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The purpose of this study is to increase knowledge of roadside rest use in order that policy for their construction and a better basis for their design may be formulated.

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SAFETY ROADSIDE REST VEHICLE USE STUDY

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SAFETY ROADSIDE REST VEHICLE USE STUDY

THE PROBLEM

Firm criteria for location of safety roadside rests along the State highway network have been lacking. Knowledge of how much people use them and the type of facilities to provide are also deficient.

The purpose of this study is to increase knowledge of roadside rest use in order that policy for their construction and a better basis for their design may be formulated.

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FINDINGS

People do use roadside rests. Their patronage represents their vote in favor of rest areas. Polled California motorists' opinion is overwhelmingly favorable to roadside rests.

Relative to passing traffic the number of rest area users is small, about 5% on the average. Yet cumulatively this small percent adds up to more than 10,000,000 vehicles per year at 81 existing roadside rests.

At an average occupancy of 3 persons per vehicle, a figure established in prior studies, this amounts to over 30,000,000 visitors per year. By contrast, total paid attendance at all major league baseball games in the United States in 1971 was 29,000,000. Cal Expo in all of its activities had 1,772,000 visitors in 1972, about half of them during the 20-day fair. Cal Expo has cost $23 million to date. All existing roadside rests, excluding right of way, have cost $11.7 million, 83% Federally funded.....half the cost, seventeen times the use.

To build or not to build safety roadside rests revolves about the question, "What is a highway?" A highway is man's structuring of nature to his own designs in order to facilitate transportation. By law and by construction policy a highway directs a motorist, whether he wills or not, in a strictly confined environment. Man needs not only to drive within this environment, but occasionally to rest from it. A highway should provide not only for driving upon it, but also for meeting the needs of those who wish to stop along it.

257 existing or proposed California Safety Roadside Rest Master Plan rest areas were studied. Of these, 174 are on a 3,000 mile interconnected rural road network, extending between large cities and consisting mostly of existing or proposed freeways, priority for construction.

This 3,000 mile network carries a large proportion of California long distance travel. In 1973, 14,500,000,000 vehicle miles of travel will be developed on this network, 12% of all California travel. Each of 23 smallest states in the union do not have this much travel on all of their streets, roads and highways.

If the 174 rest areas were all operational in 1973, 27,000,000 vehicles carrying 81,000,000 persons would use them. Spaced twice as far apart, these rest areas would serve about half as many persons since most people use a rest area to satisfy needs of the moment--not to make planned, spaced stops. How do you know this?

A large proportion of rest area use is by the rapidly increasing number of recreational vehicles. Many of these vehicles provide sleeping accomodations requiring only a place to park and access to basic facilities. Whether overnight facilities should be provided in rest areas to accomodate this type of vehicle has not been determined.

The issue of rest area overnight parking is part of the larger problem of providing for recreational vehicles along roads throughout the State, particularly in recreational areas, and of protecting the environment in doing so. A separate study should be made of who should play what role in the solution of this problem.

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CHART A

UNADJUSTED USAGE RELATIONSHIPS

Traffic counts are available for 65 existing roadside rests and for the entire State Highway System. From these traffic counts it is possible to determine the average daily traffic on the highway as it approaches a roadside rest and the average daily traffic using the roadside rest.

Rest area users have been plotted on the chart at right in order to compare with highway traffic approaching each roadside rest.

Poor correlation exists between the number of rest area users and the amount of approaching highway traffic. The points plotted for rural freeway locations, free from the influence of cities, appear to fall into a fairly consistent pattern, the X's, and all other plots, the dots, are widely dispersed. The smaller amount of traffic using these other locations is apparently due to the influence of differing characteristics.

In order to predict future rest area use it was necessary to determine the differing characteristics which affect existing rest area use.

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SAFETY ROADSIDE REST VEHICLE USE STUDY

CHART A

ACTUAL USE PLOTTED AGAINST THE NUMBER OF VEHICLES ON HIGHWAY APPROACHING REST AREA

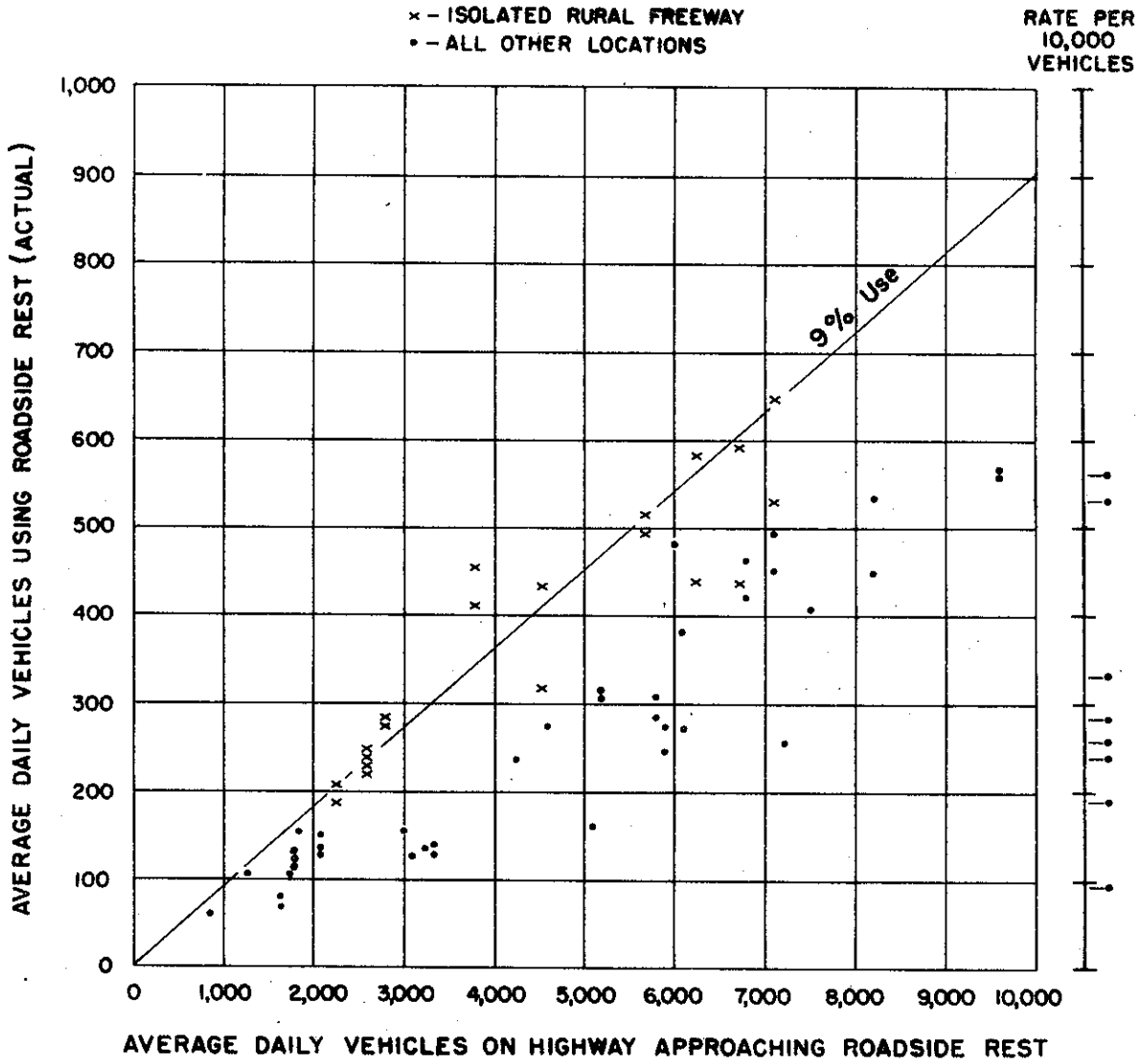

Chart A shows the number of rest area users plotted against the number of vehicles on the highway approaching each existing safety roadside rest. Comparisons with approaching volumes between 10,000 and 50,000 vehicles per day were proportionately reduced to a rate per 10,000 and plotted against the scale at right to illustrate their position relative to the 9% use line.

Roadside rests on rural freeways, removed from the influence of cities, average the maximum percent use by approaching traffic, 9% basic use. All other locations show a smaller percent usage.

The plotted points are widely dispersed and a coefficient of correlation of only 0.58 out of a possible 1.00 is computed from them.

The low correlation indicates that percent of approaching traffic volume is a poor predictor of how many vehicles will use a safety roadside rest.

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CHART B

USE PREDICTION BY CLASSIFICATION

The criteria for successful achievement in developing a roadside rest use prediction system is the degree of consistency with which the system reproduces actual conditions.

If it is possible to identify characteristics which upon application simulate actual use, then these same characteristics may be applied to estimate use of planned roadside rests.

Characteristics of the 65* existing, counted roadside rests were analyzed to establish a rest area use classification system. This system is composed of a series of percentage factors for estimating the number of potential roadside rest users in the stream of approaching traffic.

By applying these classification factors it was possible to move the black dots and x's of preceding Chart A horizontally left to produce the "best fit" pattern of predicted versus actual use shown in Chart B.

*67 points are plotted since the Westley rest areas were counted both before and after the opening of Route 5 to Wheeler Ridge...different AADT and traffic characteristics.

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SAFETY ROADSIDE REST VEHICLE USE STUDY

CHART B

ACTUAL USE PLOTTED AGAINST USE PREDICTED
BY APPLICATION OF THE CLASSIFICATION FACTORS

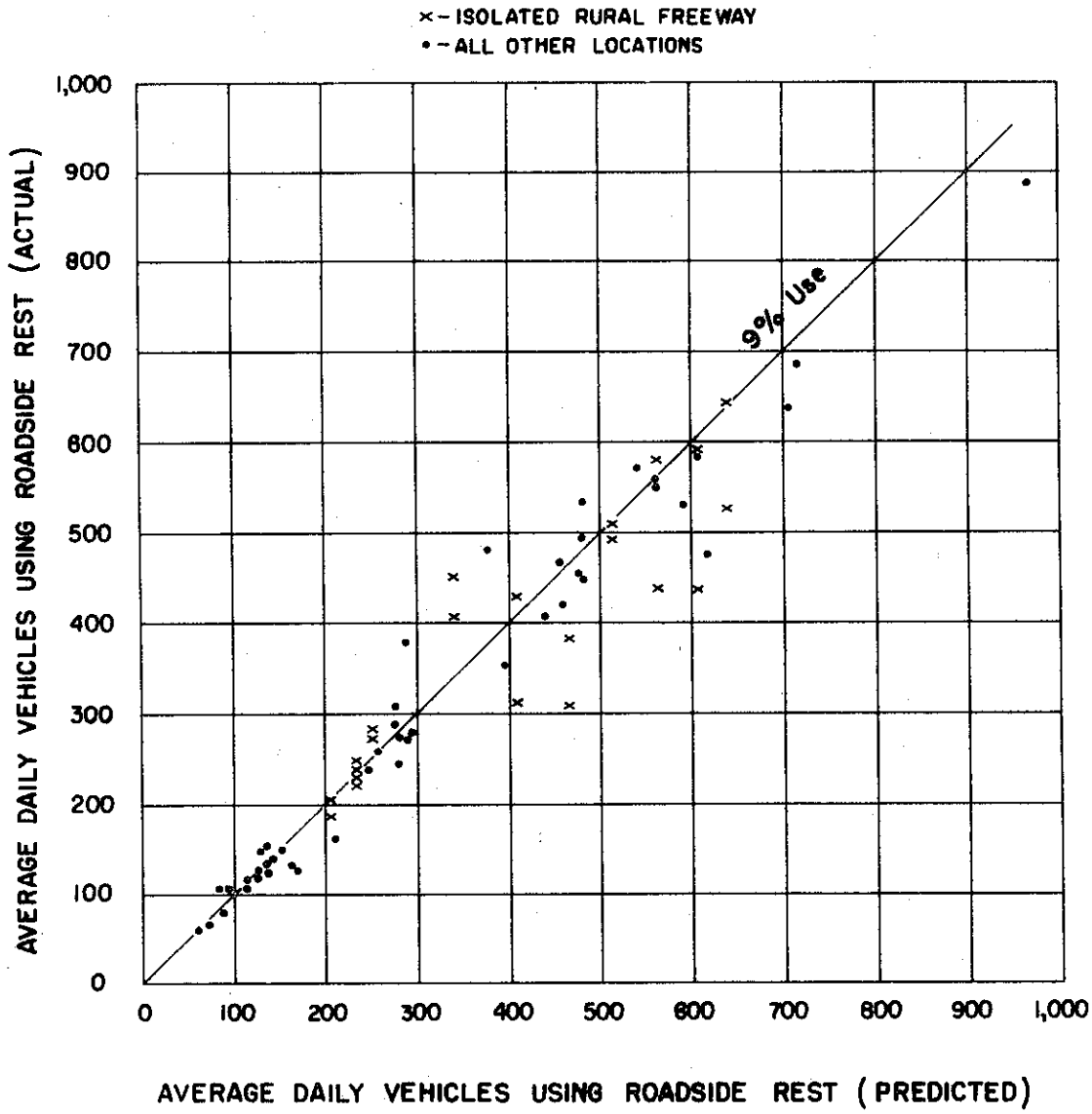

Chart B shows actual versus predicted use for each existing safety roadside rest.

Predicted use was determined by assigning a classification to each rest area based upon road type, proximity to cities, geographical location and travel characteristics. The 9% basic use by approaching traffic was modified by adjustment factors depending upon assigned classification.

With use of the classification factors a coefficient of correlation of 0.97 was achieved. The standard error of estimate of the plotted points is only 14%.

Such close correlation indicates that good use predictions for roadside rests should result from:

- accurate approaching main line annual average daily traffic estimation.
- successful classification of the roadside rest.

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EXHIBIT C

USE CLASSIFICATION

The California road map at right, with accompanying description, shows the principal elements of the roadside rest use classification system.

Use classification factors for the most part vary according to freeway or nonfreeway, proximity to cities, and geographical area.

The northern regional boundary encompasses all San Francisco Bay Area cities, Sacramento and Stockton. All Los Angeles area cities, San Diego, San Bernardino-Riverside and Santa Barbara-Ventura are included in the south. By definition, these are "large cities".

Also shown are the edge of the desert and the edge of the seacost and redwoods vacation area. Reno and Las Vegas, Nevada, and the Lake Tahoe basin are identified as major traffic generators.

The system of classification factors and an example illustrating their use is shown to the right of the map.

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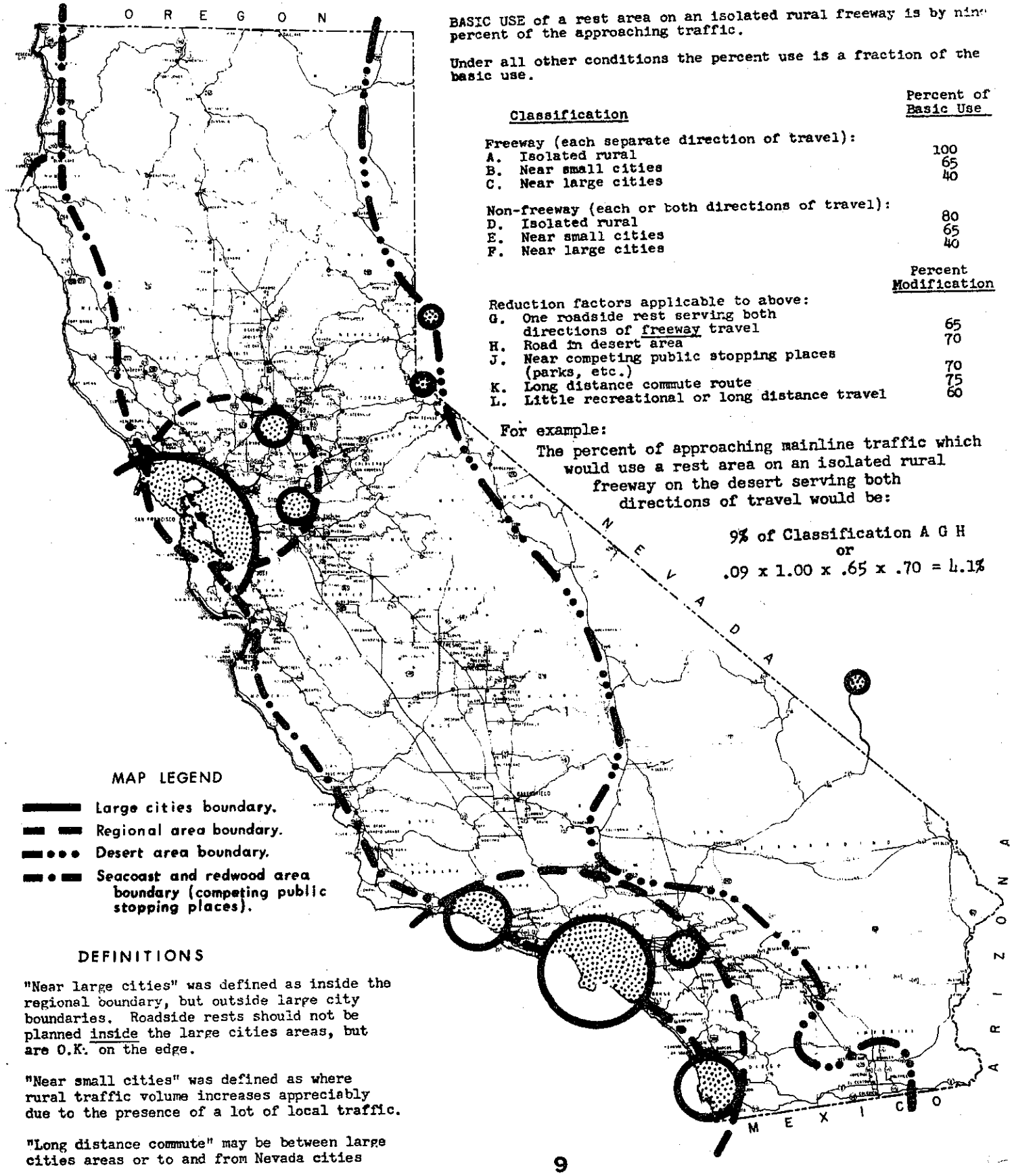
SAFETY ROADSIDE REST VEHICLE USE STUDY

Map showing general areas of use classification

EXHIBIT C



SAFETY ROADSIDE REST VEHICLE USE CLASSIFICATION FACTORS

BASIC USE of a rest area on an isolated rural freeway is by nine percent of the approaching traffic.

Under all other conditions the percent use is a fraction of the basic use.

Classification	Percent of Basic Use
Freeway (each separate direction of travel):	
A. Isolated rural	100
B. Near small cities	65
C. Near large cities	40
Non-freeway (each or both directions of travel):	
D. Isolated rural	80
E. Near small cities	65
F. Near large cities	40

Reduction factors applicable to above:	Percent Modification
G. One roadside rest serving both directions of freeway travel	65
H. Road in desert area	70
J. Near competing public stopping places (parks, etc.)	70
K. Long distance commute route	75
L. Little recreational or long distance travel	60

For example:

The percent of approaching mainline traffic which would use a rest area on an isolated rural freeway on the desert serving both directions of travel would be:

9% of Classification A G H
or
.09 x 1.00 x .65 x .70 = 4.1%

DEFINITIONS

"Near large cities" was defined as inside the regional boundary, but outside large city boundaries. Roadside rests should not be planned inside the large cities areas, but are O.K. on the edge.

"Near small cities" was defined as where rural traffic volume increases appreciably due to the presence of a lot of local traffic.

"Long distance commute" may be between large cities areas or to and from Nevada cities

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EXHIBIT D

SUMMARY TABLE I

Using the classification factor system developed for this study, an analysis was made of the 257 existing or proposed roadside rests of the California Safety Roadside Rest Master Plan. This analysis determined the use vehicles would make of each roadside rest.

The detailed analysis of each rest area is contained in the appendix. The results of the 257 analyses were summarized into six classification groupings, the averages of which are shown in the table at right.

From this table it may be seen that:

- Rest areas on rural freeways at isolated locations number 108, the largest single grouping.
- Rest areas on freeways near cities have the most users, an average of 570 per day per roadside rest near small cities, 540 near large.
- Rest areas on isolated rural freeways are used by the highest percent of passing traffic, 7.7 percent on the average.
- The average number of freeway rest area users, 430, is more than $3\frac{1}{2}$ times the average number for non-freeways, 120.
- More than 87% of Master Plan rest area use, 26,900,000 vehicles per year, would be on freeways.
- State highway traffic approaching all roadside rests studied is increasing at the rate of 6.5% per year. This is a 40% greater rate than the 4.6% per year travel increase for all streets, roads and highways in California.

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SUMMARY TABLE I

SAFETY ROADSIDE REST VEHICLE USE STUDY

SUMMARY OF AVERAGE VEHICLES BY REST AREA GROUP

SAFETY ROADSIDE REST		NUMBER OF REST AREAS AVERAGED	1973 AADT		PERCENT OF REST AREA USERS	REST AREA* VEHICLES IN A YEAR	APPROACHING MAINLINE TRAFFIC VOLUME GROWTH RATE
GROUP	DESCRIPTION		APPROACHING MAINLINE	REST AREA			
I	Isolated rural freeway A classification	108	4,700	360	7.7	14,100,000	7.2%
II	Freeway near small cities B classification	37	10,600	570	5.4	7,700,000	5.7%
III	Freeway near large cities C classification	26	23,500	540	2.3	5,100,000	6.6%
	GROUPS I, II and III All freeways	171	8,800	430	4.9	26,900,000	6.6%
IV	Non-freeway, isolated, rural, not in desert D class. (part of)	37	1,900	125	6.6	1,700,000	5.5%
V	Non-freeway near small or large cities E & F classification	12	4,600	200	4.3	900,000	6.1%
VI	Non-freeway in desert D class. (part of)	37	1,750	90	5.1	1,200,000	6.7%
	GROUPS IV, V and VI All non-freeways	86	2,200	120	5.4	3,800,000	6.1%
	ALL GROUPS	257	6,600	330	5.0	30,700,000	6.5%

* Grand total for all rest areas in group.

Note: The weighted average percent of rest area users for GROUPS I and II combined is 6.9%.

EXHIBIT D

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EXHIBIT E

SUMMARY TABLE II

The six classification groupings into which the 257 Master Plan roadside rests were divided vary a great deal in use by time of the year and by type of vehicle.

The averages at right show that a typical high volume day in the summer (10th highest day) can have twice as many rest area users as the average day of the year.

A typical high volume hour in the summer (30th peak hour) can have up to 28% as many rest area users as the average day of the year.

All trucks and all autos and pickups pulling trailers are defined as lengthy vehicles. These bulky, often difficult-to-maneuver vehicles comprise about 20% of rest area users and require more parking space. Trucks are present more on week days than weekends, autos and pickups pulling trailer vice versa.

Recreational vehicles are defined as autos and pickups pulling trailers* (once again) and campers, camper-shelled pickups, motor homes, minibus campers, etc. Most recreational vehicles in a roadside rest appear to use the truck parking areas, campers often parking two in a single truck parking stall.

Recreational vehicles and trucks comprise less than 50% of rest area users on an average day but they represent more, often considerably more, than 50% on a high-volume day.

* A few autos and pickups pulling trailers are used for other than recreational purposes.

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SUMMARY TABLE II

SAFETY ROADSIDE REST VEHICLE USE STUDY

SUMMARY OF AVERAGE VEHICLES BY REST AREA GROUP

SAFETY ROADSIDE REST		NUMBER OF REST AREAS AVERAGED	1973 TRAFFIC VOLUME QUOTED FOR:	TOTAL VEHICLES RATIO TO AVERAGE		LENGTHY VEHICLES PERCENT OF TOTAL		RECREATIONAL VEHICLES PERCENT OF TOTAL	
GROUP	DESCRIPTION			VOLUME	RATIO	VOLUME	PERCENT	VOLUME	PERCENT
I	Isolated rural freeway A classification	108	10TH HIGHEST DAY	690	1.92	125	18%	300	43%
			ANNUAL AVERAGE DAY	360	1.00	70	19%	90	25%
			30TH PEAK HOUR	70	0.19	15	21%	30	43%
II	Freeway near small cities B classification	37	10TH HIGHEST DAY	940	1.65	200	21%	390	41%
			ANNUAL AVERAGE DAY	570	1.00	125	22%	140	25%
			30TH PEAK HOUR	100	0.18	20	20%	40	40%
III	Freeway near large cities C classification	26	10TH HIGHEST DAY	860	1.59	130	15%	295	34%
			ANNUAL AVERAGE DAY	540	1.00	105	19%	110	20%
			30TH PEAK HOUR	90	0.17	15	17%	30	33%
	GROUPS I, II and III All freeways	171	10TH HIGHEST DAY	770	1.79	140	18%	320	42%
			ANNUAL AVERAGE DAY	430	1.00	90	21%	105	24%
			30TH PEAK HOUR	80	0.19	15	19%	33	41%
IV	Non-freeway, isolated, rural, not in desert D class. (part of)	37	10TH HIGHEST DAY	260	2.08	40	15%	115	44%
			ANNUAL AVERAGE DAY	125	1.00	20	16%	30	24%
			30TH PEAK HOUR	35	0.28	6	17%	15	43%
V	Non-freeway near small or large cities E & F classification	12	10TH HIGHEST DAY	335	1.72	45	13%	105	31%
			ANNUAL AVERAGE DAY	195	1.00	25	13%	40	21%
			30TH PEAK HOUR	40	0.21	5	13%	15	38%
VI	Non-freeway in desert D class. (part of)	37	10TH HIGHEST DAY	200	2.22	50	25%	120	60%
			ANNUAL AVERAGE DAY	90	1.00	20	22%	30	33%
			30TH PEAK HOUR	25	0.28	7	28%	15	60%
	GROUPS IV, V and VI All non-freeways	86	10TH HIGHEST DAY	245	2.04	45	18%	115	47%
			ANNUAL AVERAGE DAY	120	1.00	20	17%	30	25%
			30TH PEAK HOUR	30	0.25	6	20%	15	50%
	ALL GROUPS	257	10TH HIGHEST DAY	600	1.82	110	18%	250	42%
			ANNUAL AVERAGE DAY	330	1.00	65	20%	80	24%
			30TH PEAK HOUR	65	0.20	12	18%	30	46%

EXHIBIT E

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EXHIBIT F

PRIORITY NETWORK

The north and south regional boundaries, those of the large cities, and the Nevada traffic generators are shown on this map to aid in understanding the heavily-accented road network.

This 3,000-mile road network has 174 California Safety Roadside Rest Master Plan rest areas. These rest areas would serve about 27,000,000 vehicles per year if all were in use in 1973.

Conclusions which may be drawn concerning their road network are:

- Based upon its status as freeway, the number of persons who would use its rest areas and continuity of rest area spacing for long-distance travellers, the road network shown on this map should be considered priority for roadside rest construction.

- Priority among rest areas within this network should be based upon the greatest number of estimated users except when conditions encountered in planning may occasionally require priority shifts.

This road network is composed entirely of freeways except for some portions not yet constructed as freeway and four short route segments that would serve in conjunction with freeways to provide continuity of rest area spacing for long-distance travellers.

Roadside rests on freeways are important because freeways have different characteristics than any other type of road:

- Freeways carry 50% of rural State highway travel and 30% of <u>all</u> California rural travel, regardless of road jurisdiction.

- Freeways carry most of the long distance travel in California over long, often boring miles and their drivers need to take a "break" occasionally.

- Many millions more drivers would use freeway roadside rests than those on any other type of road.

- Freeway speeds are faster.

- Freeway shoulders are highly structured and of standardized width which seldom provide safe stopping opportunities.

- As revealed by traffic volume and recreational vehicle growth rates, people are increasingly using freeways to reach recreational areas.

- Freeways carry most out-of-state traffic and present an image of California to incoming motorists.

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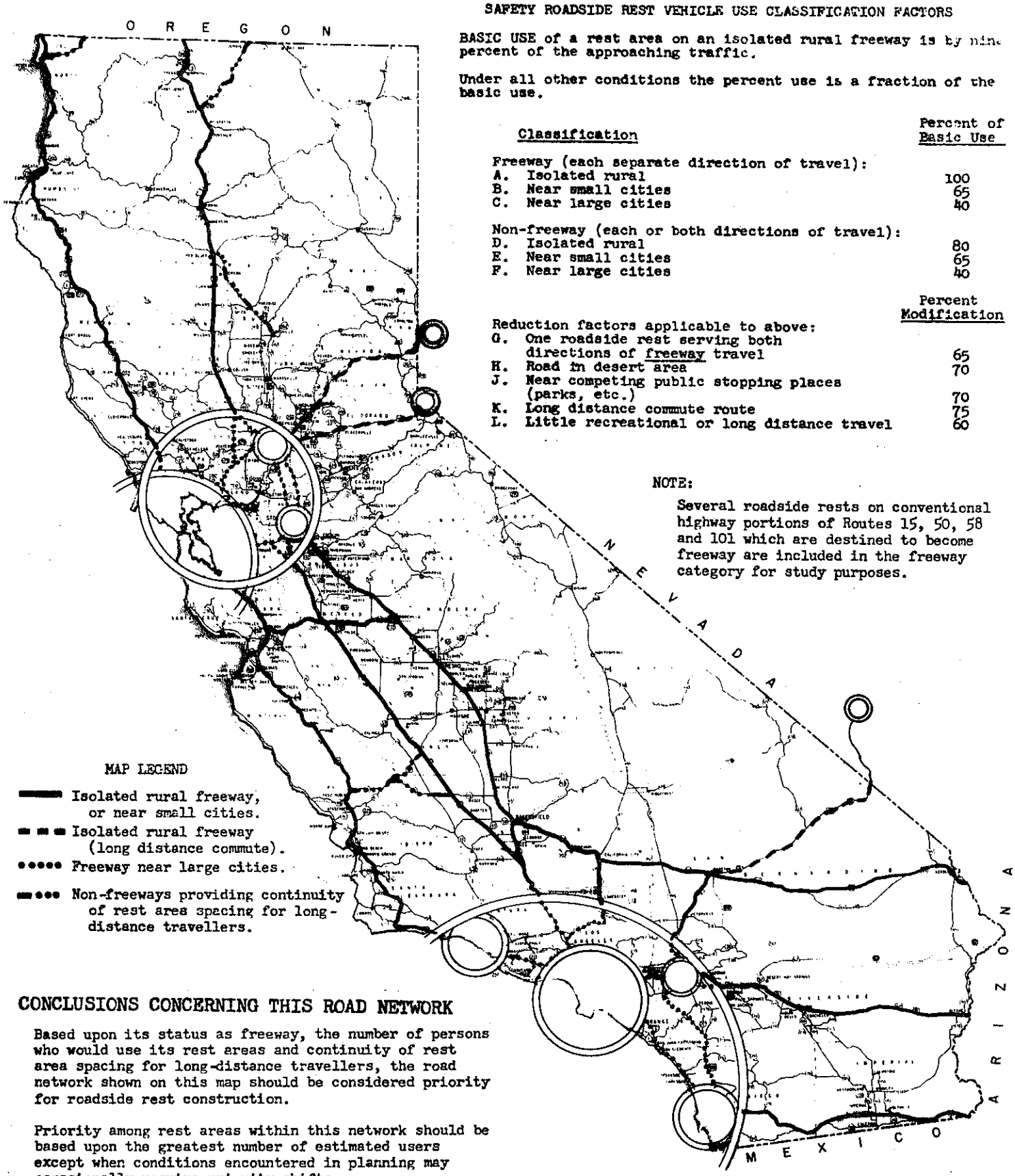
SAFETY ROADSIDE REST VEHICLE USE STUDY

Map showing the road network where the highest incidence of safety roadside rest use would occur.

EXHIBIT F



SAFETY ROADSIDE REST VEHICLE USE CLASSIFICATION FACTORS

BASIC USE of a rest area on an isolated rural freeway is by nine percent of the approaching traffic.

Under all other conditions the percent use is a fraction of the basic use.

Classification	Percent of Basic Use
Freeway (each separate direction of travel):	
A. Isolated rural	100
B. Near small cities	65
C. Near large cities	40
Non-freeway (each or both directions of travel):	
D. Isolated rural	80
E. Near small cities	65
F. Near large cities	40

Reduction factors applicable to above:	Percent Modification
G. One roadside rest serving both directions of freeway travel	65
H. Road in desert area	70
J. Near competing public stopping places (parks, etc.)	70
K. Long distance commute route	75
L. Little recreational or long distance travel	60

NOTE:

Several roadside rests on conventional highway portions of Routes 15, 50, 58 and 101 which are destined to become freeway are included in the freeway category for study purposes.

MAP LEGEND

- Isolated rural freeway, or near small cities.
- Isolated rural freeway (long distance commute).
- Freeway near large cities.
- Non-freeways providing continuity of rest area spacing for long-distance travellers.

CONCLUSIONS CONCERNING THIS ROAD NETWORK

Based upon its status as freeway, the number of persons who would use its rest areas and continuity of rest area spacing for long-distance travellers, the road network shown on this map should be considered priority for roadside rest construction.

Priority among rest areas within this network should be based upon the greatest number of estimated users except when conditions encountered in planning may occasionally require priority shifts.

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TYPE OF USE

Traffic which uses a roadside rest is different from other traffic on the road.

Long vehicles, bulky vehicles, vehicles pulling trailers, and those which carry loads lashed upon or about them represent 40% to 50% of a roadside rest users.

Recreational vehicles approaching a rest area are 2½ times more likely to stop than the average vehicle. Trucks often stop 2 times more frequently.

Roadside rest traffic fluctuates 35% more than highway main line traffic seasonally, from winter to summer. Weekend use is far heavier than weekday use. Depending upon location, recreational vehicles are 3 to 6 times more likely to be using rest areas during a summertime weekend than during the average day of the year.

The percent of peak period traffic using a roadside rest will be 20% to 25% higher than the corresponding percent for those vehicles passing by on the road. Apparently more drivers seek relief from driving under conditions of traffic congestion.

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AMOUNT OF USE

A roadside rest cannot be compared with a parking lot to gauge its amount of use. Parking lots often seem rather full, roadside rests rather empty.

However, the turnover rate, or changing occupancy of a parking stall, is much greater in a rest area. Most persons stop in a roadside rest for only a few minutes.

Turnover rates of more than 5 times in a hour have been commonly recorded during peak occupancy periods. This assumes constant 100% occupancy of each parking stall.

By contrast, in the year 1972 the City of Sacramento's seven busiest downtown parking lots and garages served a daily average of 4,938 vehicles for a turnover rate of 1.2 vehicles per day.

These seven parking facilities in 1972 served the following number of motor vehicles:

Parking Facility	Annual Vehicles	Total Parking Stalls	Vehicles Per Stall Per Year
1. 11th and L Streets	438,640	958	458
2. 7th and L Streets	374,468	578	648
3. 4th and L Streets	348,625	604	577
4. 6th and L Streets	248,610	1,220	204
5. 11th and I Streets	242,044	641	378
6. 13th and I Streets	93,492	205	456
7. 14th and H Streets	61,520	167	368
TOTAL	1,807,399	4,373	AVERAGE - 441

By contrast, during 1973 California's seven busiest roadside rests will serve the following number of motor vehicles:

Rest Area	Annual Vehicles	Total Parking Stalls	Vehicles Per Stall Per Year
1. Fontana, WB	345,000	30	11,500
2. Wildwood, EB	266,000	26	10,230
3. Gavin Canyon, SB	263,000	22	11,950
4. Dunnigan, SB	257,000	31	8,290
5. Brookside, WB	245,000	30	8,170
6. Hunter Hill, WB	234,000	40	5,850
7. Red Bluff, SB	226,000	27	8,370
TOTAL	1,836,000	206	AVERAGE 9,190

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SAFETY CONSIDERATIONS

Along any road and among its drivers hundreds of conditions exist which individually or in combination could be the precipitating cause of a traffic accident.

Past studies have shown that it is not possible to isolate the presence or absence of safety roadside rests from myriad other circumstances to state with assurance the degree they contribute to traffic safety. However, reduction of traffic accidents on rural freeways remains a goal to be achieved by constant effort on numerous fronts.

Some pertinent accident statistics for the year 1971 are:

CALIFORNIA RURAL FREEWAY ACCIDENTS IN 1971

Reason	Fatal	Injury	Property Damage Only	Total
All reasons	303	3,747	6,136	10,186
of these:				
Asleep or fatigued	28	370	348	746
Hit parked vehicle	14	89	124	227

and for contrast:

CALIFORNIA RURAL CONVENTIONAL STATE HIGHWAY ACCIDENTS IN 1971

Reason	Fatal	Injury	Property Damage Only	Total
All reasons	777	11,184	16,794	28,755
of these:				
Asleep or fatigued	23	281	226	530
Hit parked vehicle	3	85	274	362

Tired, nonalert drivers are a danger to themselves and to others on any type of road.

Although travel is about equal for California rural freeways and for conventional State highways, accidents are greatly reduced on the freeways. But the point to be made here is that accidents by tired, nonalert drivers are not less on freeways. Certainly if more freeway drivers were able to stop to stretch and relax, their accident number should decline.

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REST AREA SPACING

The very foundation of this Safety Roadside Rest Vehicle Use Study is the conclusion reached from analysis of available evidence that only a minor percent of the passing traffic stops at a roadside rest.

Roadside rests spaced either relatively close together along a route or many miles apart in isolated locations attract a comparable percent of passing traffic.

Differing degree of use from one roadside rest to another are not assignable to close or far spacing of rest areas, but to other causes. Chief among these other causes is proximity to cities with corresponding build up of local traffic which results in a decrease in percent of rest area users, but an increase in their number.

There has been the contention that roadside rest spacing can be related to desired trip length between stops and to frequency of stops by long distance travelers. Thinking has been that if a person stops at one rest area he will not have to stop again until a given number of miles or a certain amount of time has passed. Then provision should be made for him to stop again.

The average roadside rest on isolated rural freeways or rural freeways near small cities serves about 7% of passing traffic. Prior studies indicate that most roadside rest stops are to satisfy needs of the moment. It defies rational thought that the same 7 out of 100 drivers who had needs of the moment at one roadside rest will once again have them 30 or 40 or 60 miles down the road and the other 93 drivers will not.

On the other hand, if stopping again at the next rest area down the road is purely according to the laws of probability, only one chance in 15 exists that one of the prior rest area's 7 drivers will stop again, one chance in 500 that two will, one in 14,500 that three will etc. All others stopping would not have stopped at the prior roadside rest.

The probability theory explanation of rest area stops is far more credible than the planned stop theory or that a small segment of passing traffic, only the long distance traveler, will be inclined to avail himself of roadside rest services every so many measured miles and all other travelers will not.

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COMMENT J

If 7% of passing traffic stops at rest areas with 30-mile apart spacing and the same percent at rest areas with 60-mile apart spacing, then a statewide network of roadside rests with the latter spacing would serve about half as many people as one with the former.

The effect of closer than 30-mile apart spacing is unknown. However, the magnitude of funding and the availability of land, water, and other resources could preclude closer spacing at many locations even if closer spacing seemed otherwise desirable. Should the situation occur where existing rest areas along a route have reached capacity and cannot be enlarged, then adding new roadside rests at intermediate points might be an alternative.

The fact that the existing rest areas on Interstate 5 from Dunnigan northward are not only more numerous and more closely spaced than on other routes,but also attract the same or a greater percent of passing traffic than scattered rest areas elsewhere, is evidence that close spacing does not diminish the percent of users. For a driver to frequently see regularly spaced roadside rests and have confidence that the next one will be not far down the road may well be the roadside rest program's best advertisement.

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DESIGN CONSIDERATIONS

A single roadside rest serving both directions of traffic at a freeway interchange receives only 65% as much use as two rest areas, one on either side of the freeway. Perhaps this is due to the real or anticipated difficulty of negotiating tighter turns at ramp terminals or to reduced likelihood of the approaching motorist actually seeing the rest area. Where possible, a rest area visible to the approaching motorist with east-to-negotiate ramps should be designed.

Roadside rests on rural two-lane roads receive only 80% as much use as those on rural freeways, other factors being equal. Perhaps this is because all such units observed were on one side of the road, but serving both directions of traffic and some drivers are reluctant to make left turns against opposing traffic. Regardless of the reason, it is doubtful that building rest areas on two sides of low volume two-lane roads could be justified in hopes of a possible slight increase in the number of users.

Some roadside rests have been built on freeways at the edge of large cities for inbound traffic only. This study indicates that rest areas outbound at these same locations should receive generally equal use. Sometimes an imbalance of rest area use by direction of travel does exist but the difference in number of users is relatively small. Evidence is inconclusive that any directional difference can be assigned to inbound-outbound considerations.

However, the directional volume of traffic is the important element in determining roadside rest peak day and peak hour traffic volumes. Traffic outbound from large cities often peaks on Friday, inbound on Sunday. Truck traffic may peak on a different day than total vehicle traffic. It is important to determine peak period traffic since it must be accomodated for the roadside rest to function safely and adequately. Capacity requirements for each roadside rest are to be derived from the thirtieth peak hour.

Since peak periods vary from one day of the week to the next, one vehicle type to the next and will be influenced by differing lengths of stay of vehicles in the rest area it is necessary to strike the best balance among these variable factors in order to determine adequate capacity for peak period roadside rest use.

It is also necessary to anticipate short surges of user traffic increase during the thirtieth peak hour since traffic does not arrive at the rest area at evenly spaced intervals during an hour. A study to reveal the magnitude of these surges reveals that a standard deviation of 15% may be anticipated during high-volume hours hours in the rest area. Therefore an adjustment of two standard deviations, 30%, will compensate for most peak-period surges.

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In order to determine the effect of trucks upon rest area capacity, two conditions must be taken into account:

1. It is known that the percentage of trucks stopping at a rest area may be double that of approaching traffic, but such a low degree of confidence may be had in attempts to predict at which rest areas this will be true, double the number should be assumed for all rest areas. The detailed rest area listing in Appendix II identifies those rest areas where this assumption has already been made.

2. The peak hour for trucks was assumed in this study, too crudely, to be the same as for total vehicles since truck numbers were quite small. In fact, trucks during the thirtieth peak hour will be half or less the number computed in Appendix II. More accurate results will be obtained if a factor of 0.5 is applied.

It can be readily seen that the above two conditions under normal circumstances will offset each other.

Two kinds of parking stalls are identified--long stalls for trucks, autos with trailer and bulky campers and motor homes and short stalls for other vehicles. While not entirely true, it will be assumed that all types of campers use long stalls and park two to each stall. This will help allow for the increasing proportion of these types of vehicles over the years.

A turnover rate of four times during the thirtieth peak hour may be assumed. Turnover rates of more than five times have been commonly observed during peak hours, but the average turnover rate has been recorded closer to three times per hour....four times should be a reasonable figure to assume.

Observing the forementioned conditions, the following set of computations will determine roadside rest capacity making use of the thirtieth peak hour data detailed in Appendix II:

1. Each roadside rest total parking stall requirement is determined from the rest area total vehicle thirtieth peak hour volume:

   A. Multiply by 1.30 to compensate for short surges*
   B. Multiply by 0.25 for turnover rate*
   C. Round the result to the next highest whole number and add 1

*It is apparent that 1, A and B will produce a combined factor of 0.325 for computation. This also will be true for 2, C and D.

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The result is the total number of parking stalls.

2. To determine the number of long parking stalls:
   A. If the truck number has been doubled, halve it; otherwise accept the truck number during the thirtieth peak hour.
   B. To the truck number add thirtieth peak hour autos with trailer and one half the camper and motor home value (to 0.5 vehicles).
   C. Multiply B, above, by 1.30 to compensate for short surges.*
   D. Multiply B above by 0.25 for turnover rate.*
   E. Round the result to the next highest whole number.

3. To determine the number of short parking stalls:
   A. Subtract the number of long stalls from total stalls.

Using Appendix II location number 3, Camp Roberts, southbound direction, as an illustration:

1. Rest area total vehicle thirtieth peak hour = 98
   A. times 1.30 = 127.4
   B. times 0.25 = 31.9
   C. rounded, +1, = 33 total stalls

2. A. one-half of doubled truck number = 9
   B. Plus 10 autos with trailer, plus 30 X 0.5 campers = 34.0
   C. times 1.30 = 44.2
   D. times 0.25 = 11.1
   E. rounded = 12 long stalls

3. A. 33 - 12 = 21 short stalls

The number of parking stalls in actual operation at this rest area is 28 total, 7 long, 21 short.

If the year of construction is later than 1973, the number of parking stalls must be advanced to construction year at the short term annual growth rate provided in Appendix II.

If the desire is to provide for adequate capacity beyond the first year of operation, traffic growth to whatever design year is chosen must be accounted for. The short-term annual growth of Appendix II should not be used; rather long-term growth should be obtained from the district.

It is expected that the number of parking stalls of each type will often differ somewhat in design from the number computed due to space availability and design layout. Probably a minimum number of short stalls and long stalls should be established for low volume rest areas.

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RECREATIONAL VEHICLES

California traffic counts indicate that from the years 1969 to 1971 campers, camper-shelled pickups, motor homes, minibus campers, etc., increased at least 15% per year. National statistics show that the number of recreational vehicles, including travel trailers and camping trailers, increased 10% to 20% per year in the decade prior to 1971; 1972 sales were up sharply from 1971.

Use of recreational vehicles enables vacationers and retirees to lead a nomadic type of life, traveling new roads, visiting new areas. Drivers of these vehicles are attracted to the seashore, lakes, rivers, parks, forests, mountains and desert lands of California.

They use State highways to get to the recreation areas, lesser roads within these areas and they stop along the road. They stop to picnic or to camp at public and private campgrounds and trailer parks. They also stop on road shoulders, in turnouts, at unauthorized places on public lands, illegally on private lands, along city streets, in supermarket parking lots and in roadside rest areas.

Humans with human needs, the tax-paying public, persons using recreation vehicles represent a large and growing segment of California population. These people are on wheels; much of their time they spend enroute. Not too often do they stop at motels and restaurants. But their need for convenience is no less than those who do so. They need places to safely and conveniently stop.

Proper facilities are provided at many places where recreationists wish to stop, at trip termini in recreation areas and at a growing number of private campgrounds along major routes. These facilities often cannot accomodate periods of peak demand. Along the remaining roads of the State leading to and from recreation areas, public or private for-pay stopping areas are scarce and signs "POSTED, NO TRESPASSING" ubiquitous.

Uncontrolled, unprovided for, many recreational vehicle drivers will find their own stopping places. This can lead to desecration and pollution of public lands, invasion of private property and creation of a hazard when stops are made on road shoulders. The problem is growing, not diminishing.

It would seem that a number of groups have some degree of interest in the enroute recreational vehicle:

GROUP	INTEREST
Division of Highways	Safe and orderly movement of traffic; preservation of the roadside environment
Parks and Recreation	Provision for the recreationist
Department of Conservation	Natural resources preservation

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GROUP	INTEREST
Local Road Departments	Safe and orderly movement of traffic; preservation of the roadside environment
U.S. Forest Service	Provision for the recreationist and natural resources preservation
Law Enforcement Agencies	Protection of individuals and property rights
Private Campground Operators	Legitimate profit
Recreation Travel Clubs	Statement of needs and services required

Along freeways, in addition to conventional roadside rest facilities there may be a need to provide for overnighters. Along lesser highways and roads a different type of facility may be in order providing for overnighters, but also able to accomodate the casual stopper.

A joint investigation appears to be in order to consider a program for and assess the impact of along-the-conventional-road public stopping areas and freeway overnight facilities. The numerous interested groups should have their opinions and needs represented, areas of responsibility agreed upon and site location criteria, standards, ways and means defined.

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SAFETY ROADSIDE REST VEHICLE USE STUDY

APPENDIX I

STUDY METHODS

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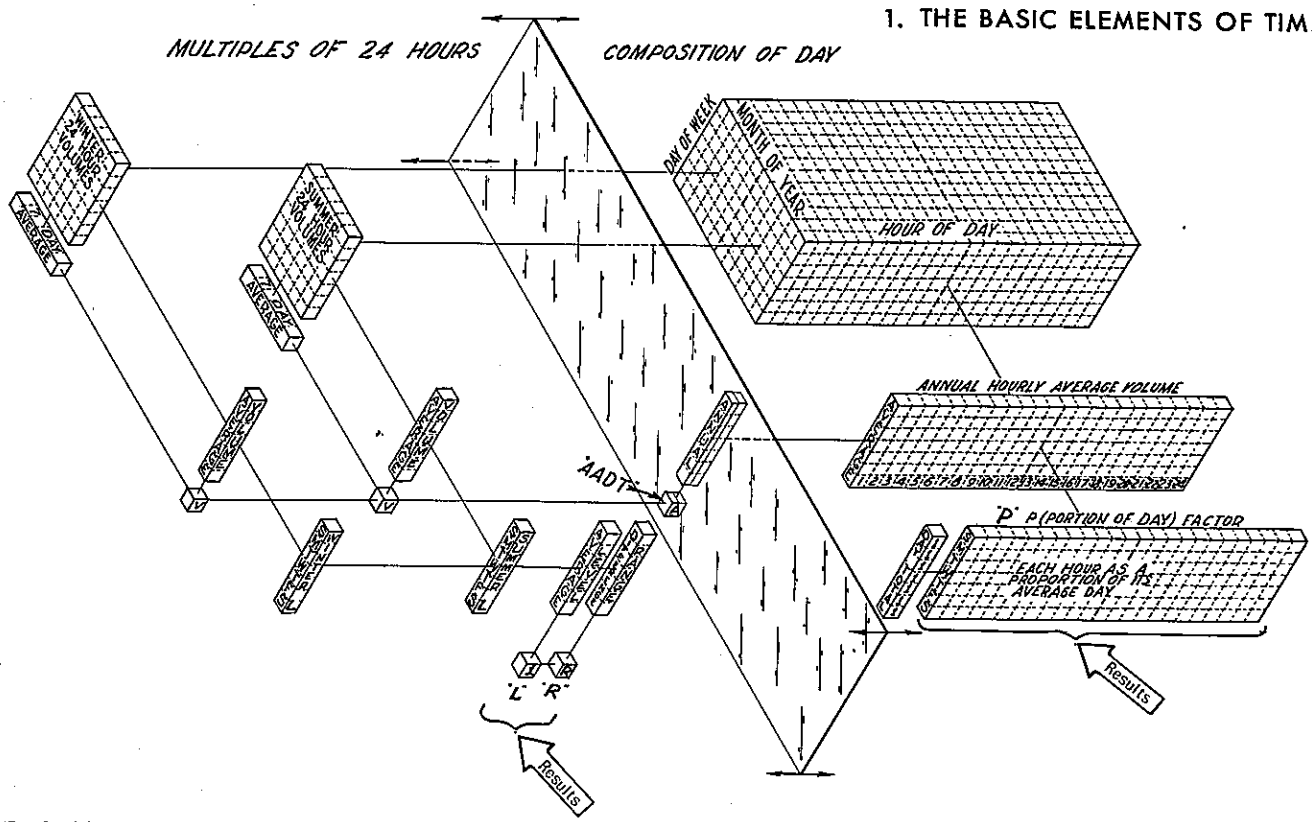
TRAFFIC VOLUME TIME-PATTERN RELATIONSHIPS

1. THE BASIC ELEMENTS OF TIME



2. L AND R FACTOR COMPUTATION
(for a given location)

DAY OF WEEK	WINTER MONTHS: Traffic Counts Nov	Dec	Jan	Feb	Mar	Apr	Average Count	Winter L Factor	SUMMER MONTHS: Traffic Counts May	June	July	Aug	Sep	Oct	Average Count	Summer L Factor	Summer – Winter: Average L "Level"	Difference R "Range"
SUNDAY	6290	6220	5970	6920	7110	6930	6573	81	7970	10310	10210	11600	9200	7430	9453	1.16	.99	+ .35
MONDAY	6260	7120	6760	6380	6630	6660	6635	82	7460	9490	10360	11820	8740	7270	9190	1.13	.97	+ .31
TUESDAY	6620	7520	7150	6760	6780	6620	6908	.85	7270	8650	9210	10460	8220	7240	8508	1.05	.95	+ .20
WEDNESDAY	6750	6380	6990	6390	6600	6790	6583	.81	7280	8790	9300	10600	8250	7480	8617	1.06	.93	+ .25
THURSDAY	6650	7400	7020	6280	6520	6760	6772	.83	7560	8670	9870	11260	8240	7450	8842	1.09	.96	+ .26
FRIDAY	7740	8350	7990	8200	8440	8460	8197	1.01	8620	10380	11680	12910	9860	9500	10492	1.29	1.15	+ .28
SATURDAY	6740	7940	7560	6530	6750	7390	7152	.88	7910	12190	10360	11840	9570	7810	9947	1.22	1.05	+ .34
7 DAY AVERAGE	6721	7276	7006	6780	6976	7087	6974		7724	9783	10141	11499	8869	7740	9293	AADT = 8,134	1.00	+ .28

Results

3. P FACTOR COMPUTATION
(for a given location)

SUNDAY	24-HOUR TOTAL	HOUR ENDING AT 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	00
Vehicle Count	12,720.	190	120	100	70	120	170	220	290	340	400	540	670	770	880	940	1150	1210	1320	950	770	590	380	300	240
P Factor	1.000	.015	.009	.008	.006	.009	.013	.017	.023	.027	.031	.042	.053	.061	.069	.074	.090	.095	.104	.075	.060	.046	.030	.024	.019

Results

4. I FACTORS
(a constant value)

TYPE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Total-vehicle	–.56	–.55	–.49	–.64	–.20	+.38	+1.08	+1.20	+.62	–.08	–.46	–.51
Trucks Only	–.58	–.84	–.75	–.42	+.12	+.30	+.58	+.88	+.79	+.32	–.16	–.25

5. THE TIME-PATTERN FORMULA

DAILY VOLUME:

$$V = A(L+RI)$$

HOURLY VOLUME:

$$V = A(L+RI)(P)$$

PAST AND FUTURE VOLUME:

$$V = A(L+RI)(P)(G^{\pm(Y_c-Y_a)})$$

Traffic volumes at any given highway location fluctuate in a reasonably consistent manner. In any given 12-month period they vary by month of the year, by day of the week and by hour of the day. The fluctuation pattern fairly well repeats itself the following year, such pattern differences as exist being largely assignable to random variation and to normal growth in traffic volume.

The 84 daily traffic volumes of the day-of-week by month-of-year time-pattern matrix are related to AADT by a ratio, the L (level) factor. The average of the summer and the winter L factor is the annual L factor, and the summer minus the winter L factor is the R (range) factor for each day of the week.

The curve pattern formed by annual fluctuation between summer and winter traffic volume is generally consistent from one place to another to the extent that the volume for each month of the year tends to retain its position in the pattern relative to those of all other months, but varies in its departure from AADT as the R factor varies. Each unit of change in the R factor (expressed in hundreths) is accompanied by a corresponding shift in the position that each month bears in relation to AADT. The degree of shift per unit of R factor is a constant value peculiar to each month termed the I (increment) factor.

Each day may be divided into uniform component segments. The proportion of the days total traffic in each of these segments is called the P (portion-of-day) factor, the P factor daily sum being 1.000. P factors generally differ little by month of the year but they often differ a great deal among comparable time-periods on different days of the week, hence they are determined separately for each average day-of-the-week. 60-minute recorded counts are generally used for P factor computation.

Traffic volume, the time-pattern factors and traffic volume growth trend are related by time-pattern formula.

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STUDY METHODS

Basic Approach: In order to predict how future safety roadside rests would be used, facts were accumulated about how existing rest areas are used. This data was analyzed, predictive relationships developed, and use predictions made for roadside rests statewide.

Data Available: A large amount of information exists concerning California roadside rests:

1. Traffic counts of vehicles entering safety roadside rests were available for 65 rest areas scattered throughout California, often many counts at a given rest. Traffic counts of highway traffic approaching rest areas are available statewide. It was necessary to determine relationships between rest area users and traffic approaching the rest area so the latter could be used to predict the former.

2. All 257 rest areas contained in the California Safety Roadside Rest Master Plan were selected as the basis for this study.

3. Fourteen rest areas had vehicle classification information available, some in great detail and with a four-year history.

4. Seasonal, daily, and hourly fluctuation in rest area traffic volume and that of their approaching highways was analyzed and applied by use of the time pattern formula, $V = A(L+RI)P$, a proven standard, (see illustration). Symbols are:

   V - Any given daily traffic volume.

   A - Annual average daily traffic.

   L - Level (ratio) of any given daily traffic volume or combination of daily traffic volumes to A.

   R - Range, the difference between the L of the six summer months, May through October, and the L of the six winter months.

   I - A constant value which measures seasonal variation, different for each month of the year, different by classification of vehicle.

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P - Portion of the day. That proportion any period of time is of the day which contains it. In this study P is used to obtain peak-hour data.

5. Extensive motorist opinion and rest area use statistics are available from a number of prior studies.

Relationships studied: A lot of diverse relationships combine to affect the use of a safety roadside rest. Usage varies from:

1. One type of road to the next

2. One part of the State to another

3. One time of the year, day of week or hour of the day to another

4. One year to the next

5. One class of vehicle to another

6. During peak periods by direction of travel

Time pattern relationships, rates, proportions and classification groupings were established for approaching main line and rest area total vehicles, autos with trailer, campers and trucks. Specifically:

1. For main line traffic approaching each rest area:

   (a) Total vehicle A, L, R, and P Factors.

   (b) Total vehicle growth trend rate.

   (c) Day of the week which has the peak directional traffic volume for total vehicles.

   (d) Truck L and R Factors.

   (e) Auto with trailer L and R Factors.

   (f) Camper time pattern factors. These were assumed to be identical to those of auto with trailer.

   (g) All vehicle classes were assumed to have the same P Factor as total vehicles.

   (h) Annual average proportion of trucks to total vehicles and the truck axle classification.

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i. Annual average proportion of autos with trailers to total vehicles.

2. For rest areas in relation to approaching main line traffic:

(a) Total vehicle time pattern factors:

(1) Rest area L's are accepted as being the same as the main line.

(2) Rest area R's are 30% greater.

(3) Rest area P's are 20% greater.

(b) Auto with trailer and camper time-pattern factors in relation to those for total vehicle:

(1) Auto with trailer and camper L = 3(L-1)+1 for total vehicles.

(2) Auto with trailer and camper R's are 250% greater.

(3) Auto with trailer and camper P's are accepted as being the same.

(c) Truck L and R Factors were widely available throughout the State and were assumed to be the same for both rest area and approaching main line trucks. Truck P Factors are accepted as being the same as for total vehicles.

(d) The proportion of approaching main line autos-with-trailer and campers which use rest areas.

(e) The proportion of approaching main line trucks which use rest areas.

3. Miscellaneous relationships established:

(a) The proportion of autos with trailer pulling a one-axle versus a two-axle trailer.

(b) For each rest area which has been counted, the extra axle adjustment for trucks and auto with trailer. (Road tube traffic counters count only pairs of axles--not vehicles).

(c) The changing proportion of autos pulling trailer to total vehicle volume over the years.

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(d) Recent growth trends in camper appearance on the highway.

(e) The relationship between autos pulling trailer to campers so that the number of the former on the highway can be used to predict the latter.

(f) From available manual classification counts the 16 hour July Monday proportion of autos with trailer was related to the annual average proportion by time-pattern factors.

(g) The 10th peak day is understood to be the average of each summer weekend high day plus three or four other weekend high days during the year.

(h) The 30th peak hour is understood to be a high volume hour on the 10th peak day.

Traffic volume computations: A sequential series of data entries and computations produced vehicle use estimates for each of the 257 Master Plan roadside rests:

1. Main line AADT's were determined for the year 1973 by analyzing each twelve-year growth trend plotted on a graph.

2. The day of the week with the highest approaching main line traffic volume was determined.

3. The main line L and R Factors were recorded for the high day of the week.

4. The safety roadside rest vehicle use classification deemed most appropriate for each rest area was assigned.

5. By applying appropriate classification percentage factors to the main line AADT, rest area total vehicle AADT was determined.

6. Rest area auto with trailer AADT was determined using an annual average percentage of total vehicle AADT.

7. Rest area camper AADT was determined using a percent of auto with trailer AADT.

8. Each roadside rest was classified according to anticipated degree of truck use.

9. Using the percent of trucks in the approaching traffic stream and the truck use classification, truck AADT was determined.

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10. The L and R Factors for approaching main line traffic on the high volume day of the week were used to determine for each rest area:

    (a) A total vehicle L equal to the main line L Factor and an R at 1.35 times the main line R Factor.

    (b) An auto with trailer and camper L Factor equal to 3(L-1)+1 that of the main line and an R at 2.5 times the main line R Factor.

11. Truck L and R Factors were established either from data available at each site, or by applying L and R factors from nearby or typical locations.

12. An I factor of 1.00* was used to compute the 10th highest day volume for:

    (a) Total vehicles
    (b) Autos with trailer
    (c) Campers

    An I Factor of 0.65* was used for trucks. The timer pattern formula, V = A(L+RI), was used for computation.

13. The peak hour P Factor for approaching main line traffic on the high volume day of the week was determined. Rest area P Factors 1.20 times those of the main line were applied to the 10th highest day volume in order to produce the 30th peak hour volume for:

    (a) Total vehicles
    (b) Autos with trailer
    (c) Campers
    (d) Trucks

14. Annual average day, 10th highest day and 30th peak hour volumes for total vehicles, autos with trailer, campers, and trucks were copied onto the final report form. From these volumes:

    (a) Autos with trailer and trucks were summed to determine total lengthy vehicles.

    (b) Autos with trailer, campers and motor homes were summed to determine total recreational vehicles.

*With a negative R Factor, the I Factor for total vehicles is -0.53 and for trucks-0.65.

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(c) Annual average daily traffic was multiplied by 365 to determine rest area vehicle use for a year.

(d) 1973 AADT and the annual growth rate of traffic on the approaching main line were copied from the growth trend graphs for additional information.

(e) Traffic volumes for the 257 roadside rests were summarized by:

(1) Six logical groupings
(2) Freeway and conventional road
(3) All 257 rest areas studied

Post-Computation editing adjustments: Arithmetic computation which depends upon the interaction of a large number of independent empirical relationships frequently produces results which are disproportionate when compared with other data with which they should bear a reasonable relationship.

Traffic volume estimates for each of the 257 roadside rests studied were compared with traffic counts where available, and with other rest areas along the same route, or of a similar use classification. Numerous adjustments were made to make the volumes more compatible:

1. Some use classifications were changed to produce more realistic-appearing volumes.

2. For the 65 locations where traffic counts were available, traffic volumes are based upon counts rather than use classification estimates.

3. Systematic screening was performed for suspicious basic computation values. Those isolated were checked against additional data. The basic computation values are:

(a) AADT
(b) High volume day of the week
(c) Each main line and rest area L Factor
(d) Each main line and rest area R Factor
(e) The degree of truck use anticipated
(f) Main line auto with trailer percent
(g) Main line P Factor
(h) Growth trend

Sometimes a value, particularly an L or R Factor was summarily rejected and replaced to make it more compatible with companion data.

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4. Rest area estimated AADT, 10th highest day and 30th peak hour volumes for total vehicles, autos with trailer, campers, and trucks were checked:

   (a) To make sure total vehicle volume and its component volumes were compatible.

   (b) To verify that volumes bore a reasonable relationship along a route or among similar use classifications.

   (c) To insure that the 10th highest day was harmonious with the annual average day volumes.

   Apparent volume magnitude discrepancies could often be remedied by adjusting basic computation values slightly, particularly the main line auto with trailer percent. Where this was not possible, volumes were sometimes reconciled arbitrarily.

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SAFETY ROADSIDE REST VEHICLE USE STUDY

APPENDIX II

DETAILED ANALYSIS OF EACH ROADSIDE REST

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SAFETY ROADSIDE REST VEHICLE USE STUDY

Alphabetical List of Master Plan Roadside Rests

Roadside Rest	
Name	Number
Adin	113
Aliso Creek	94
Almanor	117
Alpha-Omega	119
Aqueduct	144
Arno Road	89
Beckwourth Pass	122
Ben Hulse	164
Benicia	70
Bodega Bay	104
Bogard Ranger Sta	116
Bolinas	103
Boron	42
Brookside	77
Butte Creek	133
Buttonwillow	17
Cactus City	53
Calpella	63
Camarillo	91
Camp Roberts	3
Cantua Creek	20
Carpojo Creek	100
Carson Hill	138
Castaic	64
Chester	135
Chester E. Warlow	67
Chowchilla	68
Collier Tunnel	107
Conner	16
Corning	27
Cortena	25
Coyote	80
Crestview	153
Crystal Springs	82
Cuvama	127
Dean Creek	10
Desert Center	54
Desert Oasis	44
Desert View	140
Devil's Gate	155
Division Creek	151

Roadside Rest	
Name	Number
Dixon	85
Donnell Overlook	123
Donner Summit	36
Douglas City	111
Dublin	86
Dunnigan	24
Elkhorn	87
Elsinore	48
Empire Camp	9
Fenner	46
Fernbridge	12
Filmore	141
Flinn Springs	92
Fontana	97
Gavin Canyon	95
Gaviota	59
Gold Run	35
Grapevine	65
Grass Lake	108
Hackamore	109
Haiwee	148
Halloran	50
Harmony	99
High Line	163
Hinkley	43
Honey Lake	157
Hopland	6
Hunter Hill	84
I Have Found It	110
Inyokern	146
Irvine Lodge	8
Jawbone Canyon	143
Kamph Memorial Park	15
Kane Springs	160
Kitchen Creek	55
Klondike-Kelbaker	45
La Costa	93
Lake Casitas	128
Lakehead	30
Lassen Avenue	19
Lilac	47

Roadside Rest	
Name	Number
Little Lake	147
Lone Pine	150
Loomis	71
Los Alamos	1
Los Banos	22
Madeline	159
Manteca	90
Massack	136
Midpines	125
Midway	49
Mokelumne	88
Mono Lake	154
Montgomery Creek	112
Moss Cove	7
Mott Airport	31
Mountain Springs	56
Mountain Springs	139
Mountain View	96
Myers Flat	11
New York Place	114
Nipomo	60
North Shore	129
Novato	83
Oak Hill	75
Oasis	162
Olancha	149
Panoche	21
Paxton	121
Pear Blossom	131
Petrero	130
Pidgeon Point	101
Pit River Bridge	29
Point Mugu	98
Pollock Pines	38
Puritan Mine	74
Randolph Collier	33
Ravendale	158
Red Bluff	28
Red Mountain	145
Rio Oso	132
Rosamond	40

Roadside Rest	
Name	Number
Round Valley	152
San Domingo	137
San Joaquin	73
San Juan Batista	61
San Lucas	4
Sand Hills	58
Santa Margarita	2
Shandon	126
Shingle Springs	72
Shingletown	115
Soledad	5
South Burlingame	81
Stewart	105
Stinson Beach	102
Strawberry	39
Sunbeam	57
Sweetwater	124
Tehachapi	41
Tipton	66
Topaz	156
Traventine Rock	161
Trinidad	13
Truckee	37
Turlock	69
Two Rivers	142
Vina	118
Valley Wells	51
Wages Creek	106
Weed Airport	32
West Branch	120
West Camp	18
Westley	23
Wheaton Springs	52
Whitewater	78
Wildwood	76
Wiley's Well	79
Windsor	62
Willows	26
Wilson Creek	14
Winters	34
Woodson Mountain	134

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
				GROUP I												
				ISOLATED RURAL FREEWAY												
1	101	SB	66±	Los Alamos	N	A	10TH HIGHEST DAY	997	89	34	121	274	361	215,350	6,550	9.0%
							ANNUAL AVERAGE DAY	590	37	65	102	113	150			
							30TH PEAK HOUR	103	9	4	13	28	37			
					S	A	10TH HIGHEST DAY	1015	118	33	151	360	478	215,350	6,550	9.0%
							ANNUAL AVERAGE DAY	590	37	65	102	113	150			
							30TH PEAK HOUR	122	14	4	18	43	57			
2	101	SLO	38±	Santa Margarita	N	A	10TH HIGHEST DAY	939	89	103	192	275	364	229,950	7,000	9.0%
							ANNUAL AVERAGE DAY	630	38	76	114	118	156			
							30TH PEAK HOUR	109	10	12	22	32	42			
					S	A	10TH HIGHEST DAY	914	85	103	188	263	348	229,950	7,000	9.0%
							ANNUAL AVERAGE DAY	630	38	76	114	118	156			
							30TH PEAK HOUR	106	10	12	22	31	41			
3	101	MON	4±	Camp Roberts	N*#	A	10TH HIGHEST DAY	770	76	150	226	240	316	123,735	4,650	7.0%
							ANNUAL AVERAGE DAY	339	20	82	102	63	83			
							30TH PEAK HOUR	75	7	15	22	24	31			
					S*#	A	10TH HIGHEST DAY	1020	105	192	297	317	422	168,630	4,650	7.0%
							ANNUAL AVERAGE DAY	462	28	110	138	85	113			
							30TH PEAK HOUR	98	10	18	28	30	40			
4	101	MON	35.0	San Lucas	N	A	10TH HIGHEST DAY	1047	102	95	197	335	437	213,525	6.500	9.0%
							ANNUAL AVERAGE DAY	585	33	70	103	108	141			
							30TH PEAK HOUR	98	10	9	19	31	41			
					S	A	10TH HIGHEST DAY	1164	119	95	214	389	627	213,525	6,500	9.0%
							ANNUAL AVERAGE DAY	585	33	70	103	108	141			
							30TH PEAK HOUR	112	11	9	20	37	48			
5	101	MON	53±	Soledad	N	A	10TH HIGHEST DAY	1013	87	97	184	295	382	205,495	6,250	9.0%
							ANNUAL AVERAGE DAY	563	28	73	101	95	123			
							30TH PEAK HOUR	104	9	10	19	30	39			
					S	A	10TH HIGHEST DAY	989	78	108	186	264	342	205,495	6,250	9.0%
							ANNUAL AVERAGE DAY	563	28	73	101	95	123			
							30TH PEAK HOUR	93	7	10	17	25	32			
6	101	MEN	3.0	Hopland	N	A	10TH HIGHEST DAY	559	95	42	137	215	310	120,085	3,650	4.0%
							ANNUAL AVERAGE DAY	329	33	30	63	75	108			
							30TH PEAK HOUR	55	9	4	13	21	30			

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\# It is assumed that the percentage of trucks stopping at this rest area will be double that of the approaching traffic.

APPENDIX II

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
6	101	MEN	3.0	Hopland	S	A	10TH HIGHEST DAY	520	83	42	125	189	272	120,085	3,650	4.0%
							ANNUAL AVERAGE DAY	329	33	30	63	75	108			
							30TH PEAK HOUR	50	8	4	12	18	26			
7	101	MEN	58.9	Moss Cove	S*	AJ	10TH HIGHEST DAY	304	43	24	63	121	164	46,355	1,850	4.0%
							ANNUAL AVERAGE DAY	127	10	14	24	28	38			
							30TH PEAK HOUR	35	5	3	8	14	19			
8	101	MEN	61.5	Irvine Lodge	N*	AJ	10TH HIGHEST DAY	300	54	25	79	117	171	44,530	1,900	4.0%
							ANNUAL AVERAGE DAY	122	13	13	26	28	41			
							30TH PEAK HOUR	29	5	2	7	11	16			
9	101	MEN	82.5	Empire Camp	B*	AGJ	10TH HIGHEST DAY	350	62	32	94	143	205	54,385	3,600	4.0%
							ANNUAL AVERAGE DAY	149	15	18	33	35	50			
							30TH PEAK HOUR	34	6	3	9	14	20			
					N	AJ	10TH HIGHEST DAY	250	38	24	62	96	134	41,245	1,800	4.0%
							ANNUAL AVERAGE DAY	113	10	14	24	25	35			
							30TH PEAK HOUR	23	3	2	5	9	12			
					S	AJ	10TH HIGHEST DAY	250	39	23	62	98	137	41,245	1,800	4.0%
							ANNUAL AVERAGE DAY	113	10	14	24	25	35			
							30TH PEAK HOUR	26	4	2	6	10	14			
10	101	HUM	R14.4	Dean Creek	S	AJ	10TH HIGHEST DAY	340	43	25	63	127	170	51,100	2,225	4.0%
							ANNUAL AVERAGE DAY	140	10	14	24	30	40			
							30TH PEAK HOUR	37	5	3	8	14	19			
11	101	HUM	20.8	Myers Flat	N	AJ	10TH HIGHEST DAY	360	57	28	78	131	188	54,020	2,350	4.0%
							ANNUAL AVERAGE DAY	148	13	18	31	30	43			
							30TH PEAK HOUR	42	6	3	9	15	21			
12	101	HUM	64±	Fernbridge	N	AJ	10TH HIGHEST DAY	493	50	51	101	149	199	113,880	4,950	5.5%
							ANNUAL AVERAGE DAY	312	20	37	57	60	80			
							30TH PEAK HOUR	47	5	5	10	14	19			
					S	AJ	10TH HIGHEST DAY	493	50	51	101	151	201	113,880	4,950	5.5%
							ANNUAL AVERAGE DAY	312	20	37	57	60	80			
							30TH PEAK HOUR	52	5	5	10	16	21			
13	101	HUM	104±	Trinidad	N*	AJ	10TH HIGHEST DAY	360	41	30	71	116	157	53,290	2,300	4.0%
							ANNUAL AVERAGE DAY	146	10	15	25	28	38			
							30TH PEAK HOUR	37	4	3	7	12	16			
					S*	AJ	10TH HIGHEST DAY	305	28	21	49	80	108	52,560	2,300	4.0%
							ANNUAL AVERAGE DAY	144	10	14	24	28	38			
							30TH PEAK HOUR	33	3	2	5	9	12			
14	101	DN	12.6	Wilson Creek	B	AJ	10TH HIGHEST DAY	463	47	39	86	156	203	82,855	3,600	4.0%
							ANNUAL AVERAGE DAY	227	13	30	43	43	156			
							30TH PEAK HOUR	51	5	4	9	17	14			

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
15	101	DN	45.0	Kamph Memorial Park	B	AJ	10TH HIGHEST DAY	415	48	32	80	143	191	56,940	3,100	4.0%
							ANNUAL AVERAGE DAY	156	10	20	30	30	40			
							30TH PEAK HOUR	48	5	4	9	16	21			
16	5	KER	34.0	Conner	N	A	10TH HIGHEST DAY	732	75	43	118	241	316	151,840	4,620	10.0%
							ANNUAL AVERAGE DAY	416	25	62	87	80	105			
							30TH PEAK HOUR	78	8	7	15	26	34			
					S	A	10TH HIGHEST DAY	790	86	43	129	274	360	151,840	4,620	10.0%
							ANNUAL AVERAGE DAY	416	25	62	87	80	105			
							30TH PEAK HOUR	88	10	5	15	31	41			
17	5	KER	54.1	Buttonwillow	N#	A	10TH HIGHEST DAY	855	90	101	191	280	370	177,390	5,400	10.0%
							ANNUAL AVERAGE DAY	486	30	146	176	93	123			
							30TH PEAK HOUR	91	10	11	21	30	40			
					S#	A	10TH HIGHEST DAY	923	103	101	204	319	422	177,390	5,400	10.0%
							ANNUAL AVERAGE DAY	486	30	146	176	93	123			
							30TH PEAK HOUR	103	12	11	23	36	48			
18	5	KER	84.8	West Camp	N	A	10TH HIGHEST DAY	845	90	50	140	271	361	175,200	5,335	10.0%
							ANNUAL AVERAGE DAY	480	30	72	102	90	120			
							30TH PEAK HOUR	90	10	5	15	29	39			
					S	A	10TH HIGHEST DAY	912	103	50	153	309	412	175,200	5,335	10.0%
							ANNUAL AVERAGE DAY	480	30	72	102	90	120			
							30TH PEAK HOUR	102	12	6	18	35	47			
19	5	KIN	25.6	Lassen Avenue	N	A	10TH HIGHEST DAY	837	93	49	142	278	371	171,550	5,225	10.0%
							ANNUAL AVERAGE DAY	470	30	71	102	90	120			
							30TH PEAK HOUR	90	10	5	15	30	40			
					S	A	10TH HIGHEST DAY	766	82	49	131	245	327	171,550	5,225	10.0%
							ANNUAL AVERAGE DAY	470	30	71	102	90	120			
							30TH PEAK HOUR	86	9	5	14	27	36			
20	5	FRE	24.8	Cantua Creek	N	A	10TH HIGHEST DAY	881	93	51	144	294	387	180,675	5,500	10.0%
							ANNUAL AVERAGE DAY	495	30	74	104	95	125			
							30TH PEAK HOUR	96	10	6	16	32	42			
					S	A	10TH HIGHEST DAY	807	82	51	133	258	340	180,675	5,500	10.0%
							ANNUAL AVERAGE DAY	495	30	74	104	95	125			
							30TH PEAK HOUR	83	8	5	13	27	35			
21	5	MER	0.6	Panoche	N	A	10TH HIGHEST DAY	850	90	53	143	266	356	187,975	5,720	10.0%
							ANNUAL AVERAGE DAY	515	33	77	110	98	131			
							30TH PEAK HOUR	87	9	5	14	27	36			
					S	A	10TH HIGHEST DAY	870	96	53	149	284	380	187,975	5,720	10.0%
							ANNUAL AVERAGE DAY	515	33	77	110	98	131			
							30TH PEAK HOUR	89	10	5	15	29	39			

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
22	5	MER	20.3	Los Banos	N*#	A	10TH HIGHEST DAY	747	71	102	173	224	295	180,675	5,500	8.0%
							ANNUAL AVERAGE DAY	495	30	148	178	95	125			
							30TH PEAK HOUR	76	7	10	17	23	30			
					S*#	A	10TH HIGHEST DAY	747	72	102	174	224	296	180,675	5,500	8.0%
							ANNUAL AVERAGE DAY	495	30	148	178	95	125			
							30TH PEAK HOUR	78	7	11	18	24	31			
23	5	STA	27.2	Westley	N*	A	10TH HIGHEST DAY	720	74	49	123	221	295	173,010	6,750	8.0%
							ANNUAL AVERAGE DAY	474	30	71	101	90	120			
							30TH PEAK HOUR	81	8	6	14	25	33			
					S*	A	10TH HIGHEST DAY	874	83	119	202	248	331	229,585	6,750	8.0%
							ANNUAL AVERAGE DAY	629	40	94	134	120	160			
							30TH PEAK HOUR	91	9	12	21	26	35			
24	5	YOL	26.4	Dunnigan	N*	A	10TH HIGHEST DAY	1310	172	149	321	500	672	210,605	7,800	9.0%
							ANNUAL AVERAGE DAY	577	43	98	141	125	168			
							30TH PEAK HOUR	126	17	15	32	48	65			
					S*	A	10TH HIGHEST DAY	1331	179	85	264	517	696	256,960	7,800	9.0%
							ANNUAL AVERAGE DAY	704	53	120	173	153	206			
							30TH PEAK HOUR	134	18	9	27	52	70			
25	5	YOL	24.3	Cortena	N	A	10TH HIGHEST DAY	1076	144	111	255	401	545	213,525	6,500	9.0%
							ANNUAL AVERAGE DAY	585	45	88	133	125	170			
							30TH PEAK HOUR	98	13	10	23	36	49			
					S	A	10TH HIGHEST DAY	1193	167	62	229	465	632	213,525	6,500	9.0%
							ANNUAL AVERAGE DAY	585	45	88	133	125	170			
							30TH PEAK HOUR	119	17	6	23	47	64			
26	5	GLE	14.6	Willows	N*	A	10TH HIGHEST DAY	1210	164	125	289	458	622	202,210	6,000	8.0%
							ANNUAL AVERAGE DAY	554	43	83	133	120	163			
							30TH PEAK HOUR	116	15	12	27	44	59			
					S*	A	10TH HIGHEST DAY	1089	149	57	206	428	577	194,910	6,000	8.0%
							ANNUAL AVERAGE DAY	534	40	80	120	115	155			
							30TH PEAK HOUR	112	15	6	21	44	59			
27	5	TEH	10.5	Corning	N*	A	10TH HIGHEST DAY	587	77	54	131	226	303	119,720	5,500	7.5%
							ANNUAL AVERAGE DAY	328	25	43	68	73	98			
							30TH PEAK HOUR	55	7	5	14	21	28			
					S*	A	10TH HIGHEST DAY	664	72	31	103	263	335	121,180	5,500	7.5%
							ANNUAL AVERAGE DAY	332	20	43	63	73	93			
							30TH PEAK HOUR	70	8	3	11	28	36			
28	5	TEH	35±	Red Bluff	N*	A	10TH HIGHEST DAY	900	126	102	228	313	439	167,535	7,350	5.0%
							ANNUAL AVERAGE DAY	459	35	64	99	100	135			
							30TH PEAK HOUR	79	11	9	20	28	39			

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SAFETY ROADSIDE REST VEHICLE USE STUDY

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28	5	TEH	35±	Red Bluff	S*	A	10TH HIGHEST DAY	1100	147	133	280	360	507			
							ANNUAL AVERAGE DAY	621	48	87	135	135	183	226,665	7,350	5.0%
							30TH PEAK HOUR	101	13	12	25	33	46			
29	5	SHA	31.1	Pit River Bridge	N *	AJ	10TH HIGHEST DAY	1300	191	71	262	480	671			
							ANNUAL AVERAGE DAY	517	45	57	102	113	158	188,705	6,400	7.5%
							30TH PEAK HOUR	124	18	7	25	47	65			
30	5	SHA	43.2	Lakehead	S*	AJ	10TH HIGHEST DAY	497	72	25	97	207	279			
							ANNUAL AVERAGE DAY	289	25	35	60	63	88	105,485	4,500	7.5%
							30TH PEAK HOUR	51	7	3	10	21	28			
31	5	SIS	4.9	Mott Airport	N	A	10TH HIGHEST DAY	880	98	41	139	252	350			
							ANNUAL AVERAGE DAY	473	30	47	77	90	120	172,645	5,250	5.5%
							30TH PEAK HOUR	89	9	4	13	25	34			
					S	A	10TH HIGHEST DAY	880	98	41	139	295	393			
							ANNUAL AVERAGE DAY	473	30	47	77	90	120	172,645	5,250	5.5%
							30TH PEAK HOUR	86	10	4	14	29	39			
32	5	SIS	25.4	Weed Airport	N *#	A	10TH HIGHEST DAY	769	80	83	163	239	319			
							ANNUAL AVERAGE DAY	469	30	94	124	90	120	171,185	4,050	7.5%
							30TH PEAK HOUR	74	8	8	16	23	31			
					S*#	A	10TH HIGHEST DAY	828	83	74	157	251	334			
							ANNUAL AVERAGE DAY	521	33	104	137	100	133	190,165	4,050	7.5%
							30TH PEAK HOUR	79	8	7	15	24	32			
33	5	SIS	58.4	Randolph Collier	B*	AG	10TH HIGHEST DAY	1018	159	46	205	409	568			
							ANNUAL AVERAGE DAY	469	35	52	87	103	138	171,185	8,400	7.5%
							30TH PEAK HOUR	109	17	5	22	44	61			
34	505	SOL	9.5	Winters	N	A	10TH HIGHEST DAY	631	88	62	150	240	328			
							ANNUAL AVERAGE DAY	311	23	50	73	63	86	113,515	3,450	7.5%
							30TH PEAK HOUR	54	8	5	13	21	29			
					S	A	10TH HIGHEST DAY	600	81	33	114	222	303			
							ANNUAL AVERAGE DAY	311	23	50	73	63	86	113,515	3,450	7.5%
							30TH PEAK HOUR	56	8	3	11	21	29			
35	80	PLA	41.1	Gold Run	E*	AK	10TH HIGHEST DAY	1234	141	42	182	370	511			
							ANNUAL AVERAGE DAY	556	33	50	83	87	120	202,940	7,950	6.0%
							30TH PEAK HOUR	138	16	5	21	4	20			
					W*	AK	10TH HIGHEST DAY	1255	154	27	181	411	565			
							ANNUAL AVERAGE DAY	508	30	46	76	80	110	185,420	7,950	6.0%
							30TH PEAK HOUR	157	19	3	22	52	71			
36	80	NEV	5.6	Donner Summit	E*	AK	10TH HIGHEST DAY	1346	153	45	198	408	561			
							ANNUAL AVERAGE DAY	534	30	53	83	80	110	194,910	8,150	7.5%
							30TH PEAK HOUR	151	17	5	22	46	63			

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36	80	NEV	5.6	Donner Summit	W*	AK	10TH HIGHEST DAY	1343	164	28	192	469	633			
							ANNUAL AVERAGE DAY	483	28	48	76	80	108	176,295	8,150	7.5%
							30TH PEAK HOUR	168	21	3	24	60	81			
37	80	NEV	19.0	Truckee	E	AK	10TH HIGHEST DAY	915	80	38	118	155	235			
							ANNUAL AVERAGE DAY	405	18	45	63	35	53	147,825	6,000	5.0%
							30TH PEAK HOUR	9	8	4	12	15	23			
					W	AK	10TH HIGHEST DAY	923	81	27	108	157	238			
							ANNUAL AVERAGE DAY	405	18	45	63	35	53	147,825	6,000	5.0%
							30TH PEAK HOUR	493	8	3	11	16	24			
38	50	ED	30±	Pollock Pines	E	AK	10TH HIGHEST DAY	871	96	17	113	255	351			
							ANNUAL AVERAGE DAY	335	18	20	38	48	66	122,275	4,950	6.0%
							30TH PEAK HOUR	98	11	2	13	29	40			
					W	AK	10TH HIGHEST DAY	1018	119	8	127	317	436			
							ANNUAL AVERAGE DAY	335	18	20	38	48	66	122,275	4,950	6.0%
							30TH PEAK HOUR	112	13	1	14	35	48			
39	50	ED	58±	Strawberry	E#	AK	10TH HIGHEST DAY	715	79	14	93	211	290			
							ANNUAL AVERAGE DAY	277	15	16	31	40	55	101,105	4,100	7.0%
							30TH PEAK HOUR	81	9	2	11	24	33			
					W#	AK	10TH HIGHEST DAY	842	99	7	106	264	363			
							ANNUAL AVERAGE DAY	277	15	16	31	40	55	101,105	4,100	7.0%
							30TH PEAK HOUR	93	11	2	13	29	40			
40	14	KER	8.0	Rosamond	N	AH	10TH HIGHEST DAY	374	67	30	97	147	214			
							ANNUAL AVERAGE DAY	170	18	17	35	40	58	62,050	2,700	0.5%
							30TH PEAK HOUR	47	8	4	12	18	26			
					S	AH	10TH HIGHEST DAY	396	82	12	94	181	263			
							ANNUAL AVERAGE DAY	170	18	17	35	40	58	62,050	2,700	0.5%
							30TH PEAK HOUR	56	12	2	14	26	38			
41	58	KER	83.6	Tehachapi	E	A	10TH HIGHEST DAY	401	46	59	105	119	165			
							ANNUAL AVERAGE DAY	306	25	49	74	65	90	111,690	3,400	4.0%
							30TH PEAK HOUR	38	4	6	10	11	15			
					W	A	10TH HIGHEST DAY	416	49	59	108	128	177			
							ANNUAL AVERAGE DAY	306	25	49	74	65	90	111,690	3,400	4.0%
							30TH PEAK HOUR	49	6	7	13	15	21			
42	58	KER	R139.0	Boron	E	AH	10TH HIGHEST DAY	228	28	20	48	79	107			
							ANNUAL AVERAGE DAY	136	10	18	28	28	38	49,640	2,150	0.0%
							30TH PEAK HOUR	23	3	2	5	8	11			
					W	AH	10TH HIGHEST DAY	211	24	17	41	68	92			
							ANNUAL AVERAGE DAY	136	10	18	28	28	38	49,640	2,150	0.0%
							30TH PEAK HOUR	25	3	2	5	8	11			

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
43	58	SBD	20±	Hinkley	E	AH	10TH HIGHEST DAY	203	28	7	35	70	98	37,960	1,650	2.5%
							ANNUAL AVERAGE DAY	104	10	9	19	20	30			
							30TH PEAK HOUR	20	3	1	4	7	10			
					W	AH	10TH HIGHEST DAY	196	26	5	31	66	92	37,960	1,650	2.5%
							ANNUAL AVERAGE DAY	104	8	9	17	20	28			
							30TH PEAK HOUR	19	2	1	3	6	8			
44	40	SBD	28.4	Desert Oasis	E* #	A	10TH HIGHEST DAY	498	64	28	92	177	241	92,345	2,650	5.0%
							ANNUAL AVERAGE DAY	253	18	36	54	50	68			
							30TH PEAK HOUR	48	6	3	9	17	23			
					W* #	A	10TH HIGHEST DAY	440	55	21	76	148	203	89,790	2,650	5.0%
							ANNUAL AVERAGE DAY	246	18	34	52	48	66			
							30TH PEAK HOUR	51	6	2	8	17	23			
45	40	SBD	61.0	Klondike-Kelbaker	E	AH	10TH HIGHEST DAY	346	42	7	49	125	167	57,670	2,500	3.0%
							ANNUAL AVERAGE DAY	158	10	9	19	30	40			
							30TH PEAK HOUR	30	4	1	5	11	15			
					W	AH	10TH HIGHEST DAY	302	34	5	39	103	137	57,670	2,500	3.0%
							ANNUAL AVERAGE DAY	158	10	9	19	30	40			
							30TH PEAK HOUR	31	3	1	4	10	13			
46	40	SBD	R106.0	Fenner	E	AH	10TH HIGHEST DAY	326	42	10	52	125	167	54,020	2,350	3.0%
							ANNUAL AVERAGE DAY	148	10	9	19	30	40			
							30TH PEAK HOUR	28	4	1	5	11	15			
					W	AH	10TH HIGHEST DAY	283	34	5	39	103	137	54,020	2,350	3.0%
							ANNUAL AVERAGE DAY	148	10	9	19	30	40			
							30TH PEAK HOUR	29	3	1	4	10	13			
47	15	SD	43±	Lilac	N	AK	10TH HIGHEST DAY	615	38	12	50	160	198	132,130	5,350	8.0%
							ANNUAL AVERAGE DAY	362	13	33	46	55	68			
							30TH PEAK HOUR	65	4	1	5	17	21			
					S	AK	10TH HIGHEST DAY	688	45	12	57	193	238	132,130	5,350	8.0%
							ANNUAL AVERAGE DAY	362	13	33	46	55	68			
							30TH PEAK HOUR	81	5	1	6	23	28			
48	15	RIV	17.0	Elsinore	N	AK	10TH HIGHEST DAY	374	45	37	82	118	163	104,755	4,250	6.5%
							ANNUAL AVERAGE DAY	287	23	26	49	60	83			
							30TH PEAK HOUR	45	5	4	9	14	19			
					S	AK	10TH HIGHEST DAY	393	45	37	82	118	163	104,755	4,250	6.5%
							ANNUAL AVERAGE DAY	287	23	26	49	60	83			
							30TH PEAK HOUR	45	5	4	9	14	19			
49	15	SBD	107.4	Midway	N*	AHK	10TH HIGHEST DAY	928	88	43	131	123	211	151,840	6,500	9.0%
							ANNUAL AVERAGE DAY	416	20	37	57	50	70			
							30TH PEAK HOUR	85	8	4	12	11	19			

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
49	15	SBD	107.4	Midway	S*	AHK	10TH HIGHEST DAY	771	81	16	97	268	349	109,500	6,500	9.0%
							ANNUAL AVERAGE DAY	300	15	27	42	40	55			
							30TH PEAK HOUR	85	9	2	11	29	38			
50	15	SBD	147.2	Halloran	N*	AHK	10TH HIGHEST DAY	731	62	35	97	166	228	123,005	6,200	9.0%
							ANNUAL AVERAGE DAY	337	15	30	45	40	55			
							30TH PEAK HOUR	69	6	3	9	16	22			
					S*	AHK	10TH HIGHEST DAY	753	68	16	84	182	250	109,500	6,200	9.0%
							ANNUAL AVERAGE DAY	300	13	27	42	35	48			
							30TH PEAK HOUR	83	7	2	9	20	27			
51	15	SBD	160±	Valley Wells	N	AHK	10TH HIGHEST DAY	613	48	21	69	130	178	111,325	6,400	9.0%
							ANNUAL AVERAGE DAY	305	13	27	42	35	48			
							30TH PEAK HOUR	58	5	2	7	12	17			
					S	AHK	10TH HIGHEST DAY	778	69	16	85	185	254	111,325	6,400	9.0%
							ANNUAL AVERAGE DAY	305	13	27	42	35	48			
							30TH PEAK HOUR	86	8	2	10	20	28			
52	15	SBD	174.4	Wheaton Springs	N*	AHK	10TH HIGHEST DAY	613	48	21	69	130	178	111,325	6,400	10.0%
							ANNUAL AVERAGE DAY	305	13	27	42	35	48			
							30TH PEAK HOUR	58	5	2	7	12	17			
					S*	AHK	10TH HIGHEST DAY	699	70	15	85	187	257	99,280	6,400	10.0%
							ANNUAL AVERAGE DAY	272	13	24	37	35	48			
							30TH PEAK HOUR	77	8	2	10	21	29			
53	10	RIV	72.0	Cactus City	E*#	A	10TH HIGHEST DAY	485	78	97	175	180	205	93,075	2,850	3.0%
							ANNUAL AVERAGE DAY	255	25	66	91	58	83			
							30TH PEAK HOUR	44	8	9	17	16	24			
					W*#	A	10TH HIGHEST DAY	480	76	50	126	182	258	93,805	2,850	3.0%
							ANNUAL AVERAGE DAY	257	25	66	91	60	85			
							30TH PEAK HOUR	47	8	5	13	18	26			
54	10	RIV	108.7	Desert Center	E	AH	10TH HIGHEST DAY	287	33	34	67	87	120	63,145	2,750	3.0%
							ANNUAL AVERAGE DAY	173	13	24	37	35	48			
							30TH PEAK HOUR	27	2	4	6	8	10			
					W	AH	10TH HIGHEST DAY	280	30	18	48	83	113	63,145	2,750	3.0%
							ANNUAL AVERAGE DAY	173	13	24	37	35	48			
							30TH PEAK HOUR	27	2	1	3	9	11			
55	8	SD	50±	Kitchen Creek	E	A	10TH HIGHEST DAY	530	43	10	53	160	203	104,025	3,175	7.0%
							ANNUAL AVERAGE DAY	285	13	14	27	48	61			
							30TH PEAK HOUR	57	5	1	6	17	22			
					W	A	10TH HIGHEST DAY	564	48	10	58	178	226	104,025	3,175	7.0%
							ANNUAL AVERAGE DAY	285	13	14	27	48	61			
							30TH PEAK HOUR	70	6	1	7	22	28			

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
56	8	IMP	R3.1	Mountain Springs	B	AG	10TH HIGHEST DAY	488	39	9	48	144	183			
							ANNUAL AVERAGE DAY	287	13	14	27	48	61	104,755	4,900	4.5%
							30TH PEAK HOUR	64	5	1	6	19	24			
57	8	IMP	31±	Sunbeam	B*	AG	10TH HIGHEST DAY	447	33	31	64	103	136			
							ANNUAL AVERAGE DAY	255	13	20	33	40	53	93,075	4,350	3.5%
							30TH PEAK HOUR	46	4	3	7	10	14			
					E	A	10TH HIGHEST DAY	330	26	23	49	83	109			
							ANNUAL AVERAGE DAY	196	10	16	26	33	43	71,540	2,175	3.5%
							30TH PEAK HOUR	35	2	2	4	9	11			
					W	A	10TH HIGHEST DAY	323	25	10	35	80	105			
							ANNUAL AVERAGE DAY	196	10	16	26	33	43	71,540	2,175	3.5%
							30TH PEAK HOUR	32	2	1	3	7	9			
58	8	IMP	80.2	Sand Hills	E	AH	10TH HIGHEST DAY	254	27	24	51	80	107			
							ANNUAL AVERAGE DAY	158	10	21	31	30	40	57,670	2,500	5.0%
							30TH PEAK HOUR	27	3	3	6	8	11			
					W	AH	10TH HIGHEST DAY	251	26	13	39	78	104			
							ANNUAL AVERAGE DAY	158	10	21	31	30	40	57,670	2,500	5.0%
							30TH PEAK HOUR	24	3	1	4	8	11			
													GROUP I TOTAL - 14,055,055			
				AVERAGE FOR GROUP I			10TH HIGHEST DAY	689	78	47	125	221	299			
							ANNUAL AVERAGE DAY	357	24	48	72	66	90	130,139	4,709	7.2%
							30TH PEAK HOUR	71	8	5	13	23	31			
				GROUP II												
				FREEWAY NEAR SMALL CITIES												
59	101	SB	46.3	Gaviota	N*	B	10TH HIGHEST DAY	995	110	34	144	318	428			
							ANNUAL AVERAGE DAY	582	38	58	96	110	148	212,430	9,000	9.0%
							30TH PEAK HOUR	97	11	3	14	31	42			
					S*	B	10TH HIGHEST DAY	974	109	29	138	338	447			
							ANNUAL AVERAGE DAY	492	30	49	79	93	123	179,580	9,000	9.0%
							30TH PEAK HOUR	107	13	4	17	41	54			
60	101	SLO	6±	Nipomo	N	B	10TH HIGHEST DAY	948	74	78	152	258	232			
							ANNUAL AVERAGE DAY	585	28	59	87	98	126	213,525	10,000	7.0%
							30TH PEAK HOUR	86	7	7	14	23	30			

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APPENDIX II

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
60	101	SLO	6±	Nipomo	S	B	10TH HIGHEST DAY	977	77	35	112	270	347			
							ANNUAL AVERAGE DAY	585	28	59	87	98	126	213,525	10,000	7.0%
							30TH PEAK HOUR	106	8	4	12	29	37			
61	101	MON	92±	San Juan Batista	N	B	10TH HIGHEST DAY	1117	67	127	194	269	336			
							ANNUAL AVERAGE DAY	760	30	99	129	120	150	277,400	13,000	6.0%
							30TH PEAK HOUR	122	7	14	21	29	36			
					S	B	10TH HIGHEST DAY	1056	61	127	188	245	306			
							ANNUAL AVERAGE DAY	760	30	99	129	120	150	277,400	13,000	6.0%
							30TH PEAK HOUR	101	6	12	18	24	30			
62	101	SON	27.0	Windsor	N	B	10TH HIGHEST DAY	1142	118	74	192	358	476			
							ANNUAL AVERAGE DAY	688	43	55	98	130	173	251,120	11,750	7.5%
							30TH PEAK HOUR	112	12	7	19	35	47			
					S	B	10TH HIGHEST DAY	991	92	30	122	278	370			
							ANNUAL AVERAGE DAY	688	43	55	98	130	173	251,120	11,750	7.5%
							30TH PEAK HOUR	93	7	3	10	26	33			
63	101	MEN	30±	Calpella	N	B	10TH HIGHEST DAY	340	44	38	82	111	155			
							ANNUAL AVERAGE DAY	221	18	27	45	45	63	80,665	5,400	4.5%
							30TH PEAK HOUR	34	4	4	8	11	15			
					S	B	10TH HIGHEST DAY	345	44	38	82	111	155			
							ANNUAL AVERAGE DAY	221	18	27	45	45	63	80,665	5,400	4.5%
							30TH PEAK HOUR	33	4	4	8	11	15			
64	5	LA	60.4	Castaic	N#	B	10TH HIGHEST DAY	1134	123	154	477	391	514			
							ANNUAL AVERAGE DAY	761	53	129	182	168	221	277,765	13,000	6.0%
							30TH PEAK HOUR	117	13	16	29	40	53			
65	5	KER	3.3	Grapevine	N	B	10TH HIGHEST DAY	1506	171	185	356	533	704			
							ANNUAL AVERAGE DAY	731	45	146	191	140	185	266,815	12,500	6.0%
							30TH PEAK HOUR	163	18	20	38	58	76			
					S	B	10TH HIGHEST DAY	1440	166	101	267	515	681			
							ANNUAL AVERAGE DAY	731	45	146	191	140	185	266,815	12,500	6.0%
							30TH PEAK HOUR	176	20	12	32	63	83			
66	99	TUL	22.3	Tipton	N *#	B	10TH HIGHEST DAY	1213	149	369	518	399	548			
							ANNUAL AVERAGE DAY	562	43	202	245	115	158	205,130	9,700	4.5%
							30TH PEAK HOUR	105	13	28	41	35	48			
					S *#	B	10TH HIGHEST DAY	1241	154	327	481	414	568			
							ANNUAL AVERAGE DAY	562	43	204	247	115	158	205,130	9,700	4.5%
							30TH PEAK HOUR	127	16	33	49	42	58			
67	99	TUL	52±	Chester E. Warlow	B@	BG	10TH HIGHEST DAY	1423	154	182	336	447	601			
							ANNUAL AVERAGE DAY	873	58	148	206	168	226	318,645	23,100	4.0%
							30TH PEAK HOUR	134	14	17	31	42	56			

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@ At these existing roadside rests traffic counts have not been made.

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SAFETY ROADSIDE REST VEHICLE USE STUDY

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68	99	MAD	25±	Chowchilla	N	B	10TH HIGHEST DAY	936	102	116	218	301	403	198,560	9,300	4.5%
							ANNUAL AVERAGE DAY	544	35	98	133	103	138			
							30TH PEAK HOUR	74	8	9	17	24	32			
					S	B	10TH HIGHEST DAY	892	93	116	209	275	368	198,560	9,300	4.5%
							ANNUAL AVERAGE DAY	544	35	98	133	103	138			
							30TH PEAK HOUR	80	8	10	18	25	33			
69	99	STA	RO±	Turlock	N	B	10TH HIGHEST DAY	956	79	150	229	265	344	239,075	11,200	4.0%
							ANNUAL AVERAGE DAY	655	35	124	159	118	153			
							30TH PEAK HOUR	86	7	14	21	24	31			
					S	B	10TH HIGHEST DAY	976	81	150	231	271	352	239,075	11,200	4.0%
							ANNUAL AVERAGE DAY	655	35	124	159	118	153			
							30TH PEAK HOUR	100	8	15	23	28	36			
70	21	SOL	5±	Benicia	N#	BK	10TH HIGHEST DAY	619	27	104	131	134	161	120,815	7,500	13.5%
							ANNUAL AVERAGE DAY	331	8	72	80	40	48			
							30TH PEAK HOUR	67	3	11	14	14	17			
					S#	BK	10TH HIGHEST DAY	778	38	27	65	188	226	120,815	7,500	13.5%
							ANNUAL AVERAGE DAY	331	8	72	80	40	48			
							30TH PEAK HOUR	98	5	3	8	24	29			
71	80	PLA	9.0	Loomis	E	BK	10TH HIGHEST DAY	963	76	37	113	202	278	225,205	14,000	4.5%
							ANNUAL AVERAGE DAY	617	30	43	73	80	110			
							30TH PEAK HOUR	102	8	4	12	21	29			
					W	BK	10TH HIGHEST DAY	1172	104	24	128	278	382	225,205	14,000	4.5%
							ANNUAL AVERAGE DAY	617	30	43	73	80	110			
							30TH PEAK HOUR	155	14	3	17	37	51			
72	50	ED	4.3	Shingle Springs	E	BK	10TH HIGHEST DAY	632	63	21	84	168	231	128,845	8,000	6.0%
							ANNUAL AVERAGE DAY	353	20	32	52	53	73			
							30TH PEAK HOUR	66	7	2	9	18	25			
					W	BK	10TH HIGHEST DAY	622	64	13	77	166	230	128,845	8,000	6.0%
							ANNUAL AVERAGE DAY	353	20	32	52	63	73			
							30TH PEAK HOUR	67	7	1	8	18	25			
73	152	MER	39.3	San Joaquin	E	B	10TH HIGHEST DAY	668	56	98	154	196	252	144,175	6,750	6.0%
							ANNUAL AVERAGE DAY	395	20	75	95	70	90			
							30TH PEAK HOUR	68	6	10	16	20	26			
					W	B	10TH HIGHEST DAY	628	51	37	88	180	231	144,175	6,750	6.0%
							ANNUAL AVERAGE DAY	395	20	75	95	70	90			
							30TH PEAK HOUR	75	6	4	10	22	28			
74	14	LA	44±	Puritan Mine	N	B	10TH HIGHEST DAY	847	88	39	127	249	337	205,130	9,600	6.0%
							ANNUAL AVERAGE DAY	562	40	51	91	112	152			
							30TH PEAK HOUR	102	11	5	16	30	41			

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APPENDIX II

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SAFETY ROADSIDE REST VEHICLE USE STUDY

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74	14	LA	44±	Puritan Mine	S	B	10TH HIGHEST DAY	955	123	18	141	344	467			
							ANNUAL AVERAGE DAY	562	40	51	91	112	152	205,130	9,600	6.0%
							30TH PEAK HOUR	130	17	2	19	47	64			
75	15	SBD	30.0	Oak Hill	N#	B	10TH HIGHEST DAY	1193	128	151	279	376	504			
							ANNUAL AVERAGE DAY	760	50	182	232	147	197	277,400	13,000	7.0%
							30TH PEAK HOUR	95	10	12	22	30	40			
					S#	B	10TH HIGHEST DAY	1208	140	104	244	410	550			
							ANNUAL AVERAGE DAY	760	50	182	232	147	197	277,400	13,000	7.0%
							30TH PEAK HOUR	145	17	13	30	49	66			
76	10	SBD	38.2	Wildwood	E *#	B	10TH HIGHEST DAY	1150	87	246	333	284	371			
							ANNUAL AVERAGE DAY	729	40	160	200	130	170	266,085	13,000	3.0%
							30TH PEAK HOUR	144	11	31	24	36	47			
77	10	RIV	4.2	Brookside	W *#	B	10TH HIGHEST DAY	1017	94	77	171	302	396			
							ANNUAL AVERAGE DAY	676	38	148	186	123	161	246,740	13,500	3.0%
							30TH PEAK HOUR	127	12	9	21	38	50			
78	10	RIV	26.2	Whitewater	E@	B	10TH HIGHEST DAY	1069	123	85	208	358	481			
							ANNUAL AVERAGE DAY	644	43	77	120	125	168	235,060	11,000	3.5%
							30TH PEAK HOUR	100	12	8	20	34	46			
					W@	B	10TH HIGHEST DAY	269	161	41	202	469	630			
							ANNUAL AVERAGE DAY	644	43	77	120	125	168	235,060	11,000	3.5%
							30TH PEAK HOUR	137	17	4	21	51	68			
79	10	RIV	134.1	Wiley's Well	B*	BGH	10TH HIGHEST DAY	280	32	31	63	84	116			
							ANNUAL AVERAGE DAY	173	13	22	35	35	48	63,145	5,200	3.0%
							30TH PEAK HOUR	26	4	2	6	8	12			
							GROUP II TOTAL -							7,702,230		
				AVERAGE FOR GROUP II			10TH HIGHEST DAY	937	96	100	196	290	386			
							ANNUAL AVERAGE DAY	570	34	92	126	103	137	208,168	10.573	5.7%
							30TH PEAK HOUR	101	11	10	21	31	42			

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SAFETY ROADSIDE REST VEHICLE USE STUDY

GROUP III
FREEWAY NEAR LARGE CITIES

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
80	101	SCL	28±	Coyote	N#	CK	10TH HIGHEST DAY	811	213	50	263	213	426	206,955	21,000	6.0%
							ANNUAL AVERAGE DAY	567	28	102	130	98	126			
							30TH PEAK HOUR	88	23	5	28	23	46			
81	101	SM	15±	South Burlingame	B	CGJKL	10TH HIGHEST DAY	1166	8	52	60	62	70	354,780	135,000	2.0%
							ANNUAL AVERAGE DAY	972	5	39	44	40	45			
							30TH PEAK HOUR	106	1	5	6	6	7			
82	280	SM	R13.5	Crystal Springs	N*	CL	10TH HIGHEST DAY	550	7	18	25	44	51	171,550	21,500	16.+%
							ANNUAL AVERAGE DAY	470	5	14	19	30	35			
							30TH PEAK HOUR	58	1	2	3	5	6			
83	101	MRN	25±	Novato	S#	CK	10TH HIGHEST DAY	901	58	59	117	232	290	192,355	19,500	7.0%
							ANNUAL AVERAGE DAY	527	20	42	62	80	100			
							30TH PEAK HOUR	104	7	7	14	27	34			
84	80	SOL	6.5	Hunter Hill	W*#	CK	10TH HIGHEST DAY	1173	92	63	155	344	436	233,965	21,750	6.0%
							ANNUAL AVERAGE DAY	641	28	116	144	105	133			
							30TH PEAK HOUR	117	9	6	15	35	44			
85	80	SOL	35.0	Dixon	E	CK	10TH HIGHEST DAY	926	61	70	131	240	301	209,875	21,300	8.5%
							ANNUAL AVERAGE DAY	575	23	52	75	90	113			
							30TH PEAK HOUR	85	6	6	12	22	28			
					W	CK	10TH HIGHEST DAY	1173	90	28	118	352	442	209,875	21,300	8.5%
							ANNUAL AVERAGE DAY	575	23	52	75	90	113			
							30TH PEAK HOUR	121	9	3	12	36	45			
86	580	ALA	16.0	Dublin	E	CK	10TH HIGHEST DAY	854	42	104	146	178	220	222,650	22,600	8.0%
							ANNUAL AVERAGE DAY	610	20	79	99	85	105			
							30TH PEAK HOUR	83	4	10	14	17	21			
					W	CK	10TH HIGHEST DAY	921	47	28	75	199	246	222,650	22,600	8.0%
							ANNUAL AVERAGE DAY	610	20	79	99	85	105			
							30TH PEAK HOUR	94	5	3	8	20	25			
87	5	SAC	34.1	Elkhorn	S*#	C	10TH HIGHEST DAY	490	63	65	130	165	230	102,930	7,800	9.0%
							ANNUAL AVERAGE DAY	282	23	84	107	60	83			
							30TH PEAK HOUR	56	8	8	14	19	27			
88	5	SAC	3.7	Mokelumne	N	C	10TH HIGHEST DAY	358	36	42	78	108	144	85,410	6,500	8.0%
							ANNUAL AVERAGE DAY	234	15	35	50	45	60			
							30TH PEAK HOUR	32	3	4	7	10	13			

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APPENDIX II

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
88	5	SAC	3.7	Mokelumne	S	C	10TH HIGHEST DAY	377	39	22	61	118	157	85,410	6,500	8.0%
							ANNUAL AVERAGE DAY	234	15	35	50	45	60			
							30TH PEAK HOUR	32	3	2	5	10	13			
89	99	SAC	6.2	Arno Road	N	C	10TH HIGHEST DAY	791	88	90	178	250	338	183,960	14,000	6.5%
							ANNUAL AVERAGE DAY	504	35	76	101	100	135			
							30TH PEAK HOUR	82	9	9	18	26	35			
					S	C	10TH HIGHEST DAY	796	89	46	135	255	344	183,960	14,000	6.5%
							ANNUAL AVERAGE DAY	504	35	76	101	100	135			
							30TH PEAK HOUR	80	9	5	14	26	35			
90	99	SJ	10±	Manteca	N	C	10TH HIGHEST DAY	821	84	117	201	253	337	197,100	15,000	7.5%
							ANNUAL AVERAGE DAY	540	35	97	132	105	140			
							30TH PEAK HOUR	83	8	12	20	26	34			
					S	C	10TH HIGHEST DAY	745	70	117	187	210	280	197,100	15,000	7.5%
							ANNUAL AVERAGE DAY	540	35	97	132	105	140			
							30TH PEAK HOUR	76	7	12	19	21	28			
91	101	VEN	8.2	Camarillo	N#	CK	10TH HIGHEST DAY	885	82	137	219	262	344	202,940	20,600	5.5%
							ANNUAL AVERAGE DAY	556	32	100	132	102	134			
							30TH PEAK HOUR	96	9	15	24	28	37			
					S#	CK	10TH HIGHEST DAY	851	77	56	133	245	322	202,940	20,600	5.5%
							ANNUAL AVERAGE DAY	556	32	100	132	102	134			
							30TH PEAK HOUR	102	9	7	16	29	38			
92	8	SD	21±	Flinn Springs	W#	C	10TH HIGHEST DAY	527	21	22	43	94	115	109,865	8,350	9.0%
							ANNUAL AVERAGE DAY	301	13	24	37	35	48			
							30TH PEAK HOUR	53	2	2	4	10	12			
93	5	Abandon		La Costa	B*#	CGJK	10TH HIGHEST DAY	968	68	22	90	264	332	187,975	52,000	8.0%
							ANNUAL AVERAGE DAY	515	20	72	92	78	98			
							30TH PEAK HOUR	87	6	2	8	24	30			
94	5	SD	58.8	Aliso Creek	N*#	CK	10TH HIGHEST DAY	1267	85	24	109	362	447	210,240	24,500	8.5%
							ANNUAL AVERAGE DAY	576	20	80	100	85	105			
							30TH PEAK HOUR	144	10	3	13	41	51			
					S@#	CK	10TH HIGHEST DAY	1251	79	51	130	335	414	241,630	24,500	8.5%
							ANNUAL AVERAGE DAY	662	23	92	115	98	121			
							30TH PEAK HOUR	135	9	6	15	36	45			
95	5	LA	R47.5	Gavin Canyon	S*#	CK	10TH HIGHEST DAY	1109	139	88	227	392	531	262,800	27,500	11.0%
							ANNUAL AVERAGE DAY	720	55	172	282	155	210			
							30TH PEAK HOUR	149	19	12	31	53	72			
96	60	SBD	8.6	Mountain View	E#	C	10TH HIGHEST DAY	491	39	87	126	120	159	142,350	10,850	5.7%
							ANNUAL AVERAGE DAY	390	23	70	93	70	93			
							30TH PEAK HOUR	55	4	10	14	14	18			

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
96	60	SBD	8.6	Mountain View	W #	C	10TH HIGHEST DAY	554	50	30	80	153	203			
							ANNUAL AVERAGE DAY	390	23	70	93	70	93	142,350	10,850	5.7%
							30TH PEAK HOUR	73	7	4	11	20	27			
97	10	SBD	14.4	Fontana	W* #	C	10TH HIGHEST DAY	1531	89	73	162	373	462			
							ANNUAL AVERAGE DAY	945	33	170	203	138	171	344,925	25,550	5.5%
							30TH PEAK HOUR	153	9	7	16	37	46			
													GROUP III TOTAL - 5,108,540			
				AVERAGE FOR GROUP III			10TH HIGHEST DAY	857	70	60	130	224	294			
							ANNUAL AVERAGE DAY	538	25	79	104	84	109	196,482	23,486	6.6%
							30TH PEAK HOUR	90	7	7	14	24	31			
													ALL FREEWAYS TOTAL - 26,865,825			
				AVERAGE FOR ALL FREEWAYS			10TH HIGHEST DAY	768	81	60	141	235	316			
							ANNUAL AVERAGE DAY	431	26	62	88	77	103	157,109	8,833	6.6%
							30TH PEAK HOUR	80	8	6	14	25	33			
				GROUP IV												
				NON-FREEWAY, ISOLATED, RURAL, NOT IN DESERT												
98	1	LA	59±	Point Mugu	N	DJ	10TH HIGHEST DAY	513	53	2	55	176	229			
							ANNUAL AVERAGE DAY	242	13	7	20	43	56	88,330	4,800	2.0%
							30TH PEAK HOUR	74	8	1	9	25	33			
					S	DJ	10TH HIGHEST DAY	520	55	2	57	182	237			
							ANNUAL AVERAGE DAY	242	13	7	20	43	56	88,330	4,800	2.0%
							30TH PEAK HOUR	69	7	1	8	24	31			
99	1	SLO	45±	Harmony	B	DJ	10TH HIGHEST DAY	655	64	4	68	173	237			
							ANNUAL AVERAGE DAY	262	13	8	21	35	48	95,630	5,200	9.0%
							30TH PEAK HOUR	87	9	1	10	23	32			
100	1	SLO	67±	Carpojo Creek	B	DJ	10TH HIGHEST DAY	385	40	3	43	141	181			
							ANNUAL AVERAGE DAY	100	5	4	9	18	23	36,500	2,000	5.0%
							30TH PEAK HOUR	54	5	1	6	20	70			
101	1	SM	5±	Pigeon Point	B	DJ	10TH HIGHEST DAY	535	28	9	37	127	155			
							ANNUAL AVERAGE DAY	202	5	22	27	23	28	73,730	4,000	7.0%
							30TH PEAK HOUR	68	4	1	5	16	20			

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APPENDIX II

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
102	1	MRN	9±	Stinson Beach	B	DJ	10TH HIGHEST DAY	390	10	8	18	36	46			
							ANNUAL AVERAGE DAY	116	2	12	14	5	7	42,340	2,300	11.0%
							30TH PEAK HOUR	59	1	1	2	5	6			
103	1	MRN	25±	Bolinas	B	DJ	10TH HIGHEST DAY	213	12	27	39	49	61			
							ANNUAL AVERAGE DAY	96	3	7	10	13	16	35,040	1,900	5.5%
							30TH PEAK HOUR	29	1	4	5	7	8			
104	1	SON	6±	Bodega Bay	B	DJ	10TH HIGHEST DAY	408	25	10	35	125	150			
							ANNUAL AVERAGE DAY	166	5	13	18	25	30	60,590	3,300	7.5%
							30TH PEAK HOUR	54	3	1	4	17	20			
105	1	SON	47±	Stewart	B	DJ	10TH HIGHEST DAY	157	17	11	28	44	61			
							ANNUAL AVERAGE DAY	53	3	7	10	8	11	19,345	1,060	7.5%
							30TH PEAK HOUR	20	3	1	4	5	8			
106	1	MEN	86±	Wages Creek	B	DJ	10TH HIGHEST DAY	153	5	4	9	48	53			
							ANNUAL AVERAGE DAY	515	20	72	92	78	98	187,975	750	6.0%
							30TH PEAK HOUR	19	7	1	8	5	12			
107	199	DN	33.4	Collier Tunnel	B*	D	10TH HIGHEST DAY	375	50	11	61	139	189			
							ANNUAL AVERAGE DAY	139	10	13	23	28	38	50,735	2,200	7.0%
							30TH PEAK HOUR	43	6	1	7	16	22			
108	97	SIS	21.8	Grass Lake	B*	D	10TH HIGHEST DAY	330	55	22	77	127	182			
							ANNUAL AVERAGE DAY	159	15	27	42	35	50	58,035	2,150	5.5%
							30TH PEAK HOUR	33	5	2	7	13	18			
109	139	MOD	15±	Hackamore	B	D	10TH HIGHEST DAY	153	36	5	41	68	104			
							ANNUAL AVERAGE DAY	65	8	5	13	15	23	23,725	900	4.0%
							30TH PEAK HOUR	18	4	1	5	8	12			
110	299	TRI	3.8	I Have Found It	B	D	10TH HIGHEST DAY	236	26	5	31	77	103			
							ANNUAL AVERAGE DAY	90	5	9	14	15	20	32,850	1,250	7.0%
							30TH PEAK HOUR	29	3	1	4	9	12			
111	299	TRI	56.8	Douglas City	B*	D	10TH HIGHEST DAY	339	46	15	61	123	169			
							ANNUAL AVERAGE DAY	171	13	10	23	35	48	62,415	1,900	5.0%
							30TH PEAK HOUR	45	6	2	8	16	22			
112	299	SHA	60.6	Montgomery Creek	B*	DL	10TH HIGHEST DAY	156	20	12	32	50	70			
							ANNUAL AVERAGE DAY	69	5	6	11	13	18	25,185	1,700	4.5%
							30TH PEAK HOUR	17	2	1	3	6	8			
113	299	MOD	10±	Adin	B	D	10TH HIGHEST DAY	147	18	9	27	44	62			
							ANNUAL AVERAGE DAY	69	5	5	10	13	18	25,185	950	5.0%
							30TH PEAK HOUR	18	3	1	4	5	8			
114	3	TRI	78±	New York Place	B	DJ	10TH HIGHEST DAY	60	7	4	4	18	18			
							ANNUAL AVERAGE DAY	18	2	3	3	3	3	6.570	350	4.0%
							30TH PEAK HOUR	9	1	2	2	4	4			

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
115	44	SHA	34.7	Shingletown	B*	D	10TH HIGHEST DAY	216	53	5	58	99	152			
							ANNUAL AVERAGE DAY	65	8	7	15	15	23	23,725	930	7.0%
							30TH PEAK HOUR	25	7	1	8	12	19			
116	44	LAS	14.5	Bogard Ranger Sta.	B@	D	10TH HIGHEST DAY	150	30	12	42	62	92			
							ANNUAL AVERAGE DAY	46	5	5	10	10	15	16,790	1,050	6.0%
							30TH PEAK HOUR	17	3	2	5	8	11			
117	89	PLU	12.8	Almanor	B@	D	10TH HIGHEST DAY	104	17	3	20	45	62			
							ANNUAL AVERAGE DAY	37	3	3	6	8	11	13,505	560	0.0%
							30TH PEAK HOUR	12	2	1	3	5	7			
118	99	TEH	0±	Vina	N	D	10TH HIGHEST DAY	294	59	26	85	59	118			
							ANNUAL AVERAGE DAY	177	15	18	33	40	55	64,605	2,450	2.0%
							30TH PEAK HOUR	33	7	3	10	7	14			
					S	D	10TH HIGHEST DAY	260	40	25	65	90	130			
							ANNUAL AVERAGE DAY	177	15	18	33	40	55	64,605	2,450	2.0%
							30TH PEAK HOUR	28	4	3	7	10	14			
119	20	NEV	35.7	Alpha-Omega	B*	D	10TH HIGHEST DAY	357	43	6	49	123	166			
							ANNUAL AVERAGE DAY	138	8	11	19	23	31	50,370	1,600	7.0%
							30TH PEAK HOUR	39	5	1	6	13	18			
120	70	BUT	29.0	West Branch	B@	D	10TH HIGHEST DAY	245	37	13	50	93	130			
							ANNUAL AVERAGE DAY	92	8	6	14	20	28	33,580	1,700	7.0%
							30TH PEAK HOUR	28	4	1	5	11	15			
121	70	PLU	31.4	Paxton	B	D	10TH HIGHEST DAY	253	48	20	68	96	144			
							ANNUAL AVERAGE DAY	94	10	10	20	20	30	34,310	1,300	5.0%
							30TH PEAK HOUR	30	6	3	9	11	17			
122	70	PLU	95.8	Beckwourth Pass	B@	D	10TH HIGHEST DAY	250	20	16	36	79	99			
							ANNUAL AVERAGE DAY	108	5	13	18	20	25	39,420	1,500	5.5%
							30TH PEAK HOUR	32	3	3	6	11	14			
123	108	TUO	50±	Donnell Overlook	B@	DJ	10TH HIGHEST DAY	100	3	3	6	37	40			
							ANNUAL AVERAGE DAY	18	1	3	4	3	4	6,570	350	4.0%
							30TH PEAK HOUR	15	0	1	1	5	5			
124	120	TUO	47.4	Sweetwater	B@	DJ	10TH HIGHEST DAY	237	24	2	26	79	103			
							ANNUAL AVERAGE DAY	65	3	4	7	10	13	23,725	1,300	8.0%
							30TH PEAK HOUR	40	4	1	5	13	17			
125	140	MPA	28.0	Midpines	B@	DJ	10TH HIGHEST DAY	307	24	2	26	95	119			
							ANNUAL AVERAGE DAY	128	5	3	8	20	25	46,720	2,550	6.0%
							30TH PEAK HOUR	43	3	1	4	13	26			
126	46	SLO	49.6	Shandon	B	D	10TH HIGHEST DAY	646	99	40	139	241	340			
							ANNUAL AVERAGE DAY	382	35	27	62	85	120	139,430	5,300	6.0%
							30TH PEAK HOUR	97	15	6	21	36	51			

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
127	166	SB	25±	Cuyama	B	DL	10TH HIGHEST DAY	70	10	1	11	17	27			
							ANNUAL AVERAGE DAY	33	3	2	5	5	8	12,045	600	10.5%
							30TH PEAK HOUR	10	1	1	2	3	4			
128	150	VEN	7±	Lake Casitas	B	DJ	10TH HIGHEST DAY	75	7	3	10	19	26			
							ANNUAL AVERAGE DAY	65	5	3	8	13	18	23,725	1,300	4.0%
							30TH PEAK HOUR	7	1	1	2	2	3			
129	111	IMP	63.6	North Shore	B	DJ	10TH HIGHEST DAY	203	17	67	84	49	66			
							ANNUAL AVERAGE DAY	119	8	36	44	23	31	43,435	2,350	4.0%
							30TH PEAK HOUR	24	2	8	10	6	8			
130	94	SD	41.1	Petrero	B	DL	10TH HIGHEST DAY	72	9	0	9	24	33			
							ANNUAL AVERAGE DAY	42	3	2	5	8	11	15,330	970	5.5%
							30TH PEAK HOUR	9	1		1	3	4			
131	48	LA	15±	Pear Blossom	E	DL	10TH HIGHEST DAY	39	6	1	7	16	22			
							ANNUAL AVERAGE DAY	29	3	3	6	8	11	10,585	675	3.0%
							30TH PEAK HOUR	5	1	1	2	2	3			
					W	DL	10TH HIGHEST DAY	38	6	1	7	15	21			
							ANNUAL AVERAGE DAY	29	3	3	6	8	11	10,585	675	3.0%
							30TH PEAK HOUR	7	1	1	2	3	4			
														GROUP IV TOTAL - 1,685,570		
				AVERAGE FOR GROUP IV			10TH HIGHEST DAY	262	30	11	41	83	113			
							ANNUAL AVERAGE DAY	125	7	11	18	23	30	45,556	1,922	5.5%
							30TH PEAK HOUR	34	4	2	6	12	16			
				GROUP V												
				NON-FREEWAY NEAR SMALL OR LARGE CITIES												
132	99	SUT	6±	Rio Oso	B	F	10TH HIGHEST DAY	443	17	57	74	81	98			
							ANNUAL AVERAGE DAY	310	8	40	48	38	46	113,150	8,600	10.5%
							30TH PEAK HOUR	49	2	6	8	9	11			
133	99	BUT	29±	Butte Creek	N	F	10TH HIGHEST DAY	206	13	22	35	46	59			
							ANNUAL AVERAGE DAY	166	8	15	23	5	36	60,590	4,600	3.8%
							30TH PEAK HOUR	22	1	2	3	5	6			
					S	F	10TH HIGHEST DAY	211	14	22	36	49	63			
							ANNUAL AVERAGE DAY	166	8	15	23	28	36	60,590	4,600	3.8%
							30TH PEAK HOUR	24	2	2	4	5	7			

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
134	67	SD	18.5	Woodson Mountain	B	E	10TH HIGHEST DAY	555	44	3	47	131	175			
							ANNUAL AVERAGE DAY	257	10	13	23	30	40	93,805	4,750	9.0%
							30TH PEAK HOUR	77	6	1	7	18	24			
135	36	PLU	12.8	Chester	B*	E	10TH HIGHEST DAY	189	21	10	31	63	84			
							ANNUAL AVERAGE DAY	84	5	7	12	15	20	30,660	2,200	5.0%
							30TH PEAK HOUR	21	2	1	3	7	9			
136	70	PLU	49.8	Massack	B*	E	10TH HIGHEST DAY	240	32	25	57	80	112			
							ANNUAL AVERAGE DAY	109	10	13	23	25	35	39,785	2,000	4.0%
							30TH PEAK HOUR	26	4	3	5	8	12			
137	49	CAL	12.9	San Domingo	B@	EJ	10TH HIGHEST DAY	354	30	5	35	94	124			
							ANNUAL AVERAGE DAY	172	8	12	20	25	33	62,780	4,250	5.5%
							30TH PEAK HOUR	42	4	1	5	11	15			
138	49	CAL	2.6	Carson Hill	B@	E	10TH HIGHEST DAY	137	9	4	13	37	46			
							ANNUAL AVERAGE DAY	82	3	4	7	13	16	29,930	1,400	3.0%
							30TH PEAK HOUR	16	1	1	2	4	5			
139	88	AMA	10±	Mountain Springs	B@	E	10TH HIGHEST DAY	321	29	8	37	101	130			
							ANNUAL AVERAGE DAY	190	10	17	27	35	45	69,350	3,250	5.5%
							30TH PEAK HOUR	41	4	1	5	13	17			
140	18	SBD	30±	Desert View	B	E	10TH HIGHEST DAY	590	32	8	40	127	159			
							ANNUAL AVERAGE DAY	281	8	8	16	32	40	102,565	4,800	7.0%
							30TH PEAK HOUR	70	4	1	5	15	19			
141	126	VEN	16±	Filmore	B	EL	10TH HIGHEST DAY	524	43	38	81	130	173			
							ANNUAL AVERAGE DAY	397	23	28	51	70	93	144,905	11,300	5.0%
							30TH PEAK HOUR	61	5	4	9	15	20			
142	111	IMP	29.3	Two Rivers	B*	EH	10TH HIGHEST DAY	220	7	45	52	32	39			
							ANNUAL AVERAGE DAY	133	3	25	28	15	18	48,545	3,200	4.0%
							30TH PEAK HOUR	26	1	5	6	4	5			
							GROUP V TOTAL -							856,655		
				AVERAGE FOR GROUP V			10TH HIGHEST DAY	333	24	21	45	81	105			
							ANNUAL AVERAGE DAY	196	8	17	25	29	37	71,388	4,579	6.1%
							30TH PEAK HOUR	39	3	2	5	10	13			

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APPENDIX II

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
GROUP VI																
NON-FREEWAY IN DESERT																
143	14	KER	34.7	Jawbone Canyon	N	DH	10TH HIGHEST DAY	201	85	15	100	118	203	31,755	1,725	3.0%
							ANNUAL AVERAGE DAY	87	18	11	29	25	43			
							30TH PEAK HOUR	25	10	2	12	14	24			
					S	DH	10TH HIGHEST DAY	188	77	9	86	107	184	31,755	1,725	3.0%
							ANNUAL AVERAGE DAY	87	18	11	29	25	43			
							30TH PEAK HOUR	28	12	1	13	16	28			
144	395	SBD	5±	Aqueduct	N	DH	10TH HIGHEST DAY	239	61	16	77	106	167	49,640	2,700	7.5%
							ANNUAL AVERAGE DAY	136	20	12	32	35	55			
							30TH PEAK HOUR	21	5	1	6	9	14			
					S	DH	10TH HIGHEST DAY	227	58	7	65	101	159	49,640	2,700	7.5%
							ANNUAL AVERAGE DAY	136	20	12	32	35	55			
							30TH PEAK HOUR	30	8	1	9	13	21			
145	395	SBD	60±	Red Mountain	N	DH	10TH HIGHEST DAY	105	25	7	32	47	72	21,170	1,150	6.0%
							ANNUAL AVERAGE DAY	58	8	5	13	15	23			
							30TH PEAK HOUR	11	3	1	4	5	8			
					S	DH	10TH HIGHEST DAY	117	31	4	35	58	89	21,170	1,150	6.0%
							ANNUAL AVERAGE DAY	58	8	5	13	15	23			
							30TH PEAK HOUR	16	4	1	5	8	12			
146	395	KER	23.0	Inyokern	N	DH	10TH HIGHEST DAY	80	21	4	25	33	54	10,220	550	5.0%
							ANNUAL AVERAGE DAY	28	8	3	11	8	16			
							30TH PEAK HOUR	6	2	1	3	4	6			
					S	DH	10TH HIGHEST DAY	91	26	2	28	41	67	10,220	550	5.0%
							ANNUAL AVERAGE DAY	28	8	3	11	8	16			
							30TH PEAK HOUR	10	4	1	5	6	10			
147	395	INY	8±	Little Lake	N	DH	10TH HIGHEST DAY	235	54	8	62	108	162	33,215	1,800	5.0%
							ANNUAL AVERAGE DAY	91	10	6	16	20	30			
							30TH PEAK HOUR	31	7	1	8	14	21			
					S	DH	10TH HIGHEST DAY	226	50	4	54	100	150	33,215	1,800	5.0%
							ANNUAL AVERAGE DAY	91	10	6	16	20	30			
							30TH PEAK HOUR	31	7	1	8	14	21			
148	395	INY		Haiwee	B*	DH	10TH HIGHEST DAY	402	79	9	88	176	255	61,320	3,650	8.0%
							ANNUAL AVERAGE DAY	168	17	12	29	38	55			
							30TH PEAK HOUR	54	11	1	12	24	35			

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
149	395	INY	24.5	Olancha	N	DH	10TH HIGHEST DAY	235	54	8	62	108	162			
							ANNUAL AVERAGE DAY	91	10	6	16	20	30	33,215	1,800	8.0%
							30TH PEAK HOUR	31	7	1	8	14	21			
					S	DH	10TH HIGHEST DAY	226	50	4	54	100	150			
							ANNUAL AVERAGE DAY	91	10	6	16	20	30	33,215	1,800	8.0%
							30TH PEAK HOUR	31	7	1	8	14	21			
150	395	INY	60±	Lone Pine	N	DH	10TH HIGHEST DAY	225	43	9	52	98	141			
							ANNUAL AVERAGE DAY	101	10	7	17	23	33	36,865	2,000	7.5%
							30TH PEAK HOUR	29	5	1	6	12	17			
					S	DH	10TH HIGHEST DAY	232	46	5	51	105	151			
							ANNUAL AVERAGE DAY	101	10	7	17	23	33	36,865	2,000	7.5%
							30TH PEAK HOUR	39	8	1	9	18	26			
151	395	INY	83.9	Division Creek (Only	N*)	DH	10TH HIGHEST DAY	357	64	14	78	162	226			
							ANNUAL AVERAGE DAY	160	15	11	26	38	53	58,400	4,000	8.0%
							30TH PEAK HOUR	45	8	2	10	21	29			
					N	DH	10TH HIGHEST DAY	225	43	9	52	98	141			
							ANNUAL AVERAGE DAY	101	10	7	17	23	33	36,865	2,000	8.0%
							30TH PEAK HOUR	29	5	1	6	12	17			
					S	DH	10TH HIGHEST DAY	232	46	5	51	105	151			
							ANNUAL AVERAGE DAY	101	10	7	17	23	33	36,865	2,000	8.0%
							30TH PEAK HOUR	39	8	1	9	18	26			
152	395	INY	122.0	Round Valley	N	DH	10TH HIGHEST DAY	356	89	7	96	146	235			
							ANNUAL AVERAGE DAY	130	20	8	28	33	53	47,450	2,575	8.5%
							30TH PEAK HOUR	32	10	8	18	16	26			
					S	DH	10TH HIGHEST DAY	347	85	6	91	140	225			
							ANNUAL AVERAGE DAY	130	20	8	28	33	53	47,450	2,575	8.5%
							30TH PEAK HOUR	48	14	1	15	24	38			
153	395	MNO	32.3	Crestview	N	DH	10TH HIGHEST DAY	174	46	3	49	69	115			
							ANNUAL AVERAGE DAY	60	10	4	14	15	25	21,900	1,200	7.0%
							30TH PEAK HOUR	16	5	1	6	8	13			
					S@	DH	10TH HIGHEST DAY	171	45	3	48	67	112			
							ANNUAL AVERAGE DAY	60	10	4	14	15	25	21,900	1,200	7.0%
							30TH PEAK HOUR	21	7	1	8	10	17			
154	395	MNO	60±	Mono Lake	N	DH	10TH HIGHEST DAY	169	35	2	37	70	105			
							ANNUAL AVERAGE DAY	50	5	2	7	10	15	18,250	1,000	4.0%
							30TH PEAK HOUR	22	4	1	5	9	13			
					S	DH	10TH HIGHEST DAY	140	28	2	30	56	84			
							ANNUAL AVERAGE DAY	50	5	2	7	10	15	18,250	1,000	4.0%
							30TH PEAK HOUR	19	4	1	5	8	12			

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SAFETY ROADSIDE REST VEHICLE USE STUDY

LOCATION #	RTE	CO.	POSTMILE	NAME	DIRECTION OF TRAVEL	CLASSIFICATION	YEAR 1973 VOLUME QUOTED FOR:	REST AREA TOTAL VEHICLES	AUTOS WITH TRAILER	TRUCKS	TOTAL LENGTHY VEHICLES	CAMPERS, MOTOR HOMES	TOTAL RECREATIONAL VEHICLES	REST AREA VEHICLES IN A YEAR	APPROACHING MAINLINE 1973 AADT	APPROACHING MAINLINE ANNUAL GROWTH
155	395	MNO	85±	Devil's Gate	N	DH	10TH HIGHEST DAY	142	26	2	28	68	94	19,345	1,050	7.0%
							ANNUAL AVERAGE DAY	53	5	2	7	13	18			
							30TH PEAK HOUR	19	3	1	4	9	12			
					S	DH	10TH HIGHEST DAY	147	28	2	30	72	100	19,345	1,050	7.0%
							ANNUAL AVERAGE DAY	53	5	2	7	13	18			
							30TH PEAK HOUR	20	4	1	5	10	14			
156	395	MNO	118±	Topaz	N	DH	10TH HIGHEST DAY	124	17	2	19	58	75	15,695	850	5.0%
							ANNUAL AVERAGE DAY	43	3	2	5	10	13			
							30TH PEAK HOUR	13	2	1	3	6	8			
					S	DH	10TH HIGHEST DAY	104	14	2	16	46	60	15,695	850	5.0%
							ANNUAL AVERAGE DAY	43	3	2	5	10	13			
							30TH PEAK HOUR	13	2	1	3	6	8			
157	395	LAS	49.6	Honey Lake	B*	DH	10TH HIGHEST DAY	400	52	13	65	134	186	63,875	3,150	6.0%
							ANNUAL AVERAGE DAY	175	13	11	24	33	46			
							30TH PEAK HOUR	44	6	1	7	15	21			
158	395	LAS	96.5	Ravendale	B@	DH	10TH HIGHEST DAY	99	12	7	19	33	45	14,965	825	5.0%
							ANNUAL AVERAGE DAY	41	3	4	6	8	11			
							30TH PEAK HOUR	11	1	1	2	4	5			
159	395	LAS	135±	Madeline	B	DH	10TH HIGHEST DAY	112	13	4	17	43	56	16,425	159	5.0%
							ANNUAL AVERAGE DAY	45	3	3	6	10	13			
							30TH PEAK HOUR	12	1	1	2	5	6			
160	86	IMP	40±	Kane Springs	N	DH	10TH HIGHEST DAY	202	14	19	33	40	54	42,340	2,300	6.0%
							ANNUAL AVERAGE DAY	116	5	17	22	15	20			
							30TH PEAK HOUR	24	2	3	5	5	7			
					S	DH	10TH HIGHEST DAY	207	14	19	33	42	56	42,340	2,300	6.0%
							ANNUAL AVERAGE DAY	116	5	17	22	15	20			
							30TH PEAK HOUR	25	2	3	5	5	7			
161	86	IMP	67.0	Traventine Rock	B	DH	10TH HIGHEST DAY	384	19	39	58	97	116	81,760	4,450	6.0%
							ANNUAL AVERAGE DAY	224	8	33	41	40	48			
							30TH PEAK HOUR	46	2	5	7	12	14			
162	78	IMP	0±	Oasis	B	DH	10TH HIGHEST DAY	50	1	6	6	8	8	9,125	500	0.0
							ANNUAL AVERAGE DAY	25	1	3	3	3	3			
							30TH PEAK HOUR	6	0	1	1	1	1			
163	78	IMP	25±	High Line	B	DH	10TH HIGHEST DAY	97	7	26	33	17	24	25,915	1,400	8.0%
							ANNUAL AVERAGE DAY	71	3	19	22	8	11			
							30TH PEAK HOUR	10	1	3	4	2	3			
164	78	IMP	60±	Ben Hulse	B	DH	10TH HIGHEST DAY	68	7	16	23	11	18	18,250	1,000	8.0%
							ANNUAL AVERAGE DAY	50	3	14	17	5	8			
							30TH PEAK HOUR	8	1	2	3	1	2			

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								GROUP VI TOTAL - 1,185,885								
				AVERAGE FOR GROUP VI			10TH HIGHEST DAY	198	40	8	48	81	121	32,050	1,743	6.7%
							ANNUAL AVERAGE DAY	88	9	8	17	20	29			
							30TH PEAK HOUR	25	5	2	7	10	15			
								ALL NON-FREEWAYS TOTAL - 3,728,110								
				AVERAGE FOR ALL NON-FREEWAYS			10TH HIGHEST DAY	244	33	12	45	82	115	43,350	2,215	6.1%
							ANNUAL AVERAGE DAY	118	8	11	19	22	30			
							30TH PEAK HOUR	30	4	2	6	11	15			
								TOTAL OF ALL REST AREAS STUDIED - 30,593,935								
				AVERAGE FOR ALL REST AREAS STUDIED			10TH HIGHEST DAY	592	64	44	108	184	248	119,043	6,608	6.5%
							ANNUAL AVERAGE DAY	327	20	12	32	58	78			
							30TH PEAK HOUR	63	7	5	12	20	27			

APPENDIX II

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