 395	Benton US 6	Sweetwater Jct. US 395 & SR 182	Topaz US 395	Combined
Never	21%	26%	2%	19%	19%
Seldom	50%	31%	4%	33%	37%
Always	29%	43%	94%	48%	44%

Table IV

TYPE OF VEHICLE

	Station	Station	Station	Station	Station
Vehicle Type	Coso US 395	Benton US 6	Sweetwater Jct. US 395 & SR 182	Topaz US 395	Combined
Auto	26.4%	18.7%	31.5%	32.4%	28.0%
Auto & trailer	0.1%	0.4%	0.7%	1.4%	0.6%
Bicycle	0.0%	0.0%	2.0%	0.0%	0.2%
Bus	0.2%	0.2%	2.0%	0.3%	0.4%
Motorcycle	0.0%	0.0%	0.0%	0.3%	0.1%
Pick-up	14.6%	22.8%	34.1%	23.3%	20.5%
RV	1.4%	1.0%	0.5%	1.8%	1.3%
SUV	36.9%	7.4%	19.2%	25.5%	28.1%
Truck	4.0%	2.1%	1.8%	2.3%	3.0%
Truck & 1 Trailer	6.0%	39.4%	0.7%	5.7%	8.6%
Truck & 2 Trailers	0.8%	3.1%	0.0%	0.4%	0.8%
Van	9.0%	4.9%	7.2%	6.5%	7.5%

Note: rounding errors may result in stations being less than 100%

Table V

TYPE OF FACILITY

	Station	Station	Station	Station	Station
Facility	Coso US 395	Benton US 6	Sweetwater Jct. US 395 & SR 182	Topaz US 395	Combined
Home	28%	53%	98%	61%	53%
Camping	3%	3%	0%	4%	2%
Motel/Hotel	40%	27%	0%	24%	27%
Motorhome	0%	0%	0%	1%	0.4%
Friends	8%	3%	1%	5%	5%
Other	21%	14%	1%	5%	12%

Table VI

TRUCK COMMODITIES

Codes		Commodities	# Trucks
01		**FARM PRODUCTS**	
	011	Field Crops	17
	012	Fresh Fruits or Tree Nuts	2
	013	Fresh Vegetables	43
	014	Livestock of Livestock Products	3
10		**METALLIC ORES**	
	101	Iron Ores	1
	105	Bauxite or Other Alum Ores	2
	106	Manganese Ores	2
	109	Miscellaneous Metal Ores	2
	130	Crude Petrol	1
	131	Gasoline	16
	140	Non Metallic Minerals	4
	141	Dimension Stone Quarry	4
	144	Gravel or Sand	11
	147	Chem or Fertilizer Minerals	1
	149	Miscellaneous Non Metallic Minerals (water)	21
	192	Ammo, over 30mm	1
	194	Military Fire Equipment	1
20		**FOOD OR KINDRED PRODUCTS**	
	201	Meat or Poultry, Fresh or Chilled	6
	202	Dairy Products	3
	203	Canned or Preserved Food	11
	204	Grain Mill Products	14
	205	Bakery Products	1
	206	Sugar, Beet or Cane	2
	208	Beverages or Flavor Extracts	5
	209	Miscellaneous Food Preparations	2
22		**TEXTILE MILL PRODUCTS**	
	227	Floor Coverings	1
	233	Women's or Children's Clothing	4
23		**APPAREL OR RELATED PRODUCTS**	
	238	Miscellaneous Apparel or Accessories	9
	240	Lumber or Wood Products	10
	241	Primary Forest Materials	1
	242	Sawmill or Planing Mill Products	10
	243	Millwork or Prefab Wood Products	3
	244	Wooden Containers	1
	249	Miscellaneous Wood Products	6

Table VI (continued)

Codes		Commodities	# Trucks
25		**FURNITURE OR FIXTURES**	
	251	Household or Office Furniture	8
	253	Public Building or Related Furniture	1
26		**PULP, PAPER OR ALLIED PRODUCTS**	
	262	Paper	11
	263	Fiber, Paper or Paperboard Products	4
	265	Containers or Boxes, Paper	1
27		**PRINTED MATTER**	
	271	Newspapers	4
28		**CHEMICALS OR ALLIED PRODUCTS**	
	281	Industrial Inorganic or Organic Chemicals	10
	282	Plastic Materials or Synthetic Fibers	7
	284	Soap or Other Detergents	1
	285	Paints Lacquers, etc.	5
	287	Agricultural Chemicals	2
	289	Miscellaneous Chemical Products	2
29		**PETROLEUM OR COAL PRODUCTS**	
	291	Products of Petroleum Refining	1
	295	Paving or Roofing Materials	2
	299	Miscellaneous Coal or Petroleum Products	1
30		**RUBBER OR MISC PLASTICS** PRODUCTS	
	301	Rubber Tires or Inner Tubes	4
	304	Rubber or Plastic Hose or Belting	1
	307	Miscellaneous Plastic Products	3
32		**CLAY, CONCRETE, GLASS OR** STONE	
	321	Flat Glass	1
	324	Portland Cement	5
	325	Structural Clay Products	1
	326	Pottery or Related Products	2
	327	Concrete, Gypsum, or Plaster	1
33		**PRIMARY METAL PRODUCTS**	
	331	Steel Mill Products	7
	332	Iron or Steel Castings	1
	336	Nonferrous Metal Basic Shapes	1

Table VI (continued)

Codes		Commodities	# Trucks
34		**FABRICATED METAL PRODUCTS**	
	342	Cutlery, Hand Tools or Hardware	1
	344	Fabricated Structural Metal Products	1
	346	Metal Stampings	1
	349	Miscellaneous Fabricated Wire Products	3
35		**MACHINERY**	
	352	Farm, Lawn, Garden Machines or Equipment	2
	353	Construction or Mining Machines or Equipment	4
	357	Office or Computing Machinery	1
36		**ELECTRICAL EQUIPMENT**	
	361	Electric Transmission or Distribution Equipment	1
	363	Household Appliances	5
	365	Radio or TV Receiving Sets, Records	1
37		**TRANSPORTATION EQUIPMENT**	
	371	Motor Vehicles or Equipment	23
38		**INSTRUMENTS, PHOTO, OPTICAL GOODS**	
	384	Medical or Dental Instruments	3
39		**MISC MANUFACTURING PRODUCTS**	
	394	Toys, Amusement, Athletic Equipment	2
	399	Miscellaneous Manufactured Products	8
40		**WASTE OR SCRAP MATERIALS**	
	401	Ashes	1
	402	Waste or Scrap	5
41		**MISC FREIGHT SHIPMENTS**	
	411	Miscellaneous Freight Shipments	1
42		**EMPTY SHIPPING CONTAINERS**	
	421	Empty Shipping Containers	1
	422	Empty Semi-Trailers	62
43		**MAIL, EXPRESS OR CONTRACT TRAFFIC**	
	431	Mail and Express Traffic	7
46		**MISC MIXED SHIPMENTS**	
	461	Miscellaneous Mixed Shipments	12
47		**SMALL PACKAGED FREIGHT SHIPMENTS**	
	471	Small Packaged Freight Shipments	6

Table VII

Number of Surveys Per Station by Date

Station	Survey Date					Total	% Surveyed
	23-Feb	24-Feb	25-Feb	1-Mar	3-Mar		
Benton	289		224			513	*95.0*
TC – Benton	*305*		*235*			*540*	
Coso		993	1361			2354	*65.6*
TC – Coso		*1541*	*2045*			*3586*	
Sweetwater				311	303	*614*	*92.2*
TC – Sweetwater				*334*	*332*	*666*	
Topaz				785	862	1647	*93.0*
TC – Topaz				*826*	*945*	*1771*	
Total Surveyed	289	993	1585	1096	1165	5128	*78.5*
Total Counted	*305*	*1514*	*2280*	*1160*	*1277*	*6536*	

**Traffic count numbers in italics are taken from continuous count stations near the survey locations during the hours of the survey. These figures are similar to the classification data generated during the survey.*

Table VIII

WINTER TRAFFIC

AVERAGE COUNT IN BOTH DIRECTIONS

Route	Location	1998			February				March				April			
					Wednesday		Friday		Wednesday		Friday		Wednesday		Friday	
		Peak Hour	Peak Month	Annual	North / East	South / West	North / East	South / West	North / East	South / West	North / East	South / West	North / East	South / West	North / East	South / West
395	Nevada State Line	550	5400	3500	1133	1142	1565	1564	1357	1270	1775	1840	1448	1390	1759	1875
395	Kern/Inyo County Line	780	7000	5400	1701	1631	4517	2242	1925	1915	4449	2302	2033	2034	4346	2477
6	Nevada State Line	95	930	840	341	384	358	353	372	396	378	377	404	454	471	425
182	Nevada State Line	110	380	300	432	434	420	431	448	458	488	476	513	506	630	610
167	Nevada State Line	25	300	190	56	54	60	59	64	66	86	82	76	78	80	82
168	Nevada State Line	20	180	130	59	48	67	57	56	50	73	69	47	54	63	72
89	Alpine / Mono County line	120	620	520	7	7	8	7	10	10	34	34	79	48	66	62
190	JCT 136 & 190	100	840	520	108	112	202	145	150	200	249	250	202	246	247	302
108	Tuolumne/Mono County Line	140	860	420	178	177	202	182	163	172	215	184	162	155	225	192
120	Tuolumne/Mono County Line	250	2000	1350	49	49	51	58	56	57	65	64	89	90	114	128
	Total	2190	18510	13170	4064	4038	7450	5098	4601	4594	7812	5678	5053	5055	8001	6225

INBOUND TRAFFIC (to US 395):

395	Kern/Inyo County Line				1701		4517		1925		4449		2033		4346	
395	Nevada State Line				1142	2843	1564	6081	1270	3195	1840	6289	1390	3423	1875	6221
182	Nevada State Line				434	3277	431	6512	458	3653	476	6765	506	3929	610	6831
6	Nevada State Line				384	3661	353	6865	396	4049	377	7142	454	4383	425	7256
108	Tuolumne/Mono County Line				178	3839	202	7067	163	4212	215	7357	162	4545	225	7481
190	JCT 136 & 190				112	3951	145	7212	200	4412	250	7607	246	4791	302	7783
167	Nevada State Line				54	4005	59	7271	66	4478	82	7689	78	4869	82	7865
168	Nevada State Line				48	4053	57	7328	50	4528	69	7758	54	4923	72	7937
120	Tuolumne/Mono County Line				49	4102	51	7379	56	4584	65	7823	89	5012	114	8051
89	Alpine / Mono County line				7	4109	8	7387	10	4594	34	7857	79	5091	66	8117
				Total	4109		7387		4594		7857		5091		8117	
			Recommended	95%	3904		7018		4364		7464		4836		7711	
			Used in 2000	90%	3698		6648		4135		7071		4582		7305	

Table IX

24-HOUR and CLASSIFICATION COUNT(2000)

Route	Direction	Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
US 395-Coso Sta: 700	North	Thursday (2/24/00)	35	34	33	32	38	93	81	92	95	119	109	133	176	184	194	203	236	234	229	204	214	223	236	145	3372
PM:029.432										***68***	***104***	***122***	***114***	***145***	***178***	***209***	***188***	***204***	***222***								***1554***
CO: Inyo		Friday (2/25/00)	54	65	33	31	45	103	129	113	153	169	160	153	207	237	226	274	353	380	371	391	370	408	362	208	4995
										125	***169***	***161***	***164***	***163***	***215***	***236***	***244***	***278***	***286***								***2041***
US 395-Topaz Sta: 991	South	Wednesday (3/1/00)	13	8	3	3	7	13	39	61	67	77	80	104	87	83	78	102	87	100	72	79	65	64	41	36	1369
PM:120.490										***57***	***69***	***76***	***78***	***107***	***91***	***94***	***56***	***105***	***80***								***813***
CO: Mono		Friday (3/3/00)	7	9	3	3	9	20	41	49	56	83	122	89	74	102	109	127	134	124	117	102	79	70	60	42	1631
										43	***55***	***89***	***103***	***85***	***91***	***78***	***108***	***131***	***126***								***909***
SR 6-Benton Sta: 997	South	Wednesday (2/23/00)	19	18	13	6	2	8	12	11	37	21	26	35	34	48	31	32	30	21	17	23	14	13	21	17	509
PM:032.290										***11***	***31***	***21***	***24***	***35***	***30***	***27***	***24***	***29***	***29***								***261***
CO: Mono		Friday (2/25/00)	21	20	13	11	9	8	12	9	25	22	27	18	25	29	28	27	25	18	29	24	20	8	11	7	446
										8	***26***	***23***	***25***	***17***	***23***	***27***	***28***	***26***	***26***								***229***
SR 182-Sweetwater Sta: 950	South	Wednesday (3/1/00)	1	0	1	0	2	4	10	37	44	35	23	18	48	27	38	31	33	33	16	15	12	6	6	3	443
PM:000.00										***31***	***46***	***32***	***24***	***15***	***46***	***28***	***40***	***31***	***33***								***326***
CO: Mono		Friday (3/3/00)	1	1	2	0	0	3	10	37	42	36	21	30	50	32	32	21	31	31	21	20	13	8	1	2	445
										31	***45***	***35***	***19***	***34***	***45***	***25***	***29***	***23***	***27***								***313***

Notes: 1. Hours of Operation : 0700 - 1700 (Wednesday and Friday)
2. On 2/24/00, the classification count at COSO station started at 07:15 AM
3. Data in bold and italic numbers are the classification count during the hours of survey operation.

Table X

Vehicle Classification at Benton Station

Date: **2/23/00** Sta. # : **997** PM: **32.290** County: **Mono**

Time	Auto	SUV	Pick-up	Van	RV	Auto & Trailer	Bus	Motor-cycle	Bicycle	Truck	Truck & Trailer	Truck & 2 Trailers	Hourly Traffic Totals	Percent of Total Per Hour
0700 to 0800	1	0	1	0	0	0	0	0	0	0	8	1	11	4.2%
0800 to 0900	4	1	14	0	0	0	0	0	0	1	8	3	31	11.9%
0900 to 1000	1	2	2	0	1	0	0	0	0	1	14	0	21	8.0%
1000 to 1100	1	3	5	3	1	1	0	0	0	0	10	0	24	9.2%
1100 to 1200	5	2	6	1	1	0	0	0	0	2	18	0	35	13.4%
1200 to 1300	4	3	11	0	0	0	0	0	0	0	12	0	30	11.5%
1300 to 1400	2	3	1	0	0	0	0	0	0	0	20	1	27	10.3%
1400 to 1500	3	0	5	0	0	0	0	0	0	3	13	0	24	9.2%
1500 to 1600	7	3	4	1	1	0	0	0	0	0	13	0	29	11.1%
1600 to 1700	5	1	5	0	0	0	0	0	0	0	16	2	29	11.1%
Totals	33	18	54	5	4	1	0	0	0	7	132	7	261	
% of Total	12.6%	6.9%	20.7%	1.9%	1.5%	0.4%	0.0%	0.0%	0.0%	2.7%	50.6%	2.7%		

Table X (continued)

Vehicle Classification at Benton Station

Date:**2/25/00** Sta. # **997** PM: **32.290** County**Mono**

Time	Auto	SUV	Pick-up	Van	RV	Auto & Trailer	Bus	Motor-cycle	Bicycle	Truck	Truck & Trailer	Truck & 2 Trailers	Hourly Traffic Totals	Percent of Total Per Hour
0700 to 0800	2	1	0	0	0	0	0	0	0	1	4	0	8	3.5%
0800 to 0900	9	2	9	0	0	0	0	0	0	1	3	2	26	11.4%
0900 to 1000	6	1	5	2	0	0	0	0	0	0	9	0	23	10.0%
1000 to 1100	3	1	8	2	0	0	0	0	0	1	8	2	25	10.9%
1100 to 1200	5	2	3	1	0	1	0	0	0	1	4	0	17	7.4%
1200 to 1300	8	2	10	0	0	0	0	0	0	0	2	1	23	10.0%
1300 to 1400	7	2	4	3	0	0	0	0	0	1	9	1	27	11.8%
1400 to 1500	4	1	11	4	0	0	0	0	0	4	3	1	28	12.2%
1500 to 1600	8	1	4	3	1	0	1	0	0	0	7	1	26	11.4%
1600 to 1700	9	1	8	1	0	0	0	0	0	0	7	0	26	11.4%
Totals	61	14	62	16	1	1	1	0	0	9	56	8	229	
% of Total	26.6%	6.1%	27.1%	7.0%	0.4%	0.4%	0.4%	0.0%	0.0%	3.9%	24.5%	3.5%		

Table XI

Vehicle Classification at Coso Station

Date: **2/24/2000** Sta. # : **700** PM: **29.432** County: **Inyo**

Time	Auto	SUV	Pick-up	Van	RV	Auto & Trailer	Bus	Motor-cycle	Bicycle	Truck	Truck & Trailer	Truck & 2 Trailers	Hourly Traffic Totals	Percent of Total Per Hour
0715 to 0800	16	16	14	4	0	0	0	0	0	1	15	2	68	4.4%
0800 to 0900	18	33	22	9	0	0	0	0	0	2	16	4	104	6.7%
0900 to 1000	30	45	20	12	0	2	0	0	0	2	10	1	122	7.9%
1000 to 1100	24	34	17	17	1	1	0	1	0	3	16	0	114	7.3%
1100 to 1200	44	36	19	18	2	1	0	0	0	3	21	1	145	9.3%
1200 to 1300	45	63	23	17	5	1	0	0	0	5	15	4	178	11.5%
1300 to 1400	47	92	31	12	3	1	0	0	0	2	21	0	209	13.4%
1400 to 1500	45	55	27	20	5	2	0	1	0	3	28	2	188	12.1%
1500 to 1600	41	89	31	16	2	2	3	0	0	2	18	0	204	13.1%
1600 to 1700	43	92	36	19	4	2	2	0	0	1	21	2	222	14.3%
Totals	353	555	240	144	22	12	5	2	0	24	181	16	1554	
% of Total	22.7%	35.7%	15.4%	9.3%	1.4%	0.8%	0.3%	0.1%	0.0%	1.5%	11.6%	1.0%		

Table XI (continued)

Vehicle Classification at Coso Station

Date: **2/25/00** Sta. # : **700** PM: **29.432** County: **Inyo**

Time	Auto	SUV	Pick-up	Van	RV	Auto & Trailer	Bus	Motor-cycle	Bicycle	Truck	Truck & Trailer	Truck & 2 Trailers	Hourly Traffic Totals	Percent of Total Per Hour
0700 to 0800	26	30	38	4	2	1	0	0	0	6	18	0	125	6.1%
0800 to 0900	44	58	33	13	2	2	1	0	0	3	13	0	169	8.3%
0900 to 1000	45	58	24	20	1	0	0	0	0	2	11	0	161	7.9%
1000 to 1100	55	48	31	8	1	1	0	0	0	2	18	0	164	8.0%
1100 to 1200	46	46	36	12	2	1	0	0	0	3	16	1	163	8.0%
1200 to 1300	54	75	35	24	4	1	0	2	0	2	17	1	215	10.5%
1300 to 1400	61	78	45	23	2	2	2	0	0	4	18	1	236	11.6%
1400 to 1500	74	79	38	25	8	5	0	0	0	1	13	1	244	12.0%
1500 to 1600	64	109	49	28	4	0	4	0	0	2	17	1	278	13.6%
1600 to 1645	73	119	51	20	1	2	1	0	0	2	17	0	286	14.0%
Totals	542	700	380	177	27	15	8	2	0	27	158	5	2041	
% of Total	26.6%	34.3%	18.6%	8.7%	1.3%	0.7%	0.4%	0.1%	0.0%	1.3%	7.7%	0.2%		

Table XII

Vehicle Classification at Sweetwater Station

Date: **3/1/00** Sta. # : **950** PM: **0.000** County: **Mono**

Time	Auto	SUV	Pick-up	Van	RV	Auto & Trailer	Bus	Motor-cycle	Bicycle	Truck	Truck & Trailer	Truck & 2 Trailers	Hourly Traffic Totals	Percent of Total Per Hour
0700 to 0800	12	5	8	1	0	1	2	0	1	1	0	0	31	9.5%
0800 to 0900	15	10	14	3	0	1	1	0	1	1	0	0	46	14.1%
0900 to 1000	10	8	9	2	0	0	0	0	1	2	0	0	32	9.8%
1000 to 1100	2	4	15	0	0	0	0	0	0	1	2	0	24	7.4%
1100 to 1200	2	3	6	3	0	0	0	0	0	0	1	0	15	4.6%
1200 to 1300	14	13	12	3	0	1	1	0	1	1	0	0	46	14.1%
1300 to 1400	5	7	10	2	0	0	0	0	2	2	0	0	28	8.6%
1400 to 1500	17	3	13	6	0	0	0	0	0	0	1	0	40	12.3%
1500 to 1600	9	5	14	1	0	1	1	0	0	0	0	0	31	9.5%
1600 to 1700	9	6	11	3	1	0	1	0	2	0	0	0	33	10.1%
Totals	95	64	112	24	1	4	6	0	8	8	4	0	326	
% of Total	29.1%	19.6%	34.4%	7.4%	0.3%	1.2%	1.8%	0.0%	2.5%	2.5%	1.2%	0.0%		

Table XII (continued)

Vehicle Classification at Sweetwater station

Date: **3/3/00** Sta. # : **950** PM: **0.000** County: **Mono**

Time	Auto	SUV	Pick-up	Van	RV	Auto & Trailer	Bus	Motor-cycle	Bicycle	Truck	Truck & Trailer	Truck & 2 Trailers	Hourly Traffic Totals	Percent of Total Per Hour
0700 to 0800	10	7	12	1	0	0	1	0	0	0	0	0	31	9.9%
0800 to 0900	9	12	17	3	0	1	2	0	1	0	0	0	45	14.4%
0900 to 1000	13	6	9	4	0	1	0	0	0	2	0	0	35	11.2%
1000 to 1100	6	1	11	0	0	0	0	0	1	0	0	0	19	6.1%
1100 to 1200	8	8	14	2	1	1	0	0	0	0	0	0	34	10.9%
1200 to 1300	19	7	14	2	0	0	1	0	2	0	0	0	45	14.4%
1300 to 1400	5	4	10	3	0	0	1	0	1	1	0	0	25	8.0%
1400 to 1500	12	1	12	2	0	1	0	0	0	0	1	0	29	9.3%
1500 to 1600	4	9	7	0	0	1	1	0	0	1	0	0	23	7.3%
1600 to 1700	9	4	11	0	0	0	1	0	0	2	0	0	27	8.6%
Totals	95	59	117	17	1	5	7	0	5	6	1	0	313	
% of Total	30.4%	18.8%	37.4%	5.4%	0.3%	1.6%	2.2%	0.0%	1.6%	1.9%	0.3%	0.0%		

Table XIII

Vehicle Classification at Topaz Station

Date: **3/1/00** Sta. # : **991** PM: **120.490** County: **Mono**

Time	Auto	SUV	Pick-up	Van	RV	Auto & Trailer	Bus	Motor-cycle	Bicycle	Truck	Truck & Trailer	Truck & 2 Trailers	Hourly Traffic Totals	Percent of Total Per Hour
0700 to 0800	15	14	21	6	0	1	0	0	0	0	0	0	57	7.0%
0800 to 0900	22	14	21	2	2	1	0	0	0	0	7	0	69	8.5%
0900 to 1000	26	18	15	4	2	3	0	0	0	4	4	0	76	9.3%
1000 to 1100	22	17	20	6	3	0	1	2	0	2	5	0	78	9.6%
1100 to 1200	23	30	28	11	1	4	0	2	0	3	5	0	107	13.2%
1200 to 1300	24	24	23	3	7	0	0	1	0	5	3	1	91	11.2%
1300 to 1400	30	27	19	3	2	0	2	0	0	6	5	0	94	11.6%
1400 to 1500	19	10	14	4	0	2	1	0	0	2	4	0	56	6.9%
1500 to 1600	28	29	26	6	1	1	0	0	0	2	12	0	105	12.9%
1600 to 1700	33	13	19	3	1	0	0	0	0	0	11	0	80	9.8%
Totals	242	196	206	48	19	12	4	5	0	24	56	1	813	
% of Total	29.8%	24.1%	25.3%	5.9%	2.3%	1.5%	0.5%	0.6%	0.0%	3.0%	6.9%	0.1%		

Table XIII (continued)

Vehicle Classification at Topaz station

Date: **3/3/00** Sta. # : **991** PM: **120.490** County: **Mono**

Time	Auto	SUV	Pick-up	Van	RV	Auto & Trailer	Bus	Motor-cycle	Bicycle	Truck	Truck & Trailer	Truck & 2 Trailers	Hourly Traffic Totals	Percent of Total Per Hour
0700 to 0800	13	13	13	13	13	13	13	13	13	13	13	13	156	15.3%
0800 to 0900	14	12	16	9	0	1	0	0	0	1	2	0	55	5.4%
0900 to 1000	29	26	20	4	3	1	1	0	0	0	5	0	89	8.7%
1000 to 1100	34	32	23	10	1	0	0	0	0	1	1	1	103	10.1%
1100 to 1200	20	29	22	8	2	0	0	0	0	0	4	0	85	8.3%
1200 to 1300	36	25	12	4	1	2	0	0	0	3	7	1	91	8.9%
1300 to 1400	29	17	19	5	1	2	0	0	0	3	2	0	78	7.6%
1400 to 1500	41	13	36	10	1	0	0	0	0	2	5	0	108	10.6%
1500 to 1600	45	32	34	9	3	0	0	0	0	3	5	0	131	12.8%
1600 to 1700	40	43	25	8	2	3	1	0	0	0	4	0	126	12.3%
Totals	301	242	220	80	27	22	15	13	13	26	48	15	1022	
% of Total	29.5%	23.7%	21.5%	7.8%	2.6%	2.2%	1.5%	1.3%	1.3%	2.5%	4.7%	1.5%		

ATTACHMENT B

SUMMER 2000

ORIGINATION & DESTINATION

REPORT

Executive Summary

The California Department of Transportation District 9 conducted an Origin and Destination study during the month of August of 2000. The purpose of the study was to obtain sound information about trip movements and travel patterns on US 395 in Inyo and Mono Counties in order to plan future transportation needs and project future economic growth.

As was done in a 1989 District 9 study, Caltrans personnel conducted roadside interviews with vehicle occupants at six major entry points both on and feeding into US 395 in Inyo and Mono Counties. Upon approach of a vehicle into a survey area, the person conducting the survey recorded the vehicle type; the remaining questions on the sheet were asked of the driver of the vehicle. A copy of the survey questions is shown in Figure1. Another person conducted a complete count and classification of all the vehicles that passed the cordon point. Both the interview and vehicle classification operations took place between 7AM and 7PM.

The Questions asked in this study included:

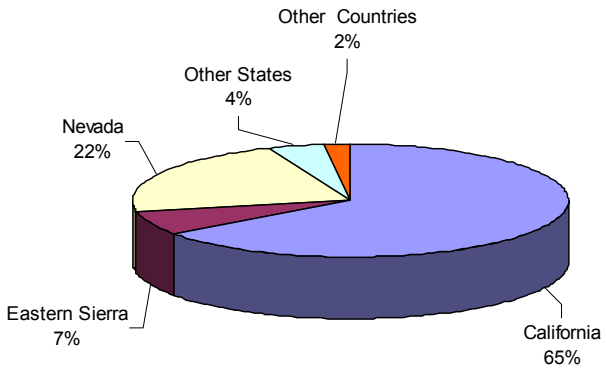
1. Number of persons per vehicle
2. Type of vehicle they were driving
3. Where the trip originated
4. What the final destination of the trip was
5. Main purpose of the trip
6. How often they stop in small communities for services other than gas
7. What town they will be staying in
8. The length of their stay
9. The type of facility they will be staying in
10. The type of commodity trucks are hauling

Significant findings from the responses to the questionnaires are shown below:

- Average occupancy per vehicle was 2.22
- Autos and Sport Utility Vehicles (SUV's) made up 53% of the vehicles surveyed
- 11% of the vehicles were commercial trucks
- RV's made up 3.9% of the vehicle mix
- Recreation was given as the main purpose of the trip by 60% of the respondents
- 24.4% of the overnight visitors were staying in a campground versus 24.2% staying in a motel or hotel

- Nevada accounted for 22% of the vehicles coming into the Eastern Sierra
- 34% of the vehicles came from Southern California
- 2% of the travelers came from out of the country
- Germany was number one country of origin
- 56% of the people named Inyo or Mono County as their destination
- 44% of the travelers were driving through the Eastern Sierra to reach their final destination

Origination - Total Vehicles



- Mammoth lakes was the number one destination at 34% of the visitors staying in Inyo and Mono Counties
- The majority (68%), of overnight visitors stay in Mono County
- 69% of the visitors staying in Inyo and Mono Counties were going to stay 1-3 nights with the majority of visitors staying 1 night
- 26% of the traveling public said they always stop in small communities for services other than gas; 52% said they sometimes stop; and, 22% said they never stop

2000 Summer Survey

The total number of vehicles surveyed at all the stations in the summer (2000) travel study was 15,188. The dates for the winter and summer surveys were chosen to avoid holidays in order to get average weekday and weekend analysis. (According to Caltrans headquarters, surveys should not be done on holidays unless the purpose of the study is to determine travel patterns on holidays). For the 2000 summer survey, Wednesdays and Thursdays were the weekday sampling dates and Fridays, Saturdays and Sundays were the weekend sampling dates. The original intent was to conduct the surveys on Wednesdays and Fridays to give a representative sampling of weekday and weekend travel.

The first three weeks of August were used for the summer survey. The dates for the surveys were picked to coincide with the dates of the surveys done in 1979 and 1989 so that comparative analysis of the results of the three surveys may be completed.

To determine the location of roadside interview stations, the 1998 traffic counts on US 395 entering Inyo and Mono Counties as well as the inbound traffic counts on all major (higher-traffic-volume) routes intersecting US 395 in Inyo and Mono Counties were examined. For this survey, a sample of 90 percent of the total 1998 traffic inbound on US 395 was deemed necessary to provide a suitable sample. Ranking the entry points from highest volume to lowest volume, it was determined that the 90% cut-off figure could be obtained by using the top four survey stations. See Table VIII for specific information.

The Tioga Pass survey station surveyed 83 percent of all traffic traveling east through the Yosemite Entrance Station, while the other survey stations captured nearly 95 percent of the traffic in the surveyed direction (see Table VII). Occupants who declined to be interviewed were not counted thus accounting for the differences between the classification count and the survey count.

Figure 1

Recreation and Highway Travel Survey (Year 2000)
Inyo & Mono County

Recorder's Initial: _____ Date: _____

Start Time: _____

"Good morning/afternoon. We are conducting a traffic study to determine where the people are traveling to and from along this highway. This will only take a few moments of your time."

A. Determine how many people in the vehicle
1 2 3 4 5 6 7 8 9 10 Other _____

B. Determine type of vehicle
☐ auto ☐ van ☐ suv ☐ pick-up
☐ bus ☐ motorcycle ☐ car & trailer ☐ bicycle
☐ truck ☐ truck & 1 trlr ☐ truck & 2 trlrs ☐ RV

C. "Where did this trip originate?"
_____

D. "What is the final destination of this trip?"
_____

E. "What is the main purpose of this trip?"
☐ Work ☐ Recreational ☐ Shopping ☐ Personal
☐ Business ☐ Home ☐ Medical ☐ Other

F. " How often do you stop in small communities for services other than gas?

☐ Always (90%+) ☐ Sometimes (11-89%) ☐ Never (10%-)

I. "What town will you be staying overnight in?"
_____

** If they are not staying in Inyo/Mono county, STOP. Say, "Thank you" and let the vehicle go.***

H. *"What type of facility will you be staying in?"*
☐ Own home ☐ Motel/hotel ☐ Friends ☐ Other_____
☐ Camping ☐ Motorhome ☐ Condo

I. *"And how long will you be staying?"*
1 2 3 4 5 6 7 8+
☐ days ☐ weeks ☐ months

J. For TRUCKS only:
"What is the type of commodity are you hauling?"

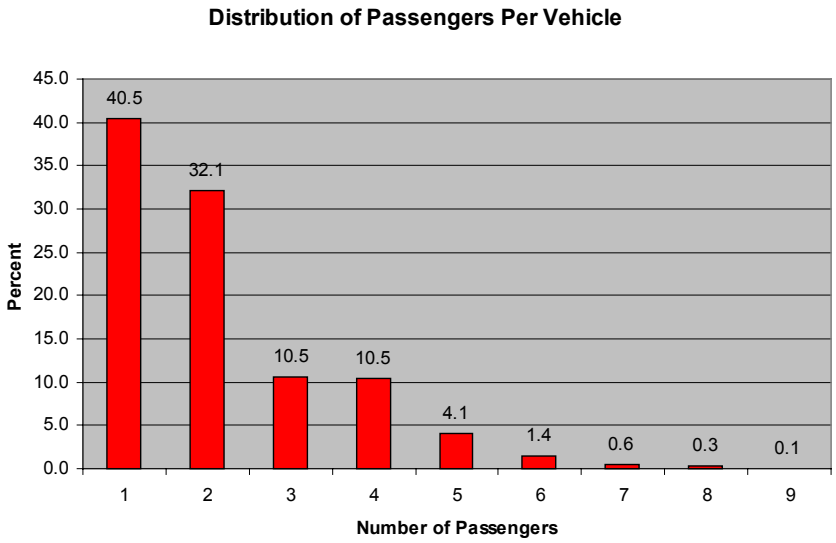
_____
(if possible, include the placard number like 1203 for gasoline)

"Thank you very much for your cooperation. Have a nice trip."

OVERALL SUMMER RESULTS

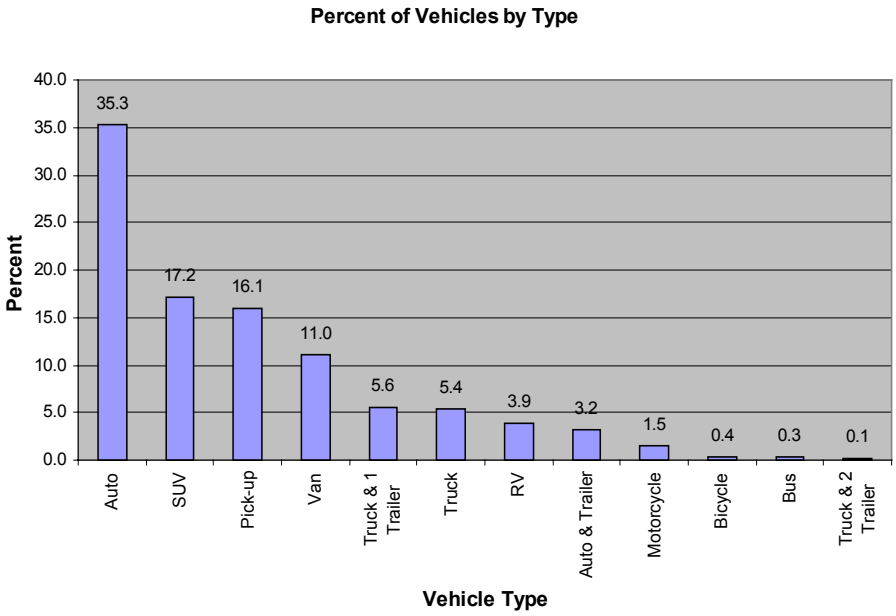
Number of Passengers Per Vehicle

The number of passengers per vehicle averaged 2.22. This is an increase from 1.95 found in the winter survey. At the Coso survey station the vehicle occupancy was 2.13 on Wednesday and 2.33 on Friday, which was identical to the winter study. The Tioga survey station had the highest vehicle occupancy at 2.73.



Type of Vehicle

As expected the percent of Recreational Vehicles (RV's) increased from1.0 in winter to 3.9 in summer. These numbers are still much lower than the 14.7 recorded in the 1979 summer study and 15.3 in the 1989 summer study. The highest percentage of RV's occurred at the Tioga Pass survey station at 5.9%. Commercial truck traffic made up 11.1% compared to 12.8 percent in the winter. SUV's dropped significantly from 28% in winter to 17.2 percent in summer.



Trip Origination

It is interesting to find that 23% of the vehicles originated in the Central Zone. This compares to only 4% in the winter most likely due to the closure of both State Route 120 and State Route 108.

Southern California including the South Coast Zone combined to make up 34% of the vehicles entering the survey areas. Past studies such as the one conducted in 1979 show that 75% came from Southern California. See figure 3 for an enlarged view of the map located on the right.

A big difference between summer and winter was that 2% of the respondents in summer came from out the country versus 0% in the winter. Germany was the number one country of foreign origination.

Destination

Fifty-six percent of the respondents indicated that their final destination was in either Inyo or Mono County. For a detailed map of these zones see Figure 4.

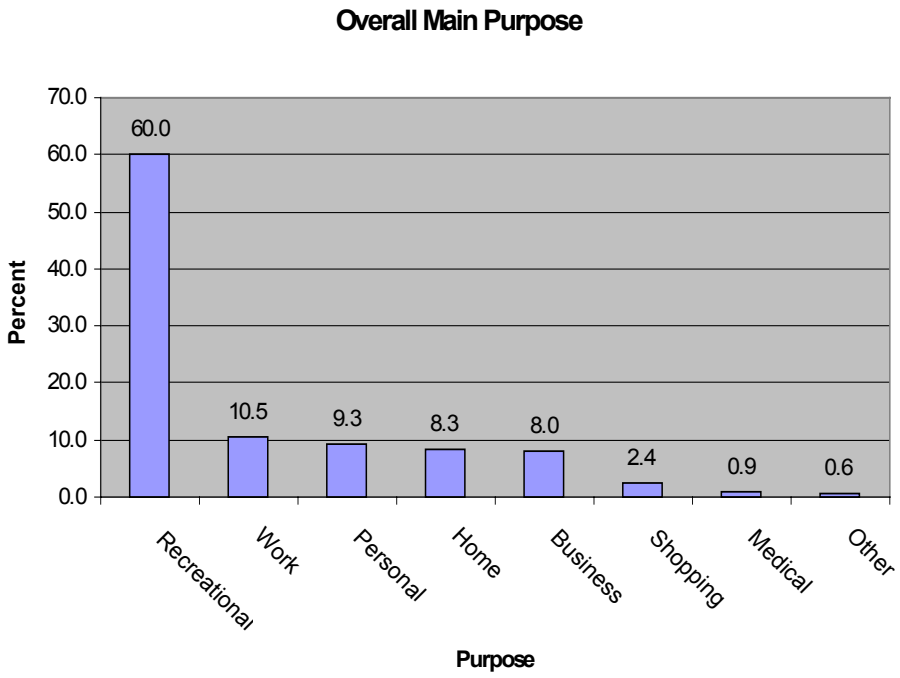
Forty-four percent of the travelers surveyed were driving through Inyo and Mono Counties to reach their final destination. Nevada was the number one destination for these travelers at 12%.

The Central zone increased from 1% in the winter to 10% in summer; most likely due to the use of Tioga and Sonora passes. For an enlarged map of destination zones in California, see Figure 5.

Main Purpose of Trip

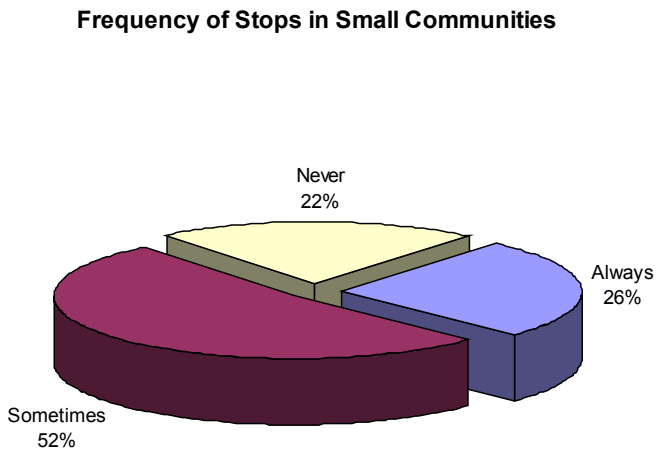
Recreation was the number one response given, when asked what the main purpose of their trip was. Recreation jumped dramatically from 39% in winter to 60% in summer. At the Coso Survey station recreation was the primary purpose of the trip for 66% of vehicle occupants. The Tioga Pass survey station showed that 87% of the people surveyed said that recreation was the primary purpose of their trip.

Only 37% of the respondents at the Benton survey station gave recreation as the main purpose of the trip. Business was the number two response at the Benton survey station.



How Often Do You Stop In Small Communities for Services Other Than Gas?

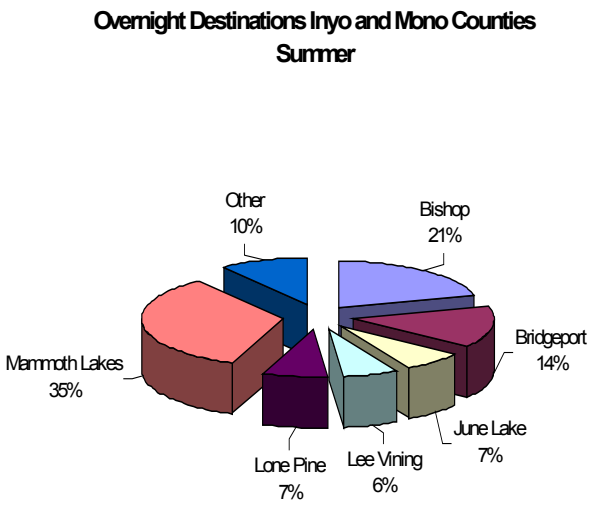
Fifty-two percent of the travelers sometimes stop in small communities while 26% said they always stop. This compares to 37% and 45% in the winter.



What Town Will You Be Staying In?

As was the case in the winter survey, Mammoth Lakes was the number 1 destination for overnight visitors. Bishop was second again, but increased from 11% in winter to 21% in summer. The numbers show that overnight visitors were spread out much more evenly throughout the district in the summer, which is probably due to the influx of visitors using camping facilities. Mono County still had the majority of overnight visitors (68%). When comparing the present survey with the 1979 visitor survey the results show that both counties had exactly the same share of overnight visitors.

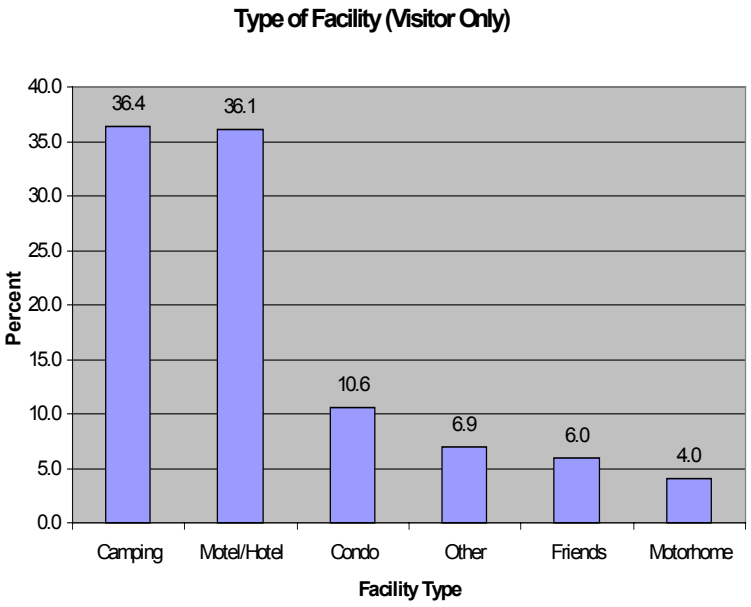
Staying Overnight	Number of People	Percent
Big Pine	97	1.9
Bishop	1070	20.6
Bridgeport	746	14.4
Coleville	27	0.5
Crowley Lake	6	0.1
Furnace Creek	42	0.8
Independence	72	1.2
June Lake	368	7.1
Lee Vining	335	6.5
Lone Pine	390	7.6
Mammoth Lakes	1774	35.4
Olancha	23	0.4
Toms Place	99	1.9
Topaz	83	1.6



What Type of Facility Will You Be Staying In ?

As expected camping increased significantly from 6% in winter to 36.4% in the summer. The percent of visitors who were going to spend at least one night in Inyo and Mono Counties and stay in motel/hotel decreased from 57% in winter to 36% in summer.

It is interesting to note that the new category added in the summer, (condo) accounted for almost 11% of the responses.



How Long Will You Be Staying ?

The summer survey indicates that 69% of the visitors staying in Inyo and Mono Counties were going to stay 1-3 nights with most of those staying 1 night which may mean that many of these people were just traveling through. On the other hand the length of stay increased substantially in the summer with 15 % of the visitors staying for an entire week or more compared to the winter when only 3% were staying an entire week or more. This may be attributed to the fact that many of these visitors were camping for long periods of time.

Truck Commodities

In the summer survey, commercial trucks accounted for 11% of all vehicles entering the survey area; this compares to 13% in the winter. The 1989 summer travel study indicated that only 2.8% of vehicles were commercial trucks. As in the winter study, Benton station had the highest percentage of trucks at 28%.

Water was the largest type of commodity being hauled by commercial trucks in the summer. Twenty percent of commercial trucks were transporting water with most of those stopping at the Crystal Geyser water plant in Olancha. Retail goods were the next most common types of commodity being transported through the Eastern Sierra with many of these trucks coming from distribution centers in Reno and Sparks, Nevada.

Table VI shows a detailed breakdown of the types of commodities. For the purpose of this study, the North American Industry Classification System (NAICS) was used to breakdown the types of commodities being hauled by commercial trucks. NAICS is the official classification system used in the United States. Every five years the NAICS system is reviewed and updated, so classifications can keep pace with the changing economy.

Conclusions

The summer survey indicates that the largest number of vehicles still originate in Southern California, but that Central California has increased its share of visitors to the Eastern Sierra since the last surveys in 1979 and 1989 were done. Recreation is the main reason people travel to Inyo and Mono Counties which is one of the reasons why camping had the highest percentage of where people stayed. Mammoth Lakes was the destination for 34% of the overnight visitors to the survey area. The majority of overnight visitors named Mono County as where they were going to stay.

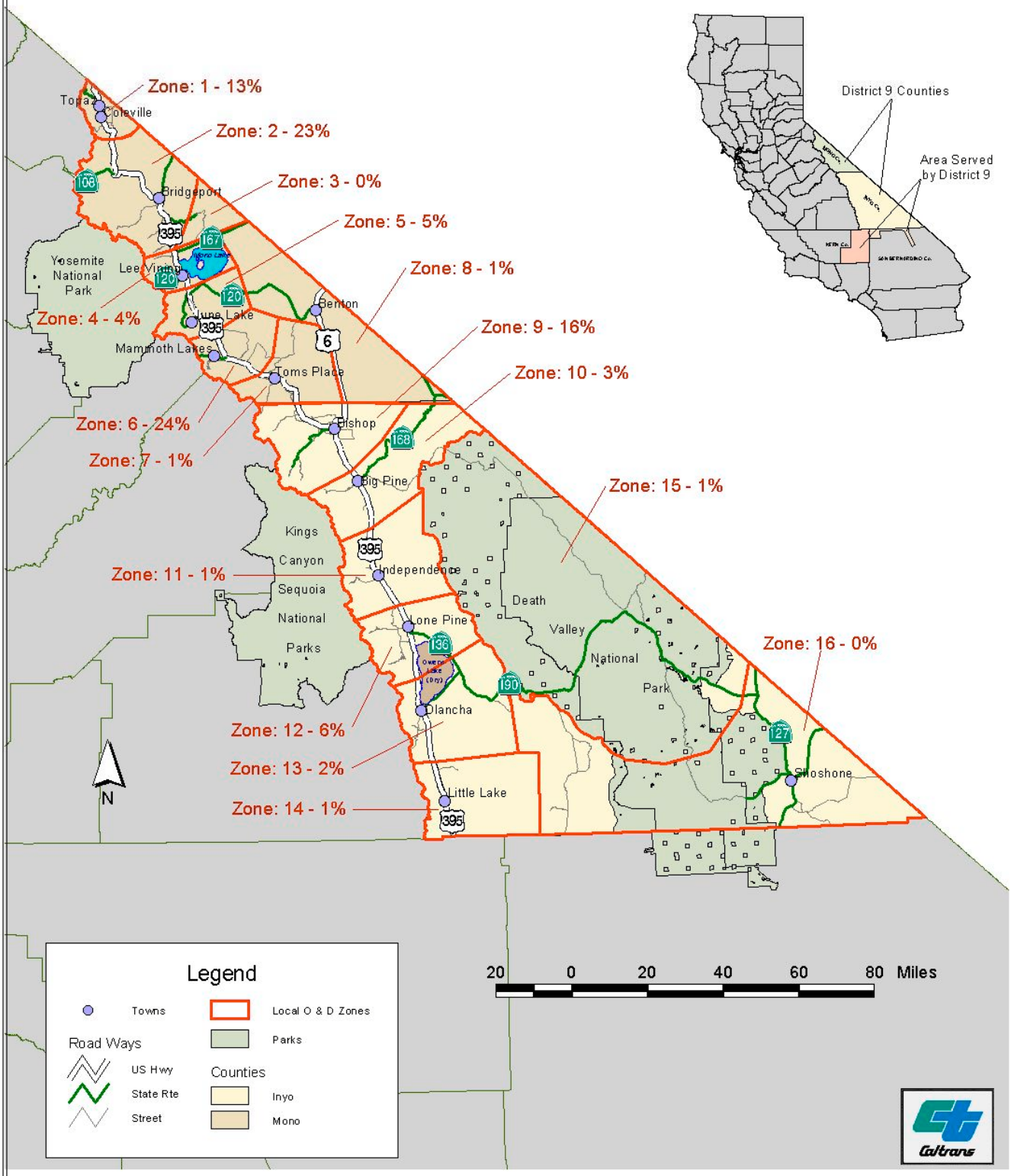
The average vehicle occupancy was 2.22, which is still comparatively lower than the 2.7 that has been given in previous studies. Commercial truck traffic remained relatively high at 11%, even with the increased traffic from recreationalists. Autos were the number one vehicle types used by the respondents. Surprisingly RV usage was determined to be only 4% compared to much higher numbers from the previous surveys in 1979 and 1989.

APPENDIX 1

Location Maps

Origination of Vehicles
Entering the Survey Area
Summer
Figure 3
Other States - 4%
Northern
8%
Nevada
22%
Central
23%
Eastern
7%
South Coast
18%
Southern
16%
N
Note: Number is the percent
of trips originating from that area.
Other Countries - 2%
20 0 20 40 60 80 100 120 Miles

Destinations in Mono and Inyo Counties
Summer
Figure 4



Destination of Vehicles
Entering the Survey Area
Summer
Figure 5
Other States - 5%
Northern
4%
Nevada
12%
Central
10%
Eastern
56%
South Coast
7%
Southern
6%
N
Note: Number is the percent
of trips with destinations in that area.
20 0 20 40 60 80 100 120 Miles

APPENDIX 2

Tables

Table I

PASSENGERS PER VEHICLE

	Station	Station	Station	Station	Station	Station	Station
# Passengers	Coso US 395	Benton US 6	Sweetwater Jct. US 395 & SR182	Topaz US 395	Sonora,Jct. US 395 & SR108	Tioga,Park boundary & SR 120	Combined
1	29.0%	44.6%	57.0%	31.8%	41.6%	15.0%	26.7%
2	41.8%	32.8%	29.6%	41.9%	39.8%	44.4%	33.7%
3	11.8%	7.1%	6.7%	10.4%	8.3%	12.4%	8.8%
4	10.5%	8.6%	4.5%	9.9%	7.0%	17.4%	8.7%
5	4.3%	4.8%	1.2%	3.9%	2.0%	6.4%	3.4%
6	1.3%	1.5%	0.5%	1.4%	0.7%	2.5%	1.2%
7	0.6%	0.5%	0.2%	0.5%	0.3%	0.8%	0.5%
8	0.3%	0.2%	0.1%	0.1%	0.2%	0.8%	0.2%
9+	0.0%	0.0%	0.0%	0.1%	0.1%	0.2%	0.1%

Table II

MAIN PURPOSE OF TRIP

	Station	Station	Station	Station	Station	Station	Station
Purpose	Coso US 395	Benton US 6	Sweetwater Jct. US 395 & SR182	Topaz US 395	Sonora,Jct. US 395 & SR108	Tioga,Park boundary & SR 120	Combined
Work	11.8%	18.0%	20.6%	7.9%	12.7%	2.3%	10.5%
Business	5.7%	20.1%	17.5%	8.3%	9.5%	1.8%	8.0%
Recreational	65.8%	36.7%	30.8%	52.4%	58.7%	87.1%	60.0%
Home	5.9%	1.8%	5.9%	15.1%	11.2%	4.1%	8.3%
Shopping	0.8%	4.8%	7.9%	3.5%	1.0%	0.9%	2.4%
Medical	0.4%	4.6%	1.0%	1.2%	0.3%	0.1%	0.9%
Personal	8.9%	13.6%	15.7%	11.1%	6.5%	2.9%	9.3%
Other	0.6%	0.0%	0.5%	0.5%	0.2%	0.7%	0.6%

Table III

STOPS IN SMALL COMMUNITIES

	Station	Station	Station	Station	Station	Station	Station
	Coso US 395	Benton US 6	Sweetwater Jct. US 395 & SR182	Topaz US 395	Sonora,Jct. US 395 & SR108	Tioga,Park boundary & SR 120	Combined
Always	19.3%	37.9%	59.1%	25.7%	22.1%	19.9%	26.1%
Sometimes	56.3%	35.6%	27.8%	55.4%	39.4%	62.8%	52.2%
Never	24.5%	26.5%	13.1%	18.9%	38.5%	17.3%	21.7%

Table IV

TYPE OF VEHICLE

Vehicle Type	Station Coso US 395	Station Benton US 6	Station Sweetwater Jct. US 395 & SR182	Station Topaz US 395	Station Sonora,Jct. US 395 & SR108	Station Tioga,Park boundary & SR 120	Station Combined
Auto	33.2%	27.3%	25.1%	38.4%	27.0%	47.9%	35.3%
Auto & Trailer	3.6%	1.0%	3.8%	3.5%	3.5%	2.0%	3.2%
Bicycle	0.1%	0.0%	2.7%	0.2%	0.1%	0.2%	0.4%
Bus	0.1%	1.3%	0.4%	0.3%	0.4%	0.2%	0.3%
Motorcycle	0.7%	1.7%	0.9%	1.0%	7.2%	1.8%	1.5%
Pick-up	11.0%	18.1%	38.3%	14.5%	29.7%	10.9%	16.1%
RV	4.3%	5.7%	2.2%	4.4%	1.2%	3.6%	3.9%
SUV	18.3%	10.7%	17.2%	16.6%	20.9%	16.2%	17.2%
Truck	8.4%	1.8%	3.5%	6.1%	1.8%	1.0%	5.4%
Truck & 1 Trailer	8.0%	26.2%	1.3%	3.5%	1.7%	0.0%	5.6%
Truck & 2 Trailers	0.3%	0.0%	0.0	0.0%	0.0%	0.0%	.01%
Van	12.0%	6.3%	4.6%	11.3%	6.4%	1.8%	11.0%

Table V

TYPE OF FACILITY

Facility	Station Coso US 395	Station Benton US 6	Station Sweetwater Jct. US 395 & SR182	Station Topaz US 395	Station Sonora,Jct. US 395 & SR108	Station Tioga,Park boundary & SR 120	Station Combined
Home	18.3%	44.1%	72.2%	45.4%	43.6%	8.8%	33.0%
Camping	30.0%	7.2%	9.1%	21.5%	25.9%	30.7%	24.4%
Motel/Hotel	25.6%	23.4%	6.3%	20.5%	23.9%	43.9%	24.2%
Motorhome	2.7%	4.1%	5.6%	1.1%	1.1%	3.4%	2.7%
Friends	6.9%	2.8%	1.4%	2.5%	1.3%	2.5%	4.0%
Condo	12.4%	1.4%	0.8%	3.7%	0.9%	8.5%	7.1%
Other	4.1%	17.1%	4.6%	5.0%	3.4%	2.3%	4.6%

Table VI

TRUCK COMMODITIES

Codes		Commodities	# Trucks
01		**FARM PRODUCTS**	
	011	Field Crops	15
	012	Fresh Fruits or Tree Nuts	5
	013	Fresh Vegetables	14
	014	Livestock or Livestock Products	17
	019	Miscellaneous Farm Products	4
10		**METALLIC ORES**	
	103	Lead or Zinc Ores	1
	130	Crude Petrol	19
	131	Gasoline	7
	141	Dimension Stone Quarry	1
	144	Gravel or Sand	8
	147	Chemicals or Fertilizer Minerals	3
	149	Miscellaneous Non Metallic Minerals (water)	148
	192	Ammo over 30mm	1
20		**FOOD OR KINDRED PRODUCTS**	
	201	Meat or Poultry, Fresh or Chilled	3
	202	Dairy Products	2
	203	Canned or Preserved Food	32
	204	Grain Mill Products	22
	205	Bakery Products	2
	206	Sugar, Beet or Cane	1
	207	Confectionery or Related Products	1
	208	Beverages or Flavor Extracts	11
	209	Miscellaneous Food Preparations	9
22		**TEXTILE MILL PRODUCTS**	
	227	Floor Coverings	1
23		**APPAREL OR RELATED PRODUCTS**	
	231	Men's or Boy's Clothing	7
	233	Women's or Children's Clothing	6
	238	Miscellaneous Apparel or Accessories	4
	239	Miscellaneous Finished Textile Goods	2
	241	Primary Forest Materials	13
	242	Sawmill or Planing Mill Products	8
	243	Millwork or Prefab Wood Products	12
	244	Wooden Containers	4
	249	Miscellaneous Wood Products	3
25		**FURNITURE OR FIXTURES**	
	251	Household or Office Furniture	13
	259	Miscellaneous Furniture or Fixtures	1

Table VI (continued)

Codes		Commodities	# Trucks
26		**PULP OR PAPER PRODUCTS**	
	262	Paper	7
	263	Fiber, Paper or Pulpboard	1
	264	Converted Paper or Paperboard Products	15
	265	Containers or Boxes, Paper	2
27		**PRINTED MATTER**	
	271	Newspapers	5
28		**CHEMICALS OR ALLIED PRODUCTS**	
	281	Industrial Inorganic or Organic Chemicals	15
	282	Plastic Materials or Synthetic Fibers	12
	283	Drugs	3
	284	Soap or Other Detergents	2
	285	Paints, Lacquers, etc	7
	289	Miscellaneous Chemical Products	2
29		**PETROLEUM OR COAL PRODUCTS**	
	295	Paving or Roofing Materials	6
30		**RUBBER OR MISC PLASTICS PRODUCTS**	
	301	Rubber Tires or Inner Tubes	1
	306	Miscellaneous Fabricated Rubber Products	1
	307	Miscellaneous Plastics Products	2
31		**LEATHER OR LEATHER PRODUCTS**	
	315	Leather Gloves or Mittens	1
32		**CLAY, CONCRETE, GLASS OR STONE**	
	321	Flat Glass	2
	322	Glassware, Pressed or Blown	1
	324	Portland Cement	13
	325	Structural Clay Products	2
	327	Concrete, Gypsum, or Plaster	2
	328	Cut Stone or Stone Products	1
	329	Abrasives, Asbestos Products, etc	6
33		**PRIMARY METAL PRODUCTS**	
	331	Steel Mill Products	15
	336	Nonferrous Metal Castings	5
34		**FABRICATED METAL PRODUCTS**	
	342	Cutlery, Hand Tools or Hardware	1
	344	Fabricated Structural Metal Products	4
	349	Miscellaneous Fabricated Metal Products	3

Table VI (continued)

Codes		Commodities	# Trucks
35		**MACHINERY**	
	352	Farm, Lawn, Garden Machinery or Equipment	13
	353	Construction or Mining Machinery or Equipment	33
	354	Metalworking Machinery	1
	356	General Industrial Machinery	2
	357	Office or Computing Machinery	2
	358	Service Industry Machines	2
36		**ELECTRICAL EQUIPMENT**	
	361	Electrical Transmission or Distribution Equipment	2
	362	Industrial Electrical Equipment	5
	363	Household Appliances	8
	364	Electric Lighting or Wire Equipment	2
	366	Communication Equipment	2
37		**TRANSPORTATION EQUIPMENT**	
	371	Motor Vehicles or Equipment	19
	373	Ships or Boats	1
	375	Motorcycles, Bicycles or Parts	1
	379	Miscellaneous Transportation Equipment	4
38		**INSTRUMENTS, PHOTO & OPTC GDS**	
	381	Engineering, Lab or Scientific Instruments	2
	386	Photographic Equipment or Supplies	2
39		**MISC MANUFACTURING PRODUCTS**	
	393	Musical Instruments or Parts	1
	394	Toys, Amusement, Athletic Equipment	2
	395	Office or Art Materials	1
	399	Miscellaneous Manufactured Products	4
40		**WASTE OR SCRAP MATERIALS**	
	401	Ashes	3
	402	Waste or Scrap	12
41		**MISCELLANEOUS FREIGHT SHIPMENTS**	
	411	Miscellaneous Freight Shipments	21
43		**MAIL, EXPRESS OR CONTRACT TRAFFIC**	
	431	Mail and Express Traffic	4
46		**MISCELLANEOUS MIXED SHIPMENTS**	
	461	Miscellaneous Mixed Shipments	38
47		**SMALL PACKAGED FREIGHT**	
	471	Small Packaged Freight	4

Table VII

Number of Surveys Per Station by Date

Station	Survey Date						Total	% Surveyed
	2-Aug	**4 -Aug**	**9 - Aug**	**11 - Aug**	**16 - Aug**	**18 - Aug**		
Benton	380	453					833	100.0
TC - Benton	*380*	*453*					*833*	
Coso	2145	3386					5531	93.0
TC - Coso	*2229*	*3725*					*5954*	
Sweetwater			650	674			1324	100.0
TC - Sweetwater			*650*	*674*			*1324*	
Topaz			1829	2345			4174	96.0
TC - Topaz			*1844*	*2510*			*4354*	
Tioga					1018	1214	2232	83.0
TC - Tioga					*1206*	*1499*	*2705*	
Sonora					449	645	1094	100.0
TC Sonora					*449*	*645*	*1094*	
Total Surveyed	2525	3839	2479	3019	1467	1859	15188	93.0
Total Counted	*2609*	*4178*	*2494*	*3184*	*1655*	*2144*	*16264*	

** Traffic count numbers in italics are taken from continuous count stations near the survey locations during the hours of the survey. These figures are similar to the classification data generated during the survey*

Table VIII

Summer Traffic

Average Count in Both Directions

Route	Location	1998			July				August				September			
			AADT		Wednesday		Friday		Wednesday		Friday		Wednesday		Friday	
		Peak Hour	Peak Month	Annual	North / East	South / West	North / East	South / West	North / East	South / West	North / East	South / West	North / East	South / West	North / East	South / West
395	Nevada State Line	550	5400	3500	2204	2218	2911	2915	2321	2324	2863	2972	1994	2007	2547	2585
395	Kern/Inyo County Line	780	7000	5400	2768	2517	5481	3229	3062	2913	4984	3885	2360	2365	5205	2935
6	Nevada State Line	95	930	840	458	519	514	519	406	500	459	485	419	497	430	471
182	Nevada State Line	110	380	300	733	712	833	863	739	737	843	826	660	657	794	785
167	Nevada State Line	25	300	190	174	173	185	217	162	170	180	199	141	151	174	179
168	Nevada State Line	20	180	130	91	105	116	132	125	104	129	147	126	102	113	129
89	Alpine / Mono County line	120	620	520	218	258	324	378	230	271	303	375	174	218	243	337
190	JCT 136 & 190	100	840	520	372	424	306	477	485	559	403	551	394	441	366	487
108	Tuolumne/Mono County Line	140	860	420	445	418	617	497	502	494	647	542	403	396	586	467
120	Tuolumne/Mono County Line	250	2000	1350	1509	1576	1807	1706	1705	1784	1949	1975	1204	1321	1648	1583
	Total	2190	18510	13170	8972	8920	13094	10933	9737	9856	12760	11957	7875	8155	12106	9958
					INBOUND TRAFFIC (to US 395)											
395	Kern/Inyo County Line				2768		5481		3062		4984		2360		5205	
395	Nevada State Line				2218	4986	2915	8396	2324	5386	2972	7956	2007	4367	2585	7790
120	Tuolumne/Mono County Line				1509	6495	1807	10203	1705	7091	1949	9905	1204	5571	1648	9438
182	Nevada State Line				712	7207	863	11066	737	7828	826	10731	657	6228	785	10223
6	Nevada State Line				519	7726	519	11585	500	8328	485	11216	497	6725	471	10694
108	Tuolumne/Mono County Line				445	8171	617	12202	502	8830	647	11863	403	7128	586	11280
190	JCT 136 & 190				424	8595	477	12679	559	9389	551	12414	441	7569	487	11767
89	Alpine / Mono County line				218	8813	324	13003	230	9619	303	12717	174	7743	243	12010
167	Nevada State Line				173	8986	217	13220	170	9789	199	12916	151	7894	179	12189
168	Nevada State Line				105	9091	132	13352	104	9893	147	13063	102	7996	129	12318
				Total	9091		13352		9893		13063		7996		12318	
		(recommended)		95%	8636		12684		9398		12410		7596		11702	
				90%	8182		12017		8904		11757		7196		11086	

90% CUT-OFF

Table IX

24-HOUR and CLASSIFICATION COUNT (Summer 2000)

Route	Direction	Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
US 395-Coso	North	Wednesday	54	34	40	38	40	54	106	141	197	216	206	222	228	228	223	193	190	158	138	133	95	99	83	57	3173
PM:29.43		8/2/00								***247***	***247***	***218***	***203***	***223***	***231***	***212***	***187***	***181***	***138***	***142***							***2229***
CO: Inyo		Friday	94	63	67	52	61	85	148	202	260	349	372	342	311	335	351	322	308	309	253	258	163	195	212	154	5266
		8/4/00							***231***	***259***	***360***	***345***	***343***	***332***	***343***	***357***	***297***	***315***	***275***	***268***							***3725***
US 395-Topaz	South	Wednesday	22	14	9	2	23	49	89	98	129	163	186	168	192	168	165	163	123	139	145	120	75	72	67	51	2432
PM:120.49		8/9/00							***100***	***127***	***164***	***190***	***160***	***189***	***171***	***165***	***171***	***124***	***132***	***151***							***1844***
CO: Mono		Friday	32	19	9	11	17	47	90	112	141	198	236	247	252	233	241	222	218	212	217	152	123	84	99	69	3281
		8/11/00							***108***	***143***	***187***	***239***	***249***	***300***	***197***	***248***	***203***	***229***	***192***	***215***							2510
SR 6-Benton	South	Wednesday	13	7	13	7	6	17	12	19	28	30	25	28	38	36	32	42	40	27	35	21	19	17	15	14	541
PM:32.29		8/2/00							***19***	***26***	***29***	***26***	***29***	***37***	***37***	***31***	***41***	***38***	***28***	***33***							***374***
CO: Mono		Friday	10	14	11	7	11	10	19	19	30	35	35	44	31	45	35	51	44	48	34	19	20	17	18	11	618
		8/4/00							***19***	***31***	***34***	***34***	***44***	***31***	***47***	***36***	***50***	***43***	***50***	***34***							***453***
SR 182	South	Wednesday	2	2	1	0	1	14	34	46	47	47	45	70	65	57	56	58	57	43	54	42	31	17	8	1	798
Sweetwater		8/9/00							***45***	***56***	***44***	***48***	***69***	***62***	***54***	***61***	***58***	***47***	***50***	***25***							***619***
PM:00.00																											
		Friday	0	1	3	1	3	14	19	50	54	47	61	46	61	67	88	54	45	50	48	47	29	17	12	10	827
CO: Mono		8/11/00							***49***	***57***	***44***	***60***	***42***	***64***	***66***	***88***	***54***	***47***	***50***	***44***							***665***
SR 108	East	Wednesday	0	0	1	1	0	2	5	12	22	26	26	29	42	30	46	41	58	56	34	23	21	5	5	6	491
Sonora		8/16/00							***13***	***22***	***23***	***28***	***32***	***47***	***30***	***44***	***41***	***54***	***61***	***36***							431
PM:15.15																											
		Friday	1	2	0	0	4	8	8	33	36	31	44	44	39	55	58	62	51	51	48	56	33	16	9	4	693
CO: Mono		8/18/00							***35***	***38***	***33***	***40***	***51***	***42***	***51***	***80***	***71***	***61***	***59***	***58***							***619***
SR 120	East	Wednesday	5	1	4	0	0	3	5	36	44	64	97	141	149	132	155	166	183	171	142	128	69	29	18	12	1754
Tioga		8/16/00							***17***	***35***	***52***	***85***	***136***	***126***	***100***	***126***	***130***	***150***	***134***	***115***							***1206***
PM 0.00																											
		Friday	5	3	3	3	2	4	14	33	33	91	110	184	175	153	192	173	219	187	175	137	88	44	32	17	2077
CO:Mono		8/18/00							***14***	***39***	***50***	***103***	***134***	***182***	***133***	***147***	***171***	***203***	***162***	***161***							***1499***

Notes: 1. Hours of Operation : 0700 - 1900 (Wednesday and Friday)
2. Data in bold and italic numbers are the classification count during the hours of survey operation.

Table X

Vehicle Classification at Tioga Station

Date: **8/16/00** PM: **0.00** County: **Mono**

Time	Auto	SUV	Pick-up	Van	RV	Auto with Trailer	Truck	Truck & Trailer	Truck & 2 Trailers	Motor-cycle	Bus	Bicycles	Hourly Traffic Totals	Percent of Vehicles Surveyed
0700 to 0800	6	4	5	1	0	0	0	0	0	1	0	0	17	1.4%
0800 to 0900	16	7	7	0	2	0	0	0	0	3	0	0	35	2.9%
0900 to 1000	18	9	10	12	3	0	0	0	0	0	0	0	52	4.3%
1000 to 1100	44	8	8	19	4	1	1	0	0	0	0	0	85	7.0%
1100 to 1200	71	25	14	22	2	1	1	0	0	0	0	0	136	11.3%
1200 to 1300	56	21	19	15	11	0	1	0	0	3	0	0	126	10.4%
1300 to 1400	46	19	15	13	5	0	0	0	0	2	0	0	100	8.3%
1400 to 1500	52	23	9	26	8	2	2	1	0	3	0	0	126	10.4%
1500 to 1600	69	15	13	23	7	2	0	0	0	1	0	0	130	10.8%
1600 to 1700	57	30	22	30	5	2	1	0	0	2	1	0	150	12.4%
1700 to 1800	66	20	16	25	2	0	1	0	0	1	2	1	134	11.1%
1800 to 1900	56	15	18	17	5	0	0	0	0	3	1	0	115	9.5%
Totals	557	196	156	203	54	8	7	1	0	19	4	1	**1206**	
% of Total	46.2	16.3	12.9	16.8	4.5	0.7	0.6	0.1	0.0	1.6	0.3	0.1		

Table X (continued)

Vehicle Classification at Tioga Station

Date: **8/18/00** PM: **0.00** County: **Mono**

Time	Auto	SUV	Pick-up	Van	RV	Auto with Trailer	Truck	Truck & Trailer	Truck & 2 Trailers	Motor-cycle	Bus	Bicycles	Hourly Traffic Totals	Percent of Vehicles Surveyed
0700 to 0800	6	5	2	1	0	0	0	0	0	0	0	0	14	0.9%
0800 to 0900	16	9	6	4	3	1	0	0	0	0	0	0	39	2.6%
0900 to 1000	19	8	7	6	7	3	0	0	0	0	0	0	50	3.3%
1000 to 1100	46	16	5	15	11	3	0	0	0	6	1	0	103	6.9%
1100 to 1200	55	22	15	18	9	11	0	0	0	3	0	1	134	8.9%
1200 to 1300	86	6	28	38	8	8	0	0	0	7	0	1	182	12.1%
1300 to 1400	51	25	21	22	4	5	0	0	0	5	0	0	133	8.9%
1400 to 1500	67	26	16	29	7	2	0	0	0	0	0	0	147	9.8%
1500 to 1600	93	27	18	15	7	0	0	0	0	11	0	0	171	11.4%
1600 to 1700	88	32	44	26	5	3	0	0	0	4	0	1	203	13.5%
1700 to 1800	76	30	19	20	2	5	0	0	0	10	0	0	162	10.8%
1800 to 1900	75	22	14	34	8	2	0	0	0	6	0	0	161	10.7%
Totals	678	228	195	228	71	43	0	0	0	52	1	3	**1499**	
% of Total	45.2	15.2	13.0	15.2	4.7	2.9	0.0	0.0	0.0	3.5	0.1	0.2		

Table XI

Vehicle Classification at Topaz Station

Date: **8/9/00** PM: **120.49** County: **Mono**

Time	Auto	SUV	Pick-up	Van	RV	Auto with Trailer	Truck	Truck & Trailer	Truck & 2 Trailers	Motor-cycle	Bus	Bicycles	Hourly Traffic Totals	Percent of Vehicles Surveyed
0700 to 0800	37	17	17	11	1	2	8	5	0	2	0	0	100	5.4%
0800 to 0900	43	19	24	13	8	3	6	6	1	4	0	0	127	6.9%
0900 to 1000	64	24	27	19	5	9	5	8	0	3	0	0	164	8.9%
1000 to 1100	74	29	30	28	3	5	5	9	0	4	3	0	190	10.3%
1100 to 1200	57	27	25	23	10	8	3	1	0	3	3	0	160	8.7%
1200 to 1300	64	40	38	19	4	9	3	9	0	3	0	0	189	10.2%
1300 to 1400	65	19	37	20	6	11	7	4	0	2	0	0	171	9.3%
1400 to 1500	45	37	43	21	0	7	1	9	1	0	0	1	165	8.9%
1500 to 1600	57	39	36	15	7	6	2	7	0	1	1	0	171	9.3%
1600 to 1700	41	23	32	13	3	1	2	9	0	0	0	0	124	6.7%
1700 to 1800	38	21	33	16	5	3	3	12	1	0	0	0	132	7.2%
1800 to 1900	41	24	43	22	2	3	2	11	2	2	0	0	151	8.2%
Totals	626	319	385	220	54	67	47	90	4	24	7	1	**1844**	
% of Total	33.9	17.3	20.9	11.9	2.9	3.6	2.5	4.9	0.2	1.3	0.4	0.1		

Table XI (continued)

Vehicle Classification at Topaz Station

Table XII

Date: **8/11/00** PM: 120.490 County: **Mono**

Time	Auto	SUV	Pick-up	Van	RV	Auto with Trailer	Truck	Truck & Trailer	Truck & 2 Trailers	Motor-cycle	Bus	Bicycles	Hourly Traffic Totals	Percent of Vehicles Surveyed
0700 to 0800	30	23	29	7	1	5	8	2	0	1	2	0	108	4.3%
0800 to 0900	43	32	26	8	9	8	6	6	0	4	1	0	143	5.7%
0900 to 1000	56	33	34	21	11	12	9	5	0	3	3	0	187	7.5%
1000 to 1100	81	46	32	27	17	12	7	12	0	1	4	0	239	9.5%
1100 to 1200	108	56	27	24	6	12	3	10	0	2	1	0	249	9.9%
1200 to 1300	95	54	56	40	20	17	5	9	1	3	0	0	300	12.0%
1300 to 1400	76	32	33	22	14	11	3	5	0	1	0	0	197	7.8%
1400 to 1500	73	46	55	33	10	12	3	13	0	3	0	0	248	9.9%
1500 to 1600	69	47	40	18	5	10	4	5	0	4	0	1	203	8.1%
1600 to 1700	66	40	62	19	8	12	4	10	2	5	1	0	229	9.1%
1700 to 1800	58	44	42	21	6	10	2	7	1	1	0	0	192	7.6%
1800 to 1900	69	50	43	19	5	16	3	8	0	2	0	0	215	8.6%
Totals	824	503	479	259	112	137	57	92	4	30	12	1	**2510**	
% of Total	32.8	20.0	19.1	10.3	4.5	5.5	2.3	3.7	0.2	1.2	0.5	0.0		

Vehicle Classification at Benton Station

Date: **8/2/00** PM: **32.290** County: **Mono**

Time	Auto	SUV	Pick-up	Van	RV	Auto with Trailer	Truck	Truck & Trailer	Truck & 2 Trailers	Motor-cycle	Bus	Bicycles	Hourly Traffic Totals	Percent of Vehicles Surveyed
0700 to 0800	2	2	2	1	0	0	2	9	0	0	1	0	19	5.1%
0800 to 0900	3	4	8	0	1	0	0	8	2	0	0	0	26	7.0%
0900 to 1000	7	3	5	2	2	0	1	7	1	1	0	0	29	7.8%
1000 to 1100	9	3	4	0	1	0	0	8	0	1	0	0	26	7.0%
1100 to 1200	8	3	5	1	3	1	2	6	0	0	0	0	29	7.8%
1200 to 1300	9	3	5	3	3	1	0	13	0	0	0	0	37	9.9%
1300 to 1400	8	6	8	2	3	0	0	10	0	0	0	0	37	9.9%
1400 to 1500	9	3	5	4	2	0	0	6	2	0	0	0	31	8.3%
1500 to 1600	10	2	4	3	3	0	0	13	1	3	2	0	41	11.0%
1600 to 1700	12	5	5	3	2	0	0	10	0	0	1	0	38	10.2%
1700 to 1800	9	2	5	1	0	0	0	11	0	0	0	0	28	7.5%
1800 to 1900	8	1	4	0	0	0	0	17	3	0	0	0	33	8.8%
Totals	94	37	60	20	20	2	5	118	9	5	4	0	**374**	
% of Total	25.1	9.9	16.0	5.3	5.3	0.5	1.3	31.6	2.4	1.3	1.1	0.0		

Table XII (continued)

Vehicle Classification at Benton Station

Date: **8/4/00** PM: **32.290** County:Mono

Time	Auto	SUV	Pick-up	Van	RV	Auto with Trailer	Truck	Truck & Trailer	Truck & 2 Trailers	Motor-cycle	Bus	Bicycles	Hourly Traffic Totals	Percent of Vehicles Surveyed
0700 to 0800	3	2	5	0	0	0	2	7	0	0	0	0	19	4.2%
0800 to 0900	4	5	8	4	1	1	1	5	1	1	0	0	31	6.8%
0900 to 1000	12	4	4	1	3	1	0	8	0	1	0	0	34	7.5%
1000 to 1100	15	5	4	3	0	0	0	4	2	1	0	0	34	7.5%
1100 to 1200	11	8	10	2	2	1	1	5	0	4	0	0	44	96.7%
1200 to 1300	12	3	6	4	1	1	1	3	0	0	0	0	31	6.8%
1300 to 1400	10	8	15	3	2	1	0	5	2	1	0	0	47	10.4%
1400 to 1500	11	5	6	3	2	0	2	6	0	0	1	0	36	7.9%
1500 to 1600	14	5	7	4	7	0	1	8	1	0	3	0	50	11.0%
1600 to 1700	14	1	9	5	2	0	1	7	2	0	2	0	43	9.5%
1700 to 1800	16	6	6	4	4	1	0	11	1	1	0	0	50	11.0%
1800 to 1900	12	2	8	1	3	1	0	7	0	0	0	0	34	7.5%
Totals	134	54	88	34	27	7	9	76	9	9	6	0	**453**	
% of Total	29.6	11.9	19.4	7.5	6.0	1.5	2.0	16.8	2.0	2.0	1.3	0.0		

Table XIII

Vehicle Classification at Coso Station

Date: **8/2/00** PM: **29.432** County: **Inyo**

Time	Auto	SUV	Pick-up	Van	RV	Auto with Trailer	Truck	Truck & Trailer	Truck & 2 Trailers	Motor-cycle	Bus	Bicycles	Hourly Traffic Totals	Percent of Vehicles Surveyed
0700 to 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0800 to 0900	0	0	0	0	0	0	0	0	0	6	0	0	0	0.0%
0900 to 1000	148	70	91	47	21	25	28	49	9	0	0	0	494	22.2%
1000 to 1100	71	33	38	28	10	4	3	27	4	0	0	0	218	9.8%
1100 to 1200	53	42	37	29	8	5	7	21	1	0	0	0	203	9.1%
1200 to 1300	65	36	35	21	18	19	6	22	0	1	0	0	223	10.0%
1300 to 1400	73	33	45	25	11	9	5	26	1	2	1	0	231	10.4%
1400 to 1500	58	37	30	27	7	6	7	35	1	4	0	0	212	9.5%
1500 to 1600	54	24	34	16	10	13	1	34	1	0	0	0	187	8.4%
1600 to 1700	48	31	32	15	10	9	7	27	1	0	1	0	181	8.1%
1700 to 1800	34	29	27	7	6	11	2	21	1	0	0	0	138	6.2%
1800 to 1900	40	23	22	9	8	10	8	22	0	0	0	0	142	6.4%
Totals	644	358	391	224	109	111	74	284	19	13	2	0	**2229**	
% of Total	28.9	16.1	17.5	10.0	4.9	5.0	3.3	12.7	0.9	0.6	0.1	0.0		

Table XIII (continued)

Vehicle Classification at Coso Station

Date: **8/4/00** PM: **29.432** County: **Inyo**

Table XIV

Time	Auto	SUV	Pick-up	Van	RV	Auto with Trailer	Truck	Truck & Trailer	Truck & 2 Trailers	Motor-cycle	Bus	Bicycles	Hourly Traffic Totals	Percent of Vehicles Surveyed
0700 to 0800	71	34	53	23	8	12	1	25	4	0	0	0	231	6.2%
0800 to 0900	75	44	48	27	14	17	10	20	2	2	0	0	259	7.0%
0900 to 1000	112	70	50	58	11	35	2	13	1	8	0	0	360	9.7%
1000 to 1100	98	65	71	40	8	28	10	23	0	2	0	0	345	9.3%
1100 to 1200	116	66	55	56	12	11	4	22	0	1	0	0	343	9.2%
1200 to 1300	122	60	48	43	9	15	7	23	0	4	1	0	332	8.9%
1300 to 1400	112	741	65	38	9	18	3	21	1	1	1	0	343	9.2%
1400 to 1500	19	77	65	49	13	11	4	24	1	3	1	0	357	9.6%
1500 to 1600	99	77	45	29	13	12	3	14	0	3	2	0	297	8.0%
1600 to 1700	107	71	50	29	11	22	8	17	0	0	0	0	315	8.5%
1700 to 1800	72	61	60	30	7	20	4	21	0	0	0	0	275	7.4%
1800 to 1900	75	73	54	27	7	5	8	15	0	4	0	0	268	7.2%
Totals	1168	772	664	449	122	206	64	238	9	28	5	0	**3725**	
% of Total	31.4	20.7	17.8	12.1	3.3	5.5	1.7	6.4	0.2	0.8	0.1	0.0		

Vehicle Classification at Sonora Station

Date: **8/16/00** PM: **15.15** County: **Mono**

Time	Auto	SUV	Pick-up	Van	RV	Auto with Trailer	Truck	Truck & Trailer	Truck & 2 Trailers	Motor-cycle	Bus	Bicycles	Hourly Traffic Totals	Percent of Vehicles Surveyed
0700 to 0800	4	4	2	1	0	1	1	0	0	0	0	0	13	3.0%
0800 to 0900	8	4	6	1	0	0	2	1	0	0	0	0	22	5.1%
0900 to 1000	8	2	10	0	0	0	2	0	0	0	1	0	23	5.3%
1000 to 1100	8	5	13	1	0	0	0	0	0	1	0	0	28	6.5%
1100 to 1200	6	10	9	1	0	1	3	1	0	1	0	0	32	7.4%
1200 to 1300	14	8	13	4	2	0	3	1	0	2	0	0	47	10.9%
1300 to 1400	7	9	8	2	1	0	1	1	0	1	0	0	30	7.0%
1400 to 1500	12	10	11	2	0	5	1	3	0	0	0	0	44	10.2%
1500 to 1600	12	12	12	4	0	0	1	0	0	0	0	0	41	9.5%
1600 to 1700	22	12	16	2	0	0	1	1	0	0	0	0	54	12.5%
1700 to 1800	23	11	21	2	0	0	1	0	0	2	1	0	61	14.2%
1800 to 1900	10	6	15	2	0	1	0	2	0	0	0	0	36	8.4%
Totals	134	93	136	22	3	8	16	10	0	7	2	0	**431**	
% of Total	31.1	21.6	31.6	5.1	0.7	1.9	3.7	2.3	0.0	1.6	0.5	0.0		

Table XIV (continued)

Vehicle Classification at Sonora Station

Date: **8/18/00** PM: **15.15** County: **Mono**

Time	Auto	SUV	Pick-up	Van	RV	Auto with Trailer	Truck	Truck & Trailer	Truck & 2 Trailers	Motor-cycle	Bus	Bicycles	Hourly Traffic Totals	Percent of Vehicles Surveyed
0700 to 0800	9	10	9	1	1	1	2	1	0	0	1	0	35	5.7%
0800 to 0900	9	8	16	2	0	1	0	0	0	2	0	0	38	6.1%
0900 to 1000	6	6	12	2	0	3	1	0	0	1	2	0	33	5.3%
1000 to 1100	4	14	10	7	3	2	0	0	0	0	0	0	40	6.5%
1100 to 1200	14	12	18	2	1	3	0	1	0	0	0	0	51	8.2%
1200 to 1300	14	5	12	4	1	2	0	2	0	2	0	0	42	6.8%
1300 to 1400	11	13	15	3	2	5	1	1	0	0	0	0	51	8.2%
1400 to 1500	12	12	12	9	0	4	1	1	0	29	0	0	80	12.9%
1500 to 1600	24	8	19	6	1	1	0	1	0	11	0	0	71	11.5%
1600 to 1700	13	11	13	6	0	2	1	1	0	14	0	0	61	9.9%
1700 to 1800	19	12	13	2	0	6	1	0	0	6	0	0	59	9.5%
1800 to 1900	18	9	20	3	0	3	0	0	0	5	0	0	58	9.4%
Totals	153	120	169	47	9	33	7	8	0	70	3	0	**619**	
% of Total	24.7	19.4	27.3	7.6	1.5	5.3	1.1	1.3	0.0	11.3	0.5	0.0		

Table XV

Vehicle Classification at Sweetwater Station

Date: **8/9/00** PM: **0.000** County: **Mono**

Time	Auto	SUV	Pick-up	Van	RV	Auto with Trailer	Truck	Truck & Trailer	Truck & 2 Trailers	Motor-cycle	Bus	Bicycles	Hourly Traffic Totals	Percent of Vehicles Surveyed
0700 to 0800	13	9	15	1	0	2	0	2	0	0	1	2	45	7.3%
0800 to 0900	10	10	21	2	0	3	3	2	0	0	0	5	56	9.0%
0900 to 1000	7	9	21	1	1	3	1	0	0	0	0	1	44	7.1%
1000 to 1100	10	8	17	2	1	3	3	0	0	3	0	1	48	7.8%
1100 to 1200	13	10	29	5	2	4	3	2	0	0	0	1	69	11.1%
1200 to 1300	14	8	25	5	0	1	4	1	1	0	0	3	62	10.0%
1300 to 1400	9	13	20	4	1	2	4	0	0	0	0	1	54	8.7%
1400 to 1500	12	17	18	0	1	1	11	0	0	0	0	1	61	9.9%
1500 to 1600	14	6	21	7	1	1	4	0	0	3	0	1	58	9.4%
1600 to 1700	13	10	17	2	2	1	1	0	0	0	0	1	47	7.6%
1700 to 1800	12	10	18	5	1	0	0	1	0	0	1	2	50	8.1%
1800 to 1900	14	3	6	0	0	0	2	0	0	0	0	0	25	4.0%
Totals	141	113	228	34	10	21	36	8	1	6	2	19	**619**	
% of Total	22.8	18.3	36.8	5.5	1.6	3.4	5.8	1.3	0.2	1.0	0.3	3.1		

Table XV (continued)

Vehicle Classification at Sweetwater Station

Date: **8/11/00** PM: **0.000** County: **Mono**

Time	Auto	SUV	Pick-up	Van	RV	Auto with Trailer	Truck	Truck & Trailer	Truck & 2 Trailers	Motor-cycle	Bus	Bicycles	Hourly Traffic Totals	Percent of Vehicles Surveyed
0700 to 0800	23	6	14	0	0	3	0	0	0	0	1	2	49	7.4%
0800 to 0900	11	11	26	3	0	1	2	0	0	0	0	3	57	8.6%
0900 to 1000	6	7	22	3	2	2	0	1	0	0	0	1	44	6.6%
1000 to 1100	14	14	16	2	1	8	2	3	0	0	0	0	60	9.0%
1100 to 1200	5	6	20	6	1	2	0	1	0	0	0	1	42	6.3%
1200 to 1300	13	14	26	0	1	5	2	1	0	0	0	2	64	9.6%
1300 to 1400	16	10	27	4		5	1	0	0	2	0	1	66	9.9%
1400 to 1500	21	20	28	0	2	6	5	0	0	2	2	2	88	13.2%
1500 to 1600	14	13	13	5	1	4	2	0	0	1	0	1	54	8.1%
1600 to 1700	9	11	19	4	0	0	1	0	0	2	0	1	47	7.1%
1700 to 1800	14	11	19	2	1	1	0	1	0	0	1	0	50	7.5%
1800 to 1900	11	9	20	3	0	1	0	0	0	0	0	0	44	6.6%
Totals	157	132	250	32	9	38	15	7	0	7	4	14	**665**	
% of Total	23.6	19.8	37.6	4.8	1.4	5.7	2.3	1.1	0.0	1.1	0.6	2.1		