

# Big Bear Modal Alternatives Analysis

## Final Report Appendices

Prepared for:



Inland Valley  
Development Agency

Prepared by:



In association with:

Cambridge Systematics, Inc.  
Sharon Greene + Associates  
URS Corporation

December, 2011

## **Appendix A**

### **Traffic Counts**

Day: SATURDAY  
Date: 03/13/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 bet. SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5101-001n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	74	18	0	5	1	0	0	0	0	0	0	0	98
01:00	0	37	14	1	2	0	0	0	2	0	0	0	0	56
02:00	0	30	10	0	2	0	0	0	1	0	0	0	0	43
03:00	0	18	5	0	0	0	0	0	2	0	0	0	0	25
04:00	0	10	6	0	0	0	0	0	1	0	0	0	0	17
05:00	0	20	4	0	2	0	0	1	2	0	0	0	0	29
06:00	0	39	22	2	4	0	0	2	0	0	0	0	0	69
07:00	0	100	35	0	23	0	0	2	2	0	0	0	0	162
08:00	0	154	47	0	21	0	0	2	0	0	0	0	0	224
09:00	0	234	87	0	17	2	0	2	1	0	0	0	0	343
10:00	2	329	90	0	26	0	0	1	0	0	0	0	0	448
11:00	1	340	90	0	23	2	0	3	1	0	0	0	0	460
12:00 PM	2	388	112	1	24	0	0	4	1	0	0	0	0	532
13:00	1	376	99	1	19	1	0	3	0	0	0	0	0	500
14:00	3	403	94	0	20	0	0	0	0	0	0	0	0	520
15:00	4	419	123	0	35	2	0	3	0	0	0	0	0	586
16:00	4	401	96	0	21	0	0	2	0	0	0	0	0	524
17:00	1	384	94	1	18	1	0	2	0	0	0	0	0	501
18:00	3	310	76	0	15	3	0	2	1	0	0	0	0	410
19:00	3	296	65	0	24	1	0	1	0	0	0	0	0	390
20:00	1	274	69	0	12	0	0	1	0	0	0	0	0	357
21:00	1	207	53	1	12	3	0	3	0	0	0	0	0	280
22:00	0	173	47	0	8	0	0	1	0	0	0	0	0	229
23:00	0	135	31	0	11	0	0	1	0	0	0	0	0	178
<b>Totals</b>	<b>26</b>	<b>5151</b>	<b>1387</b>	<b>7</b>	<b>344</b>	<b>16</b>	<b>14</b>	<b>36</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6981</b>
<b>% of Totals</b>	<b>0%</b>	<b>74%</b>	<b>20%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes			
	Volume	%		Volume	%		Volume	%		Volume	%		
<b>AM Peak Hour</b>	10:00	11:00	10:00	09:00	10:00	09:00	11:00	01:00	11:00	01:00	11:00	01:00	11:00
<b>Volume</b>	2	340	90	2	26	2	3	2	460	2	460	2	460
<b>% PM</b>	0%	3766	959	0%	219	11	23	2	5007	0%	5007	0%	5007
<b>PM Peak Hour</b>	15:00	15:00	15:00	12:00	15:00	18:00	12:00	12:00	72%	12:00	15:00	12:00	15:00
<b>Volume</b>	4	419	123	1	35	3	4	1	1500	12:00	1500	12:00	1500
<b>Directional Peak Periods</b>	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes			
<b>All Classes</b>	Volume	%		Volume	%		Volume	%		Volume	%		Volume
	386	6%	↔	1032	15%	↔	1025	15%	↔	4538	65%	↔	4538

Day: SATURDAY  
Date: 3/13/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 bet. SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5101-001s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	11	4	0	1	0	0	0	0	0	0	0	0	16
01:00	0	10	0	0	1	0	0	0	0	0	0	0	0	11
02:00	0	11	3	0	0	0	0	1	0	0	0	0	0	15
03:00	0	12	5	0	1	0	0	0	1	0	0	0	0	19
04:00	0	27	11	0	2	0	0	0	1	0	0	0	0	41
05:00	0	70	21	0	6	0	0	1	0	0	0	0	0	98
06:00	0	159	49	0	11	1	0	1	1	0	0	0	0	222
07:00	1	209	70	1	19	0	0	1	0	0	0	0	0	301
08:00	1	299	89	0	25	0	0	3	0	0	0	0	0	417
09:00	1	383	109	1	35	0	0	1	0	0	0	0	0	530
10:00	3	382	95	1	28	1	0	1	2	0	0	0	0	513
11:00	6	382	110	1	33	1	0	2	1	0	0	0	0	536
12:00 PM	4	360	112	0	31	1	0	4	0	0	0	0	0	512
13:00	3	322	95	1	20	1	0	4	2	0	0	0	0	448
14:00	1	275	84	1	19	2	0	0	1	0	0	0	0	383
15:00	4	311	86	0	31	0	0	1	0	0	0	0	0	433
16:00	2	339	87	1	31	0	0	1	0	0	0	0	0	461
17:00	2	306	75	0	24	1	0	1	1	0	0	0	0	410
18:00	0	209	45	0	14	1	0	1	0	0	0	0	0	270
19:00	0	135	48	0	9	1	0	2	0	0	0	0	0	195
20:00	0	76	20	0	1	0	0	0	0	0	0	0	0	97
21:00	1	69	17	0	4	0	0	1	0	0	0	0	0	92
22:00	0	62	13	0	2	0	0	0	0	0	0	0	0	77
23:00	0	31	7	0	3	0	0	0	0	0	0	0	0	41
<b>Totals</b>	<b>29</b>	<b>4450</b>	<b>1255</b>	<b>7</b>	<b>351</b>	<b>10</b>	<b>10</b>	<b>26</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6138</b>
<b>% of Totals</b>	<b>0%</b>	<b>72%</b>	<b>20%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>0%</b>	<b>1955</b>	<b>566</b>	<b>4</b>	<b>162</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2719</b>
<b>AM Peak Hour</b>	<b>11:00</b>	<b>09:00</b>	<b>11:00</b>	<b>07:00</b>	<b>09:00</b>	<b>06:00</b>	<b>08:00</b>	<b>10:00</b>	<b>10:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>
<b>Volume</b>	<b>6</b>	<b>383</b>	<b>110</b>	<b>1</b>	<b>35</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>536</b>
<b>% PM</b>	<b>0%</b>	<b>2495</b>	<b>689</b>	<b>3</b>	<b>189</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3419</b>
<b>PM Peak Hour</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>13:00</b>	<b>12:00</b>	<b>14:00</b>	<b>12:00</b>	<b>13:00</b>	<b>13:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>
<b>Volume</b>	<b>4</b>	<b>360</b>	<b>112</b>	<b>1</b>	<b>31</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>512</b>
<b>Directional Peak Periods</b>				<b>AM 7-9</b>	<b>NOON 12-2</b>			<b>PM 4-6</b>						
<b>All Classes</b>	<b>Volume</b>	<b>718</b>	<b>12%</b>	<b>Volume</b>	<b>960</b>	<b>16%</b>	<b>Volume</b>	<b>871</b>	<b>14%</b>	<b>Volume</b>	<b>3589</b>	<b>58%</b>		



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**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	69	19	0	6	0	0	0	1	0	0	0	0	95
01:00	0	39	18	1	0	0	0	0	0	0	0	0	0	58
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	18	10	0	1	0	0	0	0	0	0	0	0	29
04:00	0	16	2	0	2	0	0	0	0	0	0	0	0	20
05:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
06:00	0	18	13	1	2	0	0	0	0	0	0	0	0	34
07:00	0	56	26	0	2	0	0	0	1	0	0	0	0	85
08:00	2	79	22	0	11	0	0	0	0	0	0	0	0	114
09:00	0	169	41	2	13	1	0	1	1	0	0	0	0	228
10:00	1	191	45	1	11	0	0	0	0	0	0	0	0	249
11:00	1	205	57	2	13	0	0	0	0	0	0	0	0	278
12:00 PM	1	288	89	5	16	1	0	2	0	0	0	0	0	402
13:00	2	282	61	0	22	1	0	1	0	0	0	0	0	369
14:00	5	313	73	2	33	1	0	3	0	0	0	0	0	430
15:00	5	306	86	0	17	1	0	0	0	0	0	0	0	415
16:00	3	340	92	0	23	2	0	3	0	0	0	0	0	463
17:00	3	344	81	0	28	2	0	6	1	0	0	0	0	465
18:00	1	302	81	0	19	1	1	2	0	0	0	0	0	407
19:00	2	323	82	0	21	1	0	1	0	0	0	0	0	430
20:00	0	273	76	0	20	1	0	1	0	0	0	0	0	371
21:00	0	217	60	0	10	0	0	2	1	0	0	0	0	290
22:00	0	123	23	1	8	0	0	0	0	0	0	0	0	155
23:00	1	83	26	0	7	0	0	0	0	0	0	0	0	117
<b>Totals</b>	<b>27</b>	<b>4063</b>	<b>1085</b>	<b>15</b>	<b>285</b>	<b>12</b>	<b>1</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5515</b>
<b>% of Totals</b>	<b>0%</b>	<b>74%</b>	<b>20%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes										
	Volume	Volume	Volume	Volume										
	%	%	%	%										
<b>% AM</b>	4	869	255	7	7	61	1	0	0	0	0	0	0	1201
<b>% PM</b>	0%	16%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	22%
<b>AM Peak Hour</b>	08:00	11:00	11:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	11:00	11:00
<b>Volume</b>	2	205	57	2	13	1	1	1	1	1	1	1	1	278
<b>% PM</b>	23	3194	830	8	224	11	1	21	2	0	0	0	0	4314
<b>PM Peak Hour</b>	14:00	17:00	16:00	12:00	14:00	16:00	18:00	17:00	17:00	17:00	17:00	17:00	17:00	78%
<b>Volume</b>	5	344	92	5	33	2	1	6	1	1	1	1	1	1700
<b>465</b>														

**Directional Peak Periods**

**All Classes**

Day: SUNDAY  
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South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total					
00:00 AM	0	19	3	0	1	0	0	0	0	0	0	0	0	23					
01:00	0	13	6	0	1	0	0	0	0	0	0	0	0	20					
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
03:00	2	9	4	0	1	0	0	1	0	0	0	0	0	17					
04:00	0	21	6	1	4	0	0	0	0	0	0	0	0	32					
05:00	0	40	10	0	2	0	0	0	0	0	0	0	0	52					
06:00	0	77	31	0	6	1	0	0	0	0	0	0	0	115					
07:00	4	106	33	0	9	0	0	1	0	0	0	0	0	153					
08:00	2	214	65	1	13	0	0	1	1	0	0	0	0	297					
09:00	1	290	87	0	25	0	0	1	0	0	0	0	0	404					
10:00	3	386	117	0	29	0	0	1	1	0	0	0	0	537					
11:00	2	414	149	1	33	5	0	1	0	0	0	0	0	605					
12:00 PM	5	537	159	0	39	4	0	2	1	0	0	0	0	747					
13:00	2	560	148	8	27	4	1	1	2	0	0	0	0	753					
14:00	4	449	129	5	32	0	1	2	1	0	0	0	0	623					
15:00	2	375	95	0	29	0	0	3	0	0	0	0	0	504					
16:00	2	408	98	0	23	2	0	2	0	0	0	0	0	535					
17:00	4	386	93	0	19	0	0	1	0	0	0	0	0	503					
18:00	3	309	93	0	20	0	0	1	0	0	0	0	0	426					
19:00	0	206	48	2	15	1	0	0	1	0	0	0	0	273					
20:00	0	117	34	0	11	0	0	1	0	0	0	0	0	163					
21:00	1	76	21	0	7	1	0	0	0	0	0	0	0	106					
22:00	0	60	15	0	2	0	0	1	0	0	0	0	0	78					
23:00	0	25	4	0	4	0	0	0	0	0	0	0	0	33					
<b>Totals</b>	<b>37</b>	<b>5097</b>	<b>1448</b>	<b>18</b>	<b>352</b>	<b>18</b>	<b>2</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6999</b>					
<b>% of Totals</b>	<b>1%</b>	<b>73%</b>	<b>21%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>					
<b>% AM</b>	<b>14</b>	<b>1589</b>	<b>511</b>	<b>3</b>	<b>124</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2255</b>					
<b>% AM</b>	<b>0%</b>	<b>23%</b>	<b>7%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>32%</b>					
<b>AM Peak Hour</b>	<b>07:00</b>	<b>11:00</b>	<b>11:00</b>	<b>04:00</b>	<b>11:00</b>	<b>11:00</b>	<b>03:00</b>	<b>08:00</b>	<b>08:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>					
<b>Volume</b>	<b>4</b>	<b>414</b>	<b>149</b>	<b>1</b>	<b>33</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>605</b>					
<b>% PM</b>	<b>23</b>	<b>3508</b>	<b>937</b>	<b>15</b>	<b>228</b>	<b>12</b>	<b>2</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4744</b>					
<b>% PM</b>	<b>0%</b>	<b>50%</b>	<b>13%</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>68%</b>					
<b>PM Peak Hour</b>	<b>12:00</b>	<b>13:00</b>	<b>12:00</b>	<b>13:00</b>	<b>12:00</b>	<b>12:00</b>	<b>13:00</b>	<b>15:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>					
<b>Volume</b>	<b>5</b>	<b>560</b>	<b>159</b>	<b>8</b>	<b>39</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>753</b>					
<b>Directional Peak Periods</b>				<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>							
<b>All Classes</b>				<b>Volume</b>	<b>450</b>	<b>%</b>	<b>6%</b>	<b>Volume</b>	<b>1500</b>	<b>%</b>	<b>21%</b>	<b>Volume</b>	<b>1038</b>	<b>%</b>	<b>15%</b>	<b>Volume</b>	<b>4011</b>	<b>%</b>	<b>57%</b>

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City: Big Bear  
Project #: 10-5101-001

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	88	22	0	7	0	0	0	1	0	0	0	0	118
01:00	0	52	24	1	1	0	0	0	0	0	0	0	0	78
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	27	14	0	2	0	0	1	0	0	0	0	0	46
04:00	0	37	8	1	6	0	0	0	0	0	0	0	0	52
05:00	0	49	12	0	2	0	0	0	0	0	0	0	0	63
06:00	0	95	44	1	8	1	0	0	0	0	0	0	0	149
07:00	4	162	59	0	11	0	0	1	1	0	0	0	0	238
08:00	4	293	87	1	24	0	0	1	1	0	0	0	0	411
09:00	1	459	128	2	38	1	0	2	1	0	0	0	0	632
10:00	4	577	162	1	40	0	0	1	1	0	0	0	0	786
11:00	3	619	206	3	46	5	0	1	0	0	0	0	0	883
12:00 PM	6	825	248	5	55	5	0	4	1	0	0	0	0	1149
13:00	4	842	209	8	49	5	1	2	2	0	0	0	0	1122
14:00	9	762	202	7	65	1	1	5	1	0	0	0	0	1053
15:00	7	681	181	0	46	1	0	3	0	0	0	0	0	919
16:00	5	748	190	0	46	4	0	5	0	0	0	0	0	998
17:00	7	730	174	0	47	2	0	7	1	0	0	0	0	968
18:00	4	611	174	0	39	1	1	3	0	0	0	0	0	833
19:00	2	529	130	2	36	2	0	1	1	0	0	0	0	703
20:00	0	390	110	0	31	1	0	2	0	0	0	0	0	534
21:00	1	293	81	0	17	1	0	2	1	0	0	0	0	396
22:00	0	183	38	1	10	0	0	1	0	0	0	0	0	233
23:00	1	108	30	0	11	0	0	0	0	0	0	0	0	150
<b>Totals</b>	<b>64</b>	<b>9160</b>	<b>2533</b>	<b>33</b>	<b>637</b>	<b>30</b>	<b>3</b>	<b>42</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12514</b>
<b>% of Totals</b>	<b>1%</b>	<b>73%</b>	<b>20%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
	Volume	Volume	Volume	Volume
	%	%	%	%
<b>% AM</b>	18	7	5	0
<b>% AM Peak Hour</b>	0%	0%	0%	0%
<b>Volume</b>	4	5	1	883
<b>% PM</b>	46	23	7	0
<b>% PM Peak Hour</b>	0%	0%	0%	0%
<b>Volume</b>	9	8	2	1149



Day: MONDAY  
Date: 03/15/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 bet. SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5101-001n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	44	11	0	2	0	0	0	0	0	0	0	0	57
01:00	0	26	7	1	0	0	0	0	1	0	0	0	0	35
02:00	0	14	5	0	2	0	0	0	0	0	0	0	0	21
03:00	0	7	4	0	1	0	0	0	0	0	0	0	0	12
04:00	0	7	2	0	0	0	0	0	1	0	0	0	0	10
05:00	0	20	6	0	8	3	0	2	1	0	0	0	0	40
06:00	0	61	27	2	16	3	0	2	0	0	0	0	0	111
07:00	1	128	50	3	26	1	0	2	4	0	0	0	0	215
08:00	1	112	44	0	32	2	1	1	3	0	0	0	0	196
09:00	0	124	49	6	27	2	0	0	3	0	0	0	0	211
10:00	0	161	62	2	13	0	0	6	1	1	0	0	0	246
11:00	2	187	76	1	16	0	0	1	0	0	0	0	0	283
12:00 PM	3	225	68	2	17	0	0	1	2	0	0	0	0	318
13:00	4	263	78	1	27	0	0	2	0	0	0	0	0	375
14:00	2	324	93	1	29	0	0	1	0	0	0	0	0	450
15:00	0	375	120	0	26	2	0	1	0	0	0	0	0	524
16:00	4	511	147	0	27	0	0	2	0	0	0	0	0	691
17:00	4	642	170	3	40	1	0	3	0	0	1	0	0	864
18:00	3	497	128	0	39	0	0	1	0	0	0	0	0	668
19:00	0	361	102	0	17	1	0	2	1	0	0	0	0	484
20:00	3	259	51	1	13	1	0	1	0	0	0	0	0	329
21:00	0	203	49	0	18	0	0	0	1	0	0	0	0	271
22:00	0	121	35	1	7	0	0	1	0	0	0	0	0	165
23:00	0	87	21	0	2	0	0	0	0	0	0	0	0	110
<b>Totals</b>	<b>27</b>	<b>4759</b>	<b>1405</b>	<b>24</b>	<b>405</b>	<b>16</b>	<b>1</b>	<b>29</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6686</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>21%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	PM Peak Hour	Volume	%	NOON 12-2	Volume	%	AM 7-9	Volume	%	PM 4-6	Volume	%	Off Peak Volumes	Volume	%
<b>% AM</b>	0%	0%	891	343	15	143	11	14	14	0%	14	14	0%	0	0	0%
<b>% PM</b>	0%	0%	3868	1062	9	262	5	15	4	0%	4	4	0%	0	0	0%
<b>AM Peak Hour</b>	11:00	11:00	11:00	11:00	09:00	08:00	05:00	10:00	07:00	10:00	10:00	07:00	10:00	11:00	283	79%
<b>PM Peak Hour</b>	13:00	17:00	17:00	17:00	17:00	17:00	15:00	17:00	12:00	17:00	12:00	12:00	17:00	17:00	864	21%
<b>Volume</b>	2	187	187	76	6	32	3	6	4	1	4	4	1	283	1	100%
<b>Directional Peak Periods</b>																
<b>All Classes</b>																

Day: MONDAY  
Date: 3/15/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 bet. SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5101-001s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	
00:00 AM	1	8	2	0	1	0	0	0	0	0	0	0	0	12	
01:00	0	10	6	0	1	0	0	0	0	0	0	0	0	17	
02:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22	
03:00	0	43	11	0	9	0	0	0	1	0	0	0	0	64	
04:00	0	132	51	0	14	0	0	0	0	0	0	0	0	197	
05:00	2	227	90	0	22	0	0	0	0	0	0	0	0	341	
06:00	1	466	143	0	35	0	0	1	1	0	0	0	0	647	
07:00	4	614	147	2	51	2	0	2	2	0	0	0	0	824	
08:00	1	421	130	0	52	1	0	5	3	0	0	0	0	613	
09:00	1	342	98	1	44	1	0	4	2	0	0	0	0	493	
10:00	1	368	98	3	23	1	0	3	4	0	0	0	0	501	
11:00	2	314	107	7	33	3	0	2	2	0	0	0	0	470	
12:00 PM	0	266	86	0	20	0	0	1	1	1	0	0	0	375	
13:00	3	282	85	0	27	0	0	1	0	1	0	0	0	399	
14:00	3	242	76	3	19	4	0	2	1	0	0	0	0	350	
15:00	3	259	89	0	24	3	0	2	1	0	0	0	0	381	
16:00	0	238	87	2	25	1	0	1	0	0	0	0	0	354	
17:00	0	191	66	0	18	0	0	0	1	0	0	0	0	276	
18:00	0	135	35	2	18	0	0	1	0	0	0	0	0	191	
19:00	0	116	28	0	10	0	0	1	0	0	0	0	0	155	
20:00	0	49	20	0	7	0	0	0	0	0	0	0	0	76	
21:00	1	36	15	0	3	0	0	0	0	0	0	0	0	55	
22:00	0	30	10	0	1	0	0	0	1	0	0	0	0	42	
23:00	0	18	5	0	0	0	0	1	0	0	0	0	0	24	
<b>Totals</b>	<b>23</b>	<b>4824</b>	<b>1489</b>	<b>20</b>	<b>458</b>	<b>16</b>	<b>27</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6879</b>	
<b>% of Totals</b>	<b>0%</b>	<b>70%</b>	<b>22%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	
<b>% AM</b>	13	2962	887	13	286	8	0	17	15	0	0	0	0	4201	
<b>AM Peak Hour</b>	07:00	07:00	07:00	11:00	08:00	11:00	08:00	08:00	10:00	10:00	10:00	10:00	07:00	07:00	
<b>Volume</b>	4	614	147	7	52	3	5	4	4	4	4	4	824	824	
<b>% PM</b>	10	1862	602	7	172	8	0	10	5	2	0	0	0	2678	
<b>PM Peak Hour</b>	13:00	13:00	15:00	14:00	13:00	14:00	14:00	14:00	12:00	12:00	12:00	12:00	13:00	13:00	
<b>Volume</b>	3	282	89	3	27	4	2	1	1	1	1	1	399	399	
<b>Directional Peak Periods</b>				<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>		
<b>All Classes</b>	Volume			1437			774			630			4038		
	% 21%			11%			9%			9%			59%		



Day: TUESDAY  
Date: 03/16/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 bet. SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5101-001n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	52	9	0	6	0	0	0	1	0	0	0	0	68
01:00	0	30	11	0	3	0	0	0	1	0	0	0	0	45
02:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
03:00	0	11	5	0	2	0	0	0	1	0	0	0	0	19
04:00	1	5	3	0	2	0	0	1	2	0	0	0	0	14
05:00	0	18	9	0	6	2	0	1	6	0	0	0	0	42
06:00	0	69	33	4	21	5	1	3	1	0	0	0	0	137
07:00	0	134	54	3	20	0	1	3	3	0	0	0	0	218
08:00	2	142	66	0	26	1	0	2	2	0	0	0	0	241
09:00	0	126	63	1	26	1	0	0	1	0	0	0	0	218
10:00	4	178	75	4	15	1	1	3	2	0	0	0	0	283
11:00	2	199	66	0	24	1	1	2	0	0	0	0	0	295
12:00 PM	2	243	60	2	13	0	0	2	0	0	0	0	0	322
13:00	4	271	74	3	28	3	0	0	1	0	0	0	0	384
14:00	1	333	108	0	31	1	1	1	0	0	0	0	0	476
15:00	0	368	117	0	36	0	0	4	0	0	0	0	0	525
16:00	2	494	141	0	24	2	0	3	0	0	0	0	0	666
17:00	0	584	182	0	30	0	0	3	0	0	0	0	0	799
18:00	3	539	142	0	34	3	0	3	0	0	0	0	0	724
19:00	0	396	84	0	27	1	0	1	1	0	0	0	0	510
20:00	1	312	80	0	20	0	0	1	0	0	0	0	0	414
21:00	2	250	45	1	22	0	0	1	0	0	0	0	0	321
22:00	0	178	44	1	9	0	0	0	0	0	0	0	0	232
23:00	1	130	24	0	6	0	0	0	0	0	0	0	0	161
<b>Totals</b>	<b>25</b>	<b>5077</b>	<b>1498</b>	<b>19</b>	<b>431</b>	<b>21</b>	<b>5</b>	<b>34</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7132</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>21%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

% AM	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	
9	979	12	151	4	15	20	0	0	0	0	0	0	1598
0%	14%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%
10:00	11:00	10:00	08:00	06:00	06:00	06:00	06:00	05:00	11:00	05:00	05:00	05:00	11:00
4	199	75	26	4	5	1	3	6	295	6	6	6	295
16	4098	1101	280	10	10	1	19	2	5534	2	2	0	5534
0%	57%	15%	4%	0%	0%	0%	0%	0%	78%	0%	0%	0%	78%
13:00	17:00	17:00	15:00	13:00	13:00	14:00	15:00	13:00	17:00	13:00	13:00	13:00	17:00
4	584	182	36	3	3	1	4	1	799	1	1	1	799

Directional Peak Periods	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes										
All Classes	Volume	%	Volume	%										
AM Peak Hour	10:00	06:00	06:00	06:00	05:00									
PM Peak Hour	13:00	13:00	14:00	15:00	13:00									
Volume	4	199	75	26	4	5	1	3	6	295				
% AM	9	979	12	151	4	15	20	0	0	0	0	0	1598	
% PM	16	4098	1101	280	10	10	1	19	2	5534	2	2	0	5534
Volume	4	584	182	36	3	3	1	4	1	799	1	1	1	799

Day: TUESDAY

Classification Report / Prepared by: National Data & Surveying Services

City: Big Bear

Date: 3/16/10

Location: SR-18 bet. SR-138 & Old Waterman Canyon Rd (North Intersection)

Project #: 10-5101-001s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
01:00	0	11	5	0	0	0	0	0	1	0	0	0	0	17
02:00	0	14	5	0	1	0	0	0	0	0	0	0	0	20
03:00	0	34	17	0	6	0	0	0	0	0	0	0	0	57
04:00	0	106	37	0	8	0	0	0	2	0	0	0	0	153
05:00	3	221	88	0	22	0	0	0	0	0	0	0	0	334
06:00	1	445	130	0	37	1	0	1	1	0	0	0	0	616
07:00	3	644	172	1	39	2	0	1	5	0	0	0	0	867
08:00	2	446	120	1	40	3	0	2	3	0	0	0	0	617
09:00	1	420	113	3	30	1	0	4	1	0	0	0	0	573
10:00	2	341	94	2	33	1	0	3	1	0	0	0	0	477
11:00	4	275	88	2	30	0	0	1	3	0	0	0	0	403
12:00 PM	3	277	77	1	41	3	0	3	1	0	0	0	0	406
13:00	2	279	93	1	22	2	0	2	0	0	0	0	0	401
14:00	2	257	70	6	29	0	0	2	0	0	0	0	0	366
15:00	1	266	89	1	29	5	0	2	0	0	0	0	0	393
16:00	1	259	94	1	37	0	1	1	0	0	0	0	0	394
17:00	0	233	82	0	21	1	0	1	0	0	0	0	0	338
18:00	1	155	47	0	17	0	0	3	2	0	0	0	0	225
19:00	2	100	32	0	5	0	0	1	0	0	0	0	0	140
20:00	1	74	27	0	6	0	0	0	0	0	0	0	0	108
21:00	2	60	12	0	3	0	0	1	0	0	0	0	0	78
22:00	0	49	10	0	2	0	0	0	0	0	0	0	0	61
23:00	2	35	7	0	3	0	0	0	0	0	0	0	0	47
<b>Totals</b>	<b>33</b>	<b>5013</b>	<b>1509</b>	<b>19</b>	<b>461</b>	<b>19</b>	<b>1</b>	<b>28</b>	<b>20</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>7103</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>21%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	16	2969	869	9	246	8	0	12	17	0	0	0	0	4146
<b>% PM</b>	0%	42%	12%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	58%
<b>AM Peak Hour</b>	11:00	07:00	07:00	09:00	08:00	08:00	08:00	09:00	07:00	07:00	07:00	07:00	07:00	07:00
<b>Volume</b>	4	644	172	3	40	3	3	4	5	5	5	5	5	867
<b>% PM</b>	17	2044	640	10	215	11	1	16	3	3	3	3	3	2957
<b>PM Peak Hour</b>	12:00	13:00	16:00	14:00	12:00	15:00	16:00	12:00	18:00	18:00	18:00	18:00	18:00	18:00
<b>Volume</b>	3	279	94	6	41	5	1	3	2	2	2	2	2	406

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	%	21%	Volume	%	11%	Volume	%	10%	Volume	%	57%
<b>All Classes</b>	1484			807			732			4080		

Day: TUESDAY  
Date: 3/16/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 bet. SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5101-001

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	64	9	0	6	0	0	0	1	0	0	0	0	80
01:00	0	41	16	0	3	0	0	0	2	0	0	0	0	62
02:00	0	29	8	0	1	0	0	0	0	0	0	0	0	38
03:00	0	45	22	0	8	0	0	0	1	0	0	0	0	76
04:00	1	111	40	0	10	0	0	1	4	0	0	0	0	167
05:00	3	239	97	0	28	2	0	1	6	0	0	0	0	376
06:00	1	514	163	4	58	6	1	4	2	0	0	0	0	753
07:00	3	778	226	4	59	2	1	4	8	0	0	0	0	1085
08:00	4	588	186	1	66	4	0	4	5	0	0	0	0	858
09:00	1	546	176	4	56	2	0	4	2	0	0	0	0	791
10:00	6	519	169	6	48	2	1	6	3	0	0	0	0	760
11:00	6	474	154	2	54	1	1	3	3	0	0	0	0	698
12:00 PM	5	520	137	3	54	3	0	5	1	0	0	0	0	728
13:00	6	550	167	4	50	5	0	2	1	0	0	0	0	785
14:00	3	590	178	6	60	1	1	3	0	0	0	0	0	842
15:00	1	634	206	1	65	5	0	6	0	0	0	0	0	918
16:00	3	753	235	1	61	2	1	4	0	0	0	0	0	1060
17:00	0	817	264	0	51	1	0	4	0	0	0	0	0	1137
18:00	4	694	189	0	51	3	0	6	2	0	0	0	0	949
19:00	2	496	116	0	32	1	0	2	1	0	0	0	0	650
20:00	2	386	107	0	26	0	0	1	0	0	0	0	0	522
21:00	4	310	57	1	25	0	0	2	0	0	0	0	0	399
22:00	0	227	54	1	11	0	0	0	0	0	0	0	0	293
23:00	3	165	31	0	9	0	0	0	0	0	0	0	0	208
<b>Totals</b>	<b>58</b>	<b>10090</b>	<b>3007</b>	<b>38</b>	<b>892</b>	<b>40</b>	<b>6</b>	<b>62</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14235</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>21%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	25	3948	1266	21	397	19	4	27	37	0	0	0	0	5744
<b>% PM</b>	0%	28%	9%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0	40%
<b>AM Peak Hour</b>	10:00	07:00	07:00	10:00	08:00	06:00	06:00	10:00	07:00	07:00	07:00	07:00	07:00	07:00
<b>Volume</b>	6	778	226	6	66	6	1	6	8	6	6	6	8	1085
<b>% PM</b>	33	6142	1741	17	495	21	2	35	5	0	0	0	0	8491
<b>% PM</b>	0%	43%	12%	0%	3%	0%	0%	0%	0%	0%	0%	0	0	60%
<b>PM Peak Hour</b>	13:00	17:00	17:00	14:00	15:00	13:00	14:00	15:00	18:00	15:00	15:00	15:00	17:00	17:00
<b>Volume</b>	6	817	264	6	65	5	1	6	2	6	6	6	2	1137
<b>Peak Period Totals</b>														
				<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>				
				Volume		Volume				Volume				Volume
				%		%				%				%

Day: WEDNESDAY  
Date: 03/17/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 bet. SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5101-001n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	67	11	0	4	0	0	0	1	0	0	0	0	83
01:00	0	53	17	1	0	0	0	0	1	0	0	0	0	72
02:00	0	25	5	0	2	0	0	0	1	0	0	0	0	33
03:00	0	14	9	0	0	0	0	0	1	0	0	0	0	24
04:00	0	18	4	0	4	0	0	2	0	0	0	0	0	28
05:00	0	26	11	0	9	0	0	2	0	0	0	0	0	48
06:00	0	108	47	7	25	1	0	7	4	0	0	0	0	199
07:00	0	241	81	4	43	2	0	3	0	0	1	0	0	375
08:00	0	263	108	3	44	3	0	0	1	0	0	0	0	422
09:00	3	251	94	2	34	3	0	7	3	0	0	0	0	397
10:00	0	268	101	7	32	3	0	9	4	0	1	0	0	425
11:00	1	274	85	0	27	1	0	4	1	0	0	0	0	393
12:00 PM	1	318	117	2	31	4	0	3	0	0	0	0	0	476
13:00	3	341	93	3	33	1	0	3	0	0	0	0	0	477
14:00	5	425	113	0	30	0	0	2	0	0	0	0	0	575
15:00	4	534	129	2	52	0	0	6	0	0	0	0	0	727
16:00	3	694	185	0	35	2	0	4	0	0	0	0	0	923
17:00	0	812	202	0	58	8	0	2	1	0	1	0	0	1084
18:00	6	631	171	1	43	4	0	3	0	0	0	0	0	859
19:00	2	416	114	0	32	1	0	1	0	0	0	0	0	566
20:00	1	342	91	0	26	2	0	1	0	0	0	0	0	463
21:00	2	318	85	0	16	0	0	1	0	0	0	0	0	422
22:00	1	198	50	2	20	0	0	0	0	0	0	0	0	271
23:00	0	145	20	0	10	0	0	0	0	0	0	0	0	175
<b>Totals</b>	<b>32</b>	<b>6782</b>	<b>1943</b>	<b>34</b>	<b>610</b>	<b>35</b>	<b>18</b>	<b>60</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9517</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>20%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	PM Peak Hour	NOON 12-2	PM 4-6	Off Peak Volumes
	09:00	18:00	12:00	16:00	
Volume	11:00	17:00	12:00	16:00	
% AM	17%	54%	0%	0%	
AM Peak Hour	09:00	18:00	NOON 12-2	PM 4-6	Off Peak Volumes
Volume	274	812	202	1700	1084
% AM	17%	54%	0%	0%	
PM Peak Hour	09:00	18:00	NOON 12-2	PM 4-6	Off Peak Volumes
Volume	1100	1700	1700	1700	1084
% AM	17%	54%	0%	0%	
NOON 12-2	08:00	17:00	12:00	16:00	
Volume	224	386	22	26	
% AM	2%	4%	0%	0%	
PM 4-6	06:00	13:00	17:00	15:00	
Volume	24	10	1700	1500	
% AM	0%	0%	14%	0%	
Off Peak Volumes	06:00	13:00	17:00	15:00	
Volume	7	3	202	6	
% AM	0%	0%	0%	0%	

Day: WEDNESDAY

Classification Report / Prepared by: National Data & Surveying Services

City: Big Bear

Date: 3/17/10

Location: SR-18 bet. SR-138 & Old Waterman Canyon Rd (North Intersection)

Project #: 10-5101-001s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	12	4	0	1	0	0	0	0	0	0	0	0	17
01:00	0	8	8	0	0	0	0	0	0	0	0	0	0	16
02:00	0	24	6	1	3	0	0	1	0	0	0	0	0	35
03:00	0	46	17	0	8	0	0	0	1	0	0	0	0	72
04:00	1	127	52	0	9	0	0	2	1	0	0	0	0	192
05:00	1	298	109	0	30	0	0	2	0	0	0	0	0	440
06:00	3	552	186	1	41	1	0	1	1	0	0	0	0	786
07:00	3	817	208	2	59	4	0	3	1	0	0	0	0	1097
08:00	3	609	168	6	44	4	0	2	6	0	1	0	0	843
09:00	1	480	137	1	48	5	0	3	2	0	0	0	0	677
10:00	3	414	118	0	35	2	0	7	2	0	0	0	0	581
11:00	11	400	116	2	39	1	0	7	5	0	1	0	0	582
12:00 PM	3	399	116	7	38	3	0	2	5	0	0	0	0	573
13:00	3	338	104	2	33	4	0	4	0	0	0	0	0	488
14:00	4	395	101	4	30	2	0	3	0	0	0	0	0	539
15:00	1	383	106	3	41	0	0	6	1	0	0	0	0	541
16:00	4	482	148	2	55	1	0	3	1	0	0	0	0	696
17:00	3	407	127	2	35	0	0	3	1	0	0	0	0	578
18:00	0	214	63	1	28	2	0	2	0	0	0	0	0	310
19:00	0	147	43	0	14	0	0	0	0	0	0	0	0	204
20:00	1	111	29	0	4	0	0	0	0	0	0	0	0	145
21:00	0	73	24	0	6	1	0	0	0	0	0	0	0	104
22:00	0	55	11	0	2	0	0	0	0	0	0	0	0	68
23:00	3	18	5	0	4	0	0	0	0	0	0	0	0	30

<b>Totals</b>	<b>48</b>	<b>6809</b>	<b>2006</b>	<b>34</b>	<b>607</b>	<b>30</b>	<b>27</b>	<b>51</b>	<b>2</b>	<b>2</b>	<b>9614</b>
% of Totals	0%	71%	21%	0%	6%	0%	0%	1%	0%	0%	100%

% AM	26	3787	1129	13	317	17	0	28	19	0	2	0	0	5338
AM Peak Hour	11:00	07:00	07:00	08:00	07:00	09:00	09:00	10:00	08:00	08:00	08:00	07:00	07:00	07:00
Volume	11	817	208	6	59	5	5	7	6	6	1	1097	1097	

% PM	22	3022	877	21	290	13	0	23	8	0	0	0	0	4276
PM Peak Hour	14:00	16:00	16:00	12:00	16:00	13:00	13:00	15:00	12:00	12:00	12:00	16:00	16:00	
Volume	4	482	148	7	55	4	4	6	5	5	5	696	696	

<b>Directional Peak Periods</b>	<b>AM 7-9</b>	<b>NOON 12-2</b>	<b>PM 4-6</b>	<b>Off Peak Volumes</b>
All Classes	Volume 1940	Volume 1061	Volume 1274	Volume 5339
	% 20%	% 11%	% 13%	% 56%



Day: WEDNESDAY

Classification Report / Prepared by: National Data & Surveying Services

City: Big Bear

Date: 3/17/10

Location: SR-18 bet. SR-138 & Old Waterman Canyon Rd (North Intersection)

Project #: 10-5101-001

SUMMARY

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	79	15	0	5	0	0	0	1	0	0	0	0	100
01:00	0	61	25	1	0	0	0	0	1	0	0	0	0	88
02:00	0	49	11	1	5	0	0	1	1	0	0	0	0	68
03:00	0	60	26	0	8	0	0	0	2	0	0	0	0	96
04:00	1	145	56	0	13	0	0	4	1	0	0	0	0	220
05:00	1	324	120	0	39	0	0	4	0	0	0	0	0	488
06:00	3	660	233	8	66	2	0	8	5	0	0	0	0	985
07:00	3	1058	289	6	102	6	0	6	1	0	1	0	0	1472
08:00	3	872	276	9	88	7	0	2	7	0	1	0	0	1265
09:00	4	731	231	3	82	8	0	10	5	0	0	0	0	1074
10:00	3	682	219	7	67	5	0	16	6	0	1	0	0	1006
11:00	12	674	201	2	66	2	0	11	6	0	1	0	0	975
12:00 PM	4	717	233	9	69	7	0	5	5	0	0	0	0	1049
13:00	6	679	197	5	66	5	0	7	0	0	0	0	0	965
14:00	9	820	214	4	60	2	0	5	0	0	0	0	0	1114
15:00	5	917	235	5	93	0	0	12	1	0	0	0	0	1268
16:00	7	1176	333	2	90	3	0	7	1	0	0	0	0	1619
17:00	3	1219	329	2	93	8	0	5	2	0	1	0	0	1662
18:00	6	845	234	2	71	6	0	5	0	0	0	0	0	1169
19:00	2	563	157	0	46	1	0	1	0	0	0	0	0	770
20:00	2	453	120	0	30	2	0	1	0	0	0	0	0	608
21:00	2	391	109	0	22	1	0	1	0	0	0	0	0	526
22:00	1	253	61	2	22	0	0	0	0	0	0	0	0	339
23:00	3	163	25	0	14	0	0	0	0	0	0	0	0	205
<b>Totals</b>	<b>80</b>	<b>13591</b>	<b>3949</b>	<b>68</b>	<b>1217</b>	<b>65</b>	<b>111</b>	<b>45</b>	<b>5</b>	<b>19131</b>	<b>0%</b>	<b>0%</b>	<b>5</b>	<b>100%</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>21%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
	Volume	Volume	Volume	Volume
	%	%	%	%
<b>% AM</b>	1702	30	0	0
<b>AM Peak Hour</b>	11:00	07:00	08:00	07:00
<b>Volume</b>	289	102	8	16
<b>% PM</b>	2247	35	0	0
<b>PM Peak Hour</b>	14:00	15:00	12:00	17:00
<b>Volume</b>	333	93	8	12
<b>Peak Period Totals</b>				
	50	9	1	1
	8196	1219	1472	1662
	43%	12%	0%	0%
	16.00	15.00	15.00	17.00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00	15.00	12:00	17:00
	333	93	8	12
	2247	35	0	0
	12%	0%	0%	0%
	16.00			

Day: THURSDAY  
Date: 03/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 bet. SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5101-001n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	1	65	19	0	9	0	0	0	0	0	0	0	0	94
01:00	0	37	10	1	3	0	0	0	1	0	0	0	0	52
02:00	0	24	11	0	2	0	0	0	1	0	0	0	0	38
03:00	0	9	8	0	6	0	0	0	0	0	0	0	0	23
04:00	0	20	6	0	0	0	0	2	1	0	0	0	0	29
05:00	0	39	22	1	9	0	0	3	3	0	0	0	0	77
06:00	0	116	43	4	27	2	0	8	1	0	1	0	0	202
07:00	2	197	79	1	33	3	0	2	1	0	0	0	0	318
08:00	1	208	92	1	32	4	0	3	0	0	1	0	0	342
09:00	0	229	89	2	37	1	0	1	2	0	0	0	0	361
10:00	1	307	109	0	37	2	0	7	2	0	0	0	0	465
11:00	3	373	90	2	26	3	0	3	0	0	1	0	0	501
12:00 PM	7	339	76	4	26	1	0	4	1	0	0	0	0	458
13:00	2	369	118	1	32	2	0	1	3	0	0	0	0	528
14:00	3	459	104	1	39	2	0	3	0	0	1	0	0	612
15:00	4	510	141	4	31	1	0	2	1	0	0	0	0	694
16:00	4	652	168	0	55	2	0	5	0	0	0	0	0	886
17:00	4	751	200	0	58	6	1	3	0	0	0	0	0	1023
18:00	4	659	162	0	44	0	1	1	0	0	0	0	0	871
19:00	0	504	128	1	30	4	0	2	1	0	0	0	0	670
20:00	3	384	92	0	32	0	0	1	0	0	0	0	0	512
21:00	0	330	87	0	19	1	0	1	0	0	0	0	0	438
22:00	1	226	53	1	20	2	0	1	0	0	0	0	0	304
23:00	1	150	33	0	9	0	0	0	0	0	0	0	0	193
<b>Totals</b>	<b>41</b>	<b>6957</b>	<b>1940</b>	<b>24</b>	<b>616</b>	<b>36</b>	<b>2</b>	<b>53</b>	<b>18</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9691</b>
<b>% of Totals</b>	<b>0%</b>	<b>72%</b>	<b>20%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	PM Peak Hour	Volume	%	NOON 12-2	PM 4-6	Off Peak Volumes	%
<b>% AM</b>	8	0%	1624	17%	0	0	0	0%
<b>% PM</b>	33	0%	5333	55%	2	6	0	0%
<b>AM Peak Hour</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	11:00	12:00	17:00	17:00	17:00	13:00	14:00	17:00
<b>Volume</b>	3	7	373	200	4	58	1	1
<b>% AM</b>	0%	0%	17%	6%	0%	0%	0%	0%
<b>% PM</b>	1							

Day: THURSDAY  
Date: 3/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 bet. SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5101-001s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	1	20	9	0	2	0	0	0	0	0	0	0	0	32
01:00	0	15	5	0	3	0	0	0	0	0	0	0	0	23
02:00	1	23	4	0	5	0	0	0	1	0	0	0	0	34
03:00	0	50	20	1	6	0	0	0	0	0	0	0	0	77
04:00	0	143	42	0	16	0	0	0	1	0	0	0	0	202
05:00	2	261	102	0	31	0	0	1	0	0	0	0	0	397
06:00	2	581	167	2	55	2	0	2	1	0	0	0	0	812
07:00	8	825	203	3	62	8	0	5	3	0	1	0	0	1118
08:00	2	530	143	0	45	0	0	3	2	0	0	0	0	725
09:00	4	522	135	1	42	1	0	2	4	0	0	0	0	711
10:00	3	408	111	1	35	3	0	4	4	0	1	0	0	570
11:00	6	402	120	1	27	2	0	6	3	0	0	0	0	567
12:00 PM	5	373	108	3	43	1	0	6	1	0	0	0	0	540
13:00	4	375	115	1	32	4	0	2	1	0	1	0	0	535
14:00	3	362	107	2	41	2	0	3	2	0	0	0	0	522
15:00	4	410	140	2	36	1	0	3	1	0	0	0	0	597
16:00	1	380	119	2	48	1	0	2	1	0	0	0	0	554
17:00	2	365	121	0	32	1	0	3	0	0	0	0	0	524
18:00	2	238	77	2	23	2	0	2	0	0	0	0	0	346
19:00	0	149	48	0	22	1	0	0	0	0	0	0	0	220
20:00	1	104	38	0	4	1	0	1	0	0	0	0	0	149
21:00	0	81	17	0	7	0	0	0	0	0	0	0	0	105
22:00	0	47	9	0	4	0	0	0	1	0	0	0	0	61
23:00	0	32	8	0	3	0	0	0	0	0	0	0	0	43

<b>Totals</b>	<b>51</b>	<b>6696</b>	<b>1968</b>	<b>21</b>	<b>624</b>	<b>30</b>	<b>45</b>	<b>26</b>	<b>3</b>	<b>9464</b>				
% of Totals	1%	71%	21%	0%	7%	0%	0%	0%	0%	100%				
% AM	29	3780	1061	9	329	16	0	23	19	0	2	0	0	5268
AM Peak Hour	07:00	07:00	07:00	07:00	07:00	07:00	07:00	11:00	09:00	07:00	07:00	07:00	07:00	07:00
Volume	8	825	203	3	62	8	8	6	4	1	1	1	1	1118
% PM	22	2916	907	12	295	14	0	22	7	0	1	0	0	4196
PM Peak Hour	12:00	15:00	15:00	12:00	16:00	13:00	12:00	12:00	14:00	13:00	13:00	13:00	15:00	15:00
Volume	5	410	140	3	48	4	4	6	2	1	1	1	1	597
<b>Directional Peak Periods</b>														
<b>AM 7-9</b>					<b>NOON 12-2</b>					<b>PM 4-6</b>				
Volume					Volume					Volume				
1843					1075					1078				
% 19%					% 11%					% 11%				
<b>All Classes</b>														
Volume					Volume					Volume				
5468					5468					5468				
% 58%					% 58%					% 58%				

Day: THURSDAY  
Date: 3/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 bet. SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5101-001

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	2	85	28	0	11	0	0	0	0	0	0	0	0	126
01:00	0	52	15	1	6	0	0	0	1	0	0	0	0	75
02:00	1	47	15	0	7	0	0	0	2	0	0	0	0	72
03:00	0	59	28	1	12	0	0	0	0	0	0	0	0	100
04:00	0	163	48	0	16	0	0	2	2	0	0	0	0	231
05:00	2	300	124	1	40	0	0	4	3	0	0	0	0	474
06:00	2	697	210	6	82	4	0	10	2	0	1	0	0	1014
07:00	10	1022	282	4	95	11	0	7	4	0	1	0	0	1436
08:00	3	738	235	1	77	4	0	6	2	0	1	0	0	1067
09:00	4	751	224	3	79	2	0	3	6	0	0	0	0	1072
10:00	4	715	220	1	72	5	0	11	6	0	1	0	0	1035
11:00	9	775	210	3	53	5	0	9	3	0	1	0	0	1068
12:00 PM	12	712	184	7	69	2	0	10	2	0	0	0	0	998
13:00	6	744	233	2	64	6	0	3	4	0	1	0	0	1063
14:00	6	821	211	3	80	4	0	6	2	0	1	0	0	1134
15:00	8	920	281	6	67	2	0	5	2	0	0	0	0	1291
16:00	5	1032	287	2	103	3	0	7	1	0	0	0	0	1440
17:00	6	1116	321	0	90	7	1	6	0	0	0	0	0	1547
18:00	6	897	239	2	67	2	1	3	0	0	0	0	0	1217
19:00	0	653	176	1	52	5	0	2	1	0	0	0	0	890
20:00	4	488	130	0	36	1	0	2	0	0	0	0	0	661
21:00	0	411	104	0	26	1	0	1	0	0	0	0	0	543
22:00	1	273	62	1	24	2	0	1	1	0	0	0	0	365
23:00	1	182	41	0	12	0	0	0	0	0	0	0	0	236
<b>Totals</b>	<b>92</b>	<b>13653</b>	<b>3908</b>	<b>45</b>	<b>1240</b>	<b>66</b>	<b>2</b>	<b>98</b>	<b>44</b>	<b>7</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>19155</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>20%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>37</b>	<b>5404</b>	<b>1639</b>	<b>21</b>	<b>550</b>	<b>31</b>	<b>0</b>	<b>52</b>	<b>31</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7770</b>
<b>% PM</b>	<b>0%</b>	<b>28%</b>	<b>9%</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>41%</b>
<b>AM Peak Hour</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>	<b>06:00</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>	<b>10:00</b>	<b>09:00</b>	<b>06:00</b>	<b>06:00</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>
<b>Volume</b>	<b>10</b>	<b>1022</b>	<b>282</b>	<b>6</b>	<b>95</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1436</b>
<b>% PM</b>	<b>0%</b>	<b>43%</b>	<b>12%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>59%</b>
<b>PM Peak Hour</b>	<b>12:00</b>	<b>17:00</b>	<b>17:00</b>	<b>12:00</b>	<b>16:00</b>	<b>17:00</b>	<b>17:00</b>	<b>12:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>
<b>Volume</b>	<b>12</b>	<b>1116</b>	<b>321</b>	<b>7</b>	<b>103</b>	<b>7</b>	<b>1</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1547</b>

Peak Period Totals	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes			
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	
<b>AM 7-9</b>	37	21	24	2	35	2	46	13	0	2	0	0	11385
<b>NOON 12-2</b>	0	0	0	0	0	0	0	0	0	0	0	0	59%
<b>PM 4-6</b>	0	0	0	0	0	0	0	0	0	0	0	0	17:00
<b>Off Peak Volumes</b>	10	1022	282	6	95	11	6	11	6	1	1	1	1547



Day: FRIDAY  
Date: 3/19/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 bet. SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5101-001s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	19	2	0	1	0	0	0	0	0	0	0	0	22
01:00	0	11	8	0	1	0	0	0	0	0	0	0	0	20
02:00	0	24	3	0	2	0	0	0	0	0	0	0	0	29
03:00	0	38	16	1	8	0	0	1	1	0	0	0	0	65
04:00	1	111	53	0	11	0	0	0	0	0	0	0	0	176
05:00	2	228	79	0	29	0	0	0	0	0	0	0	0	338
06:00	1	515	151	0	60	1	0	2	1	0	1	0	0	732
07:00	6	738	190	3	48	4	0	2	3	0	0	0	0	994
08:00	3	556	151	1	53	2	0	3	5	0	0	0	0	774
09:00	1	498	143	2	39	2	0	3	1	0	2	0	0	691
10:00	3	429	125	3	41	2	0	5	1	0	0	0	0	609
11:00	1	417	118	23	41	2	0	4	3	0	0	0	0	609
12:00 PM	2	411	117	8	45	5	0	6	3	0	1	0	0	598
13:00	4	406	127	1	36	2	0	6	2	0	0	0	0	584
14:00	2	392	118	5	49	2	1	6	1	0	0	0	0	576
15:00	2	448	138	3	43	1	0	4	3	0	0	0	0	642
16:00	4	471	112	2	53	4	0	4	1	0	0	0	0	651
17:00	2	429	135	1	40	0	0	4	1	0	0	0	0	612
18:00	2	317	77	4	30	0	0	4	0	0	0	0	0	434
19:00	0	173	46	2	17	0	0	2	0	0	0	0	0	240
20:00	1	131	35	0	12	0	0	1	1	0	0	0	0	181
21:00	2	102	38	1	7	1	0	0	0	0	0	0	0	151
22:00	0	63	18	0	6	0	0	0	1	0	0	0	0	88
23:00	0	34	10	0	3	0	0	0	1	0	0	0	0	48
<b>Totals</b>	<b>39</b>	<b>6961</b>	<b>2010</b>	<b>60</b>	<b>675</b>	<b>28</b>	<b>1</b>	<b>57</b>	<b>29</b>	<b>4</b>	<b>0%</b>	<b>4</b>	<b>0%</b>	<b>9864</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>20%</b>	<b>1%</b>	<b>7%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	18	3584	1039	33	334	13	0	20	15	0	3	0	0	5059
<b>AM Peak Hour</b>	07:00	07:00	07:00	11:00	06:00	07:00	07:00	10:00	08:00	09:00	09:00	09:00	09:00	07:00
<b>Volume</b>	6	738	190	23	60	4	4	5	5	2	2	2	2	994
<b>% PM</b>	21	3377	971	27	341	15	1	37	14	0	1	0	0	4805
<b>PM Peak Hour</b>	13:00	16:00	15:00	12:00	16:00	12:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	16:00
<b>Volume</b>	4	471	138	8	53	5	1	6	3	3	1	1	1	651

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	%	%	Volume	%	%	Volume	%	%	Volume	%	%
<b>All Classes</b>	1768	18%	12%	1182	12%	13%	1263	13%	13%	5651	57%	57%



Day: SATURDAY  
Date: 03/13/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 bet. Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5101-002n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	50	11	0	2	0	0	0	0	0	0	0	0	63
01:00	0	22	6	0	0	0	0	0	0	0	0	0	0	28
02:00	1	17	5	0	1	0	0	0	0	0	0	0	0	24
03:00	0	14	3	0	1	0	0	0	0	0	0	0	0	18
04:00	0	7	4	1	0	0	0	0	0	0	0	0	0	12
05:00	0	38	15	0	2	0	0	0	0	0	0	0	0	55
06:00	0	257	76	0	29	0	0	3	1	0	0	0	0	366
07:00	0	526	143	1	41	0	0	2	1	0	0	0	0	714
08:00	0	423	130	3	41	0	0	3	0	0	0	0	0	600
09:00	1	475	157	3	32	1	0	1	0	0	0	0	0	670
10:00	0	433	120	2	46	1	0	1	0	0	0	0	0	603
11:00	1	418	114	0	32	0	0	3	0	0	0	0	0	568
12:00 PM	0	343	106	0	35	0	0	0	0	0	0	0	0	484
13:00	1	273	82	1	23	0	0	2	1	0	0	0	0	383
14:00	0	301	63	0	30	1	0	0	0	0	0	0	0	395
15:00	1	299	65	2	28	0	0	0	0	0	0	0	0	395
16:00	0	278	75	0	17	0	0	1	0	0	0	0	0	371
17:00	3	244	68	0	17	0	0	1	0	0	0	0	0	333
18:00	0	207	61	0	19	0	0	0	0	0	0	0	0	287
19:00	2	175	44	0	16	0	0	1	0	0	0	0	0	238
20:00	0	139	47	0	10	0	0	0	0	0	0	0	0	196
21:00	0	120	30	0	8	0	0	0	0	0	0	0	0	158
22:00	1	101	34	0	4	0	0	0	0	0	0	0	0	140
23:00	0	67	20	0	2	0	0	1	0	0	0	0	0	90
<b>Totals</b>	<b>11</b>	<b>5227</b>	<b>1479</b>	<b>13</b>	<b>436</b>	<b>3</b>	<b>3</b>	<b>19</b>	<b>3</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>7191</b>
<b>% of Totals</b>	<b>0%</b>	<b>73%</b>	<b>21%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes				
	Volume	%	↔	Volume	%	↔	Volume	%	↔	Volume	%	↔		
<b>% AM</b>	3	2680	784	10	227	2	0	13	2	0	0	0	0	3721
<b>AM Peak Hour</b>	02:00	07:00	09:00	08:00	10:00	09:00	06:00	06:00	06:00	06:00	06:00	06:00	07:00	07:00
<b>Volume</b>	1	526	157	3	46	1	1	3	1	1	1	1	1	714
<b>% PM</b>	8	2547	695	3	209	1	0	6	1	0	0	0	0	3470
<b>PM Peak Hour</b>	17:00	12:00	12:00	15:00	12:00	14:00	13:00	13:00	13:00	13:00	13:00	13:00	12:00	48%
<b>Volume</b>	3	343	106	2	35	1	1	2	1	1	1	1	1	484
<b>Directional Peak Periods</b>	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes				
<b>All Classes</b>	Volume	%	↔	Volume	%	↔	Volume	%	↔	Volume	%	↔	Volume	%
	1314	18%	↔	867	12%	↔	704	10%	↔	4306	60%	↔	484	60%



Day: SATURDAY

Date: 3/13/10

Classification Report / Prepared by: National Data & Surveying Services

Location: SR-330 bet. Highland Ave & Live Oak Dr

City: Big Bear

Project #: 10-5101-002s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	12	4	0	1	0	0	0	0	0	0	0	0	17
01:00	0	7	2	1	0	0	0	0	0	0	0	0	0	10
02:00	0	2	5	0	2	0	0	0	0	0	0	0	0	9
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:00	0	21	5	0	1	0	0	0	0	0	0	0	0	27
05:00	3	34	9	0	3	0	0	0	0	0	0	0	0	49
06:00	0	51	24	1	12	0	0	0	1	0	0	0	0	89
07:00	1	87	23	1	17	0	0	1	1	0	0	0	0	131
08:00	0	145	44	1	14	0	0	2	0	0	0	0	0	206
09:00	0	190	47	1	29	0	0	2	0	0	0	0	0	269
10:00	0	209	56	0	22	0	0	3	1	0	0	0	0	291
11:00	2	251	83	1	30	0	0	1	1	0	0	0	0	369
12:00 PM	0	261	73	0	20	0	0	0	1	0	0	0	0	355
13:00	1	313	82	0	29	0	0	2	0	0	0	0	0	427
14:00	2	356	104	0	48	0	0	3	0	0	0	0	0	513
15:00	1	468	134	5	38	1	0	2	0	0	0	0	0	649
16:00	1	564	155	1	58	0	0	1	0	0	0	0	0	780
17:00	0	568	160	1	48	1	0	2	0	0	0	0	0	780
18:00	1	412	115	2	35	0	0	1	0	0	0	0	0	566
19:00	0	217	48	0	22	0	0	0	0	0	0	0	0	287
20:00	0	113	28	0	9	0	0	0	0	0	0	0	0	150
21:00	0	98	17	0	7	0	0	0	0	0	0	0	0	122
22:00	0	63	19	0	4	0	0	0	0	0	0	0	0	86
23:00	0	41	6	0	3	0	0	0	0	0	0	0	0	50
<b>Totals</b>	<b>12</b>	<b>4488</b>	<b>1244</b>	<b>15</b>	<b>452</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6238</b>
<b>% of Totals</b>	<b>0%</b>	<b>72%</b>	<b>20%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>6</b>	<b>1014</b>	<b>303</b>	<b>6</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1473</b>
<b>% AM</b>	<b>0%</b>	<b>16%</b>	<b>5%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>24%</b>
<b>AM Peak Hour</b>	<b>05:00</b>	<b>11:00</b>	<b>11:00</b>	<b>01:00</b>	<b>11:00</b>	<b>11:00</b>	<b>10:00</b>	<b>06:00</b>	<b>06:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>
<b>Volume</b>	<b>3</b>	<b>251</b>	<b>83</b>	<b>1</b>	<b>30</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>369</b>
<b>% PM</b>	<b>6</b>	<b>3474</b>	<b>941</b>	<b>9</b>	<b>321</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>4765</b>	<b>4765</b>	<b>4765</b>	<b>4765</b>	<b>4765</b>
<b>% PM</b>	<b>0%</b>	<b>56%</b>	<b>15%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>76%</b>	<b>76%</b>	<b>76%</b>	<b>76%</b>	<b>76%</b>
<b>PM Peak Hour</b>	<b>14:00</b>	<b>17:00</b>	<b>17:00</b>	<b>15:00</b>	<b>16:00</b>	<b>15:00</b>	<b>14:00</b>	<b>12:00</b>	<b>12:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>
<b>Volume</b>	<b>2</b>	<b>568</b>	<b>160</b>	<b>5</b>	<b>58</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>780</b>	<b>780</b>	<b>780</b>	<b>780</b>	<b>780</b>
<b>Directional Peak Periods</b>	<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>				
<b>All Classes</b>	<b>Volume</b>	<b>337</b>	<b>5%</b>	<b>Volume</b>	<b>782</b>	<b>13%</b>	<b>Volume</b>	<b>1560</b>	<b>25%</b>	<b>Volume</b>	<b>3559</b>	<b>57%</b>		

Day: SATURDAY  
Date: 3/13/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 bet. Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5101-002

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	62	15	0	3	0	0	0	0	0	0	0	0	80
01:00	0	29	8	1	0	0	0	0	0	0	0	0	0	38
02:00	1	19	10	0	3	0	0	0	0	0	0	0	0	33
03:00	0	19	4	0	1	0	0	0	0	0	0	0	0	24
04:00	0	28	9	1	1	0	0	0	0	0	0	0	0	39
05:00	3	72	24	0	5	0	0	0	0	0	0	0	0	104
06:00	0	308	100	1	41	0	0	3	2	0	0	0	0	455
07:00	1	613	166	2	58	0	0	3	2	0	0	0	0	845
08:00	0	568	174	4	55	0	0	5	0	0	0	0	0	806
09:00	1	665	204	4	61	1	0	3	0	0	0	0	0	939
10:00	0	642	176	2	68	1	0	4	1	0	0	0	0	894
11:00	3	669	197	1	62	0	0	4	1	0	0	0	0	937
12:00 PM	0	604	179	0	55	0	0	0	1	0	0	0	0	839
13:00	2	586	164	1	52	0	0	4	1	0	0	0	0	810
14:00	2	657	167	0	78	1	0	3	0	0	0	0	0	908
15:00	2	767	199	7	66	1	0	2	0	0	0	0	0	1044
16:00	1	842	230	1	75	0	0	2	0	0	0	0	0	1151
17:00	3	812	228	1	65	1	0	3	0	0	0	0	0	1113
18:00	1	619	176	2	54	0	0	1	0	0	0	0	0	853
19:00	2	392	92	0	38	0	0	1	0	0	0	0	0	525
20:00	0	252	75	0	19	0	0	0	0	0	0	0	0	346
21:00	0	218	47	0	15	0	0	0	0	0	0	0	0	280
22:00	1	164	53	0	8	0	0	0	0	0	0	0	0	226
23:00	0	108	26	0	5	0	0	1	0	0	0	0	0	140
<b>Totals</b>	<b>23</b>	<b>9715</b>	<b>2723</b>	<b>28</b>	<b>888</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13429</b>
<b>% of Totals</b>	<b>0%</b>	<b>72%</b>	<b>20%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	9	3694	1087	16	358	2	0	22	6	0	0	0	0	5194
<b>% PM</b>	0%	28%	8%	0%	3%	0%	0%	0%	0%	0%	0%	0	0	39%
<b>AM Peak Hour</b>	05:00	11:00	09:00	08:00	10:00	09:00	09:00	08:00	06:00	09:00	09:00	09:00	09:00	09:00
<b>Volume</b>	3	669	204	4	68	1	1	5	2	2	2	2	2	939
<b>% PM</b>	14	6021	1636	12	530	3	0	17	2	0	0	0	0	8235
<b>% PM</b>	0%	45%	12%	0%	4%	0%	0%	0%	0%	0%	0%	0	0	61%
<b>PM Peak Hour</b>	17:00	16:00	16:00	15:00	14:00	14:00	14:00	13:00	12:00	16:00	16:00	16:00	16:00	16:00
<b>Volume</b>	3	842	230	7	78	1	1	4	1	1	1	1	1	1151
<b>Peak Period Totals</b>				<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>				
				Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	

Day: SUNDAY  
Date: 03/14/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 bet. Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5101-002n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	46	8	0	4	0	0	0	0	0	0	0	0	58
01:00	0	19	6	0	0	0	0	0	0	0	0	0	0	25
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
04:00	0	8	5	0	2	0	0	0	0	0	0	0	0	15
05:00	0	16	6	0	3	0	0	0	0	0	0	0	0	25
06:00	0	191	58	0	22	0	0	1	0	0	0	0	0	272
07:00	0	422	105	1	35	0	0	1	0	0	0	0	0	564
08:00	0	430	114	3	24	0	0	1	0	0	0	0	0	572
09:00	0	376	85	6	32	0	0	5	0	0	0	0	0	504
10:00	0	352	109	0	21	1	0	1	0	0	0	0	0	484
11:00	2	435	108	2	34	0	0	1	0	0	0	0	0	582
12:00 PM	1	344	96	3	28	1	0	2	0	0	0	0	0	475
13:00	3	245	63	0	17	0	0	1	0	0	0	0	0	329
14:00	5	195	62	0	12	0	0	0	0	0	0	0	0	274
15:00	1	208	49	0	20	0	0	0	0	0	0	0	0	278
16:00	5	209	39	0	14	0	0	2	0	0	0	0	0	269
17:00	1	198	41	0	16	0	0	0	0	0	0	0	0	256
18:00	0	158	34	0	16	0	0	4	0	0	0	0	0	212
19:00	0	157	39	0	15	0	0	1	0	0	0	0	0	212
20:00	0	146	39	0	12	0	0	1	0	0	0	0	0	198
21:00	1	108	24	0	9	0	0	0	0	0	0	0	0	142
22:00	0	82	21	1	5	0	0	0	0	0	0	0	0	109
23:00	0	53	7	0	2	0	0	1	0	0	0	0	0	63
<b>Totals</b>	<b>19</b>	<b>4415</b>	<b>1121</b>	<b>16</b>	<b>343</b>	<b>2</b>	<b>22</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>5938</b>
<b>% of Totals</b>	<b>0%</b>	<b>74%</b>	<b>19%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	NOON 12-2	PM 4-6	Off Peak Volumes
<b>% AM</b>	2	177	1	0
<b>% PM</b>	0%	3%	0%	0%
<b>AM Peak Hour</b>	11:00	09:00	10:00	09:00
<b>Volume</b>	2	435	114	35
<b>% PM</b>	17	2103	514	166
<b>PM Peak Hour</b>	14:00	12:00	12:00	18:00
<b>Volume</b>	5	344	96	28

**Directional Peak Periods**

All Classes	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
<b>Volume</b>	16	2	22	5938
<b>%</b>	0%	0%	0%	100%
<b>Volume</b>	12	1	10	3121
<b>%</b>	0%	0%	0%	53%
<b>Volume</b>	6	1	5	582
<b>%</b>	0%	0%	0%	11%
<b>Volume</b>	4	1	12	2817
<b>%</b>	0%	0%	0%	47%
<b>Volume</b>	3	1	4	475
<b>%</b>	0%	0%	0%	12%

Day: SUNDAY  
Date: 3/14/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 bet. Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5101-002s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
01:00	0	8	2	0	3	0	0	0	0	0	0	0	0	13
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
04:00	0	13	0	0	1	0	0	0	0	0	0	0	0	14
05:00	1	15	5	0	2	0	0	0	0	0	0	0	0	23
06:00	0	30	10	0	3	0	0	1	0	0	0	0	0	44
07:00	0	61	13	0	10	0	0	1	0	0	0	0	0	85
08:00	0	111	23	0	13	0	0	0	0	0	0	0	0	147
09:00	0	183	43	1	20	0	0	1	0	0	0	0	0	248
10:00	0	282	80	1	27	0	0	1	0	0	0	0	0	391
11:00	1	453	118	2	46	0	0	2	0	0	0	0	0	622
12:00 PM	2	553	150	4	53	0	0	2	0	0	0	0	0	764
13:00	3	747	210	0	68	0	0	3	0	0	0	0	0	1031
14:00	1	699	182	0	66	0	0	1	0	0	0	0	0	949
15:00	1	794	203	9	76	1	0	13	0	0	0	0	0	1097
16:00	0	881	202	1	74	0	0	8	0	0	0	0	0	1166
17:00	2	867	214	1	57	0	0	1	0	0	0	0	0	1142
18:00	0	611	174	1	47	0	0	0	0	0	0	0	0	833
19:00	0	267	81	1	27	0	0	0	0	0	0	0	0	376
20:00	1	148	44	0	15	0	0	1	0	0	0	0	0	209
21:00	0	68	23	0	8	0	0	0	0	0	0	0	0	99
22:00	0	33	10	0	2	0	0	0	0	0	0	0	0	45
23:00	0	13	3	0	3	0	0	0	0	0	0	0	0	19
<b>Totals</b>	<b>12</b>	<b>6852</b>	<b>1796</b>	<b>21</b>	<b>621</b>	<b>1</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>9338</b>
<b>% of Totals</b>	<b>0%</b>	<b>73%</b>	<b>19%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>2</b>	<b>1171</b>	<b>300</b>	<b>4</b>	<b>125</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1608</b>
<b>% AM</b>	<b>0%</b>	<b>13%</b>	<b>3%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>17%</b>
<b>AM Peak Hour</b>	<b>05:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>
<b>Volume</b>	<b>1</b>	<b>453</b>	<b>118</b>	<b>2</b>	<b>46</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>622</b>
<b>% PM</b>	<b>10</b>	<b>5681</b>	<b>1496</b>	<b>17</b>	<b>496</b>	<b>1</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7730</b>
<b>% PM</b>	<b>0%</b>	<b>61%</b>	<b>16%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>83%</b>
<b>PM Peak Hour</b>	<b>13:00</b>	<b>16:00</b>	<b>17:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>16:00</b>
<b>Volume</b>	<b>3</b>	<b>881</b>	<b>214</b>	<b>9</b>	<b>76</b>	<b>1</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>1166</b>

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
<b>All Classes</b>	<b>232</b>	<b>2%</b>	<b>1795</b>	<b>19%</b>	<b>2308</b>	<b>25%</b>	<b>5003</b>	<b>54%</b>	<b>5003</b>	<b>25%</b>	<b>5003</b>	<b>54%</b>

Day: SUNDAY  
Date: 3/14/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 bet. Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5101-002

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	56	10	0	4	0	0	0	0	0	0	0	0	70
01:00	0	27	8	0	3	0	0	0	0	0	0	0	0	38
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	22	7	0	0	0	0	0	0	0	0	0	0	29
04:00	0	21	5	0	3	0	0	0	0	0	0	0	0	29
05:00	1	31	11	0	5	0	0	0	0	0	0	0	0	48
06:00	0	221	68	0	25	0	0	2	0	0	0	0	0	316
07:00	0	483	118	1	45	0	0	2	0	0	0	0	0	649
08:00	0	541	137	3	37	0	0	1	0	0	0	0	0	719
09:00	0	559	128	7	52	0	0	6	0	0	0	0	0	752
10:00	0	634	189	1	48	1	0	2	0	0	0	0	0	875
11:00	3	888	226	4	80	0	0	3	0	0	0	0	0	1204
12:00 PM	3	897	246	7	81	1	0	4	0	0	0	0	0	1239
13:00	6	992	273	0	85	0	0	4	0	0	0	0	0	1360
14:00	6	894	244	0	78	0	0	1	0	0	0	0	0	1223
15:00	2	1002	252	9	96	1	0	13	0	0	0	0	0	1375
16:00	5	1090	241	1	88	0	0	10	0	0	0	0	0	1435
17:00	3	1065	255	1	73	0	0	1	0	0	0	0	0	1398
18:00	0	769	208	1	63	0	0	4	0	0	0	0	0	1045
19:00	0	424	120	1	42	0	0	1	0	0	0	0	0	588
20:00	1	294	83	0	27	0	0	2	0	0	0	0	0	407
21:00	1	176	47	0	17	0	0	0	0	0	0	0	0	241
22:00	0	115	31	1	7	0	0	0	0	0	0	0	0	154
23:00	0	66	10	0	5	0	0	1	0	0	0	0	0	82
<b>Totals</b>	<b>31</b>	<b>11267</b>	<b>2917</b>	<b>37</b>	<b>964</b>	<b>3</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15276</b>
<b>% of Totals</b>	<b>0%</b>	<b>74%</b>	<b>19%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>4</b>	<b>3483</b>	<b>907</b>	<b>16</b>	<b>302</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4729</b>
<b>% AM Peak Hour</b>	<b>0%</b>	<b>23%</b>	<b>6%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>31%</b>
<b>Volume</b>	<b>3</b>	<b>888</b>	<b>226</b>	<b>7</b>	<b>80</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1204</b>
<b>% PM</b>	<b>27</b>	<b>7784</b>	<b>2010</b>	<b>21</b>	<b>662</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10547</b>
<b>% PM Peak Hour</b>	<b>0%</b>	<b>51%</b>	<b>13%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>69%</b>
<b>Volume</b>	<b>6</b>	<b>1090</b>	<b>273</b>	<b>9</b>	<b>96</b>	<b>1</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1435</b>
<b>Peak Period Totals</b>														
				<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>				
				Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	



Day: MONDAY  
Date: 3/15/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 bet. Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5101-002s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	9	5	0	4	0	0	0	0	0	0	0	0	18
01:00	0	7	3	0	3	0	0	0	0	0	0	0	0	13
02:00	0	8	1	2	1	0	0	0	0	0	0	0	0	12
03:00	0	20	4	0	6	0	0	0	0	0	0	0	0	30
04:00	2	45	22	0	10	0	0	0	0	0	0	0	0	79
05:00	0	87	35	0	7	0	0	0	0	0	0	0	0	129
06:00	0	190	43	0	21	0	0	1	0	0	0	0	0	255
07:00	0	305	58	0	31	0	0	0	0	0	0	0	0	394
08:00	0	178	49	0	26	0	0	2	4	0	0	0	0	259
09:00	0	205	61	3	21	0	0	0	1	0	0	0	0	291
10:00	3	183	48	3	29	2	0	2	3	0	0	0	0	273
11:00	2	221	75	7	25	0	0	4	3	0	0	0	0	337
12:00 PM	2	197	57	7	26	0	0	2	0	0	0	0	0	291
13:00	2	244	55	1	25	0	0	6	1	0	0	0	0	334
14:00	1	237	62	1	24	1	0	3	1	0	0	0	0	330
15:00	4	254	78	2	21	0	0	2	0	0	0	0	0	361
16:00	2	279	66	0	22	0	0	3	0	0	0	0	0	372
17:00	0	281	79	1	16	0	0	1	0	0	0	0	0	378
18:00	0	122	46	0	13	0	0	2	0	0	0	0	0	183
19:00	0	89	24	1	6	0	0	1	0	0	0	0	0	121
20:00	0	52	7	0	4	0	0	0	0	0	0	0	0	63
21:00	0	29	3	1	1	0	0	0	0	0	0	0	0	34
22:00	0	16	6	0	3	0	0	0	0	0	0	0	0	25
23:00	1	10	2	1	1	0	0	0	0	0	0	0	0	15
<b>Totals</b>	<b>19</b>	<b>3268</b>	<b>889</b>	<b>30</b>	<b>346</b>	<b>3</b>	<b>29</b>	<b>13</b>	<b>0%</b>	<b>1%</b>	<b>9%</b>	<b>11%</b>	<b>0%</b>	<b>4597</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>19%</b>	<b>1%</b>	<b>8%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>7</b>	<b>1458</b>	<b>404</b>	<b>15</b>	<b>184</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2090</b>
<b>% PM</b>	<b>0%</b>	<b>32%</b>	<b>9%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>45%</b>
<b>AM Peak Hour</b>	<b>10:00</b>	<b>07:00</b>	<b>11:00</b>	<b>11:00</b>	<b>07:00</b>	<b>10:00</b>	<b>10:00</b>	<b>11:00</b>	<b>08:00</b>	<b>07:00</b>				
<b>Volume</b>	<b>3</b>	<b>305</b>	<b>75</b>	<b>7</b>	<b>31</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>394</b>				
<b>% PM</b>	<b>12</b>	<b>1810</b>	<b>485</b>	<b>15</b>	<b>162</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>2507</b>				
<b>% PM</b>	<b>0%</b>	<b>39%</b>	<b>11%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>55%</b>				
<b>PM Peak Hour</b>	<b>15:00</b>	<b>17:00</b>	<b>17:00</b>	<b>12:00</b>	<b>12:00</b>	<b>14:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>17:00</b>				
<b>Volume</b>	<b>4</b>	<b>281</b>	<b>79</b>	<b>7</b>	<b>26</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>378</b>				

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
<b>All Classes</b>	653	14%	625	14%	750	16%	2569	56%				





Day: TUESDAY  
Date: 03/16/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 bet. Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5101-002n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	21	4	0	0	0	0	0	0	0	0	0	0	25
01:00	0	9	3	1	0	0	0	0	0	0	0	0	0	13
02:00	0	11	7	0	0	0	0	0	0	0	0	0	0	18
03:00	0	5	0	1	2	0	0	0	0	0	0	0	0	8
04:00	0	8	4	1	0	0	0	2	0	0	0	0	0	15
05:00	0	12	5	0	4	0	0	0	0	0	0	0	0	21
06:00	0	47	27	2	15	0	0	4	2	0	1	0	0	98
07:00	0	177	42	0	17	0	0	1	1	0	0	0	0	238
08:00	0	194	70	1	33	2	0	1	1	0	1	0	0	303
09:00	1	155	67	0	28	1	0	3	3	0	0	0	0	258
10:00	1	149	54	0	28	2	0	2	0	0	0	0	0	236
11:00	1	149	47	1	15	0	0	1	0	0	1	0	0	215
12:00 PM	4	132	35	0	15	0	0	1	0	0	0	0	0	187
13:00	1	126	43	0	10	0	0	3	0	0	0	0	0	183
14:00	2	125	39	2	34	1	0	5	3	0	0	0	0	211
15:00	2	153	38	0	18	0	0	0	0	0	0	0	0	211
16:00	0	204	54	0	17	0	0	3	0	0	0	0	0	278
17:00	2	265	54	0	28	0	0	3	0	0	0	0	0	352
18:00	2	241	71	0	25	0	0	1	0	0	0	0	0	340
19:00	0	98	32	0	14	0	0	0	0	0	0	0	0	144
20:00	0	81	21	0	7	0	0	0	0	0	0	0	0	109
21:00	0	74	22	0	8	0	0	0	0	0	0	0	0	104
22:00	0	26	9	0	0	0	0	0	0	0	0	0	0	35
23:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
<b>Totals</b>	<b>16</b>	<b>2472</b>	<b>750</b>	<b>9</b>	<b>318</b>	<b>6</b>	<b>6</b>	<b>30</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3614</b>
<b>% of Totals</b>	<b>0%</b>	<b>68%</b>	<b>21%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>3</b>	<b>937</b>	<b>330</b>	<b>7</b>	<b>142</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1448</b>
<b>% AM</b>	<b>0%</b>	<b>26%</b>	<b>9%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>40%</b>
<b>AM Peak Hour</b>	<b>09:00</b>	<b>08:00</b>	<b>08:00</b>	<b>06:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>06:00</b>	<b>09:00</b>	<b>06:00</b>	<b>06:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>
<b>Volume</b>	<b>1</b>	<b>194</b>	<b>70</b>	<b>2</b>	<b>33</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>303</b>
<b>% PM</b>	<b>13</b>	<b>1535</b>	<b>420</b>	<b>2</b>	<b>176</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2166</b>
<b>% PM</b>	<b>0%</b>	<b>42%</b>	<b>12%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>60%</b>
<b>PM Peak Hour</b>	<b>12:00</b>	<b>17:00</b>	<b>18:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>17:00</b>	<b>17:00</b>
<b>Volume</b>	<b>4</b>	<b>265</b>	<b>71</b>	<b>2</b>	<b>34</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>352</b>

**Directional Peak Periods**

**All Classes**      **AM 7-9**      **NOON 12-2**      **PM 4-6**      **Off Peak Volumes**

Volume      %      Volume      %      Volume      %      Volume      %

Day: TUESDAY  
Date: 3/16/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 bet. Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5101-002s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total					
00:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4					
01:00	0	2	2	1	0	0	0	0	0	0	0	0	0	5					
02:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12					
03:00	0	17	6	0	5	0	0	0	0	0	0	0	0	28					
04:00	1	40	21	0	8	0	0	0	0	0	0	0	0	70					
05:00	0	85	38	0	8	0	0	0	0	0	0	0	0	131					
06:00	0	163	42	0	24	0	0	2	0	0	0	0	0	231					
07:00	0	289	62	0	33	0	0	3	0	0	0	0	0	387					
08:00	0	184	38	0	19	1	0	2	6	0	1	0	0	251					
09:00	1	199	47	2	24	1	0	1	0	0	0	0	0	275					
10:00	0	149	52	1	15	0	0	2	1	0	1	0	0	221					
11:00	1	158	51	0	16	0	0	3	1	0	0	0	0	230					
12:00 PM	1	158	37	2	21	1	0	1	1	0	1	0	0	223					
13:00	0	181	47	1	24	0	0	5	0	0	0	0	0	258					
14:00	7	221	55	1	31	1	0	1	0	0	0	0	0	317					
15:00	2	213	53	0	28	0	0	1	0	0	0	0	0	297					
16:00	0	239	68	0	41	1	0	4	0	0	0	0	0	353					
17:00	0	201	42	2	13	0	0	2	0	0	0	0	0	260					
18:00	3	91	31	0	8	0	0	2	0	0	0	0	0	135					
19:00	0	54	16	0	2	0	0	1	0	0	0	0	0	73					
20:00	0	24	9	0	1	0	0	0	0	0	0	0	0	34					
21:00	0	22	9	0	1	0	0	0	0	0	0	0	0	32					
22:00	0	2	1	0	2	0	0	0	0	0	0	0	0	5					
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
<b>Totals</b>	<b>16</b>	<b>2705</b>	<b>730</b>	<b>10</b>	<b>324</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3832</b>					
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>19%</b>	<b>0%</b>	<b>8%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>					
<b>% AM</b>	<b>3</b>	<b>1299</b>	<b>362</b>	<b>4</b>	<b>152</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1845</b>					
<b>% AM</b>	<b>0%</b>	<b>34%</b>	<b>9%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>48%</b>					
<b>AM Peak Hour</b>	<b>04:00</b>	<b>07:00</b>	<b>07:00</b>	<b>09:00</b>	<b>07:00</b>	<b>08:00</b>	<b>08:00</b>	<b>07:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>07:00</b>					
<b>Volume</b>	<b>1</b>	<b>289</b>	<b>62</b>	<b>2</b>	<b>33</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>387</b>					
<b>% PM</b>	<b>13</b>	<b>1406</b>	<b>368</b>	<b>6</b>	<b>172</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1987</b>					
<b>% PM</b>	<b>0%</b>	<b>37%</b>	<b>10%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>52%</b>					
<b>PM Peak Hour</b>	<b>14:00</b>	<b>16:00</b>	<b>16:00</b>	<b>12:00</b>	<b>16:00</b>	<b>12:00</b>	<b>13:00</b>	<b>13:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>16:00</b>					
<b>Volume</b>	<b>7</b>	<b>239</b>	<b>68</b>	<b>2</b>	<b>41</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>353</b>					
<b>Directional Peak Periods</b>				<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>							
<b>All Classes</b>				<b>Volume</b>	<b>638</b>	<b>%</b>	<b>17%</b>	<b>Volume</b>	<b>481</b>	<b>%</b>	<b>13%</b>	<b>Volume</b>	<b>613</b>	<b>%</b>	<b>16%</b>	<b>Volume</b>	<b>2100</b>	<b>%</b>	<b>55%</b>

Day: TUESDAY  
Date: 3/16/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 bet. Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5101-002

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	25	4	0	0	0	0	0	0	0	0	0	0	29
01:00	0	11	5	2	0	0	0	0	0	0	0	0	0	18
02:00	0	20	10	0	0	0	0	0	0	0	0	0	0	30
03:00	0	22	6	1	7	0	0	0	0	0	0	0	0	36
04:00	1	48	25	1	8	0	0	2	0	0	0	0	0	85
05:00	0	97	43	0	12	0	0	0	0	0	0	0	0	152
06:00	0	210	69	2	39	0	0	6	2	0	1	0	0	329
07:00	0	466	104	0	50	0	0	4	1	0	0	0	0	625
08:00	0	378	108	1	52	3	0	3	7	0	2	0	0	554
09:00	2	354	114	2	52	2	0	4	3	0	0	0	0	533
10:00	1	298	106	1	43	2	0	4	1	0	1	0	0	457
11:00	2	307	98	1	31	0	0	4	1	0	1	0	0	445
12:00 PM	5	290	72	2	36	1	0	2	1	0	1	0	0	410
13:00	1	307	90	1	34	0	0	8	0	0	0	0	0	441
14:00	9	346	94	3	65	2	0	6	3	0	0	0	0	528
15:00	4	366	91	0	46	0	0	1	0	0	0	0	0	508
16:00	0	443	122	0	58	1	0	7	0	0	0	0	0	631
17:00	2	466	96	2	41	0	0	5	0	0	0	0	0	612
18:00	5	332	102	0	33	0	0	3	0	0	0	0	0	475
19:00	0	152	48	0	16	0	0	1	0	0	0	0	0	217
20:00	0	105	30	0	8	0	0	0	0	0	0	0	0	143
21:00	0	96	31	0	9	0	0	0	0	0	0	0	0	136
22:00	0	28	10	0	2	0	0	0	0	0	0	0	0	40
23:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
<b>Totals</b>	<b>32</b>	<b>5177</b>	<b>1480</b>	<b>19</b>	<b>642</b>	<b>11</b>	<b>11</b>	<b>60</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7446</b>
<b>% of Totals</b>	<b>0%</b>	<b>70%</b>	<b>20%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	6	2236	692	11	294	7	0	27	15	0	5	0	0	3293
<b>% PM</b>	0%	30%	9%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0	44%
<b>AM Peak Hour</b>	09:00	07:00	09:00	01:00	08:00	08:00	08:00	06:00	08:00	08:00	08:00	08:00	07:00	07:00
<b>Volume</b>	2	466	114	2	52	3	3	6	7	7	2	2	2	625
<b>% PM</b>	0%	39%	11%	0%	5%	0%	0%	0%	0%	0%	0%	0	0	4153
<b>PM Peak Hour</b>	14:00	17:00	16:00	14:00	14:00	14:00	14:00	13:00	14:00	14:00	12:00	12:00	16:00	16:00
<b>Volume</b>	9	466	122	3	65	2	2	8	3	3	1	1	631	631
<b>Peak Period Totals</b>				<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>			<b>Off Peak Volumes</b>	<b>%</b>
				Volume		Volume		%	Volume	%	Volume	%	Volume	%

Day: WEDNESDAY  
Date: 03/17/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 bet. Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5101-002n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
07:00	0	1	6	0	1	0	0	0	0	0	0	0	0	8
08:00	0	1	1	0	0	0	0	0	1	0	0	0	0	3
09:00	0	2	0	0	3	0	0	0	0	0	0	0	0	5
10:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
11:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
12:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
13:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>9</b>	<b>10</b>	<b>10</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
<b>% of Totals</b>	<b>28%</b>	<b>31%</b>	<b>31%</b>	<b>38%</b>	<b>38%</b>	<b>3%</b>	<b>3%</b>	<b>100%</b>	<b>3%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	% AM	% PM	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
	Volume	Volume	Volume	Volume	Volume	Volume
<b>AM Peak Hour</b>	09:00	07:00	09:00	08:00	07:00	07:00
<b>Volume</b>	2	6	3	1	8	8
<b>% PM</b>	16%	3%	13%			31%
<b>PM Peak Hour</b>	12:00	13:00	12:00			12:00
<b>Volume</b>	2	1	1			3

**Directional Peak Periods**

**All Classes**

Day: WEDNESDAY

Classification Report / Prepared by: National Data & Surveying Services

City: Big Bear

Date: 3/17/10

Location: SR-330 bet. Highland Ave & Live Oak Dr

Project #: 10-5101-002s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
09:00	0	2	2	0	3	0	0	0	1	0	0	0	0	8
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
12:00 PM	0	2	1	0	4	0	0	0	0	0	0	0	0	7
13:00	0	0	4	0	2	0	0	0	0	0	0	0	0	6
14:00	0	0	0	0	3	0	0	0	0	0	0	0	0	3
15:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>16</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>37</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>
<b>% of Totals</b>	<b>27%</b>	<b>27%</b>	<b>27%</b>	<b>43%</b>	<b>43%</b>	<b>3%</b>	<b>3%</b>	<b>100%</b>	<b>3%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>14%</b>	<b>14%</b>	<b>8%</b>	<b>16%</b>	<b>16%</b>	<b>3%</b>	<b>3%</b>	<b>41%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>15%</b>
<b>AM Peak Hour</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>
<b>Volume</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>% PM</b>	<b>14%</b>	<b>14%</b>	<b>19%</b>	<b>27%</b>	<b>27%</b>	<b>0%</b>	<b>0%</b>	<b>59%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>22%</b>
<b>PM Peak Hour</b>	<b>12:00</b>	<b>12:00</b>	<b>13:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>
<b>Volume</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes
	Volume	%	%	Volume	%	%	Volume	%	%	
<b>All Classes</b>	<b>3</b>	<b>8%</b>	<b>35%</b>	<b>13</b>	<b>35%</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>21</b>	<b>57%</b>



**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	2	3	0	1	0	0	0	0	0	0	0	0	6
07:00	0	0	5	0	1	0	0	1	0	0	0	0	0	7
08:00	0	2	1	0	3	0	0	1	0	0	0	0	0	7
09:00	0	2	0	0	2	0	0	0	0	0	0	0	0	4
10:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3
11:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	2	0	1	2	0	1	0	0	0	0	0	6
13:00	0	1	1	1	1	4	0	0	0	0	0	0	0	8
14:00	0	1	2	0	0	4	0	0	0	0	0	0	0	7
15:00	0	1	0	0	0	4	0	0	0	0	0	0	0	5
16:00	0	0	0	0	0	4	0	0	0	0	0	0	0	4
17:00	0	0	0	0	0	4	0	0	0	0	0	0	0	4
18:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>10</b>	<b>19</b>	<b>1</b>	<b>9</b>	<b>23</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>100%</b>	<b>65</b>	<b>100%</b>	<b>65</b>	<b>100%</b>
<b>% of Totals</b>	<b>15%</b>	<b>29%</b>	<b>2%</b>	<b>14%</b>	<b>35%</b>	<b>5%</b>	<b>5%</b>	<b>5%</b>	<b>5%</b>	<b>15%</b>	<b>15%</b>	<b>15%</b>	<b>15%</b>	<b>100%</b>

	AM Peak Hour	NOON 12-2	PM 4-6	Off Peak Volumes
	Volume	Volume	Volume	Volume
	%	%	%	%
<b>% AM</b>	11%	22%	3%	46%
<b>AM Peak Hour</b>	06:00	07:00	08:00	07:00
<b>Volume</b>	2	5	3	7
<b>% PM</b>	5%	8%	2%	54%
<b>PM Peak Hour</b>	13:00	12:00	13:00	13:00
<b>Volume</b>	1	2	4	8
<b>Directional Peak Periods</b>	<b>AM 7-9</b>	<b>NOON 12-2</b>	<b>PM 4-6</b>	<b>Off Peak Volumes</b>
<b>All Classes</b>	<b>Volume</b>	<b>Volume</b>	<b>Volume</b>	<b>Volume</b>
	<b>%</b>	<b>%</b>	<b>%</b>	<b>%</b>

Day: THURSDAY  
Date: 3/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 bet. Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5101-002s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
07:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:00	0	0	1	0	2	0	0	0	0	0	0	0	0	3
09:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00	0	1	1	0	2	0	0	0	0	0	0	0	0	4
11:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	2	0	1	2	0	0	0	0	0	0	0	5
13:00	0	2	7	0	1	4	0	0	0	0	0	0	0	14
14:00	0	1	1	1	0	5	0	0	0	0	0	0	0	8
15:00	0	0	0	0	0	3	0	0	0	0	0	0	0	3
16:00	0	0	0	0	0	4	0	0	0	0	0	0	0	4
17:00	0	0	0	0	0	5	0	0	1	0	0	0	0	6
18:00	0	1	3	0	2	0	0	0	0	0	0	0	0	6
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>1</b>	<b>10</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>65</b>
<b>% of Totals</b>	<b>15%</b>	<b>15%</b>	<b>31%</b>	<b>2%</b>	<b>15%</b>	<b>35%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>35%</b>	<b>15%</b>	<b>2%</b>	<b>2%</b>	<b>100%</b>

	% AM	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
<b>AM Peak Hour</b>	06:00	07:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
<b>Volume</b>	2	2	2	2	2	2	2	2	2	2	2	2	4
<b>% PM</b>	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00
<b>Volume</b>	2	4	14	14	14	14	14	14	14	14	14	14	47
<b>Directional Peak Periods</b>	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes									
<b>All Classes</b>	5	19	10	31	5	19	10	31	5	19	10	31	48%



Day: THURSDAY  
Date: 3/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 bet. Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5101-002

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	4	3	0	2	0	0	0	0	0	0	0	0	9
07:00	0	0	7	0	1	0	0	1	0	0	0	0	0	9
08:00	0	2	2	0	5	0	0	1	0	0	0	0	0	10
09:00	0	4	1	0	2	0	0	0	0	0	0	0	0	7
10:00	0	1	4	0	2	0	0	0	0	0	0	0	0	7
11:00	0	1	3	0	1	0	0	0	0	0	0	0	0	5
12:00 PM	0	0	4	0	2	4	0	1	0	0	0	0	0	11
13:00	0	3	8	1	2	8	0	0	0	0	0	0	0	22
14:00	0	2	3	1	0	9	0	0	0	0	0	0	0	15
15:00	0	1	0	0	0	7	0	0	0	0	0	0	0	8
16:00	0	0	0	0	0	8	0	0	0	0	0	0	0	8
17:00	0	0	0	0	0	9	0	0	1	0	0	0	0	10
18:00	0	1	3	0	2	1	0	0	0	0	0	0	0	7
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>20</b>	<b>15%</b>	<b>39</b>	<b>2</b>	<b>19</b>	<b>46</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>35%</b>	<b>2%</b>	<b>2%</b>	<b>1%</b>	<b>130</b>
<b>% of Totals</b>	<b>15%</b>	<b>13%</b>	<b>30%</b>	<b>2%</b>	<b>15%</b>	<b>35%</b>	<b>2%</b>	<b>2%</b>	<b>1%</b>	<b>35%</b>	<b>2%</b>	<b>2%</b>	<b>1%</b>	<b>100%</b>

	AM Peak Hour	NOON 12-2	PM 4-6	Off Peak Volumes
Volume	Volume	Volume	Volume	Volume
% AM	%	%	%	%
0	0	0	0	0
0	7	0	0	0
5%	15%	0	1	0
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	37%
13:00	13:00	14:00	12:00	13:00
5%	15%	5%	1%	63%
13:00	13:00	14:00	12:00	13:00
3	8	9	1	22
4	7	5	1	10
06:00	07:00	08:00	07:00	08:00
10%	15%	10%	2%	

Day: FRIDAY  
Date: 03/19/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 bet. Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5101-002n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:00	0	2	2	0	2	1	0	0	0	0	0	0	0	7
07:00	0	1	2	0	1	4	0	0	0	0	0	0	0	8
08:00	0	1	0	0	1	5	0	0	0	0	0	0	0	7
09:00	0	0	1	0	1	4	0	0	0	0	0	0	0	6
10:00	0	1	1	0	1	5	0	0	0	0	0	0	0	8
11:00	0	0	1	0	0	3	0	0	0	0	0	0	0	4
12:00 PM	0	0	1	0	2	3	0	0	0	0	0	0	0	6
13:00	1	283	95	0	30	0	0	1	5	0	0	0	0	415
14:00	0	327	76	0	24	0	0	1	1	0	0	0	0	429
15:00	3	415	136	2	53	0	0	4	0	0	0	0	0	613
16:00	0	425	108	0	39	0	0	1	0	0	0	0	0	573
17:00	2	473	136	0	32	0	0	3	0	0	0	0	0	646
18:00	1	395	99	5	46	0	0	6	1	0	0	0	0	553
19:00	1	344	84	0	24	0	0	1	0	0	0	0	0	454
20:00	1	365	102	1	39	1	0	0	0	0	0	0	0	509
21:00	0	289	98	0	32	0	0	2	0	0	0	0	0	421
22:00	0	204	60	1	21	0	0	0	0	0	0	0	0	286
23:00	0	107	22	0	6	0	0	1	0	0	0	0	0	136
<b>Totals</b>	<b>9</b>	<b>3632</b>	<b>1026</b>	<b>9</b>	<b>354</b>	<b>26</b>	<b>7</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5083</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>20%</b>	<b>0%</b>	<b>7%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

% AM	AM Peak Hour	Volume	%	AM 7-9	Volume	%	NOON 12-2	Volume	%	PM 4-6	Volume	%	Off Peak Volumes
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	06:00	2	0%	9	348	0%	4	0	0%	7	0	0%	0
0%	05:00	2	0										

Day: FRIDAY  
Date: 3/19/10

Classification Report / Prepared by: National Data & Surveying Services

City: Big Bear

Location: SR-330 bet. Highland Ave & Live Oak Dr

Project #: 10-5101-002s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2
07:00	0	1	1	0	1	5	0	0	0	0	0	0	0	8
08:00	0	2	0	0	0	5	0	0	0	0	0	0	0	7
09:00	0	0	1	0	2	4	0	0	0	0	0	0	0	7
10:00	0	0	0	0	2	4	0	0	0	0	0	0	0	6
11:00	0	2	2	0	1	3	0	0	0	0	0	0	0	8
12:00 PM	0	1	1	0	0	4	0	0	0	0	0	0	0	6
13:00	2	227	69	2	24	1	0	0	1	0	0	0	0	326
14:00	1	321	81	1	33	1	0	4	1	0	0	0	0	443
15:00	0	345	96	2	38	0	0	3	0	0	0	0	0	484
16:00	1	407	138	1	42	1	0	2	0	0	0	0	0	592
17:00	0	448	103	2	40	0	0	2	0	0	0	0	0	595
18:00	0	212	63	0	17	0	0	3	0	0	0	0	0	295
19:00	0	102	24	1	15	0	0	0	0	0	0	0	0	142
20:00	0	66	16	0	12	0	0	0	0	0	0	0	0	94
21:00	0	44	10	7	4	0	0	0	0	0	0	0	0	65
22:00	0	32	5	0	1	0	0	0	0	0	0	0	0	38
23:00	0	14	8	1	1	0	0	0	0	0	0	0	0	24
<b>Totals</b>	<b>4</b>	<b>2224</b>	<b>619</b>	<b>17</b>	<b>233</b>	<b>29</b>	<b>4</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3142</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>20%</b>	<b>1%</b>	<b>7%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	0	5	5	0	6	22	0	0	0	0	0	0	0	38
<b>AM Peak Hour</b>	08:00	08:00	11:00	09:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00
<b>Volume</b>	2	2	2	2	2	5	2	2	2	2	2	2	2	8
<b>% PM</b>	4	2219	614	17	227	7	0	14	2	0	0	0	0	3104
<b>PM Peak Hour</b>	13:00	17:00	16:00	21:00	16:00	12:00	14:00	13:00	13:00	13:00	13:00	13:00	13:00	17:00
<b>Volume</b>	2	448	138	7	42	4	4	1	1	1	1	1	1	595
<b>Directional Peak Periods</b>	<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>				
<b>All Classes</b>	Volume 15			Volume 332			Volume 1187			Volume 1608			51%	
	% 0%			% 0%			% 11%			% 38%			% 51%	

Day: FRIDAY  
Date: 3/19/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 bet. Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5101-002

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:00	0	2	3	0	2	2	0	0	0	0	0	0	0	9
07:00	0	2	3	0	2	9	0	0	0	0	0	0	0	16
08:00	0	3	0	0	1	10	0	0	0	0	0	0	0	14
09:00	0	0	2	0	3	8	0	0	0	0	0	0	0	13
10:00	0	1	1	0	3	9	0	0	0	0	0	0	0	14
11:00	0	2	3	0	1	6	0	0	0	0	0	0	0	12
12:00 PM	0	1	2	0	2	7	0	0	0	0	0	0	0	12
13:00	3	510	164	2	54	1	0	1	6	0	0	0	0	741
14:00	1	648	157	1	57	1	0	5	2	0	0	0	0	872
15:00	3	760	232	4	91	0	0	7	0	0	0	0	0	1097
16:00	1	832	246	1	81	1	0	3	0	0	0	0	0	1165
17:00	2	921	239	2	72	0	0	5	0	0	0	0	0	1241
18:00	1	607	162	5	63	0	0	9	1	0	0	0	0	848
19:00	1	446	108	1	39	0	0	1	0	0	0	0	0	596
20:00	1	431	118	1	51	1	0	0	0	0	0	0	0	603
21:00	0	333	108	7	36	0	0	2	0	0	0	0	0	486
22:00	0	236	65	1	22	0	0	0	0	0	0	0	0	324
23:00	0	121	30	1	7	0	0	1	0	0	0	0	0	160
<b>Totals</b>	<b>13</b>	<b>5856</b>	<b>1645</b>	<b>26</b>	<b>587</b>	<b>55</b>	<b>9</b>	<b>34</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8225</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>20%</b>	<b>0%</b>	<b>7%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	NOON 12-2	PM 4-6	Off Peak Volumes
	Volume	Volume	Volume	Volume
	%	%	%	%
<b>% AM</b>				
08:00	08:00	09:00	08:00	07:00
08:00	3	3	10	16
13:00	13:00	15:00	12:00	17:00
13:00	3	91	7	1241
<b>Peak Period Totals</b>				
13:00	5846	575	11	8145
17:00	71%	7%	0%	99%
13:00	17:00	21:00	12:00	17:00
13:00	3	246	7	1241
17:00	921	246	7	1241

Day: SATURDAY  
Date: 03/13/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 bet. Lakewood Dr & Heart Bar Campground Turnoff

City: Big Bear  
Project #: 10-5101-003n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	14	5	0	1	0	0	0	0	0	0	0	0	20
01:00	0	9	2	0	0	0	0	1	0	0	0	0	0	12
02:00	0	4	1	0	0	0	0	0	1	0	0	0	0	6
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
06:00	0	9	7	0	1	0	0	0	0	0	0	0	0	17
07:00	0	64	18	0	7	0	0	0	2	0	0	0	0	91
08:00	0	57	27	2	6	0	0	0	1	0	0	0	0	93
09:00	0	85	26	0	2	0	0	1	0	0	0	0	0	114
10:00	0	107	36	0	6	0	0	0	0	0	0	0	0	149
11:00	3	106	26	0	12	0	0	0	0	0	0	0	0	147
12:00 PM	1	110	27	0	15	0	0	0	1	0	0	0	0	154
13:00	2	93	28	0	16	0	0	1	0	0	0	0	0	140
14:00	0	82	35	1	6	0	0	2	0	0	0	0	0	126
15:00	0	72	27	0	8	0	0	1	0	0	0	0	0	108
16:00	0	59	15	0	6	0	0	0	0	0	0	0	0	80
17:00	0	54	13	0	7	0	0	0	2	0	0	0	0	76
18:00	0	53	14	0	8	0	0	0	0	0	0	0	0	75
19:00	1	34	14	0	2	0	0	0	0	0	0	0	0	51
20:00	0	35	7	0	0	0	0	0	0	0	0	0	0	42
21:00	0	21	8	0	2	0	0	0	0	0	0	0	0	31
22:00	0	21	6	0	2	0	0	0	0	0	0	0	0	29
23:00	0	15	6	0	1	0	0	0	0	0	0	0	0	22
<b>Totals</b>	<b>7</b>	<b>1111</b>	<b>348</b>	<b>3</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1591</b>
<b>% of Totals</b>	0%	70%	22%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	100%

	AM Peak Hour	PM Peak Hour	Volume	%	NOON 12-2	Volume	%	PM 4-6	Volume	%	Off Peak Volumes	Volume	%
<b>% AM</b>	0%	29%	462	36%	0%	0	0%	4%	0	0%	0	0	41%
<b>AM Peak Hour</b>	11:00	10:00	10:00	10:00	08:00	11:00	01:00	07:00	07:00	10:00	10:00	149	10:00
<b>Volume</b>	3	107	36	2	2	12	1	2	2	2	149	149	149
<b>% PM</b>	0%	41%	649	5%	0%	73	0%	3%	0	0%	0	0	59%
<b>PM Peak Hour</b>	13:00	12:00	14:00	14:00	13:00	13:00	14:00	17:00	17:00	12:00	12:00	154	12:00
<b>Volume</b>	2	110	35	1	16	16	2	2	2	154	154	154	154
<b>Directional Peak Periods</b>	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes			
<b>All Classes</b>	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume
	184	12%	294	18%	294	18%	156	10%	957	60%	957	60%	957

Day: SATURDAY  
Date: 3/13/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 bet. Lakewood Dr & Heart Bar Campground Turnoff

City: Big Bear  
Project #: 10-5101-003s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	3	0	1	2	0	0	0	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
05:00	0	6	2	0	1	0	0	0	1	0	0	0	0	10
06:00	0	12	4	0	3	0	0	0	0	0	0	0	0	19
07:00	0	23	6	0	5	0	0	1	0	0	0	0	0	35
08:00	0	28	13	0	2	0	0	0	1	0	0	0	0	44
09:00	0	58	19	0	6	0	0	1	1	0	0	0	0	85
10:00	0	63	14	0	4	0	0	0	0	0	0	0	0	81
11:00	1	56	16	0	4	0	0	1	0	0	0	0	0	78
12:00 PM	2	56	25	0	6	0	0	0	0	0	0	0	0	89
13:00	0	63	20	0	6	0	0	1	0	0	0	0	0	90
14:00	0	73	23	0	7	0	0	1	0	0	0	0	0	104
15:00	1	87	29	0	10	0	0	0	0	0	0	0	0	127
16:00	0	92	41	1	13	0	0	0	0	0	0	0	0	147
17:00	0	108	40	3	18	0	0	0	0	0	0	0	0	169
18:00	0	49	19	0	8	0	0	0	0	0	0	0	0	76
19:00	0	32	8	2	5	0	0	0	2	0	0	0	0	49
20:00	0	13	7	1	3	0	0	1	0	0	0	0	0	25
21:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
22:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
23:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
<b>Totals</b>	<b>4</b>	<b>852</b>	<b>294</b>	<b>8</b>	<b>106</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>1275</b>
<b>% of Totals</b>	<b>0%</b>	<b>67%</b>	<b>23%</b>	<b>1%</b>	<b>8%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	1	259	75	1	28	0	0	3	3	0	0	0	0	370
<b>% PM</b>	0	20%	6%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	29%
<b>AM Peak Hour</b>	11:00	10:00	09:00	01:00	09:00	09:00	05:00	07:00	05:00	09:00	09:00	09:00	09:00	09:00
<b>Volume</b>	1	63	19	1	6	1	1	1	1	1	1	1	1	85
<b>% PM</b>	3	593	219	7	78	0	0	3	2	0	0	0	0	905
<b>% PM</b>	0	47%	17%	1%	6%	0%	0%	0%	0%	0%	0%	0%	0%	71%
<b>PM Peak Hour</b>	12:00	17:00	16:00	17:00	17:00	17:00	19:00	13:00	19:00	17:00	17:00	17:00	17:00	17:00
<b>Volume</b>	2	108	41	3	18	1	2	1	2	2	2	2	2	169
<b>Directional Peak Periods</b>	<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>				
<b>All Classes</b>	Volume	79	6%	Volume	179	14%	Volume	316	25%	Volume	701	55%		

Day: SATURDAY  
Date: 3/13/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 bet. Lakewood Dr & Heart Bar Campground Turnoff

City: Big Bear  
Project #: 10-5101-003

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	18	5	0	1	0	0	0	0	0	0	0	0	24
01:00	0	12	2	1	2	0	0	1	0	0	0	0	0	18
02:00	0	4	1	0	0	0	0	0	1	0	0	0	0	6
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
05:00	0	10	2	0	2	0	0	0	1	0	0	0	0	15
06:00	0	21	11	0	4	0	0	0	0	0	0	0	0	36
07:00	0	87	24	0	12	0	0	1	2	0	0	0	0	126
08:00	0	85	40	2	8	0	0	0	2	0	0	0	0	137
09:00	0	143	45	0	8	0	0	2	1	0	0	0	0	199
10:00	0	170	50	0	10	0	0	0	0	0	0	0	0	230
11:00	4	162	42	0	16	0	0	1	0	0	0	0	0	225
12:00 PM	3	166	52	0	21	0	0	0	1	0	0	0	0	243
13:00	2	156	48	0	22	0	0	2	0	0	0	0	0	230
14:00	0	155	58	1	13	0	0	3	0	0	0	0	0	230
15:00	1	159	56	0	18	0	0	1	0	0	0	0	0	235
16:00	0	151	56	1	19	0	0	0	0	0	0	0	0	227
17:00	0	162	53	3	25	0	0	0	2	0	0	0	0	245
18:00	0	102	33	0	16	0	0	0	0	0	0	0	0	151
19:00	1	66	22	2	7	0	0	0	2	0	0	0	0	100
20:00	0	48	14	1	3	0	0	1	0	0	0	0	0	67
21:00	0	33	11	0	3	0	0	0	0	0	0	0	0	47
22:00	0	28	10	0	2	0	0	0	0	0	0	0	0	40
23:00	0	16	6	0	2	0	0	0	0	0	0	0	0	24
<b>Totals</b>	<b>11</b>	<b>1963</b>	<b>642</b>	<b>11</b>	<b>215</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>2866</b>
<b>% of Totals</b>	<b>0%</b>	<b>68%</b>	<b>22%</b>	<b>0%</b>	<b>8%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	4	721	223	3	64	0	0	5	7	0	0	0	0	1027
<b>% AM Peak Hour</b>	11:00	10:00	10:00	08:00	11:00	09:00	07:00	09:00	07:00	10:00	10:00	10:00	10:00	36%
<b>Volume</b>	4	170	50	2	16	2	2	2	2	2	2	2	2	230
<b>% PM</b>	7	1242	419	8	151	0	0	7	5	0	0	0	0	1839
<b>% PM Peak Hour</b>	12:00	12:00	14:00	17:00	17:00	14:00	17:00	14:00	17:00	17:00	17:00	17:00	17:00	64%
<b>Volume</b>	3	166	58	3	25	3	2	3	2	2	2	2	2	245
<b>Peak Period Totals</b>			<b>Volume</b>	<b>AM 7-9</b>	<b>%</b>	<b>Volume</b>	<b>NOON 12-2</b>	<b>%</b>	<b>Volume</b>	<b>PM 4-6</b>	<b>%</b>	<b>Volume</b>	<b>Off Peak Volumes</b>	<b>%</b>

Day: SUNDAY  
Date: 03/14/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 bet. Lakewood Dr & Heart Bar Campground Turnoff

City: Big Bear  
Project #: 10-5101-003n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
01:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	3	4	0	0	0	0	0	1	0	0	0	0	8
07:00	0	33	7	0	2	0	0	0	0	0	0	0	0	42
08:00	0	46	19	0	2	0	0	0	0	0	0	0	0	67
09:00	0	53	19	1	5	0	0	0	1	0	0	0	0	79
10:00	1	52	22	0	8	0	0	0	0	0	0	0	0	83
11:00	0	67	13	2	6	0	0	0	0	0	0	0	0	88
12:00 PM	2	57	14	0	4	0	0	0	0	0	0	0	0	77
13:00	2	53	16	0	3	0	0	0	0	0	0	0	0	74
14:00	0	57	11	0	1	0	0	0	0	0	0	0	0	69
15:00	1	57	10	1	5	0	0	2	0	0	0	0	0	76
16:00	0	46	12	0	7	0	0	0	0	0	0	0	0	65
17:00	0	56	21	1	3	1	0	0	0	0	0	0	0	82
18:00	0	45	12	0	1	0	0	2	1	0	0	0	0	61
19:00	0	45	11	0	4	0	0	0	0	0	0	0	0	60
20:00	0	32	9	0	4	0	0	0	0	0	0	0	0	45
21:00	0	19	8	0	2	0	0	0	0	0	0	0	0	29
22:00	0	18	3	0	0	0	0	1	0	0	0	0	0	22
23:00	0	10	5	0	1	0	0	0	0	0	0	0	0	16
<b>Totals</b>	<b>6</b>	<b>775</b>	<b>222</b>	<b>5</b>	<b>59</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1077</b>
<b>% of Totals</b>	<b>1%</b>	<b>72%</b>	<b>21%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	PM Peak Hour	Volume	%	NOON 12-2	Volume	%	PM 4-6	Volume	%	Off Peak Volumes	Volume	%
<b>% AM</b>	10:00	12:00	17:00	21%	12:00	15:00	18:00	04:00	11:00	0%	04:00	11:00	37%
<b>% PM</b>	10:00	12:00	17:00	21%	12:00	15:00	18:00	04:00	11:00	0%	04:00	11:00	37%
<b>Volume</b>	1	5	132	90	2	35	1	1	1	0	0	0	88
<b>% AM</b>	10:00	12:00	17:00	21%	12:00	15:00	18:00	04:00	11:00	0%	04:00	11:00	37%
<b>% PM</b>	10:00	12:00	17:00	21%	12:00	15:00	18:00	04:00	11:00	0%	04:00	11:00	37%
<b>Volume</b>	1	5	132	90	2	35	1	1	1	0	0	0	88

**Directional Peak Periods**

**All Classes**







Day: MONDAY  
Date: 03/15/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 bet. Lakewood Dr & Heart Bar Campground Turnoff

City: Big Bear  
Project #: 10-5101-003n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	7	2	0	0	0	0	1	0	0	0	0	0	10
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	0	0	1	0	0	0	0	0	3
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
07:00	0	27	9	0	2	0	0	1	2	0	0	0	0	41
08:00	0	20	10	0	2	0	0	0	1	0	0	0	0	33
09:00	0	33	7	0	3	0	0	1	0	0	0	0	0	44
10:00	0	32	8	0	10	0	0	2	0	0	0	0	0	52
11:00	1	31	13	0	2	0	0	0	1	0	0	0	0	48
12:00 PM	0	29	14	0	4	0	0	1	0	0	0	0	0	48
13:00	0	39	9	0	2	0	0	0	0	0	0	0	0	50
14:00	0	30	9	1	3	0	0	2	0	0	0	0	0	45
15:00	1	38	23	0	1	0	0	2	0	0	0	0	0	65
16:00	0	38	14	0	3	0	0	1	0	0	0	0	0	56
17:00	0	50	17	0	3	0	0	1	0	0	0	0	0	71
18:00	0	22	11	0	2	0	0	0	0	0	0	0	0	35
19:00	0	26	5	0	2	0	0	0	0	0	0	0	0	33
20:00	0	21	3	0	3	0	0	0	0	0	0	0	0	27
21:00	0	20	2	0	2	0	0	0	0	0	0	0	0	24
22:00	0	17	3	1	0	0	0	1	0	0	0	0	0	22
23:00	0	6	4	0	1	0	0	0	0	0	0	0	0	11
<b>Totals</b>	<b>2</b>	<b>500</b>	<b>163</b>	<b>2</b>	<b>46</b>	<b>4</b>	<b>14</b>	<b>2%</b>	<b>4</b>	<b>1%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>731</b>
<b>% of Totals</b>	<b>0%</b>	<b>68%</b>	<b>22%</b>	<b>0%</b>	<b>6%</b>	<b>1%</b>	<b>2%</b>	<b>2%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	NOON 12-2	PM 4-6	Off Peak Volumes
	Volume	Volume	Volume	Volume
	%	%	%	%
<b>% AM</b>	164	0	0	0
	22%	0%	0%	0%
<b>AM Peak Hour</b>	11:00	10:00	07:00	10:00
<b>Volume</b>	33	10	2	52
	336	26	0	487
	46%	4%	0%	67%
<b>% PM</b>	15:00	12:00	14:00	17:00
<b>Volume</b>	50	4	2	71
	114	4	2	170
	16%	1%	1%	23%

**Directional Peak Periods**

**All Classes**

Day: MONDAY  
Date: 3/15/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 bet. Lakewood Dr & Heart Bar Campground Turnoff

City: Big Bear  
Project #: 10-5101-003s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:00	0	1	3	0	2	0	0	1	0	0	0	0	0	7
03:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
04:00	0	10	2	0	7	0	0	0	0	0	0	0	0	19
05:00	0	5	7	0	9	0	0	0	0	0	0	0	0	21
06:00	0	36	5	0	4	0	0	1	0	0	0	0	0	46
07:00	0	32	16	0	5	0	0	0	0	0	0	0	0	53
08:00	0	38	14	0	5	0	0	0	2	0	0	0	0	59
09:00	0	44	15	0	7	0	0	1	0	0	0	0	0	67
10:00	0	36	9	2	7	0	0	2	0	0	0	0	0	56
11:00	0	47	16	0	5	0	0	1	0	0	0	0	0	69
12:00 PM	1	55	15	0	7	0	0	1	0	0	0	0	0	79
13:00	0	37	24	0	10	0	0	1	0	0	0	0	0	72
14:00	0	44	19	1	10	0	0	1	0	0	0	0	0	75
15:00	0	41	15	0	7	0	0	1	0	0	0	0	0	64
16:00	0	64	19	0	8	0	0	2	0	0	0	0	0	93
17:00	0	37	4	0	8	0	0	2	1	0	0	0	0	52
18:00	0	32	10	0	3	0	0	2	0	0	0	0	0	47
19:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
20:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
21:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
<b>Totals</b>	<b>1</b>	<b>602</b>	<b>203</b>	<b>3</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>937</b>
<b>% of Totals</b>	<b>0%</b>	<b>64%</b>	<b>22%</b>	<b>0%</b>	<b>12%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

% AM	Volume	%	Volume	%	Volume	%	Volume	%
11:00	47	8%	16	8%	9	5%	2	1%
07:00	115	19%	88	15%	55	9%	1	0%
05:00	342	57%	260	43%	115	19%	1	0%
08:00	47	8%	16	8%	9	5%	2	1%
10:00	115	19%	88	15%	55	9%	1	0%
13:00	342	57%	260	43%	115	19%	1	0%
16:00	47	8%	16	8%	9	5%	2	1%
17:00	115	19%	88	15%	55	9%	1	0%
19:00	342	57%	260	43%	115	19%	1	0%
21:00	47	8%	16	8%	9	5%	2	1%
23:00	115	19%	88	15%	55	9%	1	0%
<b>AM Peak Hour</b>	<b>11:00</b>	<b>8%</b>	<b>16</b>	<b>8%</b>	<b>9</b>	<b>5%</b>	<b>2</b>	<b>1%</b>
<b>PM Peak Hour</b>	<b>12:00</b>	<b>9%</b>	<b>145</b>	<b>15%</b>	<b>13:00</b>	<b>9%</b>	<b>145</b>	<b>15%</b>
<b>Volume</b>	<b>69</b>		<b>69</b>		<b>69</b>		<b>69</b>	

Directional Peak Periods	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
<b>AM 7-9</b>	<b>112</b>	<b>151</b>	<b>145</b>	<b>529</b>
<b>%</b>	<b>12%</b>	<b>16%</b>	<b>15%</b>	<b>56%</b>
<b>Volume</b>	<b>112</b>	<b>151</b>	<b>145</b>	<b>529</b>
<b>%</b>	<b>12%</b>	<b>16%</b>	<b>15%</b>	<b>56%</b>



Day: TUESDAY  
Date: 03/16/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 bet. Lakewood Dr & Heart Bar Campground Turnoff

City: Big Bear  
Project #: 10-5101-003n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	9	4	0	0	0	0	0	0	0	0	0	0	13
01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
04:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
05:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
06:00	0	1	1	0	1	0	0	1	1	0	0	0	0	5
07:00	0	28	6	1	4	0	0	0	0	0	0	0	0	39
08:00	1	31	11	0	6	0	0	2	0	0	0	0	0	51
09:00	0	28	12	1	2	0	0	1	0	0	0	0	0	44
10:00	1	46	12	0	5	0	0	1	0	0	0	0	0	65
11:00	0	28	9	0	5	0	0	0	0	0	0	0	0	42
12:00 PM	1	35	12	0	9	0	0	0	0	0	0	0	0	57
13:00	0	39	11	0	5	0	0	2	0	0	0	0	0	57
14:00	0	49	11	0	12	0	0	0	0	0	0	0	0	72
15:00	0	42	19	0	7	0	0	0	1	0	0	0	0	69
16:00	2	51	18	0	7	0	0	1	0	0	0	0	0	79
17:00	0	53	13	1	5	0	0	0	0	0	0	0	0	72
18:00	0	50	17	0	3	0	0	1	2	0	0	0	0	73
19:00	4	32	2	0	4	0	0	0	0	0	0	0	0	42
20:00	0	30	6	0	2	0	0	0	1	0	0	0	0	39
21:00	0	26	4	0	1	0	0	0	0	0	0	0	0	31
22:00	0	19	7	0	0	0	0	0	0	0	0	0	0	26
23:00	0	17	6	0	1	0	0	0	0	0	0	0	0	24
<b>Totals</b>	<b>9</b>	<b>626</b>	<b>185</b>	<b>3</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>919</b>
<b>% of Totals</b>	<b>1%</b>	<b>68%</b>	<b>20%</b>	<b>0%</b>	<b>9%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>100%</b>

	% AM	AM Peak Hour	Volume	%	NOON 12-2	Volume	%	PM 4-6	Volume	%	Off Peak Volumes	Volume	%
<b>% AM</b>	0%	10:00	46	24	0	0	0	0	0	0	0	0	0
<b>AM Peak Hour</b>	08:00	09:00	07:00	08:00	08:00	03:00	08:00	03:00	03:00	03:00	10:00	10:00	10:00
<b>Volume</b>	1	46	12	1	6	2	2	1	1	1	65	65	65
<b>% PM</b>	1%	17:00	126	6%	56	0	4	4	4	0	0	0	0
<b>PM Peak Hour</b>	19:00	17:00	15:00	14:00	14:00	18:00	13:00	18:00	18:00	18:00	16:00	16:00	16:00
<b>Volume</b>	4	53	19	1	12	2	2	2	2	2	79	79	79

<b>Directional Peak Periods</b>	<b>AM 7-9</b>	<b>NOON 12-2</b>	<b>PM 4-6</b>	<b>Off Peak Volumes</b>
<b>All Classes</b>	Volume	Volume	Volume	Volume
	1	1	0	0
	126	56	4	0
	14%	6%	0%	0%
	15:00	14:00	13:00	18:00
	19	12	2	2

Day: TUESDAY  
Date: 3/16/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 bet. Lakewood Dr & Heart Bar Campground Turnoff

City: Big Bear  
Project #: 10-5101-003s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	9	4	0	3	0	0	0	0	0	0	0	0	16
05:00	0	12	2	0	8	0	0	0	0	0	0	0	0	22
06:00	0	29	10	0	4	0	0	0	2	0	0	0	0	45
07:00	0	39	6	1	3	0	0	0	0	0	0	0	0	49
08:00	1	38	10	0	8	0	0	4	0	0	0	0	0	61
09:00	0	44	10	1	6	0	0	0	1	0	0	0	0	62
10:00	0	45	18	0	9	0	0	0	0	0	0	0	0	72
11:00	0	47	17	1	10	0	0	1	2	0	0	0	0	78
12:00 PM	2	54	25	3	10	0	0	2	0	0	0	0	0	96
13:00	6	65	16	1	9	0	0	2	0	0	0	0	0	99
14:00	1	49	24	0	6	0	0	3	1	0	0	0	0	84
15:00	1	66	24	0	19	0	0	2	0	0	0	0	0	112
16:00	1	69	32	1	13	0	0	0	0	0	0	0	0	116
17:00	1	34	13	0	5	0	0	1	0	0	0	0	0	54
18:00	0	24	8	0	4	0	0	0	0	0	0	0	0	36
19:00	0	14	5	0	2	0	0	0	0	0	0	0	0	21
20:00	0	7	2	0	0	0	0	0	2	0	0	0	0	11
21:00	0	7	1	0	0	0	0	0	1	0	0	0	0	9
22:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>13</b>	<b>664</b>	<b>230</b>	<b>8</b>	<b>121</b>	<b>15</b>	<b>9</b>	<b>15</b>	<b>9</b>	<b>1060</b>	<b>100%</b>			
<b>% of Totals</b>	<b>1%</b>	<b>63%</b>	<b>22%</b>	<b>1%</b>	<b>11%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>100%</b>				

	% AM	% PM	AM Peak Hour	PM Peak Hour	Volume	%	NOON 12-2	AM 7-9	PM 4-6	Off Peak Volumes	%
<b>% AM</b>	0%	25%	7%	7%	269	40%	0%	0%	0%	585	55%
<b>% PM</b>	1%	37%	14%	7%	395	60%	1%	1%	0%	170	16%
<b>AM Peak Hour</b>	08:00	11:00	10:00	07:00	11:00	11:00	08:00	06:00	11:00	11:00	39%
<b>PM Peak Hour</b>	13:00	16:00	16:00	12:00	15:00	15:00	14:00	20:00	16:00	16:00	39%
<b>Volume</b>	1	47	18	1	10	10	4	2	78	78	
<b>Directional Peak Periods</b>	12	395	151	5	69	69	10	4	646	646	
<b>All Classes</b>	6	69	32	3	19	19	3	2	116	116	
<b>Volume</b>	110	195	18%	170	16%	585	18%	16%	55%		





Day: WEDNESDAY  
Date: 03/17/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 bet. Lakewood Dr & Heart Bar Campground Turnoff

City: Big Bear  
Project #: 10-5101-003n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
01:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15
02:00	0	9	2	0	2	0	0	1	0	0	0	0	0	14
03:00	0	6	0	0	0	0	0	1	0	0	0	0	0	7
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	6	0	0	1	0	0	1	0	0	0	0	0	8
06:00	0	5	4	0	1	0	0	0	0	0	0	0	0	10
07:00	0	65	9	0	4	0	0	0	4	0	0	0	0	82
08:00	0	91	32	0	7	0	0	3	0	0	0	0	0	133
09:00	0	85	34	1	9	1	0	1	2	0	0	0	0	133
10:00	0	71	12	1	13	0	0	1	0	0	0	0	0	98
11:00	5	68	25	0	6	0	0	0	1	0	0	0	0	105
12:00 PM	3	76	16	2	9	0	0	2	0	0	0	0	0	108
13:00	0	74	19	1	8	0	0	1	0	0	0	0	0	103
14:00	1	74	20	1	8	0	0	0	0	0	0	0	0	104
15:00	0	91	10	0	3	0	0	0	0	0	0	0	0	104
16:00	1	74	24	0	8	0	0	0	0	0	0	0	0	107
17:00	1	102	23	0	12	0	0	0	1	0	0	0	0	139
18:00	0	92	27	0	2	0	0	0	0	0	0	0	0	121
19:00	0	58	16	0	7	1	0	1	0	0	0	0	0	83
20:00	0	46	17	0	2	0	0	1	0	0	0	0	0	66
21:00	0	47	13	0	2	0	0	0	0	0	0	0	0	62
22:00	0	40	6	0	2	0	0	0	0	0	0	0	0	48
23:00	0	23	7	0	2	0	0	0	0	0	0	0	0	32
<b>Totals</b>	<b>11</b>	<b>1231</b>	<b>319</b>	<b>6</b>	<b>109</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1699</b>
<b>% of Totals</b>	<b>1%</b>	<b>72%</b>	<b>19%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	PM Peak Hour	Volume	%	NOON 12-2	AM 7-9	PM 4-6	Off Peak Volumes
<b>% AM</b>	0%	0%	434	26%	0%	2	0	622
<b>% PM</b>	11:00	12:00	797	47%	0%	4	0	37%
<b>AM Peak Hour</b>	08:00	09:00	91	26%	09:00	09:00	07:00	08:00
<b>Volume</b>	5	3	91	34%	1	13	3	133
<b>% PM</b>	0%	0%	797	47%	0%	4	0	1077
<b>PM Peak Hour</b>	17:00	18:00	102	27%	17:00	17:00	17:00	63%
<b>Volume</b>	3	27	102	27%	2	12	2	139

**Directional Peak Periods**  
**All Classes**

Day: WEDNESDAY  
Date: 3/17/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 bet. Lakewood Dr & Heart Bar Campground Turnoff

City: Big Bear  
Project #: 10-5101-003s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
03:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
04:00	0	10	4	0	2	0	0	0	0	0	0	0	0	16
05:00	0	14	7	0	10	0	0	0	0	0	0	0	0	31
06:00	0	48	7	0	5	0	0	1	0	0	0	0	0	61
07:00	0	48	12	0	7	0	0	1	0	0	0	0	0	68
08:00	0	61	20	1	9	0	0	1	2	0	0	0	0	94
09:00	0	50	17	3	11	0	0	4	1	0	0	0	0	86
10:00	2	59	15	0	10	1	0	0	1	0	0	0	0	88
11:00	1	64	15	1	13	0	0	2	0	0	0	0	0	96
12:00 PM	0	85	20	1	9	0	0	0	0	0	0	0	0	115
13:00	1	95	25	3	13	2	0	1	0	0	0	0	0	140
14:00	4	109	38	0	13	0	0	3	1	0	0	0	0	168
15:00	0	120	47	0	16	0	0	0	0	0	0	0	0	183
16:00	0	107	44	1	14	0	0	2	0	0	0	0	0	168
17:00	0	76	29	1	10	0	0	1	0	0	0	0	0	117
18:00	0	47	14	0	2	0	0	2	0	0	0	0	0	65
19:00	0	18	6	0	2	0	0	0	0	0	0	0	0	26
20:00	0	11	4	1	1	0	0	0	0	0	0	0	0	17
21:00	0	7	5	0	1	0	0	0	0	0	0	0	0	13
22:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
23:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
<b>Totals</b>	<b>8</b>	<b>1051</b>	<b>334</b>	<b>13</b>	<b>150</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1582</b>
<b>% of Totals</b>	<b>1%</b>	<b>66%</b>	<b>21%</b>	<b>1%</b>	<b>9%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	Volume	%	Volume	%	Volume	%	Volume	%	
<b>% AM</b>	3	367	100	5	69	9	4	0	
<b>AM Peak Hour</b>	10:00	11:00	08:00	09:00	11:00	10:00	09:00	08:00	
<b>Volume</b>	2	64	20	3	13	1	4	2	
<b>% PM</b>	5	684	234	8	81	2	9	1	
<b>PM Peak Hour</b>	14:00	15:00	15:00	13:00	15:00	13:00	14:00	14:00	
<b>Volume</b>	4	120	47	3	16	2	3	1	
<b>Directional Peak Periods</b>	<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>		
<b>All Classes</b>	Volume	%	Volume	%	Volume	%	Volume	%	
	162	10%	255	16%	285	18%	880	56%	

Day: WEDNESDAY  
Date: 3/17/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 bet. Lakewood Dr & Heart Bar Campground Turnoff

City: Big Bear  
Project #: 10-5101-003

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
01:00	0	13	3	0	1	0	0	0	0	0	0	0	0	17
02:00	0	14	3	0	3	0	0	1	0	0	0	0	0	21
03:00	0	11	0	0	1	0	0	1	0	0	0	0	0	13
04:00	0	10	4	0	2	0	0	0	0	0	0	0	0	16
05:00	0	20	7	0	11	0	0	1	0	0	0	0	0	39
06:00	0	53	11	0	6	0	0	1	0	0	0	0	0	71
07:00	0	113	21	0	11	0	0	1	4	0	0	0	0	150
08:00	0	152	52	1	16	0	0	4	2	0	0	0	0	227
09:00	0	135	51	4	20	1	0	5	3	0	0	0	0	219
10:00	2	130	27	1	23	1	0	1	1	0	0	0	0	186
11:00	6	132	40	1	19	0	0	2	1	0	0	0	0	201
12:00 PM	3	161	36	3	18	0	0	2	0	0	0	0	0	223
13:00	1	169	44	4	21	2	0	2	0	0	0	0	0	243
14:00	5	183	58	1	21	0	0	3	1	0	0	0	0	272
15:00	0	211	57	0	19	0	0	0	0	0	0	0	0	287
16:00	1	181	68	1	22	0	0	2	0	0	0	0	0	275
17:00	1	178	52	1	22	0	0	1	1	0	0	0	0	256
18:00	0	139	41	0	4	0	0	2	0	0	0	0	0	186
19:00	0	76	22	0	9	1	0	1	0	0	0	0	0	109
20:00	0	57	21	1	3	0	0	1	0	0	0	0	0	83
21:00	0	54	18	0	3	0	0	0	0	0	0	0	0	75
22:00	0	48	8	0	2	0	0	0	0	0	0	0	0	58
23:00	0	24	7	1	2	0	0	0	0	0	0	0	0	34
<b>Totals</b>	<b>19</b>	<b>2282</b>	<b>653</b>	<b>19</b>	<b>259</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3281</b>
<b>% of Totals</b>	<b>1%</b>	<b>70%</b>	<b>20%</b>	<b>1%</b>	<b>8%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	8	801	221	7	113	2	0	17	11	0	0	0	0	1180
<b>% PM</b>	0%	24%	7%	0%	3%	0%	0%	1%	0%	0%	0%	0%	0%	36%
<b>AM Peak Hour</b>	11:00	08:00	08:00	09:00	10:00	09:00	09:00	09:00	07:00	08:00	08:00	08:00	08:00	08:00
<b>Volume</b>	6	152	52	4	23	1	4	5	4	227	227	227	227	227
<b>% PM</b>	11	1481	432	12	146	3	0	14	2	2101	2101	2101	2101	2101
<b>% PM</b>	0%	45%	13%	0%	4%	0%	0%	0%	0%	64%	64%	64%	64%	64%
<b>PM Peak Hour</b>	14:00	15:00	16:00	13:00	16:00	13:00	14:00	14:00	14:00	15:00	15:00	15:00	15:00	15:00
<b>Volume</b>	5	211	68	4	22	2	1	3	1	287	287	287	287	287
<b>Peak Period Totals</b>				<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>				
				Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	

Day: THURSDAY  
Date: 03/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 bet. Lakewood Dr & Heart Bar Campground Turnoff

City: Big Bear  
Project #: 10-5101-003n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	20	6	0	0	0	0	0	0	0	0	0	0	26
01:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
02:00	0	4	0	0	0	0	0	1	0	0	0	0	0	5
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
05:00	0	3	0	0	2	0	0	1	0	0	0	0	0	6
06:00	0	5	2	1	2	0	0	0	0	0	0	0	0	10
07:00	0	76	22	0	9	0	0	1	0	0	0	0	0	108
08:00	0	110	34	0	11	0	0	4	0	0	0	0	0	159
09:00	0	99	29	0	11	0	0	3	0	0	0	0	0	142
10:00	2	69	32	0	14	1	0	1	1	0	0	0	0	120
11:00	0	73	21	0	9	0	0	0	0	0	0	0	0	103
12:00 PM	0	101	26	1	6	0	0	1	1	0	0	0	0	136
13:00	0	88	25	0	7	0	0	0	0	0	0	0	0	120
14:00	1	89	28	0	8	0	0	0	0	0	0	0	0	126
15:00	2	94	30	0	7	0	0	1	0	0	0	0	0	134
16:00	0	90	32	0	13	0	0	2	0	0	0	0	0	137
17:00	0	101	27	0	8	0	0	3	1	0	0	0	0	140
18:00	1	108	23	0	5	0	0	1	1	0	0	0	0	139
19:00	0	83	17	0	11	0	0	0	0	0	0	0	0	111
20:00	0	72	21	0	8	0	0	0	0	0	0	0	0	101
21:00	0	64	23	0	9	0	0	1	0	0	0	0	0	97
22:00	0	71	24	0	3	0	0	0	0	0	0	0	0	98
23:00	0	37	9	0	4	0	0	0	0	0	0	0	0	50
<b>Totals</b>	<b>6</b>	<b>1470</b>	<b>434</b>	<b>2</b>	<b>148</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2085</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>21%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>2</b>	<b>472</b>	<b>149</b>	<b>1</b>	<b>59</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>696</b>
<b>% PM</b>	<b>0%</b>	<b>23%</b>	<b>7%</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>33%</b>
<b>AM Peak Hour</b>	<b>10:00</b>	<b>08:00</b>	<b>08:00</b>	<b>06:00</b>	<b>10:00</b>	<b>10:00</b>	<b>10:00</b>	<b>08:00</b>	<b>10:00</b>	<b>10:00</b>	<b>08:00</b>	<b>10:00</b>	<b>08:00</b>	<b>08:00</b>
<b>Volume</b>	<b>2</b>	<b>110</b>	<b>34</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>159</b>
<b>% PM</b>	<b>4</b>	<b>998</b>	<b>285</b>	<b>1</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1389</b>
<b>% PM</b>	<b>0%</b>	<b>48%</b>	<b>14%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>67%</b>
<b>PM Peak Hour</b>	<b>15:00</b>	<b>18:00</b>	<b>16:00</b>	<b>12:00</b>	<b>16:00</b>	<b>12:00</b>	<b>12:00</b>	<b>17:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>17:00</b>	<b>17:00</b>
<b>Volume</b>	<b>2</b>	<b>108</b>	<b>32</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>140</b>

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes						
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%				
<b>All Classes</b>	4	0%	285	14%	1	0%	89	4%	0	0%	3	0%	0	0%	1389	67%
<b>AM Peak Hour</b>	2	0%	110	7%	1	0%	14	3%	1	0%	1	0%	1	0%	159	33%
<b>PM Peak Hour</b>	2	0%	108	7%	1	0%	13	3%	1	0%	1	0%	1	0%	140	33%



Day: THURSDAY  
Date: 3/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 bet. Lakewood Dr & Heart Bar Campground Turnoff

City: Big Bear  
Project #: 10-5101-003

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	20	6	0	1	0	0	0	0	0	0	0	0	27
01:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
02:00	0	7	2	0	0	0	0	1	0	0	0	0	0	10
03:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
04:00	0	22	6	0	5	0	0	0	0	0	0	0	0	33
05:00	0	27	4	0	7	0	0	1	0	0	0	0	0	39
06:00	0	50	17	1	7	0	0	1	0	0	0	0	0	76
07:00	0	136	36	0	13	0	0	1	0	0	0	0	0	186
08:00	0	172	50	0	27	0	0	5	0	0	0	0	0	254
09:00	0	168	52	0	21	0	0	4	0	0	0	0	0	245
10:00	2	127	48	0	23	1	0	1	1	0	0	0	0	203
11:00	0	149	41	0	20	0	0	2	0	0	0	0	0	212
12:00 PM	0	188	49	2	21	2	0	4	1	0	0	0	0	267
13:00	4	205	63	1	19	0	0	1	0	0	0	0	0	293
14:00	1	200	68	1	29	0	0	1	0	0	0	0	0	300
15:00	2	204	66	0	29	0	0	2	0	0	0	0	0	303
16:00	0	220	64	1	30	0	0	4	0	0	0	0	0	319
17:00	1	165	51	0	20	0	0	4	1	0	0	0	0	242
18:00	1	134	40	0	11	0	0	1	1	0	0	0	0	188
19:00	0	101	26	0	13	0	0	1	1	0	0	0	0	142
20:00	1	84	28	0	9	0	0	0	1	0	0	0	0	123
21:00	0	68	24	0	12	0	0	1	0	0	0	0	0	105
22:00	0	74	27	0	4	0	0	0	0	0	0	0	0	105
23:00	0	38	11	0	4	0	0	0	0	0	0	0	0	53
<b>Totals</b>	<b>12</b>	<b>2577</b>	<b>788</b>	<b>6</b>	<b>325</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3752</b>
<b>% of Totals</b>	<b>0%</b>	<b>69%</b>	<b>21%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	NOON 12-2	PM 4-6	Off Peak Volumes
<b>% AM</b>	0%	0%	0%	0%
<b>Volume</b>	896	271	517	271
<b>% AM Peak Hour</b>	24%	7%	14%	14%
<b>Volume</b>	880	240	517	240
<b>% PM</b>	0%	0%	0%	0%
<b>Volume</b>	0	0	0	0
<b>% PM Peak Hour</b>	100%	100%	100%	100%
<b>Volume</b>	254	254	254	254
<b>Peak Period Totals</b>	<b>12</b>	<b>3</b>	<b>6</b>	<b>3752</b>
<b>% of Totals</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

Day: FRIDAY  
Date: 03/19/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 bet. Lakewood Dr & Heart Bar Campground Turnoff

City: Big Bear  
Project #: 10-5101-003n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	27	8	0	3	0	0	0	1	0	0	0	0	39
01:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16
02:00	0	7	2	0	0	0	0	1	0	0	0	0	0	10
03:00	0	8	3	0	2	0	0	0	0	0	0	0	0	13
04:00	0	1	1	0	0	0	0	3	0	0	0	0	0	5
05:00	0	1	0	2	0	0	0	2	0	0	0	0	0	5
06:00	0	11	6	1	3	0	0	3	1	0	0	0	0	25
07:00	0	106	30	0	5	0	0	4	1	0	0	0	0	146
08:00	0	194	65	3	13	0	0	3	0	0	0	0	0	278
09:00	0	158	32	2	12	0	0	2	0	0	0	0	0	206
10:00	1	98	42	2	14	0	0	3	0	0	0	0	0	160
11:00	1	146	48	1	17	0	0	2	0	0	0	0	0	215
12:00 PM	0	153	53	0	17	0	0	2	1	0	0	0	0	226
13:00	0	136	39	1	16	0	0	2	0	0	0	0	0	194
14:00	0	179	53	0	18	0	0	0	0	0	0	0	0	250
15:00	3	253	67	2	19	1	0	1	0	0	0	0	0	346
16:00	1	228	58	0	22	0	0	0	0	0	0	0	0	309
17:00	2	179	60	2	20	0	0	0	1	0	0	0	0	264
18:00	0	226	47	0	18	0	0	1	1	0	0	0	0	293
19:00	0	222	58	0	17	1	0	2	0	0	0	0	0	300
20:00	0	170	67	0	20	0	0	0	0	0	0	0	0	257
21:00	0	204	63	0	25	0	0	0	0	0	0	0	0	292
22:00	0	202	68	0	23	0	0	1	0	0	0	0	0	294
23:00	0	122	27	0	10	0	0	1	0	0	0	0	0	160
<b>Totals</b>	<b>8</b>	<b>3044</b>	<b>899</b>	<b>16</b>	<b>295</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4303</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>21%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>2</b>	<b>770</b>	<b>239</b>	<b>11</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1118</b>
<b>% PM</b>	<b>0%</b>	<b>18%</b>	<b>6%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>26%</b>
<b>AM Peak Hour</b>	<b>10:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>11:00</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>
<b>Volume</b>	<b>1</b>	<b>194</b>	<b>65</b>	<b>3</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>278</b>
<b>% PM</b>	<b>0%</b>	<b>53%</b>	<b>15%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>3185</b>
<b>PM Peak Hour</b>	<b>15:00</b>	<b>15:00</b>	<b>22:00</b>	<b>15:00</b>	<b>21:00</b>	<b>15:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>15:00</b>	<b>15:00</b>
<b>Volume</b>	<b>3</b>	<b>253</b>	<b>68</b>	<b>2</b>	<b>25</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>346</b>

**Directional Peak Periods**  
**All Classes**

	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
	Volume	Volume	Volume	Volume
	%	%	%	%
<b>AM 7-9</b>	6	3	0	0
<b>NOON 12-2</b>	2	3	0	0
<b>PM 4-6</b>	2	0	0	0
<b>Off Peak Volumes</b>	15	12	12	15

Day: FRIDAY  
Date: 3/19/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 bet. Lakewood Dr & Heart Bar Campground Turnoff

City: Big Bear  
Project #: 10-5101-003s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	6	1	0	3	0	0	1	0	0	0	0	0	11
04:00	0	14	4	0	2	0	0	0	0	0	0	0	0	20
05:00	0	21	7	0	8	0	0	0	0	0	0	0	0	36
06:00	0	47	7	0	7	0	0	2	0	0	0	0	0	63
07:00	1	48	17	0	3	0	0	1	0	0	0	0	0	70
08:00	0	75	18	1	11	0	0	2	0	0	0	0	0	107
09:00	1	62	18	2	6	0	0	3	1	0	0	0	0	93
10:00	1	62	27	0	15	0	0	4	0	0	0	0	0	109
11:00	0	58	31	2	11	0	0	5	0	0	0	0	0	107
12:00 PM	0	108	23	0	18	0	0	7	2	0	0	0	0	158
13:00	0	112	61	1	14	1	0	2	0	0	0	0	0	191
14:00	0	142	42	1	17	1	0	2	0	0	0	0	0	205
15:00	0	183	61	0	20	0	0	2	0	0	0	0	0	266
16:00	1	181	69	2	26	0	0	1	0	0	0	0	0	280
17:00	0	164	56	1	12	0	0	1	0	0	0	0	0	234
18:00	1	65	22	0	9	0	0	2	0	0	0	0	0	99
19:00	0	42	12	0	4	0	0	0	1	0	0	0	0	59
20:00	0	22	9	0	4	0	0	0	1	0	0	0	0	36
21:00	0	15	5	1	1	0	0	0	0	0	0	0	0	22
22:00	0	9	3	1	2	0	0	0	0	0	0	0	0	15
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
<b>Totals</b>	<b>5</b>	<b>1445</b>	<b>496</b>	<b>12</b>	<b>193</b>	<b>2</b>	<b>35</b>	<b>6</b>	<b>35</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>2194</b>
<b>% of Totals</b>	<b>0%</b>	<b>66%</b>	<b>23%</b>	<b>1%</b>	<b>9%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>3</b>	<b>399</b>	<b>132</b>	<b>5</b>	<b>66</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>625</b>
<b>% PM</b>	<b>0%</b>	<b>18%</b>	<b>6%</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>28%</b>
<b>AM Peak Hour</b>	<b>07:00</b>	<b>08:00</b>	<b>11:00</b>	<b>09:00</b>	<b>10:00</b>	<b>11:00</b>	<b>11:00</b>	<b>01:00</b>	<b>01:00</b>	<b>01:00</b>	<b>01:00</b>	<b>01:00</b>	<b>01:00</b>	<b>10:00</b>
<b>Volume</b>	<b>1</b>	<b>75</b>	<b>31</b>	<b>2</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>109</b>
<b>% PM</b>	<b>0%</b>	<b>48%</b>	<b>17%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>72%</b>
<b>PM Peak Hour</b>	<b>16:00</b>	<b>15:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>	<b>13:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>16:00</b>
<b>Volume</b>	<b>1</b>	<b>183</b>	<b>69</b>	<b>2</b>	<b>26</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>280</b>
<b>Directional Peak Periods</b>														
<b>All Classes</b>	<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>				<b>Off Peak Volumes</b>	
	<b>Volume</b>	<b>177</b>	<b>8%</b>	<b>349</b>	<b>16%</b>	<b>514</b>	<b>23%</b>	<b>1154</b>	<b>53%</b>					





Day: SATURDAY  
Date: 03/13/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5101-004n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00	0	3	0	1	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	11	4	0	1	0	0	0	0	0	0	0	0	16
06:00	0	17	4	0	2	0	0	0	0	0	0	0	0	23
07:00	0	30	7	0	5	0	0	0	0	0	0	0	0	42
08:00	0	35	17	0	6	0	0	1	0	0	0	0	0	59
09:00	2	47	10	0	8	0	0	0	1	0	0	0	0	68
10:00	0	55	31	0	9	0	0	0	0	0	0	0	0	95
11:00	0	64	16	0	14	0	0	2	0	0	0	0	0	96
12:00 PM	1	54	21	0	10	0	0	2	0	0	0	0	0	88
13:00	1	60	28	0	8	0	0	1	0	0	0	0	0	98
14:00	0	63	21	0	8	0	0	1	0	0	0	0	0	93
15:00	1	76	21	1	10	0	0	0	0	0	0	0	0	109
16:00	0	87	23	0	13	0	0	0	0	0	0	0	0	123
17:00	0	75	20	0	7	0	0	2	0	0	0	0	0	104
18:00	1	51	17	0	7	0	0	0	0	0	0	0	0	76
19:00	0	52	12	0	6	0	0	0	0	0	0	0	0	70
20:00	0	21	10	0	1	0	0	1	0	0	0	0	0	33
21:00	0	21	3	0	1	0	0	0	0	0	0	0	0	25
22:00	0	14	6	0	4	0	0	0	0	0	0	0	0	24
23:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
<b>Totals</b>	<b>6</b>	<b>843</b>	<b>273</b>	<b>2</b>	<b>121</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1256</b>
<b>% of Totals</b>	<b>0%</b>	<b>67%</b>	<b>22%</b>	<b>0%</b>	<b>10%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	PM Peak Hour	NOON 12-2	PM 4-6	Off Peak Volumes
Volume	Volume	Volume	Volume	Volume	Volume
%	%	%	%	%	%
<b>% AM</b>	267	21%	45	0	410
<b>% PM</b>	576	46%	76	0	846
<b>AM Peak Hour</b>	11:00	11:00	11:00	09:00	11:00
<b>PM Peak Hour</b>	16:00	16:00	12:00	12:00	16:00
<b>NOON 12-2</b>	186	15%	186	227	742
<b>PM 4-6</b>	186	15%	186	227	742
<b>Off Peak Volumes</b>	101	8%	186	227	742
<b>All Classes</b>	101	8%	186	227	742
					59%

Day: SATURDAY  
Date: 3/13/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5101-004s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	12	5	0	0	0	0	0	0	0	0	0	0	17
01:00	0	6	5	0	1	0	0	0	0	0	0	0	0	12
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
06:00	0	21	7	0	2	0	0	0	0	0	0	0	0	30
07:00	0	43	20	1	5	0	0	1	0	0	0	0	0	70
08:00	0	73	22	2	6	0	0	1	0	0	0	0	0	104
09:00	0	79	28	0	10	0	0	0	0	0	0	0	0	117
10:00	0	99	30	1	12	0	0	0	0	0	0	0	0	142
11:00	0	83	26	1	7	0	0	0	0	0	0	0	0	117
12:00 PM	0	88	25	0	5	0	0	2	0	0	0	0	0	120
13:00	0	89	14	0	9	0	0	1	0	0	0	0	0	113
14:00	0	76	21	1	8	0	0	1	0	0	0	0	0	107
15:00	0	71	27	0	15	0	0	2	0	0	0	0	0	115
16:00	0	73	21	1	3	0	0	1	0	0	0	0	0	99
17:00	0	72	20	0	7	0	0	0	0	0	0	0	0	99
18:00	0	54	16	0	7	0	0	0	0	0	0	0	0	77
19:00	0	40	16	0	6	0	0	0	0	0	0	0	0	62
20:00	0	30	8	0	2	0	0	1	0	0	0	0	0	41
21:00	0	23	11	0	5	0	0	0	0	0	0	0	0	39
22:00	0	17	3	0	1	0	0	0	0	0	0	0	0	21
23:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
<b>Totals</b>		<b>1073</b>	<b>331</b>	<b>7</b>	<b>111</b>			<b>10</b>						<b>1532</b>
<b>% of Totals</b>		<b>70%</b>	<b>22%</b>	<b>0%</b>	<b>7%</b>			<b>1%</b>						<b>100%</b>
<b>% AM</b>	0	427	146	5	43	0	0	2	0	0	0	0	0	623
<b>AM Peak Hour</b>	10:00	28%	10%	0%	3%			0%						41%
<b>Volume</b>	99	10:00	10:00	08:00	10:00			07:00						10:00
		99	30	2	12			1						142
<b>% PM</b>	0	646	185	2	68	0	0	8	0	0	0	0	0	909
<b>PM Peak Hour</b>	13:00	42%	12%	0%	4%			1%						59%
<b>Volume</b>	89	13:00	15:00	14:00	15:00			12:00						12:00
		89	27	1	15			2						120
<b>Directional Peak Periods</b>				<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>				
<b>All Classes</b>			<b>Volume</b>	<b>%</b>	<b>Volume</b>	<b>%</b>	<b>Volume</b>	<b>%</b>	<b>Volume</b>	<b>%</b>	<b>Volume</b>	<b>%</b>	<b>Volume</b>	<b>%</b>
			174	11%	233	15%	198	13%	927	61%				

Day: SATURDAY  
Date: 3/13/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5101-004

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	12	7	0	0	0	0	0	0	0	0	0	0	19
01:00	0	9	5	1	1	0	0	0	0	0	0	0	0	16
02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	16	5	0	1	0	0	0	0	0	0	0	0	22
06:00	0	38	11	0	4	0	0	0	0	0	0	0	0	53
07:00	0	73	27	1	10	0	0	1	0	0	0	0	0	112
08:00	0	108	39	2	12	0	0	2	0	0	0	0	0	163
09:00	2	126	38	0	18	0	0	0	1	0	0	0	0	185
10:00	0	154	61	1	21	0	0	0	0	0	0	0	0	237
11:00	0	147	42	1	21	0	0	2	0	0	0	0	0	213
12:00 PM	1	142	46	0	15	0	0	4	0	0	0	0	0	208
13:00	1	149	42	0	17	0	0	2	0	0	0	0	0	211
14:00	0	139	42	1	16	0	0	2	0	0	0	0	0	200
15:00	1	147	48	1	25	0	0	2	0	0	0	0	0	224
16:00	0	160	44	1	16	0	0	1	0	0	0	0	0	222
17:00	0	147	40	0	14	0	0	2	0	0	0	0	0	203
18:00	1	105	33	0	14	0	0	0	0	0	0	0	0	153
19:00	0	92	28	0	12	0	0	0	0	0	0	0	0	132
20:00	0	51	18	0	3	0	0	2	0	0	0	0	0	74
21:00	0	44	14	0	6	0	0	0	0	0	0	0	0	64
22:00	0	31	9	0	5	0	0	0	0	0	0	0	0	45
23:00	0	15	3	0	1	0	0	0	0	0	0	0	0	19
<b>Totals</b>	<b>6</b>	<b>1916</b>	<b>604</b>	<b>9</b>	<b>232</b>	<b>20</b>	<b>1</b>	<b>20</b>	<b>1</b>	<b>2788</b>				
<b>% of Totals</b>	<b>0%</b>	<b>69%</b>	<b>22%</b>	<b>0%</b>	<b>8%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>100%</b>				
<b>% AM</b>	<b>2</b>	<b>694</b>	<b>237</b>	<b>6</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>1033</b>				
<b>% AM</b>	<b>0%</b>	<b>25%</b>	<b>9%</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>37%</b>				
<b>AM Peak Hour</b>	<b>09:00</b>	<b>10:00</b>	<b>10:00</b>	<b>08:00</b>	<b>10:00</b>	<b>08:00</b>	<b>09:00</b>	<b>08:00</b>	<b>09:00</b>	<b>10:00</b>				
<b>Volume</b>	<b>2</b>	<b>154</b>	<b>61</b>	<b>2</b>	<b>21</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>237</b>				
<b>% PM</b>	<b>4</b>	<b>1222</b>	<b>367</b>	<b>3</b>	<b>144</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>1755</b>				
<b>% PM</b>	<b>0%</b>	<b>44%</b>	<b>13%</b>	<b>0%</b>	<b>5%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>63%</b>				
<b>PM Peak Hour</b>	<b>12:00</b>	<b>16:00</b>	<b>15:00</b>	<b>14:00</b>	<b>15:00</b>	<b>12:00</b>	<b>15:00</b>	<b>12:00</b>	<b>15:00</b>	<b>15:00</b>				
<b>Volume</b>	<b>1</b>	<b>160</b>	<b>48</b>	<b>1</b>	<b>25</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>224</b>				
<b>Peak Period Totals</b>														
				<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>				
				Volume		Volume				Volume				
				%		%				%				
				Volume		Volume				Volume				
				%		%				%				
				Volume		Volume				Volume				
				%		%				%				

Day: SUNDAY  
Date: 03/14/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5101-004n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
06:00	0	7	3	0	3	0	0	0	0	0	0	0	0	13
07:00	0	9	5	0	1	0	0	0	0	0	0	0	0	15
08:00	1	21	10	0	7	0	0	1	0	0	0	0	0	40
09:00	0	50	19	0	6	0	0	1	0	0	0	0	0	76
10:00	0	55	27	0	8	0	0	1	0	0	0	0	0	91
11:00	1	84	21	0	12	0	0	3	0	0	0	0	0	121
12:00 PM	3	100	35	0	17	0	0	1	0	0	0	0	0	156
13:00	0	87	33	0	6	0	0	0	0	0	0	0	0	126
14:00	0	149	33	0	15	0	0	0	0	0	0	0	0	197
15:00	2	124	35	0	16	0	0	0	0	0	0	0	0	177
16:00	0	128	42	0	15	0	0	1	0	0	0	0	0	186
17:00	1	136	37	0	20	0	0	0	0	0	0	0	0	194
18:00	0	108	35	0	17	0	0	0	0	0	0	0	0	160
19:00	1	65	23	0	17	0	0	0	0	0	0	0	0	106
20:00	0	28	11	0	3	0	0	1	0	0	0	0	0	43
21:00	0	20	2	0	2	0	0	0	0	0	0	0	0	24
22:00	0	11	1	0	2	0	0	1	0	0	0	0	0	15
23:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
<b>Totals</b>	<b>9</b>	<b>1201</b>	<b>376</b>	<b>1</b>	<b>169</b>	<b>10</b>	<b>100%</b>	<b>10</b>	<b>1%</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1766</b>
<b>% of Totals</b>	<b>1%</b>	<b>68%</b>	<b>21%</b>	<b>0%</b>	<b>10%</b>	<b>1%</b>	<b>1%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>0%</b>	<b>14%</b>	<b>5%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>21%</b>
<b>AM Peak Hour</b>	<b>08:00</b>	<b>11:00</b>	<b>10:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>
<b>Volume</b>	<b>1</b>	<b>84</b>	<b>27</b>	<b>1</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>121</b>
<b>% PM</b>	<b>0%</b>	<b>54%</b>	<b>16%</b>	<b>7%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>79%</b>
<b>PM Peak Hour</b>	<b>12:00</b>	<b>14:00</b>	<b>16:00</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>	<b>14:00</b>
<b>Volume</b>	<b>3</b>	<b>149</b>	<b>42</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>197</b>

**Directional Peak Periods**

All Classes	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
	Volume	Volume	Volume	Volume
	287	0	0	0
	16%	0%	0%	0%
	16:00	17:00	12:00	14:00
	42	20	1	197

Day: SUNDAY  
Date: 3/14/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5101-0045

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	13	1	0	1	0	0	0	0	0	0	0	0	15
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	7	3	1	2	0	0	0	0	0	0	0	0	13
07:00	0	12	10	0	2	0	0	0	0	0	0	0	0	24
08:00	0	30	15	0	4	0	0	0	0	0	0	0	0	49
09:00	0	39	13	0	2	0	0	0	0	0	0	0	0	54
10:00	0	53	17	0	9	0	0	0	0	0	0	0	0	79
11:00	0	59	22	0	5	0	0	2	0	0	0	0	0	88
12:00 PM	0	67	26	1	10	0	0	0	0	0	0	0	0	104
13:00	1	60	19	0	6	0	0	0	0	0	0	0	0	86
14:00	0	62	24	0	5	0	0	0	0	0	0	0	0	91
15:00	0	77	14	0	4	0	0	0	0	0	0	0	0	95
16:00	2	67	15	0	9	0	0	2	0	0	0	0	0	95
17:00	0	64	14	0	8	0	0	0	0	0	0	0	0	86
18:00	0	41	12	0	5	0	0	0	0	0	0	0	0	58
19:00	0	47	13	0	6	0	0	3	0	0	0	0	0	69
20:00	0	30	10	0	6	0	0	0	0	0	0	0	0	46
21:00	0	40	2	0	4	0	0	1	0	0	0	0	0	47
22:00	0	17	5	0	3	0	0	0	0	0	0	0	0	25
23:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
<b>Totals</b>	<b>3</b>	<b>800</b>	<b>240</b>	<b>2</b>	<b>91</b>	<b>8</b>	<b>1144</b>	<b>100%</b>						
<b>% of Totals</b>	<b>0%</b>	<b>70%</b>	<b>21%</b>	<b>0%</b>	<b>8%</b>	<b>1%</b>	<b>100%</b>							
<b>% AM</b>	<b>0</b>	<b>215</b>	<b>82</b>	<b>1</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>325</b>
<b>% PM</b>	<b>19%</b>	<b>19%</b>	<b>7%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>28%</b>
<b>AM Peak Hour</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>06:00</b>	<b>10:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>						<b>11:00</b>
<b>Volume</b>	<b>59</b>	<b>22</b>	<b>22</b>	<b>1</b>	<b>9</b>	<b>2</b>	<b>88</b>							
<b>% PM</b>	<b>0%</b>	<b>585</b>	<b>158</b>	<b>1</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>819</b>
<b>% PM</b>	<b>51%</b>	<b>51%</b>	<b>14%</b>	<b>0%</b>	<b>6%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>72%</b>
<b>PM Peak Hour</b>	<b>16:00</b>	<b>15:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>19:00</b>						<b>12:00</b>
<b>Volume</b>	<b>2</b>	<b>77</b>	<b>26</b>	<b>1</b>	<b>10</b>	<b>3</b>	<b>104</b>							

Directional Peak Periods	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
All Classes	Volume	Volume	Volume	Volume
	73	190	181	700
	6%	17%	16%	61%

Day: SUNDAY  
Date: 3/14/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5101-004

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	17	1	1	1	0	0	0	0	0	0	0	0	20
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
06:00	0	14	6	1	5	0	0	0	0	0	0	0	0	26
07:00	0	21	15	0	3	0	0	0	0	0	0	0	0	39
08:00	1	51	25	0	11	0	0	1	0	0	0	0	0	89
09:00	0	89	32	0	8	0	0	1	0	0	0	0	0	130
10:00	0	108	44	0	17	0	0	1	0	0	0	0	0	170
11:00	1	143	43	0	17	0	0	5	0	0	0	0	0	209
12:00 PM	3	167	61	1	27	0	0	1	0	0	0	0	0	260
13:00	1	147	52	0	12	0	0	0	0	0	0	0	0	212
14:00	0	211	57	0	20	0	0	0	0	0	0	0	0	288
15:00	2	201	49	0	20	0	0	0	0	0	0	0	0	272
16:00	2	195	57	0	24	0	0	3	0	0	0	0	0	281
17:00	1	200	51	0	28	0	0	0	0	0	0	0	0	280
18:00	0	149	47	0	22	0	0	0	0	0	0	0	0	218
19:00	1	112	36	0	23	0	0	3	0	0	0	0	0	175
20:00	0	58	21	0	9	0	0	1	0	0	0	0	0	89
21:00	0	60	4	0	6	0	0	1	0	0	0	0	0	71
22:00	0	28	6	0	5	0	0	1	0	0	0	0	0	40
23:00	0	15	4	0	1	0	0	0	0	0	0	0	0	20
<b>Totals</b>	<b>12</b>	<b>2001</b>	<b>616</b>	<b>3</b>	<b>260</b>	<b>18</b>	<b>1%</b>	<b>18</b>	<b>1%</b>	<b>18</b>	<b>1%</b>	<b>18</b>	<b>1%</b>	<b>2910</b>
<b>% of Totals</b>	<b>0%</b>	<b>69%</b>	<b>21%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>2</b>	<b>458</b>	<b>171</b>	<b>2</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>704</b>
<b>% PM</b>	<b>0%</b>	<b>16%</b>	<b>6%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>24%</b>
<b>AM Peak Hour</b>	<b>08:00</b>	<b>11:00</b>	<b>10:00</b>	<b>10:00</b>	<b>10:00</b>	<b>10:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>
<b>Volume</b>	<b>1</b>	<b>143</b>	<b>44</b>	<b>1</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>209</b>
<b>% PM</b>	<b>10</b>	<b>1543</b>	<b>445</b>	<b>1</b>	<b>197</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2206</b>
<b>% PM</b>	<b>0%</b>	<b>53%</b>	<b>15%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>76%</b>
<b>PM Peak Hour</b>	<b>12:00</b>	<b>14:00</b>	<b>12:00</b>	<b>12:00</b>	<b>17:00</b>	<b>17:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>	<b>14:00</b>
<b>Volume</b>	<b>3</b>	<b>211</b>	<b>61</b>	<b>1</b>	<b>28</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>288</b>
<b>Peak Period Totals</b>				<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>						
				Volume		Volume		Volume						
				%		%		%						
				Volume		Volume		Volume						
				%		%		%						

Day: MONDAY  
Date: 03/15/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5101-004n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:00	1	12	3	0	0	0	0	0	0	0	0	0	0	16
05:00	0	19	3	0	2	0	0	0	0	0	0	0	0	24
06:00	0	40	17	0	6	0	0	0	0	0	0	0	0	63
07:00	0	37	8	0	5	0	0	0	2	0	0	0	0	52
08:00	0	36	12	0	3	2	0	0	0	0	0	0	0	53
09:00	0	49	17	0	7	0	0	0	0	0	0	0	0	73
10:00	0	45	18	0	11	0	0	0	1	0	0	0	0	75
11:00	0	50	14	1	11	2	0	0	1	0	0	0	0	79
12:00 PM	2	36	24	0	6	0	0	0	1	0	0	0	0	69
13:00	0	49	20	0	10	1	0	0	0	0	0	0	0	80
14:00	0	51	16	0	8	0	0	0	0	0	0	0	0	75
15:00	1	45	21	1	10	0	0	0	0	0	0	0	0	78
16:00	1	64	19	0	10	0	0	0	0	0	0	0	0	94
17:00	0	72	17	0	2	0	0	3	0	0	0	0	0	94
18:00	0	34	8	0	4	0	0	0	0	0	0	0	0	46
19:00	0	17	12	0	1	0	0	0	0	0	0	0	0	30
20:00	2	13	5	0	0	0	0	0	0	0	0	0	0	20
21:00	0	11	1	0	3	0	0	0	0	0	0	0	0	15
22:00	0	4	1	0	0	0	0	1	0	0	0	0	0	6
23:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
<b>Totals</b>	<b>8</b>	<b>694</b>	<b>239</b>	<b>3</b>	<b>99</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>1057</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>1057</b>
<b>% of Totals</b>	<b>1%</b>	<b>66%</b>	<b>23%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	% AM	AM Peak Hour	Volume	%	NOON 12-2	Volume	%	PM 4-6	Volume	%	Off Peak Volumes	Volume	%
<b>% AM</b>	1	296	95	2	45	4	0	4	0	0	0	0	447
<b>AM Peak Hour</b>	04:00	11:00	10:00	10:00	08:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	42%
<b>Volume</b>	1	50	18	1	11	2	2	2	2	2	2	2	11:00
<b>% PM</b>	7	398	144	1	54	1	0	1	1	0	0	0	610
<b>PM Peak Hour</b>	12:00	17:00	12:00	15:00	13:00	13:00	17:00	12:00	12:00	12:00	12:00	12:00	58%
<b>Volume</b>	2	72	24	1	10	1	3	1	1	1	1	1	16:00

**Directional Peak Periods**

**All Classes**



Day: MONDAY  
Date: 3/15/10

Classification Report / Prepared by: National Data & Surveying Services

City: Big Bear

Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

Project #: 10-5101-004s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	4	4	0	2	0	0	0	0	0	0	0	0	10
01:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
06:00	0	26	8	0	4	0	0	0	0	0	0	0	0	38
07:00	0	42	16	0	4	0	0	0	0	0	0	0	0	62
08:00	0	34	19	0	10	0	0	0	0	0	0	0	0	63
09:00	0	27	15	0	7	0	0	0	3	0	0	0	0	52
10:00	1	42	17	0	5	1	0	0	0	0	0	0	0	66
11:00	0	35	17	0	5	0	0	1	0	0	0	0	0	58
12:00 PM	1	57	14	2	7	0	0	0	1	0	0	0	0	82
13:00	0	37	8	0	6	3	0	1	1	0	0	0	0	56
14:00	0	56	29	0	8	1	0	0	1	0	0	0	0	95
15:00	0	42	23	0	5	0	0	1	0	0	0	0	0	71
16:00	0	62	13	0	5	0	0	0	0	0	0	0	0	80
17:00	0	56	28	0	4	0	0	1	0	0	0	0	0	89
18:00	0	41	18	0	4	0	0	0	0	0	0	0	0	63
19:00	1	39	11	0	3	0	0	0	0	0	0	0	0	54
20:00	0	24	9	0	4	1	0	0	0	0	0	0	0	38
21:00	0	21	4	0	1	0	0	0	1	0	0	0	0	27
22:00	0	17	7	0	0	0	0	0	0	0	0	0	0	24
23:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
<b>Totals</b>	<b>3</b>	<b>682</b>	<b>267</b>	<b>2</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1056</b>
<b>% of Totals</b>	<b>0%</b>	<b>65%</b>	<b>25%</b>	<b>0%</b>	<b>8%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>1</b>	<b>222</b>	<b>100</b>	<b>0</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>366</b>
<b>% AM</b>	<b>0%</b>	<b>21%</b>	<b>9%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>35%</b>
<b>AM Peak Hour</b>	<b>10:00</b>	<b>07:00</b>	<b>08:00</b>	<b>08:00</b>	<b>10:00</b>	<b>10:00</b>	<b>11:00</b>	<b>09:00</b>	<b>09:00</b>	<b>10:00</b>	<b>10:00</b>	<b>10:00</b>	<b>10:00</b>	<b>10:00</b>
<b>Volume</b>	<b>1</b>	<b>42</b>	<b>19</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>
<b>% PM</b>	<b>2</b>	<b>460</b>	<b>167</b>	<b>2</b>	<b>47</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>690</b>	<b>690</b>	<b>690</b>	<b>690</b>	<b>690</b>
<b>% PM</b>	<b>0%</b>	<b>44%</b>	<b>16%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>65%</b>	<b>65%</b>	<b>65%</b>	<b>65%</b>	<b>65%</b>
<b>PM Peak Hour</b>	<b>12:00</b>	<b>16:00</b>	<b>14:00</b>	<b>12:00</b>	<b>14:00</b>	<b>13:00</b>	<b>13:00</b>	<b>12:00</b>	<b>12:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>
<b>Volume</b>	<b>1</b>	<b>62</b>	<b>29</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>95</b>	<b>95</b>	<b>95</b>	<b>95</b>	<b>95</b>
<b>Directional Peak Periods</b>	<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>				
<b>All Classes</b>	<b>Volume</b>	<b>125</b>	<b>138</b>	<b>169</b>	<b>624</b>	<b>16%</b>	<b>13%</b>	<b>16%</b>	<b>16%</b>	<b>59%</b>	<b>59%</b>	<b>59%</b>	<b>59%</b>	<b>59%</b>



Day: TUESDAY  
Date: 03/16/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5101-004n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	3	1	0	2	0	0	0	0	0	0	0	0	6
04:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
05:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22
06:00	0	40	10	0	7	0	0	0	0	0	0	0	0	57
07:00	0	45	16	0	4	0	0	0	2	0	0	0	0	67
08:00	0	52	17	0	7	0	0	0	0	0	0	0	0	76
09:00	1	38	24	1	7	0	0	0	0	0	0	0	0	71
10:00	4	51	20	1	5	0	0	2	3	0	0	0	0	86
11:00	0	47	19	0	11	0	0	1	0	0	0	0	0	78
12:00 PM	1	49	16	0	8	0	0	2	0	0	0	0	0	76
13:00	0	50	13	1	13	0	0	2	0	0	0	0	0	79
14:00	0	59	18	0	5	0	0	1	0	0	0	0	0	83
15:00	3	55	18	0	10	0	0	2	0	0	0	0	0	88
16:00	0	47	26	0	9	0	0	0	0	0	0	0	0	82
17:00	2	61	20	0	9	0	0	0	0	0	0	0	0	92
18:00	0	31	13	0	7	0	0	0	0	0	0	0	0	51
19:00	1	22	5	0	1	0	0	0	0	0	0	0	0	29
20:00	0	17	9	0	0	0	0	0	0	0	0	0	0	26
21:00	0	3	4	0	2	0	0	0	0	0	0	0	0	9
22:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
23:00	0	3	2	0	2	0	0	0	0	0	0	0	0	7
<b>Totals</b>	<b>12</b>	<b>702</b>	<b>263</b>	<b>4</b>	<b>111</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1107</b>	<b>1107</b>
<b>% of Totals</b>	<b>1%</b>	<b>63%</b>	<b>24%</b>	<b>0%</b>	<b>10%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	<b>100%</b>
<b>% AM</b>	5	301	117	3	44	0	0	3	5	0	0	0	0	478
<b>% PM</b>	7	401	146	1	67	0	0	7	0	0	0	0	0	629
<b>AM Peak Hour</b>	10:00	08:00	09:00	01:00	11:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	43%
<b>Volume</b>	4	52	24	1	11	2	3	2	3	3	3	3	3	86
<b>% PM</b>	1	36%	13%	0%	6%	1%	0%	1%	0%	0%	0%	0%	0%	57%
<b>PM Peak Hour</b>	15:00	17:00	16:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	17:00
<b>Volume</b>	3	61	26	1	13	2	2	2	2	2	2	2	2	92

Directional Peak Periods	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
All Classes	Volume	%	Volume	%
AM 7-9	1	67	0	0
NOON 12-2	0	0	0	0
PM 4-6	0	0	0	0
Off Peak Volumes	0	0	0	0

Day: TUESDAY

Date: 3/16/10

Classification Report / Prepared by: National Data & Surveying Services

City: Big Bear

Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

Project #: 10-5101-004S

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
01:00	0	2	0	0	0	0	0	1	0	0	0	0	0	3
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	10	3	1	2	0	0	0	1	0	0	0	0	17
06:00	0	27	6	0	6	0	0	0	0	0	0	0	0	39
07:00	0	42	20	1	7	0	0	2	0	0	0	0	0	72
08:00	0	34	8	0	3	0	0	0	0	0	0	0	0	45
09:00	0	38	15	0	7	0	0	0	4	0	0	0	0	64
10:00	9	30	24	0	3	0	0	0	0	0	0	0	0	66
11:00	2	33	19	0	5	0	0	0	0	0	0	0	0	59
12:00 PM	0	32	12	1	6	0	0	0	2	0	0	0	0	53
13:00	1	56	10	0	4	0	0	2	0	0	0	0	0	73
14:00	1	60	13	0	3	1	0	1	0	0	0	0	0	79
15:00	0	51	15	0	7	0	0	2	0	0	0	0	0	75
16:00	5	62	21	0	5	0	0	2	0	0	0	0	0	95
17:00	0	66	24	0	9	0	0	0	0	0	0	0	0	99
18:00	0	55	13	0	4	0	0	0	0	0	0	0	0	72
19:00	0	35	14	0	2	1	0	0	0	0	0	0	0	52
20:00	0	28	10	0	3	0	0	0	0	0	0	0	0	41
21:00	0	27	11	0	3	0	0	0	0	0	0	0	0	41
22:00	0	15	7	0	2	0	0	0	0	0	0	0	0	24
23:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
<b>Totals</b>	<b>18</b>	<b>728</b>	<b>249</b>	<b>3</b>	<b>82</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1099</b>
<b>% of Totals</b>	<b>2%</b>	<b>66%</b>	<b>23%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>11</b>	<b>228</b>	<b>98</b>	<b>2</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>381</b>
<b>% AM</b>	<b>1%</b>	<b>21%</b>	<b>9%</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>35%</b>
<b>AM Peak Hour</b>	<b>10:00</b>	<b>07:00</b>	<b>10:00</b>	<b>05:00</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>07:00</b>
<b>Volume</b>	<b>9</b>	<b>42</b>	<b>24</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>72</b>
<b>% PM</b>	<b>7</b>	<b>500</b>	<b>151</b>	<b>1</b>	<b>48</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>718</b>
<b>% PM</b>	<b>1%</b>	<b>45%</b>	<b>14%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>65%</b>
<b>PM Peak Hour</b>	<b>16:00</b>	<b>17:00</b>	<b>17:00</b>	<b>12:00</b>	<b>17:00</b>	<b>14:00</b>	<b>13:00</b>	<b>13:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>17:00</b>
<b>Volume</b>	<b>5</b>	<b>66</b>	<b>24</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>99</b>
<b>Directional Peak Periods</b>	<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>				
<b>All Classes</b>	<b>Volume</b>	<b>117</b>	<b>11%</b>	<b>Volume</b>	<b>126</b>	<b>11%</b>	<b>Volume</b>	<b>194</b>	<b>18%</b>	<b>Volume</b>	<b>662</b>	<b>60%</b>		



Day: WEDNESDAY

Date: 03/17/10

Classification Report / Prepared by: National Data & Surveying Services

Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

City: Big Bear

Project #: 10-5101-004n

North Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
04:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
05:00	0	14	5	0	4	0	0	0	0	0	0	0	0	23
06:00	0	40	9	0	5	0	0	0	0	0	0	0	0	54
07:00	0	35	11	0	5	1	0	1	1	0	0	0	0	54
08:00	0	46	10	0	5	0	0	1	3	0	0	0	0	65
09:00	0	49	18	0	4	1	0	1	1	0	0	0	0	74
10:00	0	44	10	0	4	0	0	1	0	0	1	0	0	60
11:00	5	48	13	1	10	0	0	2	2	0	1	0	0	82
12:00 PM	3	46	14	0	10	0	0	0	1	0	0	0	0	74
13:00	2	52	23	0	7	0	0	1	1	0	0	0	0	86
14:00	6	57	11	1	9	0	0	0	0	0	0	0	0	84
15:00	1	56	18	1	11	0	0	1	0	0	0	0	0	88
16:00	0	63	25	0	11	0	0	0	0	0	0	0	0	99
17:00	0	63	22	0	15	0	0	0	0	0	0	0	0	100
18:00	2	29	14	0	6	0	0	1	1	0	0	0	0	53
19:00	0	19	4	0	1	0	0	0	0	0	0	0	0	24
20:00	0	14	4	0	1	0	0	0	0	0	0	0	0	19
21:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
22:00	0	4	2	0	3	0	0	0	0	0	0	0	0	9
23:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
<b>Totals</b>	<b>19</b>	<b>699</b>	<b>220</b>	<b>4</b>	<b>114</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1079</b>
<b>% of Totals</b>	<b>2%</b>	<b>65%</b>	<b>20%</b>	<b>0%</b>	<b>11%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%				
<b>% AM</b>	5	287	78	2	38	0	6	7	0	2	0	0	0	427
<b>AM Peak Hour</b>	11:00	09:00	09:00	01:00	11:00	07:00	11:00	08:00	10:00	10:00	11:00	11:00	11:00	11:00
<b>Volume</b>	5	49	18	1	10	1	2	3	3	1	1	1	1	82
<b>% PM</b>	14	412	142	2	76	0	3	3	0	0	0	0	0	652
<b>PM Peak Hour</b>	14:00	16:00	16:00	14:00	17:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	17:00
<b>Volume</b>	6	63	25	1	15	1	1	1	1	1	1	1	1	100

Directional Peak Periods

All Classes

Day: WEDNESDAY  
Date: 3/17/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5101-004s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
04:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
05:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
06:00	0	31	5	0	2	0	0	0	3	0	1	0	0	42
07:00	0	32	19	0	5	0	0	0	0	0	1	0	0	57
08:00	0	38	20	0	1	0	0	0	0	0	0	0	0	59
09:00	0	39	20	0	6	0	0	1	1	0	0	0	0	67
10:00	0	41	15	1	8	1	0	1	4	0	0	0	0	71
11:00	4	40	20	0	4	0	0	0	1	0	0	0	0	69
12:00 PM	4	45	11	1	5	0	0	0	0	0	0	0	0	66
13:00	1	41	11	0	4	1	0	0	1	0	0	0	0	59
14:00	0	41	12	0	12	0	0	1	1	0	0	0	0	67
15:00	1	59	18	0	5	0	0	1	1	0	0	0	0	85
16:00	0	79	25	0	10	0	0	0	1	0	0	0	0	115
17:00	2	59	19	0	7	0	0	0	0	0	0	0	0	87
18:00	0	46	8	0	4	0	0	1	0	0	0	0	0	59
19:00	0	28	18	0	0	0	0	0	0	0	0	0	0	46
20:00	0	36	15	0	0	0	0	0	0	0	0	0	0	51
21:00	1	21	5	0	5	0	0	0	0	0	0	0	0	32
22:00	0	31	5	0	0	0	0	0	0	0	0	0	0	36
23:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
<b>Totals</b>	<b>13</b>	<b>750</b>	<b>258</b>	<b>2</b>	<b>80</b>	<b>2</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1125</b>
<b>% of Totals</b>	<b>1%</b>	<b>67%</b>	<b>23%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	% AM	AM Peak Hour	Volume	%	NOON 12-2	Volume	%	PM 4-6	Volume	%	Off Peak Volumes	Volume	%
<b>% AM</b>	4	250	107	10%	1	28	1	2	9	0	2	0	404
<b>AM Peak Hour</b>	11:00	10:00	08:00	10:00	10:00	10:00	09:00	10:00	10:00	06:00	06:00	10:00	10:00
<b>Volume</b>	4	41	20	20	1	8	1	1	4	1	1	4	71
<b>% PM</b>	9	500	151	13%	1	52	1	3	4	0	0	0	721
<b>PM Peak Hour</b>	12:00	16:00	16:00	12:00	14:00	13:00	14:00	13:00	13:00	18%	18%	682	61%
<b>Volume</b>	4	79	25	25	1	12	1	1	1	1	1	1	115
<b>Directional Peak Periods</b>	<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>			
<b>All Classes</b>	Volume 116			Volume 125			Volume 202			Volume 682			
	10%			11%			18%			61%			

Day: WEDNESDAY  
Date: 3/17/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5101-004

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
01:00	0	5	1	1	0	0	0	0	0	0	0	0	0	7
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	6	1	0	2	0	0	0	0	0	0	0	0	9
04:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
05:00	0	24	6	0	5	0	0	0	0	0	0	0	0	35
06:00	0	71	14	0	7	0	0	0	3	0	1	0	0	96
07:00	0	67	30	0	10	1	0	1	1	0	1	0	0	111
08:00	0	84	30	0	6	0	0	1	3	0	0	0	0	124
09:00	0	88	38	0	10	1	0	2	2	0	0	0	0	141
10:00	0	85	25	1	12	1	0	2	4	0	1	0	0	131
11:00	9	88	33	1	14	0	0	2	3	0	1	0	0	151
12:00 PM	7	91	25	1	15	0	0	0	1	0	0	0	0	140
13:00	3	93	34	0	11	1	0	1	2	0	0	0	0	145
14:00	6	98	23	1	21	0	0	1	1	0	0	0	0	151
15:00	2	115	36	1	16	0	0	2	1	0	0	0	0	173
16:00	0	142	50	0	21	0	0	0	1	0	0	0	0	214
17:00	2	122	41	0	22	0	0	0	0	0	0	0	0	187
18:00	2	75	22	0	10	0	0	2	1	0	0	0	0	112
19:00	0	47	22	0	1	0	0	0	0	0	0	0	0	70
20:00	0	50	19	0	1	0	0	0	0	0	0	0	0	70
21:00	1	27	8	0	6	0	0	0	0	0	0	0	0	42
22:00	0	35	7	0	3	0	0	0	0	0	0	0	0	45
23:00	0	17	6	0	1	0	0	0	0	0	0	0	0	24
<b>Totals</b>	<b>32</b>	<b>1449</b>	<b>478</b>	<b>6</b>	<b>194</b>	<b>4</b>	<b>14</b>	<b>23</b>	<b>4</b>	<b>23</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2204</b>
<b>% of Totals</b>	<b>1%</b>	<b>66%</b>	<b>22%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes				
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%				
<b>% AM</b>	9	0%	537	3	0%	185	0	0%	8	0%	4	0	0	831
<b>AM Peak Hour</b>	11:00	99:00	99:00	01:00	11:00	07:00	09:00	10:00	06:00	06:00	06:00	11:00	11:00	11:00
<b>Volume</b>	9	88	38	1	14	1	2	4	1	1	1	151	151	151
<b>% PM</b>	23	1%	912	3	6%	128	0	0%	6	0%	7	0	0	1373
<b>PM Peak Hour</b>	12:00	16:00	16:00	12:00	17:00	13:00	15:00	13:00	15:00	13:00	13:00	16:00	16:00	16:00
<b>Volume</b>	7	142	50	1	22	1	2	2	2	2	2	214	214	214



Day: THURSDAY  
Date: 03/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5101-004n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
01:00	0	2	0	2	0	0	0	0	0	0	0	0	0	4
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	15	4	0	4	0	0	0	1	0	0	0	0	24
06:00	0	45	10	0	6	0	0	0	0	0	0	0	0	61
07:00	0	45	7	0	9	1	0	0	2	0	0	0	0	64
08:00	1	47	12	0	5	0	0	0	1	0	0	0	0	66
09:00	0	46	16	1	11	0	0	3	1	0	0	0	0	78
10:00	1	67	23	0	6	2	0	1	2	0	0	0	0	102
11:00	0	52	16	1	11	0	0	0	0	0	0	0	0	80
12:00 PM	3	53	24	0	5	0	0	1	0	0	0	0	0	86
13:00	10	68	25	0	12	1	0	1	0	0	0	0	0	117
14:00	2	51	22	1	12	1	0	1	1	0	0	0	0	91
15:00	0	61	17	1	5	0	0	1	0	0	0	0	0	85
16:00	1	62	19	0	7	0	0	0	0	0	0	0	0	89
17:00	0	58	24	0	7	0	0	2	0	0	0	0	0	91
18:00	0	38	11	0	1	1	0	0	0	0	0	0	0	51
19:00	0	17	5	0	2	0	0	0	0	0	0	0	0	24
20:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
21:00	0	4	2	0	2	0	0	0	0	0	0	0	0	8
22:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
23:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
<b>Totals</b>	<b>18</b>	<b>755</b>	<b>248</b>	<b>6</b>	<b>108</b>	<b>6</b>	<b>8</b>	<b>10</b>	<b>8</b>	<b>1159</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>1159</b>
<b>% of Totals</b>	<b>2%</b>	<b>65%</b>	<b>21%</b>	<b>1%</b>	<b>9%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>100%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	% AM	AM Peak Hour	Volume	%	NOON 12-2	Volume	%	PM 4-6	Volume	%	Off Peak Volumes	Volume	%
<b>% AM</b>	0%	28%	328	43%	0%	0	0%	0%	0	0%	0	0	495
<b>AM Peak Hour</b>	08:00	10:00	10:00	09:00	10:00	10:00	09:00	07:00	07:00	10:00	10:00	10:00	10:00
<b>Volume</b>	1	67	23	2	11	2	3	2	2	102	102	102	102
<b>% PM</b>	1%	37%	427	57%	0%	3	0%	0%	1	0%	0	0	664
<b>PM Peak Hour</b>	13:00	13:00	13:00	13:00	13:00	13:00	17:00	14:00	14:00	13:00	13:00	13:00	57%
<b>Volume</b>	10	68	25	1	12	1	2	1	1	117	117	117	117

**Directional Peak Periods**

All Classes	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
Volume	248	102	102	1159
%	21%	9%	9%	100%

Day: THURSDAY  
Date: 3/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5101-004s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	
00:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
01:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7	
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
04:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3	
05:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15	
06:00	0	26	8	0	3	0	0	0	0	0	0	0	0	37	
07:00	0	45	11	2	3	0	0	0	1	0	0	0	0	62	
08:00	0	44	18	0	7	0	0	1	0	0	0	0	0	70	
09:00	0	45	10	0	8	1	0	1	3	0	0	0	0	68	
10:00	0	47	11	0	4	1	0	0	0	0	0	0	0	63	
11:00	1	33	15	0	6	0	0	0	1	0	0	0	0	56	
12:00 PM	3	47	14	1	3	0	0	1	3	0	0	0	0	72	
13:00	0	48	18	2	6	1	0	1	1	0	0	0	0	77	
14:00	1	64	4	0	6	0	0	0	0	0	0	0	0	75	
15:00	0	76	27	0	8	0	0	0	1	0	0	0	0	112	
16:00	3	72	26	0	6	1	0	0	0	0	0	0	0	108	
17:00	0	72	27	0	9	0	0	2	0	0	0	0	0	110	
18:00	0	46	15	0	8	0	0	1	0	0	0	0	0	70	
19:00	0	37	19	0	5	0	0	0	0	0	0	0	0	61	
20:00	0	42	8	0	5	0	0	1	0	0	0	0	0	56	
21:00	0	43	7	0	1	0	0	0	0	0	0	0	0	51	
22:00	0	33	9	0	0	0	0	0	0	0	0	0	0	42	
23:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
<b>Totals</b>	<b>8</b>	<b>859</b>	<b>258</b>	<b>5</b>	<b>90</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1243</b>	
% of Totals	1%	69%	21%	0%	7%	0%	0%	1%	1%	0%	0%	0%	0%	100%	
% AM	1	266	80	2	33	2	0	2	6	0	0	0	0	392	
% AM Peak Hour	11:00	10:00	08:00	07:00	09:00	09:00	09:00	08:00	09:00	09:00	09:00	09:00	09:00	08:00	
Volume	1	47	18	2	8	1	1	1	3	3	3	3	3	70	
% PM	7	593	178	3	57	2	0	6	5	0	0	0	0	851	
% PM Peak Hour	12:00	15:00	15:00	13:00	17:00	13:00	13:00	17:00	12:00	12:00	12:00	12:00	12:00	15:00	
Volume	3	76	27	2	9	1	1	2	3	3	3	3	3	112	
<b>Directional Peak Periods</b>				<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>			
<b>All Classes</b>				Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	
				132	11%	149	12%	218	18%	744	60%				

Day: THURSDAY  
Date: 3/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5101-004

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
01:00	0	7	1	2	1	0	0	0	0	0	0	0	0	11
02:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
03:00	0	4	4	0	1	0	0	0	0	0	0	0	0	9
04:00	0	5	1	0	0	0	0	0	1	0	0	0	0	7
05:00	0	27	6	0	5	0	0	0	1	0	0	0	0	39
06:00	0	71	18	0	9	0	0	0	0	0	0	0	0	98
07:00	0	90	18	2	12	1	0	0	3	0	0	0	0	126
08:00	1	91	30	0	12	0	0	1	1	0	0	0	0	136
09:00	0	91	26	1	19	1	0	4	4	0	0	0	0	146
10:00	1	114	34	0	10	3	0	1	2	0	0	0	0	165
11:00	1	85	31	1	17	0	0	0	1	0	0	0	0	136
12:00 PM	6	100	38	1	8	0	0	2	3	0	0	0	0	158
13:00	10	116	43	2	18	2	0	2	1	0	0	0	0	194
14:00	3	115	26	1	18	1	0	1	1	0	0	0	0	166
15:00	0	137	44	1	13	0	0	1	1	0	0	0	0	197
16:00	4	134	45	0	13	1	0	0	0	0	0	0	0	197
17:00	0	130	51	0	16	0	0	4	0	0	0	0	0	201
18:00	0	84	26	0	9	1	0	1	0	0	0	0	0	121
19:00	0	54	24	0	7	0	0	0	0	0	0	0	0	85
20:00	0	51	12	0	5	0	0	1	0	0	0	0	0	69
21:00	0	47	9	0	3	0	0	0	0	0	0	0	0	59
22:00	0	35	11	0	0	0	0	0	0	0	0	0	0	46
23:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22
<b>Totals</b>	<b>26</b>	<b>1614</b>	<b>506</b>	<b>11</b>	<b>198</b>	<b>10</b>	<b>18</b>	<b>18</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>2402</b>
<b>% of Totals</b>	<b>1%</b>	<b>67%</b>	<b>21%</b>	<b>0%</b>	<b>8%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>100%</b>
<b>% AM</b>	<b>3</b>	<b>594</b>	<b>173</b>	<b>6</b>	<b>87</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>887</b>
<b>% AM Peak Hour</b>	<b>0%</b>	<b>25%</b>	<b>7%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>37%</b>
<b>Volume</b>	<b>1</b>	<b>114</b>	<b>34</b>	<b>2</b>	<b>19</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>165</b>
<b>% PM</b>	<b>23</b>	<b>1020</b>	<b>333</b>	<b>5</b>	<b>111</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1515</b>
<b>% PM Peak Hour</b>	<b>1%</b>	<b>42%</b>	<b>14%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>63%</b>
<b>Volume</b>	<b>10</b>	<b>137</b>	<b>51</b>	<b>2</b>	<b>18</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>201</b>
<b>Peak Period Totals</b>														
				<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>				
				Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	

Day: FRIDAY

Date: 03/19/10

Classification Report / Prepared by: National Data & Surveying Services

Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

City: Big Bear

Project #: 10-5101-004n

North Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	4
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
05:00	0	17	4	0	2	0	0	0	1	0	0	0	0	24
06:00	0	31	12	0	5	0	0	2	1	0	0	0	0	51
07:00	0	35	13	0	6	0	0	2	2	0	0	0	0	58
08:00	0	23	13	0	7	0	0	1	0	0	0	0	0	44
09:00	1	46	17	1	11	1	0	0	1	0	1	0	0	79
10:00	1	47	15	0	10	0	0	4	2	0	0	0	0	79
11:00	4	59	13	1	6	0	0	2	0	0	0	0	0	85
12:00 PM	0	50	14	0	12	0	0	2	0	0	0	0	0	78
13:00	1	65	20	0	13	0	0	1	2	0	0	0	0	102
14:00	1	59	21	0	15	0	0	1	0	0	0	0	0	97
15:00	0	69	24	0	12	0	0	1	1	0	0	0	0	107
16:00	3	88	24	0	10	0	0	1	0	0	0	0	0	126
17:00	0	94	29	0	11	0	0	1	0	0	0	0	0	135
18:00	0	54	14	0	3	0	0	5	0	0	0	0	0	76
19:00	2	31	10	0	5	0	0	1	0	0	0	0	0	49
20:00	0	18	10	0	1	0	0	0	0	0	0	0	0	29
21:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
22:00	0	9	4	0	1	0	0	0	0	0	0	0	0	14
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
<b>Totals</b>	<b>13</b>	<b>820</b>	<b>262</b>	<b>3</b>	<b>131</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1266</b>
<b>% of Totals</b>	<b>1%</b>	<b>65%</b>	<b>21%</b>	<b>0%</b>	<b>10%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
	Volume	Volume	Volume	Volume
	%	%	%	%
<b>% AM</b>	6	0	0	0
	267	89	11	8
	21%	7%	1%	0%
<b>AM Peak Hour</b>	11:00	09:00	07:00	09:00
	4	17	4	1
	59	173	13	1
	44%	14%	1%	0%
<b>PM Peak Hour</b>	16:00	17:00	13:00	17:00
	3	29	5	2
	94	29	18	135
	44%	10%	6%	106%
<b>Directional Peak Periods</b>				
<b>All Classes</b>				

Day: FRIDAY  
Date: 3/19/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 EAST bet. Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5101-004s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total					
00:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13					
01:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7					
02:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4					
03:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4					
04:00	0	2	1	0	0	0	0	0	1	0	0	0	0	4					
05:00	0	2	2	0	2	0	0	0	0	0	1	0	0	7					
06:00	0	31	8	1	7	0	0	1	0	0	0	0	0	48					
07:00	0	52	15	1	3	0	0	1	0	0	0	0	0	72					
08:00	0	68	28	1	4	0	0	1	1	0	0	0	0	103					
09:00	0	60	19	2	7	0	0	2	2	0	0	0	0	92					
10:00	1	56	14	1	4	0	0	2	1	0	0	0	0	79					
11:00	2	52	28	1	8	0	0	2	1	0	0	0	0	94					
12:00 PM	0	74	22	1	6	0	0	0	2	0	0	0	0	105					
13:00	1	64	23	0	2	0	0	0	1	0	0	0	0	91					
14:00	2	62	33	0	12	1	0	4	0	0	0	0	0	114					
15:00	1	101	31	0	10	0	0	3	0	0	0	0	0	146					
16:00	1	107	38	0	7	0	0	2	0	0	0	0	0	155					
17:00	0	107	32	0	13	0	0	1	0	0	0	0	0	153					
18:00	1	77	30	0	5	0	0	1	0	0	0	0	0	114					
19:00	0	80	29	0	4	0	0	0	0	0	0	0	0	113					
20:00	0	80	24	0	4	0	0	1	0	0	0	0	0	109					
21:00	0	77	21	0	1	0	0	0	0	0	0	0	0	99					
22:00	0	60	19	0	4	0	0	0	0	0	0	0	0	83					
23:00	0	41	14	0	2	0	0	0	0	0	0	0	0	57					
<b>Totals</b>	<b>9</b>	<b>1271</b>	<b>439</b>	<b>8</b>	<b>107</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1866</b>					
<b>% of Totals</b>	<b>0%</b>	<b>68%</b>	<b>24%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>					
<b>% AM</b>	<b>3</b>	<b>341</b>	<b>123</b>	<b>7</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>527</b>					
<b>% AM</b>	<b>0%</b>	<b>18%</b>	<b>7%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>28%</b>					
<b>AM Peak Hour</b>	<b>11:00</b>	<b>08:00</b>	<b>08:00</b>	<b>09:00</b>	<b>11:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>05:00</b>	<b>08:00</b>								
<b>Volume</b>	<b>2</b>	<b>68</b>	<b>28</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>103</b>								
<b>% PM</b>	<b>6</b>	<b>930</b>	<b>316</b>	<b>1</b>	<b>70</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1339</b>					
<b>% PM</b>	<b>0%</b>	<b>50%</b>	<b>17%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>72%</b>					
<b>PM Peak Hour</b>	<b>14:00</b>	<b>16:00</b>	<b>16:00</b>	<b>12:00</b>	<b>17:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>12:00</b>	<b>16:00</b>	<b>16:00</b>								
<b>Volume</b>	<b>2</b>	<b>107</b>	<b>38</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>155</b>								
<b>Directional Peak Periods</b>				<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>							
<b>All Classes</b>				<b>Volume</b>	<b>175</b>	<b>%</b>	<b>9%</b>	<b>Volume</b>	<b>196</b>	<b>%</b>	<b>11%</b>	<b>Volume</b>	<b>308</b>	<b>%</b>	<b>17%</b>	<b>Volume</b>	<b>1187</b>	<b>%</b>	<b>64%</b>



Day: WEDNESDAY

Date: 6/16/10

Classification Report / Prepared by: National Data & Surveying Services

Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear

Project #: 10-5268-001n

North Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	57	10	0	5	0	0	0	0	0	0	0	0	72
01:00	0	30	2	0	3	0	0	0	1	0	0	0	0	36
02:00	0	23	8	0	2	0	0	0	0	0	0	0	0	33
03:00	0	7	3	0	2	0	0	1	1	0	0	0	0	14
04:00	0	13	3	0	1	0	0	0	1	0	0	0	0	18
05:00	0	21	15	0	13	1	0	4	2	0	1	0	0	57
06:00	1	71	61	5	33	1	0	5	2	0	0	0	0	179
07:00	2	112	71	4	43	1	0	2	2	0	0	0	0	237
08:00	0	133	56	1	37	2	0	2	5	0	0	0	0	236
09:00	0	140	65	5	42	3	0	7	3	0	0	0	0	265
10:00	2	207	72	2	37	1	0	4	5	0	0	0	0	330
11:00	2	210	75	2	31	1	0	4	4	0	0	0	0	329
12:00 PM	3	277	81	2	34	1	0	4	2	0	0	0	0	404
13:00	4	307	94	0	40	0	0	5	0	0	0	0	0	450
14:00	0	332	94	1	46	3	0	3	3	0	0	0	0	482
15:00	8	358	130	0	62	3	0	2	1	0	0	0	0	564
16:00	7	532	122	1	68	2	0	2	1	0	1	0	0	736
17:00	3	550	163	0	61	2	0	2	1	0	0	0	0	782
18:00	1	458	116	0	43	1	0	4	0	0	0	0	0	623
19:00	5	391	108	0	28	0	0	0	0	0	0	0	0	532
20:00	1	277	66	0	24	1	0	2	0	0	0	0	0	371
21:00	0	262	71	0	21	1	0	0	0	0	0	0	0	355
22:00	2	200	55	0	9	1	0	2	0	0	0	0	0	269
23:00	1	85	24	1	11	0	0	1	0	0	0	0	0	123
<b>Totals</b>	<b>42</b>	<b>5053</b>	<b>1565</b>	<b>24</b>	<b>696</b>	<b>25</b>	<b>0</b>	<b>56</b>	<b>34</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7497</b>
<b>% of Totals</b>	<b>1%</b>	<b>67%</b>	<b>21%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes			
	Volume	%		Volume	%		Volume	%		Volume	%		
<b>AM Peak Hour</b>	07:00	11:00	11:00	06:00	07:00	09:00	09:00	08:00	05:00	05:00	05:00	10:00	10:00
<b>Volume</b>	2	210	75	5	43	3	7	5	1	1	1	330	330
<b>% PM</b>	0%	54%	15%	0%	6%	0%	0%	0%	0%	0%	0%	76%	76%
<b>PM Peak Hour</b>	15:00	17:00	17:00	12:00	16:00	14:00	13:00	14:00	16:00	16:00	16:00	17:00	17:00
<b>Volume</b>	8	550	163	2	68	3	5	3	1	1	1	782	782
<b>Directional Peak Periods</b>	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes			
<b>All Classes</b>	473	6%	473	854	11%	854	1518	20%	1518	4652	62%	4652	62%

Day: WEDNESDAY  
Date: 6/16/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5268-001s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	12	4	0	2	0	0	1	0	0	0	0	0	19
01:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
02:00	0	10	6	0	0	0	0	0	0	0	0	0	0	16
03:00	0	41	17	0	7	0	0	0	0	0	0	0	0	65
04:00	1	114	40	0	18	0	0	1	0	0	0	0	0	174
05:00	1	207	82	0	41	1	0	1	0	0	0	0	0	333
06:00	3	426	125	0	57	1	0	4	0	0	0	0	0	616
07:00	3	560	140	0	58	1	0	1	1	0	1	0	0	765
08:00	4	463	118	0	43	1	0	4	1	0	0	0	0	634
09:00	3	373	112	3	47	2	0	4	2	0	0	0	0	546
10:00	0	314	99	3	26	3	0	3	6	0	0	0	0	454
11:00	2	319	80	2	50	0	0	5	2	0	1	0	0	461
12:00 PM	2	257	97	2	45	3	0	3	5	0	0	0	0	414
13:00	6	275	92	7	30	1	0	7	4	0	0	0	0	422
14:00	6	305	99	2	48	0	0	7	2	0	0	0	0	469
15:00	1	281	111	4	45	1	0	2	1	0	0	0	0	446
16:00	2	262	119	3	36	1	0	4	4	0	0	0	0	431
17:00	1	235	88	0	31	0	0	0	0	0	0	0	0	355
18:00	0	168	66	1	27	0	0	4	1	0	0	0	0	267
19:00	1	137	32	0	17	0	0	1	1	0	0	0	0	189
20:00	1	88	22	0	13	0	0	0	0	0	0	0	0	124
21:00	2	66	18	0	8	0	0	1	0	0	0	0	0	95
22:00	0	47	10	0	2	0	0	0	0	0	0	0	0	59
23:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
<b>Totals</b>	<b>39</b>	<b>4986</b>	<b>1583</b>	<b>27</b>	<b>651</b>	<b>15</b>	<b>53</b>	<b>30</b>	<b>30</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7386</b>
<b>% of Totals</b>	<b>1%</b>	<b>68%</b>	<b>21%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes			
	Volume	%	19%	Volume	%	11%	Volume	%	11%	Volume	%	59%	
<b>% AM</b>	17	2846	825	8	0	0	24	12	0	2	0	0	4092
<b>AM Peak Hour</b>	08:00	07:00	07:00	09:00	07:00	10:00	11:00	10:00	10:00	07:00	07:00	07:00	07:00
<b>Volume</b>	4	560	140	3	58	3	5	6	6	1	1	1	765
<b>% PM</b>	22	2140	758	19	302	6	29	18	0	0	0	0	3294
<b>PM Peak Hour</b>	13:00	14:00	16:00	13:00	14:00	12:00	13:00	12:00	12:00	14:00	14:00	14:00	14:00
<b>Volume</b>	6	305	119	7	48	3	7	5	5	5	5	5	469
<b>Directional Peak Periods</b>	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes			
<b>All Classes</b>	1399			836			786			4365			



Day: WEDNESDAY

Date: 6/16/10

Classification Report / Prepared by: National Data & Surveying Services

Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear

Project #: 10-5268-001

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	69	14	0	7	0	0	1	0	0	0	0	0	91
01:00	0	37	4	0	3	0	0	0	1	0	0	0	0	45
02:00	0	33	14	0	2	0	0	0	0	0	0	0	0	49
03:00	0	48	20	0	9	0	0	1	1	0	0	0	0	79
04:00	1	127	43	0	19	0	0	1	1	0	0	0	0	192
05:00	1	228	97	0	54	2	0	5	2	0	1	0	0	390
06:00	4	497	186	5	90	2	0	9	2	0	0	0	0	795
07:00	5	672	211	4	101	2	0	3	3	0	1	0	0	1002
08:00	4	596	174	1	80	3	0	6	6	0	0	0	0	870
09:00	3	513	177	8	89	5	0	11	5	0	0	0	0	811
10:00	2	521	171	5	63	4	0	7	11	0	0	0	0	784
11:00	4	529	155	4	81	1	0	9	6	0	1	0	0	790
12:00 PM	5	534	178	4	79	4	0	7	7	0	0	0	0	818
13:00	10	582	186	7	70	1	0	12	4	0	0	0	0	872
14:00	6	637	193	3	94	3	0	10	5	0	0	0	0	951
15:00	9	639	241	4	107	4	0	4	2	0	0	0	0	1010
16:00	9	794	241	4	104	3	0	6	5	0	1	0	0	1167
17:00	4	785	251	0	92	2	0	2	1	0	0	0	0	1137
18:00	1	626	182	1	70	1	0	8	1	0	0	0	0	890
19:00	6	528	140	0	45	0	0	1	1	0	0	0	0	721
20:00	2	365	88	0	37	1	0	2	0	0	0	0	0	495
21:00	2	328	89	0	29	1	0	1	0	0	0	0	0	450
22:00	2	247	65	0	11	1	0	2	0	0	0	0	0	328
23:00	1	104	28	1	11	0	0	1	0	0	0	0	0	146
<b>Totals</b>	<b>81</b>	<b>10039</b>	<b>3148</b>	<b>51</b>	<b>1347</b>	<b>40</b>	<b>109</b>	<b>64</b>	<b>4</b>	<b>14883</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>14883</b>
<b>% of Totals</b>	1%	67%	21%	0%	9%	0%	1%	0%	0%	0%	0%	0%	0%	100%
<b>% AM</b>	24	3870	1266	27	598	19	0	53	38	0	3	0	0	5898
<b>AM Peak Hour</b>	0%	26%	9%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	40%
<b>Volume</b>	5	672	211	8	101	5	5	11	11	1	1	1	1	1002
<b>% PM</b>	57	6169	1882	24	749	21	0	56	26	0	1	0	0	8985
<b>PM Peak Hour</b>	0%	41%	13%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	60%
<b>Volume</b>	10	794	251	7	107	4	4	12	7	1	1	1	1	1167
<b>Peak Period Totals</b>														
				<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>				
				Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Off Peak Volumes
				13:00	16:00	17:00	13:00	12:00	12:00	13:00	12:00	16:00	16:00	16:00
				13:00	16:00	17:00	13:00	12:00	12:00	13:00	12:00	16:00	16:00	16:00

Day: THURSDAY  
Date: 6/17/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5268-001In

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	1	50	14	0	6	0	0	0	1	0	0	0	0	72
01:00	2	26	5	0	1	0	0	0	0	0	0	0	0	34
02:00	0	18	1	0	3	0	0	0	0	0	0	0	0	22
03:00	0	10	6	0	2	0	0	0	0	0	0	0	0	18
04:00	0	7	2	0	1	0	0	1	1	0	0	0	0	12
05:00	0	23	14	1	9	1	0	0	3	0	0	0	0	51
06:00	0	86	65	3	33	1	0	5	4	0	0	0	0	197
07:00	2	111	61	1	36	3	0	0	3	0	0	0	0	217
08:00	2	140	68	1	30	0	0	3	3	0	0	0	0	247
09:00	1	151	73	2	47	0	0	3	2	0	0	0	0	279
10:00	5	202	74	2	35	4	0	3	6	0	0	0	0	331
11:00	6	276	87	2	35	1	0	5	1	0	0	0	0	413
12:00 PM	3	307	103	1	32	2	0	0	1	0	0	0	0	449
13:00	3	348	103	1	42	3	0	0	1	0	0	0	0	501
14:00	2	371	114	1	40	0	0	8	0	0	0	0	0	536
15:00	4	455	134	0	62	2	0	5	0	0	0	0	0	662
16:00	4	505	142	1	59	1	0	7	1	0	0	0	0	720
17:00	2	548	145	1	71	2	0	1	0	0	0	0	0	770
18:00	6	435	146	0	37	1	0	2	1	0	0	0	0	628
19:00	2	345	86	0	30	2	0	0	0	0	0	0	0	465
20:00	1	256	65	0	28	2	0	0	1	0	0	0	0	353
21:00	2	228	67	1	23	0	0	0	0	0	0	0	0	321
22:00	1	222	54	0	20	1	0	2	0	0	0	0	0	300
23:00	1	102	32	0	10	0	0	0	0	0	0	0	0	145
<b>Totals</b>	<b>50</b>	<b>5222</b>	<b>1661</b>	<b>18</b>	<b>692</b>	<b>26</b>	<b>0%</b>	<b>45</b>	<b>29</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>7743</b>
<b>% of Totals</b>	<b>1%</b>	<b>67%</b>	<b>21%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	PM Peak Hour	Volume	%	NOON 12-2	AM 7-9	PM 4-6	Off Peak Volumes	%
<b>% AM</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>% PM</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>%</b>	11:00	18:00	6	0%	31	0%	0%	1893	24%
<b>Volume</b>	11:00	18:00</							

Day: THURSDAY

Date: 6/17/10

Classification Report / Prepared by: National Data & Surveying Services

Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear

Project #: 10-5268-001s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
01:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
02:00	1	16	6	0	1	0	0	0	0	0	0	0	0	24
03:00	1	41	7	0	10	0	0	1	0	0	0	0	0	60
04:00	2	97	41	0	19	0	0	0	1	0	0	0	0	160
05:00	1	207	77	0	42	1	0	0	0	0	0	0	0	328
06:00	4	410	110	0	53	1	0	5	2	0	0	0	0	585
07:00	5	571	145	3	44	2	0	5	0	0	0	0	0	775
08:00	4	447	120	0	51	2	0	4	1	0	0	0	0	629
09:00	1	370	109	2	47	0	0	3	2	0	0	0	0	534
10:00	3	358	112	2	46	0	0	3	5	0	0	0	0	529
11:00	5	266	94	5	35	1	0	6	2	0	0	0	0	414
12:00 PM	2	263	104	3	30	4	0	7	6	0	0	0	0	419
13:00	5	293	95	2	36	3	0	3	2	0	0	0	0	439
14:00	4	287	97	1	32	2	0	3	1	0	0	0	0	427
15:00	1	271	107	1	44	2	0	3	1	0	0	0	0	430
16:00	5	234	83	2	39	1	0	6	1	0	0	0	0	371
17:00	2	205	91	0	34	0	0	2	2	0	0	0	0	336
18:00	5	169	47	1	28	0	0	0	1	0	0	0	0	251
19:00	0	165	67	0	20	0	0	2	0	0	0	0	0	254
20:00	2	115	31	1	12	0	0	0	0	0	0	0	0	161
21:00	1	144	40	0	10	0	0	0	1	0	0	0	0	196
22:00	0	92	24	0	3	0	0	0	0	0	0	0	0	119
23:00	0	48	9	0	3	0	0	0	0	0	0	0	0	60
<b>Totals</b>	<b>54</b>	<b>5090</b>	<b>1620</b>	<b>23</b>	<b>640</b>	<b>19</b>	<b>19</b>	<b>53</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>0</b>	<b>7527</b>
<b>% of Totals</b>	<b>1%</b>	<b>68%</b>	<b>22%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	27	2804	825	12	349	7	0	27	13	0	0	0	0	4064
<b>AM Peak Hour</b>	07:00	07:00	07:00	11:00	06:00	07:00	07:00	11:00	10:00	10:00	10:00	10:00	10:00	07:00
<b>Volume</b>	5	571	145	5	53	2	2	6	5	5	5	5	5	775
<b>% PM</b>	27	2286	795	11	291	12	0	26	15	0	0	0	0	3463
<b>PM Peak Hour</b>	13:00	13:00	15:00	12:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	13:00
<b>Volume</b>	5	293	107	3	44	4	4	7	6	6	6	6	6	439

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	%	%	Volume	%	%	Volume	%	%	Volume	%	%
<b>All Classes</b>	1404	19%	11%	858	11%	9%	707	9%	9%	4558	61%	61%

Day: THURSDAY

Date: 6/17/10

Classification Report / Prepared by: National Data & Surveying Services

City: Big Bear

Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

Project #: 10-5268-001

SUMMARY

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	1	62	16	0	6	0	0	0	1	0	0	0	0	86
01:00	2	35	7	0	2	0	0	0	0	0	0	0	0	46
02:00	1	34	7	0	4	0	0	0	0	0	0	0	0	46
03:00	1	51	13	0	12	0	0	1	0	0	0	0	0	78
04:00	2	104	43	0	20	0	0	1	2	0	0	0	0	172
05:00	1	230	91	1	51	2	0	0	3	0	0	0	0	379
06:00	4	496	175	3	86	2	0	10	6	0	0	0	0	782
07:00	7	682	206	4	80	5	0	5	3	0	0	0	0	992
08:00	6	587	188	1	81	2	0	7	4	0	0	0	0	876
09:00	2	521	182	4	94	0	0	6	4	0	0	0	0	813
10:00	8	560	186	4	81	4	0	6	11	0	0	0	0	860
11:00	11	542	181	7	70	2	0	11	3	0	0	0	0	827
12:00 PM	5	570	207	4	62	6	0	7	7	0	0	0	0	868
13:00	8	641	198	3	78	6	0	3	3	0	0	0	0	940
14:00	6	658	211	2	72	2	0	11	1	0	0	0	0	963
15:00	5	726	241	1	106	4	0	8	1	0	0	0	0	1092
16:00	9	739	225	3	98	2	0	13	2	0	0	0	0	1091
17:00	4	753	236	1	105	2	0	3	2	0	0	0	0	1106
18:00	11	604	193	1	65	1	0	2	2	0	0	0	0	879
19:00	2	510	153	0	50	2	0	2	0	0	0	0	0	719
20:00	3	371	96	1	40	2	0	0	1	0	0	0	0	514
21:00	3	372	107	1	33	0	0	0	1	0	0	0	0	517
22:00	1	314	78	0	23	1	0	2	0	0	0	0	0	419
23:00	1	150	41	0	13	0	0	0	0	0	0	0	0	205
<b>Totals</b>	<b>104</b>	<b>10312</b>	<b>3281</b>	<b>41</b>	<b>1332</b>	<b>45</b>		<b>98</b>	<b>57</b>					<b>15270</b>
<b>% of Totals</b>	<b>1%</b>	<b>68%</b>	<b>21%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>		<b>1%</b>	<b>0%</b>					<b>100%</b>

	AM Peak Hour	NOON 12-2	PM 4-6	Off Peak Volumes
Volume	%	Volume	%	Volume
% AM	46	3904	1295	1795
AM Peak Hour	11:00	07:00	07:00	07:00
Volume	11	682	206	206
% PM	58	6408	1986	1986
PM Peak Hour	18:00	17:00	15:00	15:00
Volume	11	753	241	241
AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes	
Volume	%	Volume	%	Volume
46	3904	1295	1795	1795
0%	26%	8%	0%	0%
11:00	07:00	07:00	07:00	07:00
11	682	206	206	206
58	6408	1986	1986	1986
0%	42%	13%	0%	0%
18:00	17:00	15:00	15:00	15:00
11	753	241	241	241
46	3904	1295	1795	1795
0%	26%	8%	0%	0%
11:00	07:00	07:00	07:00	07:00
11	682	206	206	206
58	6408	1986	1986	1986
0%	42%	13%	0%	0%
18:00	17:00	15:00	15:00	15:00
11	753	241	241	241

Day: FRIDAY  
Date: 6/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5268-001n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	48	14	0	4	0	0	0	0	0	0	0	0	66
01:00	0	38	9	0	3	0	0	0	1	0	0	0	0	51
02:00	0	26	4	0	2	0	0	0	0	0	0	0	0	32
03:00	0	18	6	0	0	0	0	0	1	0	0	0	0	25
04:00	0	14	3	0	3	0	0	0	1	0	0	0	0	21
05:00	0	22	14	2	14	0	0	3	1	0	0	0	0	56
06:00	0	73	49	4	25	1	0	6	4	0	0	0	0	162
07:00	2	135	39	3	40	1	0	7	4	0	0	0	0	231
08:00	1	137	68	5	44	2	0	2	2	0	0	0	0	261
09:00	2	175	72	2	30	1	0	1	3	0	0	0	0	286
10:00	4	198	67	5	32	0	0	5	2	0	0	0	0	313
11:00	2	268	90	0	45	0	0	8	3	0	0	0	0	416
12:00 PM	4	342	88	4	35	2	0	3	0	0	0	0	0	478
13:00	5	391	96	3	40	1	0	2	3	0	0	0	0	541
14:00	4	426	119	2	55	4	0	3	2	0	0	0	0	615
15:00	2	532	154	0	53	1	0	8	0	0	0	0	0	750
16:00	2	509	147	1	58	4	0	4	4	0	0	0	0	729
17:00	3	618	156	0	61	4	0	3	1	0	0	0	0	846
18:00	4	523	134	0	49	5	0	5	2	0	0	0	0	722
19:00	4	407	117	0	53	0	0	6	0	0	0	0	0	587
20:00	1	367	103	1	40	1	0	2	0	0	0	0	0	515
21:00	2	324	95	0	32	0	0	0	0	0	0	0	0	453
22:00	1	260	75	1	22	0	0	2	0	0	0	0	0	361
23:00	1	172	63	0	16	0	0	1	0	0	0	0	0	253
<b>Totals</b>	<b>44</b>	<b>6023</b>	<b>1782</b>	<b>33</b>	<b>756</b>	<b>27</b>	<b>0</b>	<b>71</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8770</b>
<b>% of Totals</b>	<b>1%</b>	<b>69%</b>	<b>20%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	11	1152	435	21	242	5	0	32	22	0	0	0	0	1920
<b>% PM</b>	0%	13%	5%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	22%
<b>AM Peak Hour</b>	10:00	11:00	11:00	08:00	11:00	08:00	11:00	11:00	06:00	06:00	06:00	06:00	06:00	11:00
<b>Volume</b>	4	268	90	5	45	2	8	8	4	4	4	4	4	416
<b>% PM</b>	33	4871	1347	12	514	22	0	39	12	0	0	0	0	6850
<b>% PM</b>	0%	56%	15%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	78%
<b>PM Peak Hour</b>	13:00	17:00	17:00	12:00	17:00	18:00	15:00	15:00	16:00	16:00	16:00	16:00	16:00	17:00
<b>Volume</b>	5	618	156	4	61	5	8	8	4	4	4	4	4	846

Directional Peak Periods	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
All Classes	Volume	%	Volume	%
	Volume	%	Volume	%
	Volume	%	Volume	%

Day: FRIDAY  
Date: 6/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5268-001s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	19
01:00	1	8	1	0	1	0	0	0	0	0	0	0	0	11
02:00	0	23	5	0	1	0	0	0	0	0	0	0	0	29
03:00	0	36	10	0	6	0	0	0	1	0	0	0	0	53
04:00	3	82	38	0	22	0	0	0	1	0	0	0	0	146
05:00	2	186	66	0	39	0	0	1	0	0	0	0	0	294
06:00	2	366	99	0	58	0	0	1	0	0	0	0	0	526
07:00	5	547	155	1	55	5	0	3	1	0	0	0	0	772
08:00	3	441	120	3	48	2	0	3	1	0	0	0	0	621
09:00	2	386	121	2	40	1	0	4	1	0	0	0	0	557
10:00	3	374	116	5	47	1	0	6	4	0	0	0	0	556
11:00	1	344	95	7	45	2	0	4	6	0	0	0	0	504
12:00 PM	3	342	101	2	37	2	0	5	5	0	0	0	0	497
13:00	2	360	97	3	44	1	0	7	0	0	0	0	0	514
14:00	3	269	126	5	35	1	0	5	1	0	0	0	0	445
15:00	3	289	107	0	51	4	0	3	3	0	0	0	0	460
16:00	0	228	83	4	37	1	0	7	0	0	0	0	0	360
17:00	3	266	95	1	33	0	0	6	0	0	0	0	0	404
18:00	1	208	74	0	29	2	0	3	2	0	0	0	0	319
19:00	2	174	51	0	18	0	0	0	0	0	0	0	0	245
20:00	1	108	36	0	9	0	0	0	0	0	0	0	0	154
21:00	1	98	25	0	11	0	0	2	0	0	0	0	0	137
22:00	0	62	17	0	3	1	0	1	0	0	0	0	0	84
23:00	1	48	5	0	4	0	0	0	0	0	0	0	0	58
<b>Totals</b>	<b>42</b>	<b>5260</b>	<b>1647</b>	<b>33</b>	<b>673</b>	<b>23</b>	<b>0</b>	<b>61</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7765</b>
<b>% of Totals</b>	<b>1%</b>	<b>68%</b>	<b>21%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes				
	Volume	%		Volume	%		Volume	%		Volume	%			
<b>% AM</b>	22	2808	830	11	0	0	22	15	0	0	0	0	0	4088
<b>AM Peak Hour</b>	07:00	07:00	07:00	06:00	07:00	07:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	07:00
<b>Volume</b>	5	547	155	7	58	5	6	6	6	6	6	6	6	772
<b>% PM</b>	20	2452	817	15	311	12	39	11	11	0	0	0	0	3677
<b>PM Peak Hour</b>	12:00	13:00	14:00	14:00	15:00	15:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	13:00
<b>Volume</b>	3	360	126	5	51	4	7	5	5	5	5	5	5	514
<b>Directional Peak Periods</b>	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes				
<b>All Classes</b>	1393	18%	1011	13%	764	10%	4597	59%						

Day: FRIDAY  
Date: 6/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5268-001

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	63	18	0	4	0	0	0	0	0	0	0	0	85
01:00	1	46	10	0	4	0	0	0	1	0	0	0	0	62
02:00	0	49	9	0	3	0	0	0	0	0	0	0	0	61
03:00	0	54	16	0	6	0	0	0	2	0	0	0	0	78
04:00	3	96	41	0	25	0	0	0	2	0	0	0	0	167
05:00	2	208	80	2	53	0	0	4	1	0	0	0	0	350
06:00	2	439	148	4	83	1	0	7	4	0	0	0	0	688
07:00	7	682	194	4	95	6	0	10	5	0	0	0	0	1003
08:00	4	578	188	8	92	4	0	5	3	0	0	0	0	882
09:00	4	561	193	4	70	2	0	5	4	0	0	0	0	843
10:00	7	572	183	10	79	1	0	11	6	0	0	0	0	869
11:00	3	612	185	7	90	2	0	12	9	0	0	0	0	920
12:00 PM	7	684	189	6	72	4	0	8	5	0	0	0	0	975
13:00	7	751	193	6	84	2	0	9	3	0	0	0	0	1055
14:00	7	695	245	7	90	5	0	8	3	0	0	0	0	1060
15:00	5	821	261	0	104	5	0	11	3	0	0	0	0	1210
16:00	2	737	230	5	95	5	0	11	4	0	0	0	0	1089
17:00	6	884	251	1	94	4	0	9	1	0	0	0	0	1250
18:00	5	731	208	0	78	7	0	8	4	0	0	0	0	1041
19:00	6	581	168	0	71	0	0	6	0	0	0	0	0	832
20:00	2	475	139	1	49	1	0	2	0	0	0	0	0	669
21:00	3	422	120	0	43	0	0	2	0	0	0	0	0	590
22:00	1	322	92	1	25	1	0	3	0	0	0	0	0	445
23:00	2	220	68	0	20	0	0	1	0	0	0	0	0	311
<b>Totals</b>	<b>86</b>	<b>11283</b>	<b>3429</b>	<b>66</b>	<b>1429</b>	<b>50</b>		<b>132</b>	<b>60</b>					<b>16535</b>
<b>% of Totals</b>	<b>1%</b>	<b>68%</b>	<b>21%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>		<b>1%</b>	<b>0%</b>					<b>100%</b>

	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
	Volume	Volume	Volume	Volume
	%	%	%	%
<b>% AM</b>				
33	3960	1265	0	0
0%	24%	8%	0%	0%
<b>AM Peak Hour</b>	07:00	07:00	11:00	07:00
<b>Volume</b>	7	194	9	1003
	682	10	12	1003
	10	6	9	1003
<b>% PM</b>				
53	7323	2164	0	0
0%	44%	13%	0%	0%
<b>PM Peak Hour</b>	12:00	15:00	12:00	17:00
<b>Volume</b>	7	261	5	1250
	884	261	11	1250
	7	7	5	1250
	104	7	5	1250

Day: SATURDAY  
Date: 6/19/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5268-001n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	93	27	0	7	0	0	1	0	0	0	0	0	128
01:00	0	37	15	0	6	0	0	0	0	0	0	0	0	58
02:00	0	28	13	0	6	0	0	0	0	0	0	0	0	47
03:00	0	10	5	0	2	0	0	0	2	0	0	0	0	19
04:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
05:00	0	16	8	0	5	0	0	1	2	0	0	0	0	32
06:00	0	56	31	2	20	0	0	1	0	0	0	0	0	110
07:00	1	101	44	0	28	1	0	4	0	0	0	0	0	179
08:00	2	159	63	1	45	0	0	2	0	0	0	0	0	272
09:00	6	246	78	2	29	1	0	4	0	0	0	0	0	366
10:00	10	363	89	2	41	2	0	5	1	0	0	0	0	513
11:00	8	415	114	1	39	4	0	2	1	0	0	0	0	584
12:00 PM	5	432	125	2	48	0	0	5	2	0	0	0	0	619
13:00	3	399	126	1	41	1	0	6	0	0	0	0	0	577
14:00	2	395	123	1	49	1	0	4	1	0	0	0	0	576
15:00	1	373	109	0	38	2	0	1	0	0	0	0	0	524
16:00	1	368	82	0	32	2	0	0	0	0	0	0	0	485
17:00	0	335	93	1	37	0	0	4	1	0	0	0	0	471
18:00	0	296	88	0	30	1	0	1	1	0	0	0	0	417
19:00	1	292	74	0	28	2	0	1	0	0	0	0	0	398
20:00	0	274	56	0	38	1	0	2	0	0	0	0	0	371
21:00	1	281	74	0	25	0	0	0	0	0	0	0	0	381
22:00	1	222	56	2	12	1	0	0	0	0	0	0	0	294
23:00	0	140	35	1	17	0	0	1	0	0	0	0	0	194
<b>Totals</b>	<b>42</b>	<b>5340</b>	<b>1531</b>	<b>16</b>	<b>623</b>	<b>19</b>	<b>19</b>	<b>45</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>7627</b>
<b>% of Totals</b>	<b>1%</b>	<b>70%</b>	<b>20%</b>	<b>0%</b>	<b>8%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	27	1533	490	8	228	8	0	20	6	0	0	0	0	2320
<b>% PM</b>	0%	20%	6%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	30%
<b>AM Peak Hour</b>	10:00	11:00	11:00	06:00	08:00	11:00	11:00	10:00	03:00	03:00	03:00	03:00	11:00	11:00
<b>Volume</b>	10	415	114	2	45	4	4	5	2	2	2	2	2	584
<b>% PM</b>	15	3807	1041	8	395	11	0	25	5	0	0	0	0	5307
<b>% PM</b>	0%	50%	14%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	70%
<b>PM Peak Hour</b>	12:00	12:00	13:00	12:00	14:00	15:00	15:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00
<b>Volume</b>	5	432	126	2	49	2	2	6	2	2	2	2	2	619

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes			
	Volume	%	%	Volume	%	%	Volume	%	%	Volume	%	%	
<b>All Classes</b>	15	0%	0%	8	0%	0%	11	0%	0%	0	0%	0	0%
<b>AM Peak Hour</b>	10	415	114	2	45	4	4	5	2	2	2	2	2
<b>PM Peak Hour</b>	12:00	12:00	13:00	12:00	14:00	15:00	15:00	13:00	12:00	12:00	12:00	12:00	12:00
<b>Volume</b>	5	432	126	2	49	2	2	6	2	2	2	2	2



Day: SATURDAY  
Date: 6/19/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5268-001s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	13	8	0	2	0	0	0	0	0	0	0	0	23
01:00	0	17	2	0	3	0	0	0	0	0	0	0	0	22
02:00	0	15	4	0	1	0	0	0	0	0	0	0	0	20
03:00	0	20	5	0	0	0	0	1	0	0	0	0	0	26
04:00	0	22	12	0	7	0	0	0	0	0	0	0	0	41
05:00	1	74	23	0	6	0	0	1	0	0	0	0	0	105
06:00	0	139	54	0	16	0	0	1	0	0	0	0	0	210
07:00	1	198	60	0	24	1	0	1	1	0	0	0	0	286
08:00	2	275	87	0	22	1	0	1	0	0	0	0	0	388
09:00	2	348	83	3	36	1	0	0	1	0	0	0	0	474
10:00	1	340	102	1	48	2	0	1	1	0	0	0	0	496
11:00	0	415	117	1	45	1	0	4	2	0	0	0	0	585
12:00 PM	1	379	106	5	43	4	0	6	0	0	0	0	0	544
13:00	2	335	95	2	47	0	0	3	1	0	0	0	0	485
14:00	6	367	104	2	35	2	0	0	0	0	0	0	0	516
15:00	4	354	97	1	34	0	0	4	0	0	0	0	0	494
16:00	7	365	110	2	42	2	0	5	2	0	0	0	0	535
17:00	5	337	104	1	38	0	0	2	0	0	0	0	0	487
18:00	5	288	93	1	30	0	0	0	0	0	0	0	0	417
19:00	2	247	58	0	17	0	0	2	2	0	0	0	0	328
20:00	3	177	39	2	15	1	0	2	0	0	0	0	0	239
21:00	1	150	32	0	13	0	0	0	0	0	0	0	0	196
22:00	0	84	18	0	7	0	0	0	0	0	0	0	0	109
23:00	0	49	10	0	3	0	0	0	0	0	0	0	0	62
<b>Totals</b>	<b>43</b>	<b>5008</b>	<b>1423</b>	<b>21</b>	<b>534</b>	<b>15</b>	<b>34</b>	<b>10</b>	<b>10</b>	<b>34</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>7088</b>
<b>% of Totals</b>	<b>1%</b>	<b>71%</b>	<b>20%</b>	<b>0%</b>	<b>8%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	% AM	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
<b>% AM</b>	7	1876	37%	5	210	6	10	5	0	0	0
<b>AM Peak Hour</b>	08:00	11:00	11:00	09:00	10:00	10:00	11:00	11:00	11:00	11:00	11:00
<b>Volume</b>	2	415	117	3	48	2	4	2	2	2	2
<b>% PM</b>	36	3132	866	16	324	9	24	5	0	0	0
<b>PM Peak Hour</b>	16:00	12:00	16:00	12:00	13:00	12:00	12:00	16:00	16:00	16:00	12:00
<b>Volume</b>	7	379	110	5	47	4	6	2	2	2	2

Directional Peak Periods	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
<b>All Classes</b>	Volume 674	Volume 1029	Volume 1022	Volume 4363
	% 10%	% 15%	% 14%	% 62%

Day: SATURDAY  
Date: 6/19/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5268-001

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	106	35	0	9	0	0	1	0	0	0	0	0	151
01:00	0	54	17	0	9	0	0	0	0	0	0	0	0	80
02:00	0	43	17	0	7	0	0	0	0	0	0	0	0	67
03:00	0	30	10	0	2	0	0	1	2	0	0	0	0	45
04:00	0	31	15	0	7	0	0	0	0	0	0	0	0	53
05:00	1	90	31	0	11	0	0	2	2	0	0	0	0	137
06:00	0	195	85	2	36	0	0	2	0	0	0	0	0	320
07:00	2	299	104	0	52	2	0	5	1	0	0	0	0	465
08:00	4	434	150	1	67	1	0	3	0	0	0	0	0	660
09:00	8	594	161	5	65	2	0	4	1	0	0	0	0	840
10:00	11	703	191	3	89	4	0	6	2	0	0	0	0	1009
11:00	8	830	231	2	84	5	0	6	3	0	0	0	0	1169
12:00 PM	6	811	231	7	91	4	0	11	2	0	0	0	0	1163
13:00	5	734	221	3	88	1	0	9	1	0	0	0	0	1062
14:00	8	762	227	3	84	3	0	4	1	0	0	0	0	1092
15:00	5	727	206	1	72	2	0	5	0	0	0	0	0	1018
16:00	8	733	192	2	74	4	0	5	2	0	0	0	0	1020
17:00	5	672	197	2	75	0	0	6	1	0	0	0	0	958
18:00	5	584	181	1	60	1	0	1	1	0	0	0	0	834
19:00	3	539	132	0	45	2	0	3	2	0	0	0	0	726
20:00	3	451	95	2	53	2	0	4	0	0	0	0	0	610
21:00	2	431	106	0	38	0	0	0	0	0	0	0	0	577
22:00	1	306	74	2	19	1	0	0	0	0	0	0	0	403
23:00	0	189	45	1	20	0	0	1	0	0	0	0	0	256
<b>Totals</b>	<b>85</b>	<b>10348</b>	<b>2954</b>	<b>37</b>	<b>1157</b>	<b>34</b>	<b>79</b>	<b>21</b>	<b>21</b>	<b>14715</b>				
<b>% of Totals</b>	1%	70%	20%	0%	8%	0%	1%	0%	0%	100%				
<b>% AM</b>	34	3409	1047	13	438	14	0	30	11	0	0	0	0	4996
<b>% PM</b>	0%	23%	7%	0%	3%	0%	0%	0%	0%	0%	0%	0	0	34%
<b>AM Peak Hour</b>	10:00	11:00	11:00	09:00	10:00	11:00	11:00	10:00	11:00	11:00				11:00
<b>Volume</b>	11	830	231	5	89	5	5	6	3	3				1169
<b>% PM</b>	51	6939	1907	24	719	20	0	49	10	0	0	0	0	9719
<b>% PM</b>	0%	47%	13%	0%	5%	0%	0%	0%	0%	0%	0	0	0	66%
<b>PM Peak Hour</b>	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00				12:00
<b>Volume</b>	8	811	231	7	91	4	4	11	2	2				1163
<b>Peak Period Totals</b>														
				<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>				
				Volume		Volume		Volume		Volume				Volume
				%		%		%		%				%



Day: SUNDAY  
Date: 6/20/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5268-001s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	19	5	0	1	0	0	0	0	0	0	0	0	25
01:00	0	15	8	0	2	0	0	0	0	0	0	0	0	25
02:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
03:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
04:00	0	24	9	0	6	0	0	0	1	0	0	0	0	40
05:00	1	38	21	0	5	0	0	0	1	0	0	0	0	66
06:00	0	80	35	0	12	0	0	0	0	0	0	0	0	127
07:00	1	164	46	0	14	0	0	1	0	0	0	0	0	226
08:00	2	235	73	0	20	1	0	1	0	0	0	0	0	332
09:00	3	363	109	0	29	0	0	3	0	0	0	0	0	507
10:00	5	457	133	0	35	3	0	5	2	0	0	0	0	640
11:00	2	482	149	1	50	3	0	1	0	0	0	0	0	688
12:00 PM	7	520	135	3	43	5	0	5	1	0	0	0	0	719
13:00	5	482	131	3	45	2	0	4	1	0	0	0	0	673
14:00	3	433	138	0	29	0	0	6	0	0	0	0	0	609
15:00	2	463	129	0	47	1	0	7	0	0	0	0	0	649
16:00	3	426	113	1	35	1	0	5	0	0	0	0	0	584
17:00	2	397	127	0	33	2	0	1	0	0	0	0	0	562
18:00	3	370	96	0	30	4	0	4	0	0	0	0	0	507
19:00	2	306	79	1	34	1	0	2	0	0	0	0	0	425
20:00	1	248	59	0	20	1	0	1	0	0	0	0	0	330
21:00	1	153	38	0	18	0	0	1	1	0	0	0	0	212
22:00	0	85	18	0	3	0	0	0	0	0	0	0	0	106
23:00	0	50	7	0	0	0	0	0	0	0	0	0	0	57
<b>Totals</b>	<b>43</b>	<b>5839</b>	<b>1660</b>	<b>9</b>	<b>511</b>	<b>24</b>		<b>47</b>	<b>7</b>					<b>8140</b>
<b>% of Totals</b>	<b>1%</b>	<b>72%</b>	<b>20%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>		<b>1%</b>	<b>0%</b>					<b>100%</b>
<b>% AM</b>	14	1906	590	1	174	7	0	11	4	0	0	0	0	2707
<b>AM Peak Hour</b>	10:00	11:00	11:00	11:00	11:00	10:00	10:00	10:00	10:00	10:00	10:00	11:00	11:00	11:00
<b>Volume</b>	5	482	149	1	50	3	3	5	2					688
<b>% PM</b>	29	3933	1070	8	337	17	0	36	3	0	0	0	0	5433
<b>PM Peak Hour</b>	12:00	12:00	14:00	12:00	15:00	12:00	12:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00
<b>Volume</b>	7	520	138	3	47	5	1	7	1					719

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	%		Volume	%		Volume	%		Volume	%	
<b>All Classes</b>	558	7%		1392	17%		1146	14%		5044	62%	

Day: SUNDAY  
Date: 6/20/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5268-001

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	121	33	0	6	0	0	0	0	0	0	0	0	160
01:00	0	70	22	0	6	0	0	0	1	0	0	0	0	99
02:00	0	54	12	0	3	0	0	0	0	0	0	0	0	69
03:00	0	27	8	0	0	0	0	0	0	0	0	0	0	35
04:00	0	36	15	0	10	0	0	0	2	0	0	0	0	63
05:00	1	60	28	0	9	0	0	0	1	0	0	0	0	99
06:00	0	109	48	0	19	0	0	0	0	0	0	0	0	176
07:00	3	224	73	0	29	0	0	1	0	0	0	0	0	330
08:00	4	344	103	0	33	1	0	2	0	0	0	0	0	487
09:00	7	544	148	0	50	0	0	5	1	0	0	0	0	755
10:00	8	737	211	0	63	3	0	7	2	0	0	0	0	1031
11:00	6	804	242	2	85	4	0	4	1	0	0	0	0	1148
12:00 PM	14	876	242	5	79	7	0	8	1	0	0	0	0	1232
13:00	9	852	245	3	88	5	0	7	1	0	0	0	0	1210
14:00	8	816	257	1	62	4	0	8	0	0	0	0	0	1156
15:00	7	795	232	0	88	3	0	9	0	0	0	0	0	1134
16:00	5	751	210	3	61	2	0	9	0	0	0	0	0	1041
17:00	6	686	190	0	69	2	0	2	1	0	0	0	0	956
18:00	5	643	168	0	55	5	0	5	0	0	0	0	0	881
19:00	3	589	164	1	58	4	0	5	0	0	0	0	0	824
20:00	1	545	126	0	42	1	0	4	0	0	0	0	0	719
21:00	2	385	102	0	38	0	0	2	1	0	0	0	0	530
22:00	1	220	74	1	24	0	0	2	0	0	0	0	0	322
23:00	0	150	25	0	5	0	0	0	0	0	0	0	0	180
<b>Totals</b>	<b>90</b>	<b>10438</b>	<b>2978</b>	<b>16</b>	<b>982</b>	<b>41</b>	<b>80</b>	<b>12</b>	<b>100%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>14637</b>
<b>% of Totals</b>	1%	71%	20%	0%	7%	0%	1%	0%	0%	0%	0%	0%	0%	100%
<b>% AM</b>	29	3130	943	2	313	8	0	19	8	0	0	0	0	4452
<b>% PM</b>	0%	21%	6%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	30%
<b>AM Peak Hour</b>	10:00	11:00	11:00	11:00	11:00	11:00	10:00	04:00	11:00	04:00	04:00	04:00	04:00	11:00
<b>Volume</b>	8	804	242	2	85	4	4	7	2	2	2	2	2	1148
<b>% PM</b>	61	7308	2035	14	669	33	0	61	4	0	0	0	0	10185
<b>% PM</b>	0%	50%	14%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	70%
<b>PM Peak Hour</b>	12:00	12:00	14:00	12:00	13:00	12:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
<b>Volume</b>	14	876	257	5	88	7	9	1	1	1	1	1	1	1232
<b>Peak Period Totals</b>														
				<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>						
				Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	



Day: MONDAY  
Date: 6/21/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5268-001s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	13	6	1	4	0	0	0	0	0	0	0	0	24
01:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16
02:00	1	19	9	0	0	0	0	0	0	0	0	0	0	29
03:00	0	40	13	0	7	0	0	0	0	0	0	0	0	60
04:00	1	116	45	0	23	0	0	1	0	0	0	0	0	186
05:00	3	218	96	1	35	1	0	1	0	0	0	0	0	355
06:00	4	441	108	0	50	1	0	3	0	0	0	0	0	607
07:00	7	603	134	1	64	0	0	3	0	0	0	0	0	812
08:00	8	440	117	0	59	3	0	5	4	0	0	0	0	636
09:00	2	398	106	1	37	1	0	5	4	0	0	0	0	554
10:00	4	340	86	2	35	1	0	4	3	0	0	0	0	475
11:00	0	318	97	2	40	0	0	3	4	0	0	0	0	464
12:00 PM	2	293	79	1	51	0	0	3	5	0	0	0	0	434
13:00	4	303	105	1	42	1	0	4	3	0	0	0	0	463
14:00	2	283	98	2	34	2	0	6	2	0	0	0	0	429
15:00	2	264	102	1	43	3	0	3	1	0	0	0	0	419
16:00	1	239	94	3	38	0	0	3	1	0	0	0	0	379
17:00	2	221	63	0	29	0	0	4	1	0	0	0	0	320
18:00	1	167	67	1	27	0	0	1	0	0	0	0	0	264
19:00	2	123	40	1	15	0	0	2	0	0	0	0	0	183
20:00	0	102	29	0	19	0	0	0	0	0	0	0	0	150
21:00	0	59	16	0	8	0	0	0	0	0	0	0	0	83
22:00	0	31	9	0	4	0	0	1	0	0	0	0	0	45
23:00	0	23	6	0	3	0	0	0	1	0	0	0	0	33
<b>Totals</b>	<b>46</b>	<b>5067</b>	<b>1527</b>	<b>18</b>	<b>668</b>	<b>13</b>		<b>52</b>	<b>29</b>					<b>7420</b>
% of Totals	1%	68%	21%	0%	9%	0%		1%	0%					100%
% AM	30	2959	819	8	355	7	0	25	15	0	0	0	0	4218
% AM	0%	40%	11%	0%	5%	0%		0%	0%					57%
AM Peak Hour	08:00	07:00	07:00	10:00	07:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	07:00
Volume	8	603	134	2	64	3	4	5	4	4	4	4	4	812
% PM	16	2108	708	10	313	6	0	27	14	0	0	0	0	3202
% PM	0%	28%	10%	0%	4%	0%		0%	0%					43%
PM Peak Hour	13:00	13:00	13:00	16:00	12:00	15:00	12:00	14:00	12:00	12:00	12:00	12:00	12:00	13:00
Volume	4	303	105	3	51	3	5	6	5	5	5	5	5	463
<b>Directional Peak Periods</b>				<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>				
<b>All Classes</b>				Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	
				1448	20%	897	12%	699	9%	4376	59%			

Day: MONDAY  
Date: 6/21/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5268-001

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	63	21	1	9	0	0	0	0	0	0	0	0	94
01:00	0	38	6	0	4	0	0	1	1	0	0	0	0	50
02:00	1	32	17	0	3	0	0	0	0	0	0	0	0	53
03:00	0	56	18	0	8	0	0	0	0	0	0	0	0	82
04:00	1	126	46	0	24	0	0	1	3	0	0	0	0	201
05:00	3	253	113	1	48	2	0	4	1	0	0	0	0	425
06:00	5	514	163	1	82	2	0	4	4	0	0	0	0	775
07:00	7	713	183	3	107	1	0	5	6	0	0	0	0	1025
08:00	9	576	173	5	106	3	0	7	8	0	0	0	0	887
09:00	4	523	168	5	75	1	0	8	10	0	0	0	0	794
10:00	5	507	170	6	65	1	0	6	8	0	0	0	0	768
11:00	2	534	162	3	75	1	0	5	8	0	0	0	0	790
12:00 PM	8	569	155	4	86	3	0	9	8	0	0	0	0	842
13:00	8	589	200	2	77	3	0	10	6	0	0	0	0	895
14:00	7	596	174	3	73	2	0	8	3	0	0	0	0	866
15:00	3	652	211	1	100	4	0	4	1	0	0	0	0	976
16:00	8	758	222	3	92	3	0	5	2	0	0	0	0	1093
17:00	7	789	217	0	112	0	0	6	2	0	0	0	0	1133
18:00	7	607	206	2	80	2	0	2	0	0	0	0	0	906
19:00	3	432	122	2	50	1	0	2	1	0	0	0	0	613
20:00	1	352	88	1	45	1	0	1	0	0	0	0	0	489
21:00	0	285	71	0	27	0	0	0	1	0	0	0	0	384
22:00	1	158	46	2	16	0	0	1	0	0	0	0	0	224
23:00	0	104	30	1	9	0	0	0	1	0	0	0	0	145
<b>Totals</b>	<b>90</b>	<b>9826</b>	<b>2982</b>	<b>46</b>	<b>1373</b>	<b>30</b>		<b>89</b>	<b>74</b>					<b>14510</b>
<b>% of Totals</b>	<b>1%</b>	<b>68%</b>	<b>21%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>		<b>1%</b>	<b>1%</b>					<b>100%</b>
<b>% AM</b>	<b>37</b>	<b>3935</b>	<b>1240</b>	<b>25</b>	<b>606</b>	<b>11</b>	<b>0</b>	<b>41</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5944</b>
<b>% PM</b>	<b>0%</b>	<b>27%</b>	<b>9%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>41%</b>
<b>AM Peak Hour</b>	<b>08:00</b>	<b>07:00</b>	<b>07:00</b>	<b>10:00</b>	<b>07:00</b>	<b>08:00</b>	<b>08:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>07:00</b>
<b>Volume</b>	<b>9</b>	<b>713</b>	<b>183</b>	<b>6</b>	<b>107</b>	<b>3</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>1025</b>
<b>% PM</b>	<b>53</b>	<b>5891</b>	<b>1742</b>	<b>21</b>	<b>767</b>	<b>19</b>	<b>0</b>	<b>48</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8566</b>
<b>% PM</b>	<b>0%</b>	<b>41%</b>	<b>12%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>59%</b>
<b>PM Peak Hour</b>	<b>12:00</b>	<b>17:00</b>	<b>16:00</b>	<b>12:00</b>	<b>17:00</b>	<b>15:00</b>	<b>13:00</b>	<b>13:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>17:00</b>
<b>Volume</b>	<b>8</b>	<b>789</b>	<b>222</b>	<b>4</b>	<b>112</b>	<b>4</b>	<b>10</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>1133</b>
<b>Peak Period Totals</b>				<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>				
				Volume		Volume				Volume				Volume
				%		%				%				%



Day: TUESDAY  
Date: 6/22/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5268-001n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	1	48	14	0	3	0	0	0	0	0	0	0	0	66
01:00	0	31	4	0	2	0	0	0	1	0	0	0	0	38
02:00	0	18	6	1	4	0	0	0	0	0	0	0	0	29
03:00	0	12	3	0	3	0	0	0	0	0	0	0	0	18
04:00	0	7	4	0	2	0	0	1	3	0	0	0	0	17
05:00	0	23	14	1	12	0	0	1	2	0	0	0	0	53
06:00	0	76	53	1	30	1	0	0	2	0	0	0	0	163
07:00	4	109	64	1	48	3	0	2	4	0	0	0	0	235
08:00	2	130	55	2	35	1	0	2	2	0	0	0	0	229
09:00	0	138	64	1	39	1	0	8	0	0	0	0	0	251
10:00	1	191	62	5	37	2	0	3	3	0	0	0	0	304
11:00	1	200	61	2	35	1	0	7	2	0	0	0	0	309
12:00 PM	4	208	75	2	34	0	0	1	1	0	0	0	0	325
13:00	3	254	72	1	22	1	0	3	1	0	0	0	0	357
14:00	5	316	97	2	40	1	0	1	1	0	0	0	0	463
15:00	6	367	107	0	53	1	0	2	0	0	0	0	0	536
16:00	5	499	126	0	78	3	0	1	0	0	0	0	0	712
17:00	7	614	155	0	60	0	0	4	0	0	0	0	0	840
18:00	4	440	120	1	61	2	0	1	0	0	0	0	0	629
19:00	1	309	88	0	38	1	0	1	1	0	0	0	0	439
20:00	1	245	62	0	22	0	0	1	1	0	0	0	0	332
21:00	1	216	43	0	19	1	0	0	0	0	0	0	0	280
22:00	3	155	37	1	16	0	0	0	0	0	0	0	0	212
23:00	1	101	25	0	9	0	0	1	0	0	0	0	0	137
<b>Totals</b>	<b>50</b>	<b>4707</b>	<b>1411</b>	<b>21</b>	<b>702</b>	<b>19</b>	<b>19</b>	<b>40</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6974</b>
<b>% of Totals</b>	<b>1%</b>	<b>67%</b>	<b>20%</b>	<b>0%</b>	<b>10%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>9</b>	<b>983</b>	<b>404</b>	<b>14</b>	<b>250</b>	<b>9</b>	<b>0</b>	<b>24</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1712</b>
<b>% PM</b>	<b>0%</b>	<b>14%</b>	<b>6%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>25%</b>
<b>AM Peak Hour</b>	<b>07:00</b>	<b>11:00</b>	<b>07:00</b>	<b>10:00</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>	<b>09:00</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>	<b>11:00</b>	<b>11:00</b>
<b>Volume</b>	<b>4</b>	<b>200</b>	<b>64</b>	<b>5</b>	<b>48</b>	<b>3</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>309</b>
<b>% PM</b>	<b>41</b>	<b>3724</b>	<b>1007</b>	<b>7</b>	<b>452</b>	<b>10</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5262</b>
<b>% PM</b>	<b>1%</b>	<b>53%</b>	<b>14%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>75%</b>
<b>PM Peak Hour</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>	<b>12:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>	<b>17:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>
<b>Volume</b>	<b>7</b>	<b>614</b>	<b>155</b>	<b>2</b>	<b>78</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>840</b>

**Directional Peak Periods**

**All Classes**      **AM 7-9**      **NOON 12-2**      **PM 4-6**      **Off Peak Volumes**

Volume      %      Volume      %      Volume      %      Volume      %

Day: TUESDAY  
Date: 6/22/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 btwn SR-138 & Old Waterman Canyon Rd (North Intersection)

City: Big Bear  
Project #: 10-5268-001s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	1	11	1	0	2	0	0	0	0	0	0	0	0	15
01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
02:00	0	17	10	0	1	0	0	0	0	0	0	0	0	28
03:00	1	40	12	0	6	0	0	0	0	0	0	0	0	59
04:00	2	109	42	0	22	0	0	1	1	0	0	0	0	177
05:00	2	204	90	0	39	0	0	2	0	0	0	0	0	337
06:00	4	392	123	0	58	0	0	3	0	0	0	0	0	580
07:00	5	595	117	1	48	0	0	2	0	0	0	0	0	768
08:00	2	440	106	1	55	2	0	7	2	0	0	0	0	615
09:00	2	391	112	1	48	1	0	5	0	0	0	0	0	560
10:00	3	298	81	3	30	1	0	2	3	0	0	0	0	421
11:00	1	303	86	1	36	1	0	3	0	0	0	0	0	431
12:00 PM	4	308	84	3	30	0	0	2	5	0	0	0	0	436
13:00	2	296	80	3	42	1	0	5	0	0	0	0	0	429
14:00	5	235	87	6	37	2	0	3	1	0	0	0	0	376
15:00	4	256	99	1	41	2	0	5	2	0	0	0	0	410
16:00	3	251	90	2	43	0	0	3	1	0	0	0	0	393
17:00	1	242	79	0	32	1	0	2	0	0	0	0	0	357
18:00	3	162	47	0	26	0	0	0	0	0	0	0	0	238
19:00	1	130	41	0	19	0	0	0	0	0	0	0	0	191
20:00	0	94	24	0	15	0	0	1	0	0	0	0	0	134
21:00	0	68	23	0	6	0	0	1	0	0	0	0	0	98
22:00	1	40	10	0	2	0	0	0	1	0	0	0	0	54
23:00	0	25	6	1	3	0	0	0	0	0	0	0	0	35
<b>Totals</b>	<b>47</b>	<b>4914</b>	<b>1451</b>	<b>23</b>	<b>641</b>	<b>11</b>	<b>11</b>	<b>47</b>	<b>16</b>	<b>16</b>	<b>47</b>	<b>16</b>	<b>16</b>	<b>7150</b>
<b>% of Totals</b>	<b>1%</b>	<b>69%</b>	<b>20%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>23</b>	<b>2807</b>	<b>781</b>	<b>7</b>	<b>345</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3999</b>
<b>% PM</b>	<b>0%</b>	<b>39%</b>	<b>11%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>56%</b>
<b>AM Peak Hour</b>	<b>07:00</b>	<b>07:00</b>	<b>06:00</b>	<b>10:00</b>	<b>06:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>10:00</b>	<b>08:00</b>	<b>08:00</b>	<b>10:00</b>	<b>07:00</b>	<b>07:00</b>
<b>Volume</b>	<b>5</b>	<b>595</b>	<b>123</b>	<b>3</b>	<b>58</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>768</b>
<b>% PM</b>	<b>24</b>	<b>2107</b>	<b>670</b>	<b>16</b>	<b>296</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3151</b>
<b>% PM</b>	<b>0%</b>	<b>29%</b>	<b>9%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>44%</b>
<b>PM Peak Hour</b>	<b>14:00</b>	<b>12:00</b>	<b>15:00</b>	<b>14:00</b>	<b>16:00</b>	<b>14:00</b>	<b>13:00</b>	<b>13:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>
<b>Volume</b>	<b>5</b>	<b>308</b>	<b>99</b>	<b>6</b>	<b>43</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>436</b>

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	%		Volume	%		Volume	%		Volume	%	
<b>All Classes</b>	1383	19%		865	12%		750	10%		4152	58%	



Day: WEDNESDAY

Date: 6/16/10

Classification Report / Prepared by: National Data & Surveying Services

Location: SR-330 btwn Highland Ave & Live Oak Dr

City: Big Bear

Project #: 10-5268-002n

North Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	1	37	15	0	2	0	0	0	0	0	0	0	0	55
01:00	0	16	5	1	2	0	0	0	0	0	0	0	0	24
02:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
03:00	0	9	4	0	2	1	0	0	0	0	0	0	0	16
04:00	0	15	5	0	4	0	0	0	2	0	2	0	0	28
05:00	0	25	19	0	3	0	0	1	1	0	1	0	0	50
06:00	1	48	31	1	13	1	0	6	4	0	3	0	0	108
07:00	3	70	46	2	10	3	0	5	2	0	0	0	0	141
08:00	2	66	45	0	13	0	0	4	3	0	1	0	0	134
09:00	1	94	34	0	17	2	0	4	2	0	0	0	0	154
10:00	9	112	51	4	11	0	0	3	4	0	1	0	0	195
11:00	2	129	54	3	14	0	0	4	1	0	0	0	0	207
12:00 PM	0	158	55	0	15	0	0	2	3	0	1	0	0	234
13:00	0	164	59	0	15	0	0	3	0	0	0	0	0	241
14:00	3	193	50	0	14	0	0	0	3	0	0	0	0	263
15:00	1	197	56	0	13	1	0	1	2	0	0	0	0	271
16:00	1	236	58	0	14	0	0	3	0	0	0	0	0	312
17:00	4	253	54	0	17	1	0	1	0	0	0	0	0	330
18:00	3	221	51	0	10	0	0	2	0	0	0	0	0	287
19:00	1	161	35	0	7	0	0	0	0	0	0	0	0	204
20:00	4	147	47	0	9	0	0	0	0	0	0	0	0	207
21:00	3	114	32	0	12	0	0	0	0	0	0	0	0	161
22:00	1	75	21	0	9	0	0	0	0	0	0	0	0	106
23:00	0	45	5	1	6	0	0	0	0	0	0	0	0	57
<b>Totals</b>	<b>40</b>	<b>2599</b>	<b>835</b>	<b>12</b>	<b>232</b>	<b>9</b>	<b>9</b>	<b>39</b>	<b>27</b>	<b>27</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>3802</b>
<b>% of Totals</b>	<b>1%</b>	<b>68%</b>	<b>22%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0</b>	<b>100%</b>

	AM Peak Hour	Volume	%	AM 7-9	Volume	%	NOON 12-2	Volume	%	PM 4-6	Volume	%	Off Peak Volumes	Volume	%
<b>% AM</b>	10:00	11:00	11:00	10:00	09:00	07:00	06:00	06:00	06:00	06:00	06:00	06:00	11:00	207	30%
<b>Volume</b>	9	129	54	4	17	3	6	4	3	4	3	3	207	207	30%
<b>% PM</b>	17:00	17:00	13:00	23:00	17:00	15:00	13:00	12:00	12:00	12:00	12:00	12:00	17:00	330	70%
<b>Volume</b>	4	253	59	1	17	1	3	3	3	3	3	1	330	330	70%
<b>Directional Peak Periods</b>				<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>			
<b>All Classes</b>				Volume	275	7%	Volume	475	12%	Volume	642	17%	Volume	2410	63%

Day: WEDNESDAY  
Date: 6/16/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 btwn Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5268-002s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	9	1	0	1	0	0	0	1	0	0	0	0	12
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	12	3	1	0	0	0	0	0	0	0	0	0	16
03:00	1	23	3	0	4	0	0	0	1	0	0	0	0	32
04:00	1	42	29	0	4	0	0	0	0	0	0	0	0	76
05:00	3	90	26	0	8	0	0	0	0	0	0	0	0	127
06:00	3	189	43	1	18	0	0	0	0	0	1	0	0	255
07:00	3	232	59	0	34	1	0	2	0	0	0	0	0	331
08:00	4	212	47	0	19	0	0	6	1	0	0	0	0	289
09:00	2	188	47	0	24	1	0	4	5	0	1	0	0	272
10:00	5	174	54	2	22	5	0	2	6	0	0	0	0	270
11:00	3	184	35	1	19	1	0	5	2	0	1	0	0	251
12:00 PM	3	197	66	2	25	0	0	6	4	0	0	0	0	303
13:00	1	146	49	0	22	3	0	7	0	0	1	0	0	229
14:00	1	160	45	1	16	0	0	1	0	0	0	0	0	224
15:00	0	142	52	0	26	0	0	5	0	0	0	0	0	225
16:00	1	138	50	1	24	0	0	1	0	0	3	0	0	218
17:00	2	119	50	0	26	0	0	3	0	0	0	0	0	200
18:00	2	104	34	0	20	0	0	5	0	0	0	0	0	165
19:00	0	56	17	0	8	0	0	0	0	0	0	0	0	81
20:00	0	46	19	0	7	0	0	0	0	0	0	0	0	72
21:00	0	48	17	0	2	0	0	0	0	0	0	0	0	67
22:00	0	30	10	0	5	0	0	0	0	0	0	0	0	45
23:00	0	17	7	0	2	0	0	0	0	0	0	0	0	26
<b>Totals</b>	<b>35</b>	<b>2561</b>	<b>764</b>	<b>9</b>	<b>336</b>	<b>11</b>	<b>47</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3790</b>
<b>% of Totals</b>	<b>1%</b>	<b>68%</b>	<b>20%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes				
	Volume	%		Volume	%		Volume	%		Volume	%			
<b>% AM</b>	25	1358	348	5	153	8	0	19	16	0	3	0	0	1935
<b>AM Peak Hour</b>	10:00	07:00	07:00	10:00	07:00	10:00	08:00	10:00	10:00	06:00	06:00	07:00	07:00	07:00
<b>Volume</b>	5	232	59	2	34	5	6	6	6	1	1	331	331	
<b>% PM</b>	10	1203	416	4	183	3	0	28	4	0	4	0	0	1855
<b>PM Peak Hour</b>	12:00	12:00	12:00	12:00	15:00	13:00	13:00	12:00	12:00	16:00	16:00	12:00	12:00	
<b>Volume</b>	3	197	66	2	26	3	7	4	4	3	3	303	303	
<b>Directional Peak Periods</b>	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes				
<b>All Classes</b>	Volume	%		Volume	%		Volume	%		Volume	%	Volume	%	
	620	16%		532	14%		418	11%		2220	59%			

Day: WEDNESDAY  
Date: 6/16/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 btwn Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5268-002

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	1	46	16	0	3	0	0	0	1	0	0	0	0	67
01:00	0	19	6	1	2	0	0	0	0	0	0	0	0	28
02:00	0	26	6	1	0	0	0	0	0	0	0	0	0	33
03:00	1	32	7	0	6	1	0	0	1	0	0	0	0	48
04:00	1	57	34	0	8	0	0	0	2	0	2	0	0	104
05:00	3	115	45	0	11	0	0	1	1	0	1	0	0	177
06:00	4	237	74	2	31	1	0	6	4	0	4	0	0	363
07:00	6	302	105	2	44	4	0	7	2	0	0	0	0	472
08:00	6	278	92	0	32	0	0	10	4	0	1	0	0	423
09:00	3	282	81	0	41	3	0	8	7	0	1	0	0	426
10:00	14	286	105	6	33	5	0	5	10	0	1	0	0	465
11:00	5	313	89	4	33	1	0	9	3	0	1	0	0	458
12:00 PM	3	355	121	2	40	0	0	8	7	0	1	0	0	537
13:00	1	310	108	0	37	3	0	10	0	0	1	0	0	470
14:00	4	353	95	1	30	0	0	1	3	0	0	0	0	487
15:00	1	339	108	0	39	1	0	6	2	0	0	0	0	496
16:00	2	374	108	1	38	0	0	4	0	0	3	0	0	530
17:00	6	372	104	0	43	1	0	4	0	0	0	0	0	530
18:00	5	325	85	0	30	0	0	7	0	0	0	0	0	452
19:00	1	217	52	0	15	0	0	0	0	0	0	0	0	285
20:00	4	193	66	0	16	0	0	0	0	0	0	0	0	279
21:00	3	162	49	0	14	0	0	0	0	0	0	0	0	228
22:00	1	105	31	0	14	0	0	0	0	0	0	0	0	151
23:00	0	62	12	1	8	0	0	0	0	0	0	0	0	83
<b>Totals</b>	<b>75</b>	<b>5160</b>	<b>1599</b>	<b>21</b>	<b>568</b>	<b>20</b>	<b>0</b>	<b>86</b>	<b>47</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>7592</b>
<b>% of Totals</b>	<b>1%</b>	<b>68%</b>	<b>21%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	44	1993	660	16	244	15	0	46	35	0	11	0	0	3064
<b>AM Peak Hour</b>	10:00	11:00	07:00	10:00	07:00	10:00	10:00	08:00	10:00	06:00	06:00	07:00	07:00	40%
<b>Volume</b>	14	313	105	6	44	5	5	10	10	4	4	4	4	472
<b>% PM</b>	31	3167	939	5	324	5	0	40	12	0	5	0	0	4528
<b>PM Peak Hour</b>	17:00	16:00	12:00	12:00	17:00	13:00	13:00	13:00	12:00	16:00	16:00	12:00	12:00	60%
<b>Volume</b>	6	374	121	2	43	3	3	10	7	3	3	3	3	537
<b>Peak Period Totals</b>				<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>			<b>Off Peak Volumes</b>	
				Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	

Day: THURSDAY  
Date: 6/17/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 btwn Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5268-002n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	1	29	5	1	0	0	0	1	0	0	0	0	0	37
01:00	2	10	2	1	0	0	0	0	0	0	0	0	0	15
02:00	0	12	4	0	1	0	0	0	2	0	0	0	0	19
03:00	0	9	7	0	2	0	0	0	0	0	0	0	0	18
04:00	0	10	7	0	4	0	0	1	0	0	0	0	0	22
05:00	0	21	18	0	6	0	0	2	0	0	3	0	0	50
06:00	1	45	37	4	12	0	0	5	4	0	0	0	0	108
07:00	1	71	43	0	13	2	0	3	3	0	2	0	0	138
08:00	1	88	38	2	25	3	0	3	1	0	0	0	0	161
09:00	2	97	43	5	14	1	0	6	0	0	2	0	0	170
10:00	2	122	56	3	10	0	0	8	7	0	0	0	0	208
11:00	5	157	43	0	14	2	0	3	1	0	2	0	0	227
12:00 PM	4	174	54	0	17	0	0	4	0	0	0	0	0	253
13:00	1	176	50	1	20	2	0	6	4	0	0	0	0	260
14:00	4	221	62	1	16	1	0	6	0	0	0	0	0	311
15:00	3	276	64	0	12	1	0	4	0	0	0	0	0	360
16:00	2	285	78	0	17	0	0	5	0	0	0	0	0	387
17:00	3	261	69	3	13	0	0	2	0	0	0	0	0	351
18:00	1	219	53	1	20	0	0	0	0	0	0	0	0	294
19:00	8	202	39	1	12	1	0	1	1	0	0	0	0	265
20:00	2	153	23	0	6	0	0	2	0	0	0	0	0	186
21:00	1	132	47	4	5	0	0	2	0	0	0	0	0	191
22:00	0	119	21	0	7	0	0	0	0	0	0	0	0	147
23:00	0	59	10	0	1	0	0	0	0	0	0	0	0	70
<b>Totals</b>	<b>44</b>	<b>2948</b>	<b>873</b>	<b>27</b>	<b>247</b>	<b>13</b>	<b>13</b>	<b>64</b>	<b>23</b>	<b>23</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>4248</b>
<b>% of Totals</b>	<b>1%</b>	<b>69%</b>	<b>21%</b>	<b>1%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	15	671	303	16	101	8	0	32	18	0	9	0	0	1173
	0%	16%	7%	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	28%
<b>AM Peak Hour</b>	11:00	11:00	10:00	09:00	08:00	08:00	08:00	10:00	10:00	10:00	05:00	05:00	11:00	11:00
<b>Volume</b>	5	157	56	5	25	3	3	8	7	7	3	3	227	227
<b>% PM</b>	29	2277	570	11	146	5	0	32	5	0	0	0	0	3075
	1%	54%	13%	0%	3%	0%	0%	1%	0%	0%	0%	0%	0%	72%
<b>PM Peak Hour</b>	19:00	16:00	16:00	21:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	16:00	16:00
<b>Volume</b>	8	285	78	4	20	2	2	6	4	4	4	4	387	387

**Directional Peak Periods**

All Classes	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
	Volume	Volume	Volume	Volume
	873	13	23	9
	21%	0%	1%	0%
	303	8	18	9
	7%	0%	0%	0%
	10:00	08:00	10:00	05:00
	56	3	7	3
	570	5	5	0
	13%	0%	0%	0
	16:00	13:00	13:00	13:00
	78	2	4	4

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	
00:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
01:00	1	6	2	0	1	0	0	0	1	0	0	0	0	11	
02:00	0	15	5	2	0	0	0	0	0	0	0	0	0	22	
03:00	2	12	5	0	4	0	0	0	1	0	0	0	0	24	
04:00	1	40	17	0	6	0	0	0	0	0	0	0	0	64	
05:00	3	90	31	0	12	0	0	0	1	0	0	0	0	137	
06:00	2	188	45	0	21	1	0	0	1	0	2	0	0	260	
07:00	2	228	48	0	22	0	0	2	0	0	0	0	0	302	
08:00	3	191	37	1	18	0	0	1	3	0	2	0	0	256	
09:00	2	200	41	4	23	0	0	1	3	0	0	0	0	274	
10:00	0	168	49	0	20	1	0	3	1	0	2	0	0	244	
11:00	1	164	44	1	16	0	0	5	3	0	0	0	0	234	
12:00 PM	3	177	48	4	24	1	0	5	3	0	1	0	0	266	
13:00	7	156	66	1	27	0	0	4	2	0	1	0	0	264	
14:00	3	171	61	2	30	0	0	4	0	0	1	0	0	272	
15:00	2	146	56	0	23	0	0	3	0	0	2	0	0	232	
16:00	5	136	45	2	25	0	0	8	2	0	0	0	0	223	
17:00	0	135	34	0	21	0	0	0	0	0	0	0	0	190	
18:00	2	94	38	0	12	0	0	4	0	0	0	0	0	150	
19:00	2	84	24	0	10	0	0	0	0	0	0	0	0	120	
20:00	3	53	27	0	4	0	0	0	0	0	0	0	0	87	
21:00	1	65	21	0	5	0	0	1	0	0	0	0	0	93	
22:00	0	53	9	0	1	0	0	0	0	0	0	0	0	63	
23:00	0	19	4	0	1	0	0	0	0	0	0	0	0	24	
<b>Totals</b>	<b>45</b>	<b>2595</b>	<b>758</b>	<b>17</b>	<b>327</b>	<b>3</b>	<b>41</b>	<b>21</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>3818</b>	
<b>% of Totals</b>	<b>1%</b>	<b>68%</b>	<b>20%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	
<b>% AM</b>	17	1306	325	8	144	2	0	12	14	0	6	0	0	1834	
<b>AM Peak Hour</b>	05:00	07:00	10:00	09:00	09:00	06:00	11:00	08:00	06:00	06:00	06:00	07:00	07:00	07:00	
<b>Volume</b>	3	228	49	4	23	1	5	3	2	2	2	2	2	302	
<b>% PM</b>	28	1289	433	9	183	1	0	29	7	0	5	0	0	1984	
<b>PM Peak Hour</b>	13:00	12:00	13:00	12:00	14:00	12:00	16:00	12:00	15:00	15:00	15:00	14:00	14:00	14:00	
<b>Volume</b>	7	177	66	4	30	1	8	3	2	2	2	2	2	272	
<b>Directional Peak Periods</b>				<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>		
<b>All Classes</b>	Volume			558			530			413			2317		
	% 15%			14%			11%			11%			61%		







Day: FRIDAY  
Date: 6/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 btwn Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5268-002s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
01:00	1	9	2	0	0	0	0	0	0	0	0	0	0	12
02:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
03:00	0	16	3	1	4	0	0	1	0	0	0	0	0	25
04:00	0	28	16	0	3	0	0	1	0	0	0	0	0	48
05:00	1	81	23	0	13	0	0	0	1	0	0	0	0	119
06:00	4	152	43	0	21	0	0	0	0	0	0	0	0	220
07:00	4	223	35	0	19	1	0	0	0	0	0	0	0	282
08:00	6	189	45	0	17	0	0	3	3	0	1	0	0	264
09:00	4	211	46	3	24	1	0	4	1	0	0	0	0	294
10:00	3	219	79	1	21	0	0	2	2	0	1	0	0	328
11:00	2	208	73	4	27	0	0	7	1	0	0	0	0	322
12:00 PM	3	214	44	4	22	1	0	9	3	0	1	0	0	301
13:00	4	198	49	1	26	0	0	8	0	0	5	0	0	291
14:00	3	192	46	4	23	1	0	5	2	0	2	0	0	278
15:00	0	156	65	5	34	0	0	5	1	0	0	0	0	266
16:00	3	178	48	2	24	2	0	4	1	0	0	0	0	262
17:00	0	159	49	0	17	0	0	3	0	0	0	0	0	228
18:00	2	131	35	0	14	0	0	0	0	0	0	0	0	182
19:00	0	90	36	0	7	0	0	1	0	0	0	0	0	134
20:00	0	73	19	0	7	0	0	1	0	0	0	0	0	100
21:00	0	57	4	0	8	0	0	0	0	0	0	0	0	69
22:00	0	59	7	1	1	0	0	0	0	0	0	0	0	68
23:00	1	30	6	0	0	0	0	0	0	0	0	0	0	37
<b>Totals</b>	<b>41</b>	<b>2886</b>	<b>780</b>	<b>26</b>	<b>332</b>	<b>6</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>4150</b>
<b>% of Totals</b>	<b>1%</b>	<b>70%</b>	<b>19%</b>	<b>1%</b>	<b>8%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>25</b>	<b>1349</b>	<b>372</b>	<b>9</b>	<b>149</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1934</b>
<b>% PM</b>	<b>1%</b>	<b>33%</b>	<b>9%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>47%</b>
<b>AM Peak Hour</b>	<b>08:00</b>	<b>07:00</b>	<b>10:00</b>	<b>11:00</b>	<b>11:00</b>	<b>07:00</b>	<b>11:00</b>	<b>11:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>10:00</b>
<b>Volume</b>	<b>6</b>	<b>223</b>	<b>79</b>	<b>4</b>	<b>27</b>	<b>1</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>328</b>
<b>% PM</b>	<b>0%</b>	<b>37%</b>	<b>10%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>53%</b>
<b>PM Peak Hour</b>	<b>13:00</b>	<b>12:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>16:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>13:00</b>	<b>13:00</b>	<b>12:00</b>	<b>12:00</b>
<b>Volume</b>	<b>4</b>	<b>214</b>	<b>65</b>	<b>5</b>	<b>34</b>	<b>2</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>301</b>

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	%		Volume	%		Volume	%		Volume	%	
<b>All Classes</b>	<b>546</b>	<b>13%</b>		<b>592</b>	<b>14%</b>		<b>490</b>	<b>12%</b>		<b>2522</b>	<b>61%</b>	

Day: FRIDAY  
Date: 6/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 btwn Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5268-002

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	34	11	0	1	0	0	0	0	0	0	0	0	46
01:00	1	26	8	0	0	0	0	0	0	0	0	0	0	35
02:00	0	15	4	1	0	0	0	0	0	0	0	0	0	20
03:00	0	31	11	2	4	0	0	1	0	0	0	0	0	49
04:00	0	44	28	2	5	0	0	1	1	0	0	0	0	81
05:00	1	118	44	0	17	0	0	1	2	0	0	0	0	183
06:00	5	197	81	4	32	1	0	1	1	0	0	0	0	322
07:00	5	289	65	1	35	2	0	0	1	0	1	0	0	399
08:00	6	283	90	3	31	0	0	4	8	0	1	0	0	426
09:00	4	358	90	5	41	5	0	10	5	0	1	0	0	519
10:00	5	421	126	1	46	1	0	6	5	0	1	0	0	612
11:00	5	505	152	5	53	3	0	12	4	0	0	0	0	739
12:00 PM	7	493	112	4	41	1	0	12	4	0	2	0	0	676
13:00	8	561	132	8	46	3	0	13	7	0	5	0	0	783
14:00	7	594	143	6	45	2	0	9	6	0	2	0	0	814
15:00	10	544	166	5	60	0	0	7	1	0	0	0	0	793
16:00	6	552	144	2	44	2	0	6	1	0	0	0	0	757
17:00	5	572	140	2	35	0	0	5	0	0	0	0	0	759
18:00	5	533	109	4	38	0	0	3	1	0	0	0	0	693
19:00	3	366	115	0	24	0	0	2	1	0	0	0	0	511
20:00	2	344	79	0	16	0	0	2	0	0	0	0	0	443
21:00	0	286	62	1	22	0	0	1	0	0	0	0	0	372
22:00	1	207	52	1	13	0	0	0	0	0	0	0	0	274
23:00	1	139	29	0	6	0	0	0	0	0	0	0	0	175
<b>Totals</b>	<b>87</b>	<b>7512</b>	<b>1993</b>	<b>57</b>	<b>655</b>	<b>20</b>	<b>0</b>	<b>96</b>	<b>48</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>10481</b>
<b>% of Totals</b>	<b>1%</b>	<b>72%</b>	<b>19%</b>	<b>1%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>32</b>	<b>2321</b>	<b>710</b>	<b>24</b>	<b>265</b>	<b>12</b>	<b>0</b>	<b>36</b>	<b>27</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3431</b>
<b>AM Peak Hour</b>	<b>08:00</b>	<b>11:00</b>	<b>11:00</b>	<b>09:00</b>	<b>11:00</b>	<b>09:00</b>	<b>09:00</b>	<b>11:00</b>	<b>08:00</b>	<b>07:00</b>	<b>07:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>
<b>Volume</b>	<b>6</b>	<b>505</b>	<b>152</b>	<b>5</b>	<b>53</b>	<b>5</b>	<b>5</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>739</b>
<b>% PM</b>	<b>55</b>	<b>5191</b>	<b>1283</b>	<b>33</b>	<b>390</b>	<b>8</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>7050</b>
<b>PM Peak Hour</b>	<b>15:00</b>	<b>14:00</b>	<b>15:00</b>	<b>13:00</b>	<b>15:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>14:00</b>	<b>14:00</b>
<b>Volume</b>	<b>10</b>	<b>594</b>	<b>166</b>	<b>8</b>	<b>60</b>	<b>3</b>	<b>3</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>814</b>
<b>Peak Period Totals</b>				<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>				
				Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	

Day: SATURDAY  
Date: 6/19/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 btwn Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5268-002n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	55	13	0	7	0	0	0	1	0	0	0	0	76
01:00	0	31	4	0	0	0	0	0	0	0	0	0	0	35
02:00	0	22	5	1	1	0	0	0	0	0	0	0	0	29
03:00	0	16	4	0	2	0	0	0	0	0	0	0	0	22
04:00	0	12	16	0	5	0	0	3	0	0	0	0	0	36
05:00	0	28	15	0	4	0	0	1	0	0	0	0	0	48
06:00	0	58	39	1	9	1	0	5	0	0	0	0	0	113
07:00	1	128	48	0	12	0	0	3	2	0	0	0	0	194
08:00	4	229	62	7	16	0	0	1	0	0	0	0	0	319
09:00	7	352	64	4	14	0	0	4	0	0	0	0	0	445
10:00	5	543	84	2	18	0	0	5	1	0	0	0	0	658
11:00	2	532	95	2	19	0	0	1	1	0	0	0	0	652
12:00 PM	6	420	89	1	23	0	0	8	1	0	0	0	0	548
13:00	2	312	73	2	17	0	0	4	0	0	0	0	0	410
14:00	4	350	60	1	13	0	0	4	0	0	0	0	0	432
15:00	1	267	54	0	15	0	0	2	0	0	0	0	0	339
16:00	1	195	67	0	18	0	0	0	0	0	0	0	0	281
17:00	0	218	52	0	13	0	0	2	1	0	0	0	0	286
18:00	1	170	34	0	5	0	0	0	0	0	0	0	0	210
19:00	0	147	48	2	9	0	0	1	0	0	0	0	0	207
20:00	0	139	42	0	7	0	0	1	0	0	0	0	0	189
21:00	0	120	39	0	11	0	0	0	0	0	0	0	0	170
22:00	0	99	21	0	12	0	0	0	0	0	0	0	0	132
23:00	0	61	15	0	4	0	0	0	0	0	0	0	0	80
<b>Totals</b>	<b>34</b>	<b>4504</b>	<b>1043</b>	<b>23</b>	<b>254</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5911</b>
<b>% of Totals</b>	<b>1%</b>	<b>76%</b>	<b>18%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	NOON 12-2	PM 4-6	Off Peak Volumes
	Volume	Volume	Volume	Volume
	%	%	%	%
<b>% AM</b>	2006	1	0	0
<b>% PM</b>	34%	0%	0%	44%
<b>AM Peak Hour</b>	09:00	06:00	07:00	10:00
<b>Volume</b>	7	19	2	658
<b>% PM</b>	15	6	2	3284
<b>% PM</b>	0%	0%	0%	56%
<b>PM Peak Hour</b>	12:00	13:00	12:00	12:00
<b>Volume</b>	6	2	1	548

**Directional Peak Periods**  
**All Classes**

Day: SATURDAY  
Date: 6/19/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 btwn Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5268-002s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	1	12	1	0	0	0	0	0	0	0	0	0	0	14
01:00	0	19	2	1	0	0	0	1	0	0	0	0	0	23
02:00	0	5	3	1	0	0	0	0	0	0	0	0	0	9
03:00	0	10	1	0	2	0	0	0	0	0	0	0	0	13
04:00	0	17	4	0	3	0	0	0	0	0	0	0	0	24
05:00	0	33	10	0	2	0	0	0	0	0	0	0	0	45
06:00	0	76	23	1	13	0	0	1	0	0	0	0	0	114
07:00	0	103	29	0	16	0	0	1	0	0	0	0	0	149
08:00	0	122	46	0	8	1	0	2	2	0	0	0	0	181
09:00	0	183	56	0	15	0	0	0	0	0	0	0	0	254
10:00	1	219	48	0	28	0	0	5	1	0	0	0	0	302
11:00	1	236	76	10	28	0	0	4	0	0	0	0	0	355
12:00 PM	2	250	63	0	31	0	0	3	0	0	0	0	0	349
13:00	3	248	84	0	27	0	0	2	0	0	0	0	0	364
14:00	4	317	61	0	34	1	0	5	0	0	0	0	0	422
15:00	4	394	69	2	28	0	0	7	0	0	0	0	0	504
16:00	5	455	65	1	32	0	0	6	0	0	0	0	0	564
17:00	2	332	73	0	22	0	0	4	0	0	0	0	0	433
18:00	3	309	66	1	30	0	0	1	0	0	0	0	0	410
19:00	3	227	58	0	15	0	0	3	0	0	0	0	0	306
20:00	1	177	36	0	22	0	0	3	1	0	0	0	0	240
21:00	0	104	28	1	13	0	0	1	0	0	0	0	0	147
22:00	0	78	20	0	10	0	0	0	0	0	0	0	0	108
23:00	0	41	11	0	2	0	0	1	0	0	0	0	0	55
<b>Totals</b>	<b>30</b>	<b>3967</b>	<b>933</b>	<b>18</b>	<b>381</b>	<b>2</b>	<b>50</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5385</b>
<b>% of Totals</b>	<b>1%</b>	<b>74%</b>	<b>17%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>3</b>	<b>1035</b>	<b>299</b>	<b>13</b>	<b>115</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1483</b>
<b>% PM</b>	<b>0%</b>	<b>19%</b>	<b>6%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>28%</b>
<b>AM Peak Hour</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>10:00</b>	<b>08:00</b>	<b>10:00</b>	<b>10:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>11:00</b>
<b>Volume</b>	<b>1</b>	<b>236</b>	<b>76</b>	<b>10</b>	<b>28</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>355</b>
<b>% PM</b>	<b>1%</b>	<b>2932</b>	<b>634</b>	<b>5</b>	<b>266</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3902</b>
<b>% PM</b>	<b>1%</b>	<b>54%</b>	<b>12%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>72%</b>
<b>PM Peak Hour</b>	<b>16:00</b>	<b>16:00</b>	<b>13:00</b>	<b>15:00</b>	<b>14:00</b>	<b>14:00</b>	<b>15:00</b>	<b>15:00</b>	<b>20:00</b>	<b>20:00</b>	<b>20:00</b>	<b>20:00</b>	<b>20:00</b>	<b>16:00</b>
<b>Volume</b>	<b>5</b>	<b>455</b>	<b>84</b>	<b>2</b>	<b>34</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>564</b>
<b>Directional Peak Periods</b>														
<b>All Classes</b>	<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>				
	<b>Volume</b>	<b>330</b>	<b>6%</b>	<b>Volume</b>	<b>713</b>	<b>13%</b>	<b>Volume</b>	<b>997</b>	<b>19%</b>	<b>Volume</b>	<b>3345</b>	<b>62%</b>		



Day: SUNDAY  
Date: 6/20/10

Classification Report / Prepared by: National Data & Surveying Services

Location: SR-330 btwn Highland Ave & Live Oak Dr

City: Big Bear

Project #: 10-5268-002n

North Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	43	10	0	2	0	0	0	0	0	0	0	0	55
01:00	0	20	5	1	2	0	0	0	0	0	0	0	0	28
02:00	1	24	5	0	1	0	0	0	0	0	0	0	0	31
03:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
04:00	0	15	8	1	1	0	0	0	0	0	0	0	0	25
05:00	0	21	10	0	1	0	0	2	0	0	0	0	0	34
06:00	1	27	17	0	5	0	0	1	0	0	0	0	0	51
07:00	1	63	26	1	8	0	0	0	2	0	0	0	0	101
08:00	1	129	42	0	6	0	0	1	1	0	0	0	0	180
09:00	4	140	37	0	10	0	0	1	0	0	0	0	0	192
10:00	3	182	48	1	7	2	0	2	0	0	0	0	0	245
11:00	7	211	58	4	13	2	0	2	0	0	0	0	0	297
12:00 PM	6	273	50	1	14	0	0	7	0	0	0	0	0	351
13:00	4	241	47	0	12	0	0	2	0	0	0	0	0	306
14:00	5	262	46	0	14	0	0	2	1	0	0	0	0	330
15:00	1	209	40	0	11	2	0	4	0	0	0	0	0	267
16:00	1	175	38	0	8	0	0	1	0	0	0	0	0	223
17:00	3	160	31	0	7	1	0	3	0	0	0	0	0	205
18:00	1	141	29	0	9	0	0	1	0	0	0	0	0	181
19:00	2	151	33	0	6	0	0	0	0	0	0	0	0	192
20:00	0	110	29	0	5	0	0	0	0	0	0	0	0	144
21:00	2	94	20	0	7	0	0	0	0	0	0	0	0	123
22:00	0	74	14	1	4	0	0	1	0	0	0	0	0	94
23:00	1	37	4	0	2	0	0	0	0	0	0	0	0	44
<b>Totals</b>	<b>44</b>	<b>2813</b>	<b>648</b>	<b>10</b>	<b>155</b>	<b>7</b>	<b>30</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3711</b>
<b>% of Totals</b>	<b>1%</b>	<b>76%</b>	<b>17%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	% AM	AM Peak Hour	Volume	%	NOON 12-2	Volume	%	PM 4-6	Volume	%	Off Peak Volumes	Volume	%
<b>% AM</b>	18	886	267	7%	4	0	9	0	0	0	0	0	1251
<b>AM Peak Hour</b>	0%	24%	7%	0%	2%	0%	0%	0%	0%	0%	0%	0	34%
<b>Volume</b>	7	211	58	4	13	2	2	2	2	07:00	11:00	297	11:00
<b>% PM</b>	26	1927	381	2	99	3	21	1	1	0	0	0	2460
<b>PM Peak Hour</b>	1%	52%	10%	0%	3%	0%	1%	0%	0%	0%	0%	0	66%
<b>Volume</b>	6	273	50	1	14	2	7	1	1	12:00	14:00	12:00	351

Directional Peak Periods

All Classes



Day: SUNDAY  
Date: 6/20/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 btwn Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5268-002s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	19	6	0	0	0	0	0	0	0	0	0	0	25
01:00	0	10	0	0	1	0	0	0	0	0	0	0	0	11
02:00	0	7	0	1	0	0	0	0	0	0	0	0	0	8
03:00	0	4	2	0	0	0	0	1	0	0	0	0	0	7
04:00	0	18	2	0	2	0	0	0	0	0	0	0	0	22
05:00	0	25	3	0	3	0	0	0	0	0	0	0	0	31
06:00	0	50	19	1	3	0	0	0	0	0	0	0	0	73
07:00	1	109	23	0	10	0	0	1	0	0	0	0	0	144
08:00	2	176	35	0	18	0	0	2	1	0	0	0	0	234
09:00	4	295	60	1	20	0	0	4	0	0	0	0	0	384
10:00	6	377	74	2	28	0	0	4	2	0	0	0	0	493
11:00	7	506	109	3	34	0	0	5	4	0	0	0	0	668
12:00 PM	3	473	103	4	40	1	0	3	2	0	0	0	0	629
13:00	2	418	110	6	39	1	0	4	0	0	0	0	0	580
14:00	4	423	97	1	32	0	0	2	1	0	0	0	0	560
15:00	3	391	93	0	35	0	0	3	0	0	0	0	0	525
16:00	3	387	91	1	29	1	0	4	1	0	0	0	0	517
17:00	1	373	88	2	25	0	0	4	0	0	0	0	0	493
18:00	1	277	67	1	21	0	0	2	0	0	0	0	0	369
19:00	0	253	56	1	13	0	0	0	0	0	0	0	0	323
20:00	0	210	40	2	14	0	0	1	0	0	0	0	0	267
21:00	0	100	21	0	9	0	0	1	0	0	0	0	0	131
22:00	0	48	19	0	4	0	0	0	0	0	0	0	0	71
23:00	0	28	6	1	1	0	0	0	0	0	0	0	0	36
<b>Totals</b>	<b>37</b>	<b>4977</b>	<b>1124</b>	<b>27</b>	<b>381</b>	<b>3</b>	<b>0</b>	<b>41</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6601</b>
<b>% of Totals</b>	<b>1%</b>	<b>75%</b>	<b>17%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	20	1596	333	8	119	0	0	17	7	0	0	0	0	2100
<b>% PM</b>	0%	24%	5%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	32%
<b>AM Peak Hour</b>	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
<b>Volume</b>	7	506	109	3	34	3	34	5	4	4	4	4	4	668
<b>% PM</b>	17	3381	791	19	262	3	0	24	4	0	0	0	0	4501
<b>% PM</b>	0%	51%	12%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	68%
<b>PM Peak Hour</b>	14:00	12:00	13:00	13:00	12:00	12:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00
<b>Volume</b>	4	473	110	6	40	1	40	4	2	2	2	2	2	629

Directional Peak Periods	Volume	%	Directional Peak Periods	Volume	%
<b>AM 7-9</b>	378	6%	<b>NOON 12-2</b>	1209	18%
<b>PM 4-6</b>	1010	15%	<b>Off Peak Volumes</b>	4004	61%
<b>All Classes</b>					

Day: SUNDAY  
Date: 6/20/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 btwn Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5268-002

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	62	16	0	2	0	0	0	0	0	0	0	0	80
01:00	0	30	5	1	3	0	0	0	0	0	0	0	0	39
02:00	1	31	5	1	1	0	0	0	0	0	0	0	0	39
03:00	0	15	3	0	0	0	0	1	0	0	0	0	0	19
04:00	0	33	10	1	3	0	0	0	0	0	0	0	0	47
05:00	0	46	13	0	4	0	0	2	0	0	0	0	0	65
06:00	1	77	36	1	8	0	0	1	0	0	0	0	0	124
07:00	2	172	49	1	18	0	0	1	2	0	0	0	0	245
08:00	3	305	77	0	24	0	0	3	2	0	0	0	0	414
09:00	8	435	97	1	30	0	0	5	0	0	0	0	0	576
10:00	9	559	122	3	35	2	0	6	2	0	0	0	0	738
11:00	14	717	167	7	47	2	0	7	4	0	0	0	0	965
12:00 PM	9	746	153	5	54	1	0	10	2	0	0	0	0	980
13:00	6	659	157	6	51	1	0	6	0	0	0	0	0	886
14:00	9	685	143	1	46	0	0	4	2	0	0	0	0	890
15:00	4	600	133	0	46	2	0	7	0	0	0	0	0	792
16:00	4	562	129	1	37	1	0	5	1	0	0	0	0	740
17:00	4	533	119	2	32	1	0	7	0	0	0	0	0	698
18:00	2	418	96	1	30	0	0	3	0	0	0	0	0	550
19:00	2	404	89	1	19	0	0	0	0	0	0	0	0	515
20:00	0	320	69	2	19	0	0	1	0	0	0	0	0	411
21:00	2	194	41	0	16	0	0	1	0	0	0	0	0	254
22:00	0	122	33	1	8	0	0	1	0	0	0	0	0	165
23:00	1	65	10	1	3	0	0	0	0	0	0	0	0	80
<b>Totals</b>	<b>81</b>	<b>7790</b>	<b>1772</b>	<b>37</b>	<b>536</b>	<b>10</b>	<b>15</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>15</b>	<b>15</b>	<b>10312</b>	<b>10312</b>
<b>% of Totals</b>	<b>1%</b>	<b>76%</b>	<b>17%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>38</b>	<b>2482</b>	<b>600</b>	<b>16</b>	<b>175</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3351</b>
<b>AM Peak Hour</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>10:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>
<b>Volume</b>	<b>14</b>	<b>717</b>	<b>167</b>	<b>7</b>	<b>47</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>965</b>
<b>% PM</b>	<b>43</b>	<b>5308</b>	<b>1172</b>	<b>21</b>	<b>361</b>	<b>6</b>	<b>0</b>	<b>45</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6961</b>
<b>PM Peak Hour</b>	<b>12:00</b>	<b>12:00</b>	<b>13:00</b>	<b>13:00</b>	<b>12:00</b>	<b>15:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>
<b>Volume</b>	<b>9</b>	<b>746</b>	<b>157</b>	<b>6</b>	<b>54</b>	<b>2</b>	<b>2</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>980</b>
<b>Peak Period Totals</b>														
				<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>				
				Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	

Day: MONDAY  
Date: 6/21/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 btwn Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5268-002n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	19	4	0	2	0	0	0	1	0	0	0	0	26
01:00	0	14	4	1	0	0	0	0	0	0	0	0	0	19
02:00	0	13	2	1	0	0	0	0	0	0	0	0	0	16
03:00	0	8	4	0	1	0	0	0	0	0	0	0	0	13
04:00	0	13	5	0	4	1	0	1	1	0	0	0	0	25
05:00	0	34	15	2	7	0	0	1	1	0	1	0	0	61
06:00	1	55	42	2	11	0	0	2	1	0	0	0	0	114
07:00	0	52	29	2	11	0	0	6	0	0	1	0	0	101
08:00	3	84	26	0	14	1	0	1	3	0	0	0	0	132
09:00	0	112	50	1	20	0	0	2	2	0	0	0	0	187
10:00	1	144	59	1	18	0	0	3	4	0	0	0	0	230
11:00	2	167	40	1	10	0	0	5	5	0	0	0	0	230
12:00 PM	4	192	43	0	9	1	0	4	5	0	0	0	0	258
13:00	0	205	62	0	12	0	0	2	3	0	0	0	0	284
14:00	3	185	48	0	13	0	0	1	1	0	0	0	0	251
15:00	1	207	49	1	11	1	0	1	0	0	0	0	0	271
16:00	4	223	60	1	18	0	0	2	0	0	0	0	0	308
17:00	6	289	51	1	21	0	0	1	0	0	0	0	0	369
18:00	4	193	49	0	8	0	0	1	0	0	0	0	0	255
19:00	3	171	28	0	8	0	0	0	0	0	0	0	0	210
20:00	6	114	23	0	4	0	0	0	0	0	0	0	0	147
21:00	1	125	30	0	6	0	0	0	0	0	0	0	0	162
22:00	2	84	14	0	3	0	0	0	1	0	0	0	0	104
23:00	0	32	12	0	1	0	0	0	0	0	0	0	0	45
<b>Totals</b>	<b>41</b>	<b>2735</b>	<b>749</b>	<b>14</b>	<b>212</b>	<b>4</b>	<b>33</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3818</b>
<b>% of Totals</b>	<b>1%</b>	<b>72%</b>	<b>20%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	NOON 12-2	PM 4-6	Off Peak Volumes
<b>% AM</b>	7 715 19%	11 98 3%	2 0 0%	2 0 0%
<b>AM Peak Hour</b>	08:00 11:00 10:00	09:00 04:00 07:00	11:00 05:00 10:00	
<b>Volume</b>	3 167 2020	2 20 114	5 1 230	1 1 2664
<b>% PM</b>	1 53%	3 3%	0 0%	0 0%
<b>PM Peak Hour</b>	17:00 17:00 13:00	15:00 17:00 12:00	12:00 12:00 12:00	17:00 17:00
<b>Volume</b>	6 289 289	1 21 21	4 5 5	369

**Directional Peak Periods**

**All Classes**

Day: MONDAY

Date: 6/21/10

Classification Report / Prepared by: National Data & Surveying Services

Location: SR-330 btwn Highland Ave & Live Oak Dr

City: Big Bear

Project #: 10-5268-002s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
02:00	0	10	1	1	0	0	0	0	0	0	0	0	0	12
03:00	0	11	4	1	1	0	0	1	0	0	0	0	0	18
04:00	0	35	19	0	9	0	0	0	0	0	0	0	0	63
05:00	2	100	35	0	13	1	0	0	0	0	0	0	0	151
06:00	4	204	43	0	18	0	0	1	0	0	1	0	0	271
07:00	3	244	58	0	23	0	0	2	0	0	0	0	0	330
08:00	4	209	43	3	24	0	0	3	5	0	1	0	0	292
09:00	2	220	54	1	15	0	0	6	2	0	0	0	0	300
10:00	4	213	56	4	22	0	0	7	1	0	0	0	0	307
11:00	2	227	50	1	28	0	0	7	1	0	0	0	0	316
12:00 PM	1	184	61	2	20	0	0	5	2	0	0	0	0	275
13:00	5	143	39	3	19	0	0	4	1	0	0	0	0	214
14:00	2	148	51	0	28	0	0	5	0	0	1	0	0	235
15:00	1	179	58	1	27	0	0	2	2	0	0	0	0	270
16:00	4	124	57	1	20	0	0	1	0	0	0	0	0	207
17:00	3	142	51	4	19	0	0	3	0	0	0	0	0	222
18:00	4	101	26	1	13	0	0	2	0	0	0	0	0	147
19:00	0	72	22	0	10	0	0	2	0	0	0	0	0	106
20:00	1	48	20	0	3	0	0	0	0	0	0	0	0	72
21:00	0	38	13	0	4	0	0	0	0	0	0	0	0	55
22:00	0	36	8	0	5	0	0	0	0	0	0	0	0	49
23:00	0	19	5	1	0	0	0	0	0	0	0	0	0	25
<b>Totals</b>	<b>42</b>	<b>2722</b>	<b>775</b>	<b>24</b>	<b>321</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>14</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3953</b>
<b>% of Totals</b>	<b>1%</b>	<b>69%</b>	<b>20%</b>	<b>1%</b>	<b>8%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>21</b>	<b>1488</b>	<b>364</b>	<b>11</b>	<b>153</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2076</b>
<b>% PM</b>	<b>1%</b>	<b>38%</b>	<b>9%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>53%</b>
<b>AM Peak Hour</b>	<b>06:00</b>	<b>07:00</b>	<b>07:00</b>	<b>10:00</b>	<b>11:00</b>	<b>05:00</b>	<b>06:00</b>	<b>10:00</b>	<b>08:00</b>	<b>06:00</b>	<b>06:00</b>	<b>06:00</b>	<b>07:00</b>	<b>07:00</b>
<b>Volume</b>	<b>4</b>	<b>244</b>	<b>58</b>	<b>4</b>	<b>28</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>330</b>
<b>% PM</b>	<b>21</b>	<b>1234</b>	<b>411</b>	<b>13</b>	<b>168</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1877</b>
<b>% PM</b>	<b>1%</b>	<b>31%</b>	<b>10%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>47%</b>
<b>PM Peak Hour</b>	<b>13:00</b>	<b>12:00</b>	<b>12:00</b>	<b>17:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>12:00</b>	<b>12:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>12:00</b>	<b>12:00</b>
<b>Volume</b>	<b>5</b>	<b>184</b>	<b>61</b>	<b>4</b>	<b>28</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>275</b>

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
<b>All Classes</b>	<b>622</b>	<b>16%</b>	<b>489</b>	<b>12%</b>	<b>429</b>	<b>11%</b>	<b>2413</b>	<b>61%</b>	<b>2413</b>	<b>61%</b>	<b>2413</b>	<b>61%</b>



Day: TUESDAY  
Date: 6/22/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 btwn Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5268-002n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	28	2	0	2	0	0	0	1	0	0	0	0	33
01:00	0	7	0	0	2	0	0	0	0	0	0	0	0	9
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	11	4	0	2	0	0	0	0	0	0	0	0	17
04:00	0	9	10	1	3	0	0	1	0	0	0	0	0	24
05:00	0	26	11	2	7	0	0	2	1	0	0	0	0	49
06:00	0	53	40	1	14	0	0	5	3	0	0	0	0	116
07:00	0	55	34	0	14	2	0	2	2	0	0	0	0	109
08:00	0	84	39	0	15	1	0	4	6	0	0	0	0	149
09:00	2	102	44	1	12	1	0	3	0	0	0	0	0	165
10:00	0	130	39	2	21	0	0	3	5	0	0	0	0	200
11:00	1	157	49	0	12	1	0	0	3	0	0	0	0	223
12:00 PM	1	145	38	0	11	0	0	6	3	0	0	0	0	204
13:00	7	169	47	0	16	0	0	2	3	0	0	0	0	244
14:00	0	147	45	1	7	2	0	2	3	0	0	0	0	207
15:00	1	212	48	0	13	0	0	1	1	0	0	0	0	276
16:00	6	224	59	0	20	0	0	2	0	0	0	0	0	311
17:00	3	268	46	0	13	0	0	0	0	0	0	0	0	330
18:00	2	197	37	0	14	0	0	0	0	0	0	0	0	250
19:00	4	152	31	0	10	0	0	0	0	0	0	0	0	197
20:00	3	144	25	0	7	0	0	0	0	0	0	0	0	179
21:00	0	118	13	0	6	0	0	0	0	0	0	0	0	137
22:00	1	51	9	0	4	0	0	0	0	0	0	0	0	65
23:00	0	27	5	0	2	0	0	0	0	0	0	0	0	34
<b>Totals</b>	<b>31</b>	<b>2521</b>	<b>676</b>	<b>8</b>	<b>227</b>	<b>7</b>	<b>33</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3534</b>
<b>% of Totals</b>	<b>1%</b>	<b>71%</b>	<b>19%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	PM Peak Hour	NOON 12-2	PM 4-6	Off Peak Volumes
Volume	%	Volume	%	Volume	%
% AM	0%				
% PM		69%			
AM Peak Hour	09:00	13:00			
Volume	2	7			
% AM	0%	1%			
% PM		1%			
NOON 12-2			11:00		
Volume			2		
% AM			0%		
% PM			0%		
PM 4-6				08:00	
Volume				6	
% AM				21%	
% PM				1%	
Off Peak Volumes					11:00
Volume					223
% AM					0%
% PM					0%
Off Peak Volumes					17:00
Volume					330

**Directional Peak Periods**

**All Classes**

Day: TUESDAY  
Date: 6/22/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-330 btwn Highland Ave & Live Oak Dr

City: Big Bear  
Project #: 10-5268-002s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	9	4	0	0	0	0	0	1	0	0	0	0	14
01:00	0	3	0	0	1	0	0	1	0	0	0	0	0	5
02:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
03:00	1	6	3	0	2	0	0	0	0	0	0	0	0	12
04:00	3	36	18	0	6	0	0	0	0	0	0	0	0	63
05:00	1	93	34	0	12	0	0	0	0	0	0	0	0	140
06:00	3	202	43	0	21	2	0	2	1	0	0	0	0	274
07:00	3	257	40	0	24	0	0	2	1	0	0	0	0	327
08:00	4	212	39	0	23	1	0	4	3	0	0	0	0	286
09:00	0	176	41	0	13	0	0	6	2	0	0	0	0	238
10:00	1	172	48	0	21	0	0	2	1	0	0	0	0	245
11:00	0	161	44	2	15	0	0	4	2	0	0	0	0	228
12:00 PM	1	147	50	0	17	0	0	7	3	0	0	0	0	225
13:00	0	156	43	2	24	0	0	7	0	0	0	0	0	232
14:00	4	151	58	1	22	1	0	4	2	0	0	0	0	243
15:00	1	142	46	0	32	1	0	3	1	0	0	0	0	226
16:00	3	129	63	2	23	0	0	4	0	0	0	0	0	224
17:00	3	108	41	0	17	0	0	0	0	0	0	0	0	169
18:00	0	100	29	0	18	0	0	2	0	0	0	0	0	149
19:00	0	69	18	0	10	0	0	1	0	0	0	0	0	98
20:00	0	46	13	0	3	0	0	0	0	0	0	0	0	62
21:00	0	37	16	2	3	0	0	2	0	0	0	0	0	60
22:00	0	16	5	0	5	0	0	0	0	0	0	0	0	26
23:00	0	8	5	0	0	0	0	0	0	0	0	0	0	13
<b>Totals</b>	<b>28</b>	<b>2445</b>	<b>703</b>	<b>9</b>	<b>313</b>	<b>5</b>	<b>0</b>	<b>51</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3571</b>
<b>% of Totals</b>	<b>1%</b>	<b>68%</b>	<b>20%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>0%</b>	<b>1336</b>	<b>316</b>	<b>2</b>	<b>139</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1844</b>
<b>% PM</b>	<b>0%</b>	<b>37%</b>	<b>9%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>52%</b>
<b>AM Peak Hour</b>	<b>08:00</b>	<b>07:00</b>	<b>10:00</b>	<b>11:00</b>	<b>07:00</b>	<b>06:00</b>	<b>09:00</b>	<b>09:00</b>	<b>08:00</b>	<b>07:00</b>	<b>08:00</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>
<b>Volume</b>	<b>4</b>	<b>257</b>	<b>48</b>	<b>2</b>	<b>24</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>327</b>
<b>% PM</b>	<b>0%</b>	<b>1109</b>	<b>387</b>	<b>7</b>	<b>174</b>	<b>2</b>	<b>30</b>	<b>30</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1727</b>
<b>PM Peak Hour</b>	<b>14:00</b>	<b>13:00</b>	<b>16:00</b>	<b>13:00</b>	<b>15:00</b>	<b>14:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>14:00</b>	<b>12:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>
<b>Volume</b>	<b>4</b>	<b>156</b>	<b>63</b>	<b>2</b>	<b>32</b>	<b>1</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>243</b>

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	%	17%	Volume	%	13%	Volume	%	11%	Volume	%	59%
<b>All Classes</b>	<b>613</b>			<b>457</b>			<b>393</b>			<b>2108</b>		





Day: WEDNESDAY  
Date: 6/16/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 btwn Lakewood Dr & Heart Bar Campground turnoff

City: Big Bear  
Project #: 10-5268-003n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	11
01:00	1	6	1	0	0	1	0	0	0	0	0	0	0	9
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
04:00	0	0	1	0	0	0	0	0	1	0	0	0	0	2
05:00	0	4	1	0	1	0	0	1	0	0	0	0	0	7
06:00	0	4	8	0	3	0	0	0	3	0	0	0	0	18
07:00	0	16	3	0	5	0	0	4	2	0	1	0	0	31
08:00	2	16	5	0	4	0	0	6	1	0	0	0	0	34
09:00	0	13	14	0	7	0	0	3	0	0	0	0	0	37
10:00	0	29	13	0	2	0	0	3	1	0	0	0	0	48
11:00	7	45	12	0	2	0	0	1	2	0	0	0	0	69
12:00 PM	0	48	17	1	4	0	0	1	0	0	0	0	0	71
13:00	1	40	12	1	5	0	0	0	1	0	0	0	0	60
14:00	0	49	19	1	5	0	0	3	0	0	0	0	0	77
15:00	0	58	18	0	8	1	0	0	0	0	0	0	0	85
16:00	0	38	18	0	7	0	0	0	0	0	0	0	0	63
17:00	2	49	17	0	9	0	0	0	0	0	0	0	0	77
18:00	1	40	2	0	7	0	0	0	1	0	0	0	0	51
19:00	1	26	14	0	4	0	0	0	0	0	0	0	0	45
20:00	0	23	6	0	2	1	0	0	0	0	0	0	0	32
21:00	0	19	3	0	3	0	0	1	0	0	0	0	0	26
22:00	1	19	10	0	0	0	0	0	0	0	0	0	0	30
23:00	0	15	2	0	2	0	0	0	0	0	0	0	0	19
<b>Totals</b>	<b>16</b>	<b>568</b>	<b>199</b>	<b>3</b>	<b>82</b>	<b>3</b>	<b>3</b>	<b>23</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>907</b>
<b>% of Totals</b>	<b>2%</b>	<b>63%</b>	<b>22%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes				
	Volume	%		Volume	%		Volume	%		Volume	%			
<b>% AM</b>	10	144	16%	61	7%	7%	1	26	3%	18	10	1	0	271
<b>AM Peak Hour</b>	11:00	11:00	11:00	09:00	09:00	09:00	01:00	01:00	08:00	08:00	06:00	07:00	11:00	11:00
<b>Volume</b>	7	45	14	14	7	7	1	1	6	6	3	1	1	69
<b>% PM</b>	6	424	47%	138	15%	15%	2	56	6%	5	2	0	0	636
<b>PM Peak Hour</b>	17:00	15:00	14:00	14:00	17:00	17:00	15:00	15:00	14:00	14:00	13:00	13:00	15:00	15:00
<b>Volume</b>	2	58	19	19	1	9	1	1	3	3	1	1	1	85

AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
Volume	%		Volume	%		Volume	%		Volume	%	
65	7%	↔	131	14%	↔	140	15%	↔	571	63%	↔

Day: WEDNESDAY

Date: 6/16/10

Classification Report / Prepared by: National Data & Surveying Services

City: Big Bear

Location: SR-38 btwn Lakewood Dr & Heart Bar Campground turnoff

Project #: 10-5268-003s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
04:00	1	8	1	0	0	0	0	0	0	0	0	0	0	10
05:00	1	12	8	0	1	0	0	0	0	0	0	0	0	22
06:00	0	38	4	0	1	0	0	1	0	0	0	0	0	44
07:00	0	37	12	1	5	0	0	1	0	0	0	0	0	56
08:00	0	46	15	0	8	0	0	3	1	0	0	0	0	73
09:00	0	55	11	1	5	0	0	2	1	0	1	0	0	76
10:00	1	42	13	0	6	0	0	3	1	0	0	0	0	66
11:00	1	40	13	0	5	0	0	2	0	0	0	0	0	61
12:00 PM	0	46	19	0	5	0	0	4	0	0	0	0	0	74
13:00	0	46	13	1	2	0	0	1	0	0	0	0	0	63
14:00	3	23	23	1	8	0	0	0	0	0	0	0	0	58
15:00	2	38	15	1	9	0	0	7	3	0	0	0	0	75
16:00	1	40	10	1	7	0	0	2	0	0	0	0	0	61
17:00	0	33	8	0	4	0	0	0	0	0	0	0	0	45
18:00	0	31	9	0	0	0	0	1	0	0	0	0	0	41
19:00	0	21	5	0	2	0	0	0	1	0	0	0	0	29
20:00	0	16	7	0	2	0	0	0	0	0	0	0	0	25
21:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
22:00	0	3	1	0	2	0	0	0	0	0	0	0	0	6
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>10</b>	<b>593</b>	<b>196</b>	<b>6</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>912</b>
<b>% of Totals</b>	<b>1%</b>	<b>65%</b>	<b>21%</b>	<b>1%</b>	<b>8%</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>4</b>	<b>288</b>	<b>82</b>	<b>2</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>423</b>
<b>% AM</b>	<b>0%</b>	<b>32%</b>	<b>9%</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>46%</b>
<b>AM Peak Hour</b>	<b>04:00</b>	<b>09:00</b>	<b>08:00</b>	<b>07:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>
<b>Volume</b>	<b>1</b>	<b>55</b>	<b>15</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>76</b>
<b>% PM</b>	<b>6</b>	<b>305</b>	<b>114</b>	<b>4</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>489</b>
<b>% PM</b>	<b>1%</b>	<b>33%</b>	<b>13%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>54%</b>
<b>PM Peak Hour</b>	<b>14:00</b>	<b>12:00</b>	<b>14:00</b>	<b>13:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>
<b>Volume</b>	<b>3</b>	<b>46</b>	<b>23</b>	<b>1</b>	<b>9</b>	<b>137</b>	<b>106</b>	<b>7</b>	<b>3</b>	<b>106</b>	<b>12%</b>	<b>540</b>	<b>59%</b>	<b>75</b>

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
<b>All Classes</b>	129	14%	137	15%	106	12%	540	59%				



Day: THURSDAY  
Date: 6/17/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 btwn Lakewood Dr & Heart Bar Campground turnoff

City: Big Bear  
Project #: 10-5268-003n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	12	2	0	3	1	0	0	0	0	0	0	0	18
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	3	0	1	0	0	0	1	0	0	0	0	8
06:00	0	7	9	0	4	0	0	2	1	0	0	0	0	23
07:00	0	5	6	0	3	0	0	0	0	0	0	0	0	14
08:00	0	15	10	0	5	0	0	0	1	0	0	0	0	31
09:00	2	25	14	0	7	0	0	1	1	0	0	0	0	50
10:00	0	40	16	0	11	1	0	3	0	0	0	0	0	71
11:00	2	44	14	1	6	0	0	0	0	0	0	0	0	67
12:00 PM	2	45	14	0	4	0	0	4	0	0	0	0	0	69
13:00	1	48	19	1	6	0	0	5	0	0	0	0	0	80
14:00	0	51	21	0	8	0	0	4	1	0	0	0	0	85
15:00	0	62	22	0	15	0	0	6	0	0	0	0	0	105
16:00	1	48	18	0	7	0	0	2	0	0	0	0	0	76
17:00	1	64	17	3	6	0	0	3	0	0	0	0	0	94
18:00	0	52	15	0	8	0	0	0	0	0	0	0	0	75
19:00	0	27	9	0	3	0	0	1	0	0	0	0	0	40
20:00	0	24	11	0	1	0	0	1	0	0	0	0	0	37
21:00	1	20	4	0	6	0	0	0	0	0	0	0	0	31
22:00	0	26	5	0	2	0	0	1	0	0	0	0	0	34
23:00	0	19	7	0	3	0	0	0	0	0	0	0	0	29
<b>Totals</b>	<b>10</b>	<b>644</b>	<b>237</b>	<b>5</b>	<b>109</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1046</b>
<b>% of Totals</b>	<b>1%</b>	<b>62%</b>	<b>23%</b>	<b>0%</b>	<b>10%</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>4</b>	<b>158</b>	<b>75</b>	<b>1</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>291</b>
<b>% PM</b>	<b>0%</b>	<b>15%</b>	<b>7%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>28%</b>
<b>AM Peak Hour</b>	<b>09:00</b>	<b>11:00</b>	<b>10:00</b>	<b>11:00</b>	<b>10:00</b>	<b>10:00</b>	<b>10:00</b>	<b>10:00</b>	<b>03:00</b>	<b>10:00</b>	<b>03:00</b>	<b>10:00</b>	<b>10:00</b>	<b>10:00</b>
<b>Volume</b>	<b>2</b>	<b>44</b>	<b>16</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>71</b>
<b>% PM</b>	<b>6</b>	<b>486</b>	<b>162</b>	<b>4</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>755</b>
<b>% PM</b>	<b>1%</b>	<b>46%</b>	<b>15%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>72%</b>
<b>PM Peak Hour</b>	<b>12:00</b>	<b>17:00</b>	<b>15:00</b>	<b>17:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>
<b>Volume</b>	<b>2</b>	<b>64</b>	<b>22</b>	<b>3</b>	<b>15</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>105</b>

**Directional Peak Periods**

All Classes	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
Volume	237	2	6	1046
%	23%	0%	3%	100%

Day: THURSDAY  
Date: 6/17/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 btwn Lakewood Dr & Heart Bar Campground turnoff

City: Big Bear  
Project #: 10-5268-003s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
03:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
04:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
05:00	0	13	7	0	3	0	0	0	0	0	0	0	0	23
06:00	0	42	7	0	2	0	0	2	1	0	0	0	0	54
07:00	0	31	15	0	4	0	0	1	2	0	0	0	0	53
08:00	0	51	13	0	5	0	0	2	0	0	0	0	0	71
09:00	1	44	18	0	9	0	0	3	0	0	0	0	0	75
10:00	0	50	12	0	7	0	0	4	0	0	0	0	0	73
11:00	1	48	15	0	4	1	0	5	0	0	0	0	0	74
12:00 PM	0	48	12	0	6	0	0	1	1	0	0	0	0	68
13:00	2	50	16	1	5	0	0	0	1	0	0	0	0	75
14:00	0	44	12	0	12	0	0	1	0	0	0	0	0	69
15:00	1	41	22	0	7	0	0	1	0	0	0	0	0	72
16:00	0	45	7	0	6	0	0	1	1	0	0	0	0	60
17:00	0	23	14	0	4	0	0	0	0	0	0	0	0	41
18:00	0	18	6	0	2	0	0	1	1	0	0	0	0	28
19:00	1	12	6	3	0	0	0	0	0	0	0	0	0	22
20:00	0	16	4	0	1	0	0	1	0	0	0	0	0	22
21:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
<b>Totals</b>	<b>6</b>	<b>609</b>	<b>200</b>	<b>4</b>	<b>80</b>	<b>1</b>	<b>23</b>	<b>7</b>	<b>23</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>930</b>
<b>% of Totals</b>	<b>1%</b>	<b>65%</b>	<b>22%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>2%</b>	<b>1%</b>	<b>2%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>100%</b>

	% AM	AM Peak Hour	Volume	%	NOON 12-2	Volume	%	PM 4-6	Volume	%	Off Peak Volumes	Volume	%
<b>% AM</b>	0%	31%	292	48%	0%	37	4%	0%	3	0%	0	0	44%
<b>AM Peak Hour</b>	09:00	08:00	09:00	09:00	11:00	09:00	11:00	07:00	09:00	09:00	09:00	09:00	09:00
<b>Volume</b>	1	51	18	9	1	9	5	2	2	2	2	2	75
<b>% PM</b>	0%	34%	317	5%	0%	43	1%	4%	4	0%	0	0	48%
<b>PM Peak Hour</b>	13:00	13:00	15:00	14:00	19:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00	13:00
<b>Volume</b>	2	50	22	12	3	12	1	1	1	1	1	1	75
<b>Directional Peak Periods</b>	<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>			
<b>All Classes</b>	Volume 124			Volume 143			Volume 101			Volume 562			
	13%			15%			11%			60%			



Day: FRIDAY  
Date: 6/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 btwn Lakewood Dr & Heart Bar Campground turnoff

City: Big Bear  
Project #: 10-5268-003n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	5	4	0	2	0	0	1	0	0	0	0	0	12
01:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
02:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
03:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
06:00	0	11	6	0	4	0	0	1	1	0	0	0	0	23
07:00	0	14	6	1	4	0	0	1	2	0	0	0	0	28
08:00	0	21	5	4	2	0	0	2	0	0	1	0	0	35
09:00	1	20	16	1	5	1	0	2	0	0	0	0	0	46
10:00	0	36	16	1	10	1	0	4	2	0	0	0	0	70
11:00	1	53	20	1	12	0	0	4	1	0	0	0	0	92
12:00 PM	1	74	16	0	14	0	0	2	0	0	0	0	0	107
13:00	1	98	31	1	13	0	0	4	0	0	0	0	0	148
14:00	2	103	21	1	11	0	0	2	1	0	0	0	0	141
15:00	4	125	26	1	17	0	0	3	0	0	0	0	0	176
16:00	3	86	24	0	12	0	0	2	0	0	0	0	0	127
17:00	1	89	28	0	15	0	0	4	1	0	0	0	0	138
18:00	2	97	25	0	11	0	0	2	1	0	0	0	0	138
19:00	2	71	13	0	9	0	0	1	0	0	0	0	0	96
20:00	1	58	15	0	10	0	0	0	0	0	0	0	0	84
21:00	1	60	19	0	5	0	0	1	0	0	0	0	0	86
22:00	0	49	14	0	3	0	0	0	0	0	0	0	0	66
23:00	0	25	8	0	4	0	0	0	0	0	0	0	0	37
<b>Totals</b>	<b>20</b>	<b>1106</b>	<b>315</b>	<b>11</b>	<b>165</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1667</b>
<b>% of Totals</b>	<b>1%</b>	<b>66%</b>	<b>19%</b>	<b>1%</b>	<b>10%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	PM Peak Hour	NOON 12-2	AM 7-9	PM 4-6	Off Peak Volumes
	Volume	Volume	Volume	Volume	Volume	Volume
	%	%	%	%	%	%
<b>% AM</b>	11:00	15:00	12:00	08:00	04:00	08:00
<b>% PM</b>	09:00	03:00	01:00	07:00	03:00	03:00
<b>% of Totals</b>	11:00	15:00	12:00	08:00	04:00	08:00
<b>% AM</b>	11:00	15:00	12:00	08:00	04:00	08:00
<b>% PM</b>	09:00	03:00	01:00	07:00	03:00	03:00
<b>% of Totals</b>	11:00	15:00	12:00	08:00	04:00	08:00
<b>% AM</b>	11:00	15:00	12:00	08:00	04:00	08:00
<b>% PM</b>	09:00	03:00	01:00	07:00	03:00	03:00
<b>% of Totals</b>	11:00	15:00	12:00	08:00	04:00	08:00

**Directional Peak Periods**

**All Classes**

Day: FRIDAY  
Date: 6/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 btwn Lakewood Dr & Heart Bar Campground turnout

City: Big Bear  
Project #: 10-5268-003s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	
00:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
01:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
04:00	0	12	2	0	1	0	0	1	0	0	0	0	0	16	
05:00	0	9	13	0	1	0	0	0	1	0	0	0	0	24	
06:00	0	31	8	0	0	0	0	1	0	0	0	0	0	40	
07:00	0	31	10	0	3	0	0	2	0	0	0	0	0	46	
08:00	0	50	13	4	4	2	0	0	0	0	0	0	0	73	
09:00	1	52	11	0	5	1	0	4	0	0	1	0	0	75	
10:00	3	40	10	2	7	0	0	2	3	0	0	0	0	67	
11:00	0	66	23	1	7	0	0	7	0	0	0	0	0	104	
12:00 PM	4	54	23	2	7	0	0	4	0	0	0	0	0	94	
13:00	4	40	18	0	13	1	0	2	5	0	0	0	0	83	
14:00	1	39	12	0	8	0	0	1	0	0	0	0	0	61	
15:00	3	30	19	0	4	1	0	3	0	0	0	0	0	60	
16:00	0	33	9	0	3	0	0	2	1	0	0	0	0	48	
17:00	1	45	18	0	6	0	0	2	0	0	0	0	0	72	
18:00	0	32	8	0	4	0	0	3	0	0	0	0	0	47	
19:00	0	30	6	0	5	0	0	1	1	0	0	0	0	43	
20:00	0	25	5	0	0	0	0	0	1	0	0	0	0	31	
21:00	0	40	6	0	0	0	0	0	0	0	0	0	0	46	
22:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
23:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6	
<b>Totals</b>	<b>17</b>	<b>685</b>	<b>224</b>	<b>9</b>	<b>79</b>	<b>5</b>	<b>35</b>	<b>12</b>	<b>1</b>	<b>1067</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1067</b>	
<b>% of Totals</b>	<b>2%</b>	<b>64%</b>	<b>21%</b>	<b>1%</b>	<b>7%</b>	<b>0%</b>	<b>3%</b>	<b>1%</b>	<b>0%</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	
<b>% AM</b>	<b>4</b>	<b>295</b>	<b>95</b>	<b>7</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>454</b>	
<b>% AM</b>	<b>0%</b>	<b>28%</b>	<b>9%</b>	<b>1%</b>	<b>3%</b>	<b>0%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>43%</b>	
<b>AM Peak Hour</b>	<b>10:00</b>	<b>11:00</b>	<b>11:00</b>	<b>08:00</b>	<b>10:00</b>	<b>08:00</b>	<b>11:00</b>	<b>11:00</b>	<b>10:00</b>	<b>09:00</b>	<b>09:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	
<b>Volume</b>	<b>3</b>	<b>66</b>	<b>23</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>104</b>	
<b>% PM</b>	<b>13</b>	<b>390</b>	<b>129</b>	<b>2</b>	<b>51</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>613</b>	
<b>% PM</b>	<b>1%</b>	<b>37%</b>	<b>12%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>2%</b>	<b>2%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>57%</b>	
<b>PM Peak Hour</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>13:00</b>	<b>13:00</b>	<b>12:00</b>	<b>12:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	
<b>Volume</b>	<b>4</b>	<b>54</b>	<b>23</b>	<b>2</b>	<b>13</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>94</b>	
<b>Directional Peak Periods</b>															
<b>AM 7-9</b>				<b>NOON 12-2</b>			<b>PM 4-6</b>						<b>Off Peak Volumes</b>		
<b>Volume</b>	<b>119</b>			<b>177</b>			<b>120</b>			<b>651</b>					
<b>%</b>	<b>11%</b>			<b>17%</b>			<b>11%</b>			<b>61%</b>					
<b>All Classes</b>															





Day: SATURDAY  
Date: 6/19/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 btwn Lakewood Dr & Heart Bar Campground turnoff

City: Big Bear  
Project #: 10-5268-003n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	15	3	0	2	0	0	0	0	0	0	0	0	20
01:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
02:00	0	5	1	0	1	0	0	1	0	0	0	0	0	8
03:00	0	0	2	0	0	0	0	1	0	0	0	0	0	3
04:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
05:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
06:00	0	10	5	0	2	0	0	1	1	0	0	0	0	19
07:00	0	25	5	0	7	0	0	1	1	0	0	0	0	39
08:00	0	42	13	2	5	0	0	1	0	0	0	0	0	63
09:00	1	117	18	1	11	1	0	2	0	0	0	0	0	151
10:00	4	252	28	6	12	0	0	5	0	0	0	0	0	307
11:00	4	260	26	0	9	0	0	1	0	0	0	0	0	300
12:00 PM	5	340	23	5	11	3	0	3	0	0	0	0	0	390
13:00	1	115	31	0	9	0	0	3	0	0	0	0	0	159
14:00	0	98	24	0	9	0	0	0	0	0	0	0	0	131
15:00	0	147	20	0	6	0	0	1	0	0	0	0	0	174
16:00	0	86	18	0	7	0	0	1	0	0	0	0	0	112
17:00	0	69	15	0	6	0	0	6	1	0	0	0	0	97
18:00	0	62	15	0	5	0	0	1	0	0	0	0	0	83
19:00	0	46	16	0	3	0	0	0	0	0	0	0	0	65
20:00	0	43	12	0	4	0	0	0	0	0	0	0	0	59
21:00	0	31	8	0	1	0	0	0	0	0	0	0	0	40
22:00	0	24	6	0	2	0	0	0	0	0	0	0	0	32
23:00	0	13	1	0	2	0	0	0	0	0	0	0	0	16
<b>Totals</b>	<b>15</b>	<b>1820</b>	<b>297</b>	<b>14</b>	<b>116</b>	<b>4</b>	<b>4</b>	<b>28</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2297</b>
<b>% of Totals</b>	<b>1%</b>	<b>79%</b>	<b>13%</b>	<b>1%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	NOON 12-2	PM 4-6	Off Peak Volumes
<b>% AM</b>	939	41%	0	0
<b>AM Peak Hour</b>	10:00	06:00	10:00	10:00
<b>Volume</b>	4	1	1	307
<b>% PM</b>	1358	59%	0	0
<b>PM Peak Hour</b>	12:00	17:00	12:00	12:00
<b>Volume</b>	5	1	1	390

**Directional Peak Periods**

All Classes	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
<b>Volume</b>	5	3	1	0
<b>%</b>	0%	0%	0%	0%
<b>Volume</b>	5	3	1	0
<b>%</b>	0%	0%	0%	0%
<b>Volume</b>	5	3	1	0
<b>%</b>	0%	0%	0%	0%

Day: SATURDAY

Classification Report / Prepared by: National Data & Surveying Services

City: Big Bear

Date: 6/19/10

Location: SR-38 btwn Lakewood Dr & Heart Bar Campground turnout

Project #: 10-5268-003s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
05:00	1	7	5	0	1	0	0	1	0	0	0	0	0	15
06:00	0	25	4	0	3	0	0	4	0	0	0	0	0	36
07:00	0	33	14	0	1	0	0	0	0	0	0	0	0	48
08:00	0	77	14	0	3	0	0	0	0	0	0	0	0	94
09:00	0	52	18	1	4	0	0	2	1	0	0	0	0	78
10:00	0	73	17	4	4	0	0	5	0	0	0	0	0	103
11:00	0	66	21	1	10	1	0	3	0	0	0	0	0	102
12:00 PM	1	109	12	2	4	0	0	2	0	0	0	0	0	130
13:00	2	114	20	1	7	2	0	1	0	0	0	0	0	147
14:00	4	177	30	1	6	0	0	3	0	0	0	0	0	221
15:00	2	235	27	0	7	0	0	1	0	0	0	0	0	272
16:00	4	197	22	0	4	0	0	1	0	0	0	0	0	228
17:00	2	131	21	1	4	0	0	0	0	0	0	0	0	159
18:00	1	80	16	1	10	0	0	1	0	0	0	0	0	109
19:00	1	68	12	0	2	0	0	3	0	0	0	0	0	86
20:00	0	39	9	0	5	0	0	2	1	0	0	0	0	56
21:00	0	34	5	0	0	0	0	2	0	0	0	0	0	41
22:00	0	12	6	0	3	0	0	0	0	0	0	0	0	21
23:00	1	8	1	0	0	0	0	0	0	0	0	0	0	10
<b>Totals</b>	<b>19</b>	<b>1557</b>	<b>277</b>	<b>12</b>	<b>78</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1979</b>
<b>% of Totals</b>	<b>1%</b>	<b>79%</b>	<b>14%</b>	<b>1%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	% AM	Volume	%	PM 4-6	Volume	%	Off Peak Volumes	Volume	%
<b>AM Peak Hour</b>	05:00	08:00	11:00	10:00	11:00	11:00	09:00	10:00	10:00
<b>Volume</b>	1	77	21	4	10	1	1	5	103
<b>% PM</b>	18	1204	181	6	52	2	1	16	1480
<b>PM Peak Hour</b>	14:00	15:00	14:00	12:00	18:00	13:00	20:00	14:00	15:00
<b>Volume</b>	4	235	30	2	10	2	1	3	272
<b>Directional Peak Periods</b>	<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>		
<b>All Classes</b>	Volume 142			Volume 277			Volume 387		
	7%			14%			20%		
	1173			1173			1173		
	59%			59%			59%		



Day: SUNDAY  
Date: 6/20/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 bbn Lakewood Dr & Heart Bar Campground turnoff

City: Big Bear  
Project #: 10-5268-003n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	16	3	0	2	0	0	0	0	0	0	0	0	21
01:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12
02:00	0	6	0	0	0	0	0	0	1	0	0	0	0	7
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	3	0	0	2	0	0	1	1	0	0	0	0	7
07:00	1	12	3	0	0	0	0	1	1	0	0	0	0	18
08:00	0	27	3	0	2	0	0	1	0	0	0	0	0	33
09:00	2	23	12	0	5	0	0	0	0	0	0	0	0	42
10:00	1	56	14	0	5	0	0	1	0	0	0	0	0	77
11:00	4	94	13	1	11	0	0	1	0	0	0	0	0	124
12:00 PM	3	78	23	0	6	0	0	0	0	0	0	0	0	110
13:00	4	70	18	2	6	0	0	1	0	0	0	0	0	101
14:00	2	69	25	0	5	0	0	3	0	0	0	0	0	104
15:00	4	60	15	0	4	0	0	1	0	0	0	0	0	84
16:00	2	68	21	0	7	0	0	2	0	0	0	0	0	100
17:00	3	57	19	0	5	0	0	1	0	0	0	0	0	85
18:00	1	47	15	0	7	0	0	1	0	0	0	0	0	71
19:00	0	40	7	0	2	0	0	1	0	0	0	0	0	50
20:00	0	28	11	0	2	0	0	1	0	0	0	0	0	42
21:00	0	44	8	0	4	0	0	0	1	0	0	0	0	57
22:00	0	38	8	0	4	0	0	0	0	0	0	0	0	50
23:00	0	30	12	0	5	0	0	0	1	0	0	0	0	48
<b>Totals</b>	<b>27</b>	<b>881</b>	<b>234</b>	<b>3</b>	<b>85</b>	<b>16</b>	<b>5</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1251</b>
<b>% of Totals</b>	<b>2%</b>	<b>70%</b>	<b>19%</b>	<b>0%</b>	<b>7%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
	Volume	Volume	Volume	Volume	Volume
<b>% AM</b>	28%	0%	0%	0%	28%
<b>AM Peak Hour</b>	11:00	11:00	11:00	02:00	11:00
<b>Volume</b>	94	1	11	1	124
<b>% PM</b>	50%	0%	5%	0%	72%
<b>PM Peak Hour</b>	13:00	13:00	16:00	21:00	12:00
<b>Volume</b>	78	2	7	1	110

**Directional Peak Periods**  
**All Classes**

Day: SUNDAY  
Date: 6/20/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 btwn Lakewood Dr & Heart Bar Campground turnout

City: Big Bear  
Project #: 10-5268-003s

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	6
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
04:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
05:00	0	8	8	0	2	0	0	0	0	0	0	0	0	18
06:00	0	23	7	0	4	0	0	1	0	0	0	0	0	35
07:00	0	33	14	0	1	0	0	1	0	0	0	0	0	49
08:00	1	87	10	0	3	0	0	2	1	0	0	0	0	104
09:00	2	125	28	0	7	0	0	3	1	0	0	0	0	166
10:00	3	139	25	0	6	0	0	5	0	0	0	0	0	178
11:00	4	188	40	0	9	0	0	3	0	0	0	0	0	244
12:00 PM	1	105	39	0	12	0	0	3	0	0	0	0	0	160
13:00	1	138	34	0	6	0	0	2	0	0	0	0	0	181
14:00	0	164	44	0	11	0	0	5	0	0	0	0	0	224
15:00	1	146	35	0	6	0	0	2	0	0	0	0	0	190
16:00	1	158	38	0	13	0	0	4	0	0	0	0	0	214
17:00	0	126	32	0	4	0	0	4	0	0	0	0	0	166
18:00	2	81	19	0	2	0	0	1	0	0	0	0	0	105
19:00	1	75	16	1	3	0	0	2	0	0	0	0	0	98
20:00	1	43	10	0	3	0	0	1	0	0	0	0	0	58
21:00	0	35	7	0	0	0	0	0	0	0	0	0	0	42
22:00	0	19	6	0	1	0	0	0	0	0	0	0	0	26
23:00	0	12	10	1	0	0	0	0	1	0	0	0	0	24
<b>Totals</b>	<b>18</b>	<b>1715</b>	<b>429</b>	<b>2</b>	<b>94</b>	<b>39</b>	<b>4</b>	<b>39</b>	<b>4</b>	<b>2301</b>	<b>100%</b>			
<b>% of Totals</b>	<b>1%</b>	<b>75%</b>	<b>19%</b>	<b>0%</b>	<b>4%</b>	<b>2%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>100%</b>				
<b>% AM</b>	<b>10</b>	<b>613</b>	<b>139</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>813</b>				
<b>% PM</b>	<b>0%</b>	<b>27%</b>	<b>6%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>35%</b>				
<b>AM Peak Hour</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>10:00</b>	<b>03:00</b>	<b>10:00</b>	<b>03:00</b>	<b>11:00</b>				
<b>Volume</b>	<b>4</b>	<b>188</b>	<b>40</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>244</b>				
<b>% PM</b>	<b>8</b>	<b>1102</b>	<b>290</b>	<b>2</b>	<b>61</b>	<b>24</b>	<b>1</b>	<b>24</b>	<b>1</b>	<b>1488</b>				
<b>% PM</b>	<b>0%</b>	<b>48%</b>	<b>13%</b>	<b>0%</b>	<b>3%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>65%</b>				
<b>PM Peak Hour</b>	<b>18:00</b>	<b>14:00</b>	<b>14:00</b>	<b>19:00</b>	<b>16:00</b>	<b>14:00</b>	<b>23:00</b>	<b>14:00</b>	<b>23:00</b>	<b>14:00</b>				
<b>Volume</b>	<b>2</b>	<b>164</b>	<b>44</b>	<b>1</b>	<b>13</b>	<b>341</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>224</b>				

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	%		Volume	%		Volume	%		Volume	%	
<b>All Classes</b>	<b>153</b>	<b>7%</b>		<b>341</b>	<b>15%</b>		<b>380</b>	<b>17%</b>		<b>1427</b>	<b>62%</b>	

Day: SUNDAY  
Date: 6/20/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 btwn Lakewood Dr & Heart Bar Campground turnoff

City: Big Bear  
Project #: 10-5268-003

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	18	7	0	2	0	0	0	0	0	0	0	0	27
01:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
02:00	0	9	1	0	0	0	0	0	1	0	0	0	0	11
03:00	0	4	1	0	0	0	0	0	1	0	0	0	0	6
04:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
05:00	0	10	8	0	2	0	0	0	0	0	0	0	0	20
06:00	0	26	7	0	6	0	0	2	1	0	0	0	0	42
07:00	1	45	17	0	1	0	0	2	1	0	0	0	0	67
08:00	1	114	13	0	5	0	0	3	1	0	0	0	0	137
09:00	4	148	40	0	12	0	0	3	1	0	0	0	0	208
10:00	4	195	39	0	11	0	0	6	0	0	0	0	0	255
11:00	8	282	53	1	20	0	0	4	0	0	0	0	0	368
12:00 PM	4	183	62	0	18	0	0	3	0	0	0	0	0	270
13:00	5	208	52	2	12	0	0	3	0	0	0	0	0	282
14:00	2	233	69	0	16	0	0	8	0	0	0	0	0	328
15:00	5	206	50	0	10	0	0	3	0	0	0	0	0	274
16:00	3	226	59	0	20	0	0	6	0	0	0	0	0	314
17:00	3	183	51	0	9	0	0	5	0	0	0	0	0	251
18:00	3	128	34	0	9	0	0	2	0	0	0	0	0	176
19:00	1	115	23	1	5	0	0	3	0	0	0	0	0	148
20:00	1	71	21	0	5	0	0	2	0	0	0	0	0	100
21:00	0	79	15	0	4	0	0	0	1	0	0	0	0	99
22:00	0	57	14	0	5	0	0	0	0	0	0	0	0	76
23:00	0	42	22	1	5	0	0	0	2	0	0	0	0	72
<b>Totals</b>	<b>45</b>	<b>2596</b>	<b>663</b>	<b>5</b>	<b>179</b>	<b>55</b>	<b>9</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>3552</b>
<b>% of Totals</b>	<b>1%</b>	<b>73%</b>	<b>19%</b>	<b>0%</b>	<b>5%</b>	<b>2%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	18	865	191	1	61	0	0	20	6	0	0	0	0	1162
<b>% PM</b>	1%	24%	5%	0%	2%	1%	0%	1%	0%	0%	0%	0%	0%	33%
<b>AM Peak Hour</b>	11:00	11:00	11:00	11:00	11:00	10:00	02:00	10:00	02:00	11:00	02:00	02:00	02:00	11:00
<b>Volume</b>	8	282	53	1	20	6	1	6	1	368	1	1	1	368
<b>% PM</b>	27	1731	472	4	118	0	0	35	3	0	0	0	0	2390
<b>Volume</b>	1%	49%	13%	0%	3%	1%	0%	1%	0%	0%	0%	0%	0%	67%
<b>PM Peak Hour</b>	13:00	14:00	14:00	13:00	16:00	14:00	23:00	14:00	23:00	14:00	23:00	23:00	23:00	14:00
<b>Volume</b>	5	233	69	2	20	8	2	8	2	328	2	2	2	328
<b>Peak Period Totals</b>														
				<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>				
				Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	

Day: MONDAY  
Date: 6/21/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 btwn Lakewood Dr & Heart Bar Campground turnoff

City: Big Bear  
Project #: 10-5268-003n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	23	7	1	6	0	0	0	0	0	0	0	0	37
01:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17
02:00	0	7	2	0	0	0	0	0	1	0	0	0	0	10
03:00	0	5	1	0	1	0	0	1	0	0	0	0	0	8
04:00	0	2	1	0	1	0	0	2	0	0	0	0	0	6
05:00	0	4	3	0	0	0	0	3	0	0	0	0	0	10
06:00	0	6	4	0	3	0	0	2	1	0	0	0	0	16
07:00	0	9	10	0	4	1	0	0	0	0	1	0	0	25
08:00	0	12	5	0	7	0	0	0	0	0	0	0	0	24
09:00	0	34	17	0	2	0	0	2	0	0	0	0	0	55
10:00	0	31	5	0	4	0	0	2	0	0	0	0	0	42
11:00	2	38	13	0	8	0	0	0	1	0	0	0	0	62
12:00 PM	2	63	18	0	5	0	0	4	0	0	0	0	0	92
13:00	1	66	19	0	8	0	0	1	0	0	0	0	0	95
14:00	2	49	19	0	5	0	0	2	1	0	0	0	0	78
15:00	1	59	29	3	7	0	0	2	0	0	0	0	0	101
16:00	0	56	17	0	7	0	0	1	0	0	0	0	0	81
17:00	1	54	13	1	9	0	0	2	0	0	0	0	0	80
18:00	1	52	13	0	2	0	0	1	0	0	0	0	0	69
19:00	0	31	6	0	3	0	0	0	0	0	0	0	0	40
20:00	0	14	2	0	2	0	0	1	0	0	0	0	0	19
21:00	0	29	5	0	5	0	0	1	0	0	0	0	0	40
22:00	0	21	5	0	2	0	0	0	0	0	0	0	0	28
23:00	0	23	5	0	2	0	0	1	0	0	0	0	0	31
<b>Totals</b>	<b>10</b>	<b>702</b>	<b>221</b>	<b>5</b>	<b>94</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1066</b>
<b>% of Totals</b>	<b>1%</b>	<b>66%</b>	<b>21%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour	Volume	%	NOON 12-2	Volume	%	PM 4-6	Volume	%	Off Peak Volumes	Volume	%
<b>% AM</b>	0%	185	7%	1	0	0%	0	3	0%	1	0	0%
<b>AM Peak Hour</b>	11:00	38	17%	09:00	17	7%	05:00	16	1%	07:00	1	29%
<b>Volume</b>	2	38	17	1	1	1	3	1	1	1	1	11:00
<b>% PM</b>	1%	517	48%	15:00	151	14%	12:00	16	2%	14:00	1	71%
<b>PM Peak Hour</b>	12:00	66	48%	13:00	151	14%	12:00	16	2%	14:00	1	15:00
<b>Volume</b>	2	66	13	29	29	15	4	4	2%	1	1	101

**Directional Peak Periods**

**All Classes**



Day: MONDAY  
Date: 6/21/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 btwn Lakewood Dr & Heart Bar Campground turnoff

City: Big Bear  
Project #: 10-5268-003s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	1	5	5	0	0	0	0	0	0	0	0	0	0	11
01:00	0	6	4	0	0	0	0	0	1	0	0	0	0	11
02:00	0	7	5	0	3	0	0	1	0	0	0	0	0	16
03:00	0	9	6	1	2	0	0	0	0	0	0	0	0	18
04:00	1	19	7	0	3	0	0	0	0	0	0	0	0	30
05:00	0	25	17	0	2	0	0	0	0	0	0	0	0	44
06:00	0	48	9	0	0	0	0	1	0	0	0	0	0	58
07:00	0	50	16	0	4	0	0	3	0	0	0	0	0	73
08:00	2	59	17	0	4	0	0	2	2	0	0	0	0	86
09:00	1	71	25	0	6	1	0	1	0	0	0	0	0	105
10:00	0	60	21	0	5	0	0	3	0	0	0	0	0	89
11:00	1	72	18	1	4	0	0	4	0	0	0	0	0	100
12:00 PM	3	54	22	2	5	0	0	3	0	0	1	0	0	90
13:00	4	43	15	0	7	0	0	2	0	0	0	0	0	71
14:00	2	39	9	1	7	0	0	5	0	0	2	0	0	65
15:00	3	57	14	0	7	0	0	2	1	0	0	0	0	84
16:00	3	43	11	0	5	0	0	1	1	0	0	0	0	64
17:00	0	33	12	0	3	0	0	3	0	0	0	0	0	51
18:00	0	22	8	0	3	0	0	1	0	0	0	0	0	34
19:00	0	20	3	0	1	0	0	1	0	0	0	0	0	25
20:00	0	8	4	0	1	0	0	0	0	0	0	0	0	13
21:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
22:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
23:00	0	6	6	0	0	0	0	0	0	0	0	0	0	12
<b>Totals</b>	<b>21</b>	<b>778</b>	<b>258</b>	<b>5</b>	<b>72</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1176</b>
<b>% of Totals</b>	<b>2%</b>	<b>66%</b>	<b>22%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM Peak Hour			NOON 12-2			PM 4-6			Off Peak Volumes			
	Volume	%	Volume	Volume	%	Volume	Volume	%	Volume	%	Volume	%	
<b>% AM</b>	6	1%	431	2	0%	33	1	0%	15	3%	3	0%	641
<b>AM Peak Hour</b>	08:00	11:00	09:00	03:00	09:00	09:00	11:00	08:00	11:00	08:00	09:00	09:00	09:00
<b>Volume</b>	2	72	25	1	6	1	4	2	4	2	2	2	105
<b>% PM</b>	15	1%	347	3	3%	39	0	0%	18	2%	2	0%	535
<b>PM Peak Hour</b>	13:00	15:00	12:00	12:00	13:00	13:00	14:00	15:00	14:00	15:00	14:00	14:00	12:00
<b>Volume</b>	4	57	22	2	7	7	5	1	5	1	2	2	90
<b>Directional Peak Periods</b>	AM 7-9			NOON 12-2			PM 4-6						
<b>All Classes</b>	Volume	%	Volume	Volume	%	Volume	Volume	%	Volume	%	Volume	%	Volume
	159	14%	161	115	10%	741	741	63%					



Day: TUESDAY  
Date: 6/22/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 btwn Lakewood Dr & Heart Bar Campground turnoff

City: Big Bear  
Project #: 10-52668-003n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	34	3	0	1	0	0	0	0	0	0	0	0	38
01:00	0	11	3	0	1	0	0	1	0	0	0	0	0	16
02:00	0	5	3	0	1	0	0	1	1	0	0	0	0	11
03:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	2	0	1	0	0	1	2	0	0	0	0	7
06:00	1	9	6	0	3	0	0	1	1	0	0	0	0	21
07:00	0	8	9	3	4	0	0	0	1	0	0	0	0	25
08:00	0	18	15	0	5	0	0	0	0	0	0	0	0	38
09:00	1	17	10	0	7	0	0	2	0	0	0	0	0	37
10:00	1	39	8	0	6	1	0	2	1	0	0	0	0	58
11:00	1	41	15	1	6	0	0	0	0	0	0	0	0	64
12:00 PM	1	46	14	0	4	0	0	3	1	0	0	0	0	69
13:00	1	45	20	1	6	0	0	1	0	0	0	0	0	74
14:00	3	59	12	0	8	0	0	1	0	0	0	0	0	83
15:00	2	52	19	0	6	0	0	1	0	0	0	0	0	80
16:00	0	55	24	1	5	0	0	2	0	0	0	0	0	87
17:00	0	39	9	0	9	0	0	2	1	0	0	0	0	60
18:00	0	46	13	2	5	0	0	0	1	0	0	0	0	67
19:00	1	35	4	0	7	0	0	0	0	0	0	0	0	47
20:00	0	26	5	0	3	0	0	1	0	0	0	0	0	35
21:00	2	33	7	0	4	0	0	1	0	0	0	0	0	47
22:00	0	17	8	0	2	0	0	0	1	0	0	0	0	28
23:00	0	27	8	0	1	0	0	0	0	0	0	0	0	36
<b>Totals</b>	<b>14</b>	<b>665</b>	<b>219</b>	<b>8</b>	<b>96</b>	<b>1</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>1033</b>
<b>% of Totals</b>	<b>1%</b>	<b>64%</b>	<b>21%</b>	<b>1%</b>	<b>9%</b>	<b>0%</b>	<b>2%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>100%</b>
<b>% AM</b>	4	185	76	4	36	1	0	8	6	0	0	0	0	320
<b>AM Peak Hour</b>	06:00	11:00	08:00	07:00	09:00	10:00	09:00	09:00	05:00	05:00	05:00	05:00	05:00	11:00
<b>Volume</b>	1	41	15	3	7	1	2	2	2	2	2	2	2	64
<b>% PM</b>	10	480	143	4	60	0	0	12	4	0	0	0	0	713
<b>PM Peak Hour</b>	14:00	14:00	16:00	18:00	17:00	17:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	16:00
<b>Volume</b>	3	59	24	2	9	9	3	3	1	1	1	1	1	87

**Directional Peak Periods**  
**All Classes**

AM 7-9      NOON 12-2      PM 4-6      Off Peak Volumes

Volume      %      Volume      %      Volume      %      Volume      %

Day: TUESDAY  
Date: 6/22/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-38 btwn Lakewood Dr & Heart Bar Campground turnout

City: Big Bear  
Project #: 10-5268-003s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	6	0	2	0	0	0	0	0	0	0	0	10
03:00	0	12	2	1	1	0	0	1	0	0	0	0	0	17
04:00	1	8	3	0	2	0	0	0	1	0	0	0	0	15
05:00	1	16	9	0	1	0	0	0	0	0	0	0	0	27
06:00	0	36	7	0	1	0	0	1	2	0	0	0	0	47
07:00	0	38	14	1	1	0	0	0	0	0	0	0	0	54
08:00	2	57	12	0	8	0	0	2	0	0	0	0	0	81
09:00	0	66	8	0	3	0	0	2	0	0	0	0	0	79
10:00	1	52	15	0	3	1	0	4	0	0	0	0	0	76
11:00	1	60	11	2	4	0	0	1	0	0	0	0	0	79
12:00 PM	2	61	20	0	5	0	0	1	0	0	0	0	0	89
13:00	0	52	19	2	3	0	0	2	1	0	0	0	0	79
14:00	3	35	17	1	5	0	0	1	0	0	0	0	0	62
15:00	1	49	9	1	8	1	0	4	1	0	0	0	0	74
16:00	0	38	13	0	7	0	0	3	0	0	0	0	0	61
17:00	0	27	12	0	1	0	0	1	0	0	0	0	0	41
18:00	0	23	5	0	2	0	0	0	0	0	0	0	0	30
19:00	0	26	5	0	2	0	0	0	0	0	0	0	0	33
20:00	0	12	4	0	1	0	0	0	1	0	0	0	0	18
21:00	0	9	1	0	3	0	0	1	0	0	0	0	0	14
22:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
<b>Totals</b>	<b>12</b>	<b>700</b>	<b>197</b>	<b>8</b>	<b>63</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1012</b>
<b>% of Totals</b>	<b>1%</b>	<b>69%</b>	<b>19%</b>	<b>1%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>6</b>	<b>353</b>	<b>90</b>	<b>4</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>494</b>
<b>% AM</b>	<b>1%</b>	<b>35%</b>	<b>9%</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>49%</b>
<b>AM Peak Hour</b>	<b>08:00</b>	<b>09:00</b>	<b>10:00</b>	<b>11:00</b>	<b>08:00</b>	<b>10:00</b>	<b>10:00</b>	<b>10:00</b>	<b>06:00</b>	<b>06:00</b>	<b>06:00</b>	<b>06:00</b>	<b>06:00</b>	<b>08:00</b>
<b>Volume</b>	<b>2</b>	<b>66</b>	<b>15</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>81</b>
<b>% PM</b>	<b>6</b>	<b>347</b>	<b>107</b>	<b>4</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>518</b>
<b>% PM</b>	<b>1%</b>	<b>34%</b>	<b>11%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>51%</b>
<b>PM Peak Hour</b>	<b>14:00</b>	<b>12:00</b>	<b>12:00</b>	<b>13:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>12:00</b>
<b>Volume</b>	<b>3</b>	<b>61</b>	<b>20</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>89</b>

Directional Peak Periods	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes				
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	135	13%	168	17%	102	10%	607	60%



Day: WEDNESDAY  
Date: 6/16/10

Classification Report / Prepared by: National Data & Surveying Services

Location: SR-18 East btwn Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5268-004n

North Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	1	2	1	0	1	0	0	0	0	0	0	0	0	5
01:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	2	0	0	0	0	0	0	0	0	3
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
05:00	1	17	6	0	5	0	0	0	2	0	0	0	0	31
06:00	0	33	8	0	5	0	0	0	0	0	0	0	0	46
07:00	0	47	12	0	10	0	0	1	5	0	0	0	0	75
08:00	0	40	9	0	7	0	0	1	3	0	0	0	0	60
09:00	2	49	18	0	6	0	0	0	2	0	0	0	0	77
10:00	2	55	14	0	7	1	0	1	7	0	0	0	0	87
11:00	1	39	21	0	6	2	0	3	5	0	1	0	0	78
12:00 PM	3	49	11	2	8	0	0	2	3	0	1	0	0	79
13:00	1	48	20	1	12	0	0	2	3	0	0	0	0	87
14:00	0	41	17	0	7	0	0	2	1	0	0	0	0	68
15:00	0	54	19	1	11	0	0	0	0	0	0	0	0	85
16:00	1	49	26	0	6	0	0	2	0	0	0	0	0	84
17:00	2	62	18	0	7	0	0	1	0	0	0	0	0	90
18:00	1	45	14	0	8	0	0	1	0	0	0	0	0	69
19:00	1	18	15	0	4	0	0	0	0	0	0	0	0	38
20:00	0	29	5	0	4	0	0	0	0	0	0	0	0	38
21:00	1	16	5	0	1	0	0	0	0	0	0	0	0	23
22:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>17</b>	<b>716</b>	<b>242</b>	<b>6</b>	<b>119</b>	<b>3</b>	<b>16</b>	<b>31</b>	<b>16</b>	<b>31</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1152</b>
<b>% of Totals</b>	<b>1%</b>	<b>62%</b>	<b>21%</b>	<b>1%</b>	<b>10%</b>	<b>0%</b>	<b>1%</b>	<b>3%</b>	<b>1%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes				
	Volume	%		Volume	%		Volume	%		Volume	%			
<b>% AM</b>	7	292	25%	1	51	3	0	6	24	0	1	0	0	476
<b>AM Peak Hour</b>	09:00	10:00	11:00	01:00	07:00	11:00	11:00	11:00	10:00	11:00	11:00	11:00	10:00	10:00
<b>Volume</b>	2	55	21	1	10	2	7	3	7	1	1	1	87	
<b>% PM</b>	10	424	37%	5	68	0	0	10	7	0	1	0	0	676
<b>PM Peak Hour</b>	12:00	17:00	16:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	17:00	
<b>Volume</b>	3	62	26	2	12	3	3	2	3	1	1	1	90	
<b>Directional Peak Periods</b>	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes				
<b>All Classes</b>	Volume	%		Volume	%		Volume	%		Volume	%		Volume	%
	135	12%		166	14%		174	15%		677	59%		677	59%

Day: WEDNESDAY

Date: 6/16/10

Classification Report / Prepared by: National Data & Surveying Services

Location: SR-18 East btwn Camp Rock Rd & Baldwin Lake Rd

City: Big Bear

Project #: 10-5268-004s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
02:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	5	2	0	1	0	0	0	2	0	0	0	0	10
05:00	0	16	6	0	6	0	0	1	3	0	0	0	0	32
06:00	0	23	20	0	4	2	0	0	1	0	0	0	0	50
07:00	0	36	12	0	7	1	0	0	1	0	0	0	0	57
08:00	1	34	19	0	9	0	0	0	3	0	0	0	0	66
09:00	2	30	14	0	11	0	0	4	5	0	2	0	0	68
10:00	0	39	15	0	8	0	0	3	2	0	0	0	0	67
11:00	0	28	22	0	3	0	0	0	1	0	0	0	0	54
12:00 PM	0	48	19	0	10	0	0	4	4	0	0	0	0	85
13:00	1	51	17	0	6	0	0	0	2	0	0	0	0	77
14:00	0	68	21	1	12	0	0	0	0	0	0	0	0	102
15:00	1	63	18	0	7	1	0	1	2	0	0	0	0	93
16:00	1	56	15	0	9	0	0	1	0	0	0	0	0	82
17:00	1	61	22	0	10	0	0	1	0	0	0	0	0	95
18:00	1	43	10	0	6	0	0	0	0	0	0	0	0	60
19:00	0	36	7	0	4	1	0	1	0	0	0	0	0	49
20:00	3	23	9	0	2	0	0	1	0	0	0	0	0	38
21:00	0	34	7	0	6	0	0	0	0	0	0	0	0	47
22:00	0	13	7	2	1	0	0	1	0	0	0	0	0	24
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
<b>Totals</b>	<b>11</b>	<b>723</b>	<b>264</b>	<b>3</b>	<b>124</b>	<b>5</b>	<b>18</b>	<b>26</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1176</b>
<b>% of Totals</b>	<b>1%</b>	<b>61%</b>	<b>22%</b>	<b>0%</b>	<b>11%</b>	<b>0%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>3</b>	<b>222</b>	<b>111</b>	<b>0</b>	<b>51</b>	<b>3</b>	<b>8</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>418</b>
<b>% PM</b>	<b>8</b>	<b>501</b>	<b>153</b>	<b>3</b>	<b>73</b>	<b>2</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>758</b>
<b>AM Peak Hour</b>	<b>09:00</b>	<b>10:00</b>	<b>11:00</b>	<b>09:00</b>	<b>06:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>
<b>Volume</b>	<b>2</b>	<b>39</b>	<b>22</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>68</b>
<b>% PM</b>	<b>1%</b>	<b>43%</b>	<b>13%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>64%</b>
<b>PM Peak Hour</b>	<b>20:00</b>	<b>14:00</b>	<b>17:00</b>	<b>22:00</b>	<b>14:00</b>	<b>15:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>14:00</b>	<b>14:00</b>
<b>Volume</b>	<b>3</b>	<b>68</b>	<b>22</b>	<b>2</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>102</b>	<b>102</b>

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	%	10%	Volume	%	14%	Volume	%	15%	Volume	%	61%
<b>All Classes</b>	123			162			177			714		

**SUMMARY**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	1	7	1	0	1	0	0	0	0	0	0	0	0	10
01:00	0	4	0	1	1	0	0	0	0	0	0	0	0	6
02:00	0	2	1	0	3	0	0	0	0	0	0	0	0	6
03:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
04:00	0	11	4	0	2	0	0	0	2	0	0	0	0	19
05:00	1	33	12	0	11	0	0	1	5	0	0	0	0	63
06:00	0	56	28	0	9	2	0	0	1	0	0	0	0	96
07:00	0	83	24	0	17	1	0	1	6	0	0	0	0	132
08:00	1	74	28	0	16	0	0	1	6	0	0	0	0	126
09:00	4	79	32	0	17	0	0	4	7	0	2	0	0	145
10:00	2	94	29	0	15	1	0	4	9	0	0	0	0	154
11:00	1	67	43	0	9	2	0	3	6	0	1	0	0	132
12:00 PM	3	97	30	2	18	0	0	6	7	0	1	0	0	164
13:00	2	99	37	1	18	0	0	2	5	0	0	0	0	164
14:00	0	109	38	1	19	0	0	2	1	0	0	0	0	170
15:00	1	117	37	1	18	1	0	1	2	0	0	0	0	178
16:00	2	105	41	0	15	0	0	3	0	0	0	0	0	166
17:00	3	123	40	0	17	0	0	2	0	0	0	0	0	185
18:00	2	88	24	0	14	0	0	1	0	0	0	0	0	129
19:00	1	54	22	0	8	1	0	1	0	0	0	0	0	87
20:00	3	52	14	0	6	0	0	1	0	0	0	0	0	76
21:00	1	50	12	0	7	0	0	0	0	0	0	0	0	70
22:00	0	26	8	2	1	0	0	1	0	0	0	0	0	38
23:00	0	5	1	1	0	0	0	0	0	0	0	0	0	7
<b>Totals</b>	<b>28</b>	<b>1439</b>	<b>506</b>	<b>9</b>	<b>243</b>	<b>8</b>	<b>0</b>	<b>34</b>	<b>57</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2328</b>
% of Totals	1%	62%	22%	0%	10%	0%	0%	1%	2%	0%	0%	0%	0%	100%

	AM Peak Hour	PM Peak Hour	NOON 12-2	AM 7-9	PM 4-6	Off Peak Volumes
	Volume	Volume	Volume	Volume	Volume	Volume
% AM	10	10	0	0	0	0
% PM	0	0	0	0	0	0
AM Peak Hour	10:00	09:00	06:00	07:00	06:00	09:00
PM Peak Hour	12:00	17:00	15:00	14:00	12:00	12:00
NOON 12-2	12:00	12:00	12:00	12:00	12:00	12:00
AM 7-9	09:00	10:00	11:00	11:00	11:00	11:00
PM 4-6	16:00	16:00	16:00	16:00	16:00	16:00
Off Peak Volumes	185	185	185	185	185	185
%	38%	38%	38%	38%	38%	38%
Volume	894	894	894	894	894	894
%	38%	38%	38%	38%	38%	38%
Volume	154	154	154	154	154	154
%	62%	62%	62%	62%	62%	62%
Volume	1434	1434	1434	1434	1434	1434
%	62%	62%	62%	62%	62%	62%
Volume	185	185	185	185	185	185
%	7%	7%	7%	7%	7%	7%
Volume	7	7	7	7	7	7



Day: THURSDAY  
Date: 6/17/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 East btwn Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5268-004n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
04:00	0	6	1	0	3	0	0	0	0	0	0	0	0	10
05:00	1	21	3	0	3	0	0	0	0	0	0	0	0	28
06:00	1	31	7	0	5	0	0	2	1	0	0	0	0	47
07:00	2	45	14	0	9	2	0	0	3	0	7	0	0	82
08:00	0	36	10	0	3	0	0	2	6	0	2	0	0	59
09:00	1	53	17	1	8	0	0	2	4	0	7	0	0	93
10:00	2	45	20	0	8	2	0	0	5	0	2	0	0	84
11:00	0	51	12	1	13	1	0	0	6	0	6	0	0	90
12:00 PM	1	39	16	1	9	1	0	6	3	0	6	0	0	82
13:00	1	53	14	1	24	0	0	4	3	0	2	0	0	102
14:00	0	52	17	0	16	1	0	4	0	0	5	0	0	95
15:00	0	59	22	0	5	0	0	1	1	0	0	0	0	88
16:00	2	56	19	0	7	0	0	1	1	0	0	0	0	86
17:00	1	67	18	0	14	0	0	2	0	0	0	0	0	102
18:00	0	42	15	0	7	0	0	0	0	0	0	0	0	64
19:00	1	25	3	0	4	0	0	0	0	0	0	0	0	33
20:00	0	12	7	1	0	0	0	0	0	0	0	0	0	20
21:00	0	15	4	0	2	0	0	0	0	0	0	0	0	21
22:00	0	13	1	4	1	0	0	0	0	0	0	0	0	19
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
<b>Totals</b>	<b>13</b>	<b>729</b>	<b>225</b>	<b>10</b>	<b>143</b>	<b>7</b>	<b>24</b>	<b>33</b>	<b>37</b>	<b>1221</b>	<b>37</b>	<b>37</b>	<b>0</b>	<b>1221</b>
<b>% of Totals</b>	<b>1%</b>	<b>60%</b>	<b>18%</b>	<b>1%</b>	<b>12%</b>	<b>1%</b>	<b>2%</b>	<b>3%</b>	<b>3%</b>	<b>100%</b>	<b>3%</b>	<b>3%</b>	<b>0</b>	<b>100%</b>

	AM Peak Hour			NOON 12-2			PM 4-6			Off Peak Volumes				
	Volume	%	Time	Volume	%	Time	Volume	%	Time	Volume	%	Time		
<b>% AM</b>	7	1%	07:00	294	40%	06:00	24	2%	08:00	33	3%	09:00	506	41%
<b>AM Peak Hour</b>	2	53	09:00	53	7%	11:00	6	0%	07:00	7	0%	07:00	715	59%
<b>Volume</b>	2	53	20	2	13	2	2	6	7	7	93	0	102	
<b>% PM</b>	6	435	137	2	89	2	18	8	13	13	13	0	0	
<b>PM Peak Hour</b>	0	36%	17:00	11%	7%	0%	1%	1%	1%	1%	1%	0	0	
<b>Volume</b>	2	67	22	4	24	1	6	3	6	6	6	0	0	
<b>Directional Peak Periods</b>	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes				
<b>All Classes</b>	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes				

Day: THURSDAY

Date: 6/17/10

Classification Report / Prepared by: National Data & Surveying Services

Location: SR-18 East btwn Camp Rock Rd & Baldwin Lake Rd

City: Big Bear

Project #: 10-5268-004s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	1	1	2	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	2	0	0	0	0	0	0	0	0	3
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	2	1	0	1	0	0	0	0	0	1	0	0	5
05:00	0	12	7	1	4	1	0	2	0	0	0	0	0	27
06:00	1	27	13	0	6	3	0	2	3	0	1	0	0	56
07:00	0	37	16	5	8	0	0	2	6	0	5	0	0	79
08:00	0	40	22	0	10	0	0	3	5	0	7	0	0	87
09:00	0	31	9	1	15	0	0	1	5	0	4	0	0	66
10:00	3	49	21	0	12	0	0	5	4	0	4	0	0	98
11:00	1	48	18	2	14	0	0	0	3	0	3	0	0	89
12:00 PM	3	52	13	1	10	0	0	1	3	0	4	0	0	87
13:00	2	73	25	0	9	0	0	3	1	0	6	0	0	119
14:00	4	64	9	1	9	0	0	2	5	0	0	0	0	94
15:00	2	55	11	0	10	0	0	2	0	0	0	0	0	80
16:00	1	71	21	0	8	0	0	3	0	0	0	0	0	104
17:00	1	60	19	0	6	0	0	1	0	0	0	0	0	87
18:00	1	39	12	0	6	0	0	1	0	0	0	0	0	59
19:00	0	43	5	0	5	0	0	1	0	0	0	0	0	54
20:00	1	32	9	0	1	0	0	0	0	0	0	0	0	43
21:00	0	27	7	0	3	0	0	0	0	0	0	0	0	37
22:00	0	25	5	1	1	0	0	0	0	0	0	0	0	32
23:00	0	10	1	0	0	0	0	1	0	0	0	0	0	12
<b>Totals</b>	<b>21</b>	<b>806</b>	<b>247</b>	<b>12</b>	<b>140</b>	<b>4</b>	<b>4</b>	<b>30</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>1330</b>
<b>% of Totals</b>	<b>2%</b>	<b>61%</b>	<b>19%</b>	<b>1%</b>	<b>11%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>3%</b>	<b>3%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<b>% AM</b>	<b>6</b>	<b>255</b>	<b>110</b>	<b>9</b>	<b>72</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>26</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>522</b>
<b>% PM</b>	<b>0%</b>	<b>19%</b>	<b>8%</b>	<b>1%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>39%</b>
<b>AM Peak Hour</b>	<b>10:00</b>	<b>10:00</b>	<b>08:00</b>	<b>07:00</b>	<b>09:00</b>	<b>06:00</b>	<b>09:00</b>	<b>10:00</b>	<b>07:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>10:00</b>
<b>Volume</b>	<b>3</b>	<b>49</b>	<b>22</b>	<b>5</b>	<b>15</b>	<b>3</b>	<b>15</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>98</b>
<b>% PM</b>	<b>15</b>	<b>551</b>	<b>137</b>	<b>3</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>9</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>808</b>
<b>% PM</b>	<b>1%</b>	<b>41%</b>	<b>10%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>61%</b>
<b>PM Peak Hour</b>	<b>14:00</b>	<b>13:00</b>	<b>13:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>13:00</b>	<b>14:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>
<b>Volume</b>	<b>4</b>	<b>73</b>	<b>25</b>	<b>1</b>	<b>10</b>	<b>206</b>	<b>206</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>119</b>
<b>Directional Peak Periods</b>	<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>				
<b>All Classes</b>	<b>Volume</b>	<b>166</b>	<b>12%</b>	<b>Volume</b>	<b>206</b>	<b>15%</b>	<b>Volume</b>	<b>191</b>	<b>14%</b>	<b>Volume</b>	<b>767</b>	<b>58%</b>		



Day: FRIDAY  
Date: 6/18/10

Classification Report / Prepared by: National Data & Surveying Services  
Location: SR-18 East btwn Camp Rock Rd & Baldwin Lake Rd

City: Big Bear  
Project #: 10-5268-004n

**North Bound**

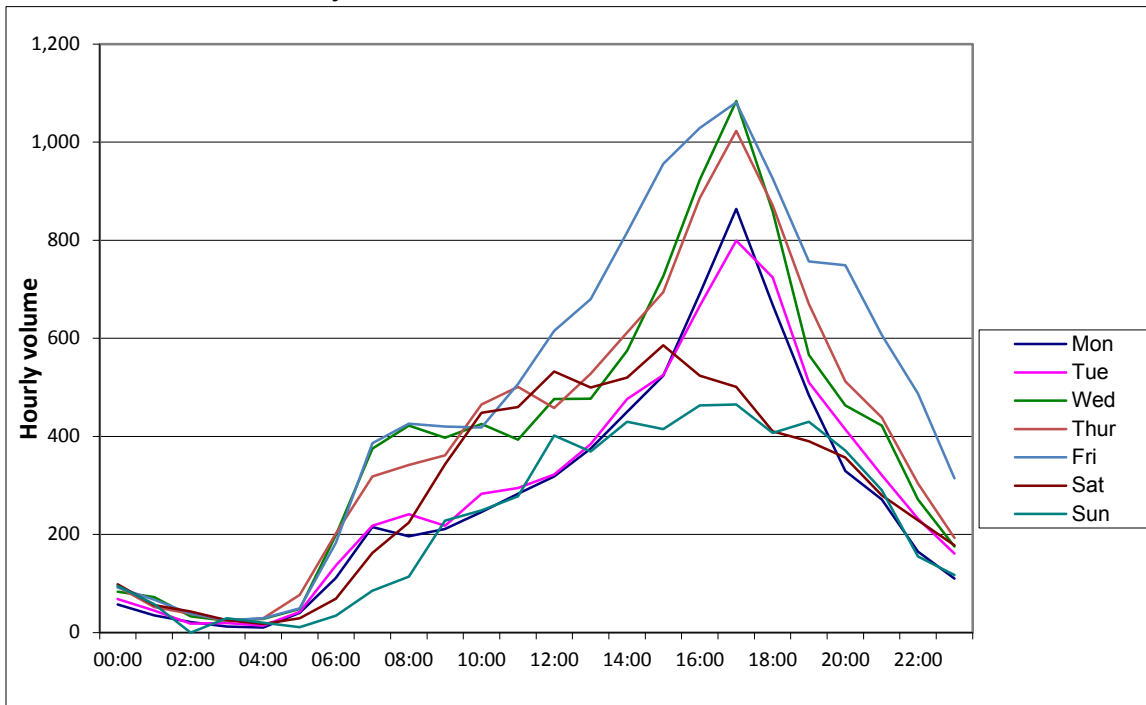
Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	0	0	1	0	0	0	0	0	3
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
04:00	0	5	0	0	2	0	0	0	0	0	0	0	0	7
05:00	1	15	5	0	4	0	0	1	1	0	0	0	0	27
06:00	0	35	10	0	5	0	0	1	1	0	0	0	0	52
07:00	1	40	5	0	4	0	0	1	5	0	7	0	0	63
08:00	2	35	13	0	11	2	0	2	5	0	9	0	0	79
09:00	2	48	23	0	6	1	0	1	2	0	6	0	0	89
10:00	1	59	22	1	11	4	0	0	8	0	8	0	0	114
11:00	3	70	14	0	6	2	0	3	4	0	6	0	0	108
12:00 PM	2	55	20	0	11	0	0	2	7	0	1	0	0	98
13:00	0	41	25	1	9	1	0	2	0	0	0	0	0	79
14:00	1	70	20	0	12	0	0	1	1	0	0	0	0	105
15:00	1	52	23	1	6	0	0	2	0	0	0	0	0	85
16:00	2	51	17	0	10	0	0	1	0	0	0	0	0	81
17:00	1	69	26	0	8	0	0	0	0	0	0	0	0	104
18:00	1	34	21	0	8	0	0	1	0	0	0	0	0	65
19:00	1	37	15	0	3	0	0	1	0	0	0	0	0	57
20:00	0	35	12	0	8	0	0	0	0	0	0	0	0	55
21:00	1	28	7	0	4	0	0	1	0	0	0	0	0	41
22:00	0	26	13	0	2	0	0	1	0	0	0	0	0	42
23:00	0	14	6	0	2	0	0	0	0	0	0	0	0	22
<b>Totals</b>	<b>20</b>	<b>825</b>	<b>298</b>	<b>4</b>	<b>134</b>	<b>10</b>	<b>10</b>	<b>22</b>	<b>34</b>	<b>34</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>1384</b>
<b>% of Totals</b>	<b>1%</b>	<b>60%</b>	<b>22%</b>	<b>0%</b>	<b>10%</b>	<b>1%</b>	<b>1%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>3%</b>	<b>3%</b>	<b>3%</b>	<b>100%</b>

	AM Peak Hour	NOON 12-2	PM 4-6	Off Peak Volumes
	Volume	Volume	Volume	Volume
	%	%	%	%
<b>% AM</b>	10	10	10	10
<b>% PM</b>	10	10	10	10
<b>AM Peak Hour</b>	11:00	11:00	11:00	11:00
<b>NOON 12-2</b>	11:00	12:00	12:00	12:00
<b>PM 4-6</b>	12:00	13:00	14:00	14:00
<b>Off Peak Volumes</b>	13:00	14:00	15:00	15:00
<b>AM 7-9</b>	13:00	14:00	15:00	15:00
<b>NOON 12-2</b>	14:00	15:00	16:00	16:00
<b>PM 4-6</b>	15:00	16:00	17:00	17:00
<b>Off Peak Volumes</b>	16:00	17:00	18:00	18:00
<b>AM 7-9</b>	16:00	17:00	18:00	18:00
<b>NOON 12-2</b>	17:00	18:00	19:00	19:00
<b>PM 4-6</b>	18:00	19:00	20:00	20:00
<b>Off Peak Volumes</b>	19:00	20:00	21:00	21:00
<b>AM 7-9</b>	20:00	21:00	22:00	22:00
<b>NOON 12-2</b>	21:00	22:00	23:00	23:00
<b>PM 4-6</b>	22:00	23:00	24:00	24:00
<b>Off Peak Volumes</b>	23:00	24:00	25:00	25:00
<b>AM 7-9</b>	24:00	25:00	26:00	26:00
<b>NOON 12-2</b>	25:00	26:00	27:00	27:00
<b>PM 4-6</b>	26:00	27:00	28:00	28:00
<b>Off Peak Volumes</b>	27:00	28:00	29:00	29:00
<b>AM 7-9</b>	28:00	29:00	30:00	30:00
<b>NOON 12-2</b>	29:00	30:00	31:00	31:00
<b>PM 4-6</b>	30:00	31:00	32:00	32:00
<b>Off Peak Volumes</b>	31:00	32:00	33:00	33:00
<b>AM 7-9</b>	32:00	33:00	34:00	34:00
<b>NOON 12-2</b>	33:00	34:00	35:00	35:00
<b>PM 4-6</b>	34:00	35:00	36:00	36:00
<b>Off Peak Volumes</b>	35:00	36:00	37:00	37:00
<b>AM 7-9</b>	36:00	37:00	38:00	38:00
<b>NOON 12-2</b>	37:00	38:00	39:00	39:00
<b>PM 4-6</b>	38:00	39:00	40:00	40:00
<b>Off Peak Volumes</b>	39:00	40:00	41:00	41:00
<b>AM 7-9</b>	40:00	41:00	42:00	42:00
<b>NOON 12-2</b>	41:00	42:00	43:00	43:00
<b>PM 4-6</b>	42:00	43:00	44:00	44:00
<b>Off Peak Volumes</b>	43:00	44:00	45:00	45:00
<b>AM 7-9</b>	44:00	45:00	46:00	46:00
<b>NOON 12-2</b>	45:00	46:00	47:00	47:00
<b>PM 4-6</b>	46:00	47:00	48:00	48:00
<b>Off Peak Volumes</b>	47:00	48:00	49:00	49:00
<b>AM 7-9</b>	48:00	49:00	50:00	50:00
<b>NOON 12-2</b>	49:00	50:00	51:00	51:00
<b>PM 4-6</b>	50:00	51:00	52:00	52:00
<b>Off Peak Volumes</b>	51:00	52:00	53:00	53:00
<b>AM 7-9</b>	52:00	53:00	54:00	54:00
<b>NOON 12-2</b>	53:00	54:00	55:00	55:00
<b>PM 4-6</b>	54:00	55:00	56:00	56:00
<b>Off Peak Volumes</b>	55:00	56:00	57:00	57:00
<b>AM 7-9</b>	56:00	57:00	58:00	58:00
<b>NOON 12-2</b>	57:00	58:00	59:00	59:00
<b>PM 4-6</b>	58:00	59:00	60:00	60:00
<b>Off Peak Volumes</b>	59:00	60:00	61:00	61:00
<b>AM 7-9</b>	60:00	61:00	62:00	62:00
<b>NOON 12-2</b>	61:00	62:00	63:00	63:00
<b>PM 4-6</b>	62:00	63:00	64:00	64:00
<b>Off Peak Volumes</b>	63:00	64:00	65:00	65:00
<b>AM 7-9</b>	64:00	65:00	66:00	66:00
<b>NOON 12-2</b>	65:00	66:00	67:00	67:00
<b>PM 4-6</b>	66:00	67:00	68:00	68:00
<b>Off Peak Volumes</b>	67:00	68:00	69:00	69:00
<b>AM 7-9</b>	68:00	69:00	70:00	70:00
<b>NOON 12-2</b>	69:00	70:00	71:00	71:00
<b>PM 4-6</b>	70:00	71:00	72:00	72:00
<b>Off Peak Volumes</b>	71:00	72:00	73:00	73:00
<b>AM 7-9</b>	72:00	73:00	74:00	74:00
<b>NOON 12-2</b>	73:00	74:00	75:00	75:00
<b>PM 4-6</b>	74:00	75:00	76:00	76:00
<b>Off Peak Volumes</b>	75:00	76:00	77:00	77:00
<b>AM 7-9</b>	76:00	77:00	78:00	78:00
<b>NOON 12-2</b>	77:00	78:00	79:00	79:00
<b>PM 4-6</b>	78:00	79:00	80:00	80:00
<b>Off Peak Volumes</b>	79:00	80:00	81:00	81:00
<b>AM 7-9</b>	80:00	81:00	82:00	82:00
<b>NOON 12-2</b>	81:00	82:00	83:00	83:00
<b>PM 4-6</b>	82:00	83:00	84:00	84:00
<b>Off Peak Volumes</b>	83:00	84:00	85:00	85:00
<b>AM 7-9</b>	84:00	85:00	86:00	86:00
<b>NOON 12-2</b>	85:00	86:00	87:00	87:00
<b>PM 4-6</b>	86:00	87:00	88:00	88:00
<b>Off Peak Volumes</b>	87:00	88:00	89:00	89:00
<b>AM 7-9</b>	88:00	89:00	90:00	90:00
<b>NOON 12-2</b>	89:00	90:00	91:00	91:00
<b>PM 4-6</b>	90:00	91:00	92:00	92:00
<b>Off Peak Volumes</b>	91:00	92:00	93:00	93:00
<b>AM 7-9</b>	92:00	93:00	94:00	94:00
<b>NOON 12-2</b>	93:00	94:00	95:00	95:00
<b>PM 4-6</b>	94:00	95:00	96:00	96:00
<b>Off Peak Volumes</b>	95:00	96:00	97:00	97:00
<b>AM 7-9</b>	96:00	97:00	98:00	98:00
<b>NOON 12-2</b>	97:00	98:00	99:00	99:00
<b>PM 4-6</b>	98:00	99:00	100:00	100:00
<b>Off Peak Volumes</b>	99:00	100:00	101:00	101:00
<b>AM 7-9</b>	100:00	101:00	102:00	102:00
<b>NOON 12-2</b>	101:00	102:00	103:00	103:00
<b>PM 4-6</b>	102:00	103:00	104:00	104:00
<b>Off Peak Volumes</b>	103:00	104:00	105:00	105:00
<b>AM 7-9</b>	104:00	105:00	106:00	106:00
<b>NOON 12-2</b>	105:00	106:00	107:00	107:00
<b>PM 4-6</b>	106:00	107:00	108:00	108:00
<b>Off Peak Volumes</b>	107:00	108:00	109:00	109:00
<b>AM 7-9</b>	108:00	109:00	110:00	110:00
<b>NOON 12-2</b>	109:00	110:00	111:00	111:00
<b>PM 4-6</b>	110:00	111:00	112:00	112:00
<b>Off Peak Volumes</b>	111:00	112:00	113:00	113:00
<b>AM 7-9</b>	112:00	113:00	114:00	114:00
<b>NOON 12-2</b>	113:00	114:00	115:00	115:00
<b>PM 4-6</b>	114:00	115:00	116:00	116:00
<b>Off Peak Volumes</b>	115:00	116:00	117:00	117:00
<b>AM 7-9</b>	116:00	117:00	118:00	118:00
<b>NOON 12-2</b>	117:00	118:00	119:00	119:00
<b>PM 4-6</b>	118:00	119:00	120:00	120:00
<b>Off Peak Volumes</b>	119:00	120:00	121:00	121:00
<b>AM 7-9</b>	120:00	121:00	122:00	122:00
<b>NOON 12-2</b>	121:00	122:00	123:00	123:00
<b>PM 4-6</b>	122:00	123:00	124:00	124:00
<b>Off Peak Volumes</b>	123:00	124:00	125:00	125:00
<b>AM 7-9</b>	124:00	125:00	126:00	126:00
<b>NOON 12-2</b>	125:00	126:00	127:00	127:00
<b>PM 4-6</b>	126:00	127:00	128:00	128:00
<b>Off Peak Volumes</b>	127:00	128:00	129:00	129:00
<b>AM 7-9</b>	128:00	129:00	130:00	130:00
<b>NOON 12-2</b>	129:00	130:00	131:00	131:00
<b>PM 4-6</b>	130:00	131:00	132:00	132:00
<b>Off Peak Volumes</b>	131:00	132:00	133:00	133:00
<b>AM 7-9</b>	132:00	133:00	134:00	134:00
<b>NOON 12-2</b>	133:00	134:00	135:00	135:00
<b>PM 4-6</b>	134:00	135:00	136:00	136:00
<b>Off Peak Volumes</b>	135:00	136:00	137:00	137:00
<b>AM 7-9</b>	136:00	137:00	138:00	138:00
<b>NOON 12-2</b>	137:00	138:00	139:00	139:00
<b>PM 4-6</b>	138:00	139:00	140:00	140:00
<b>Off Peak Volumes</b>	139:00	140:00	141:00	141:00
<b>AM 7-9</b>	140:00	141:00	142:00	142:00
<b>NOON 12-2</b>	141:00	142:00	143:00	143:00
<b>PM 4-6</b>	142:00	143:00	144:00	144:00
<b>Off Peak Volumes</b>	143:00	144:00	145:00	145:00
<b>AM 7-9</b>	144:00	145:00	146:00	146:00
<b>NOON 12-2</b>	145:00	146:00	147:00	147:00
<b>PM 4-6</b>	146:00	147:00	148:00	148:00
<b>Off Peak Volumes</b>	147:00	148:00	149:00	149:00
<b>AM 7-9</b>	148:00	149:00	150:00	150:00
<b>NOON 12-2</b>	149:00	150:00	151:00	151:00
<b>PM 4-6</b>	150:00	151:00	152:00	152:00
<b>Off Peak Volumes</b>	151:00	152:00	153:00	153:00
<b>AM 7-9</b>	152:00	153:00	154:00	154:00
<b>NOON 12-2</b>	153:00	154:00	155:00	155:00
<b>PM 4-6</b>	154:00	155:00	156:00	156:00
<b>Off Peak Volumes</b>	155:0			

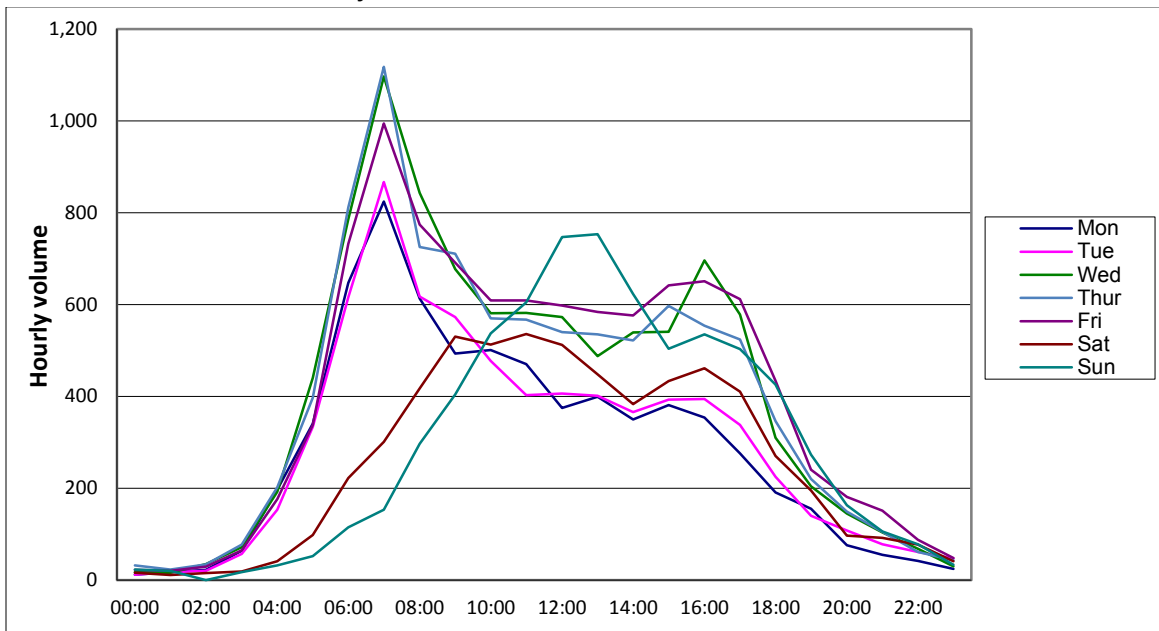
## **Appendix B**

### **Traffic Count Charts**

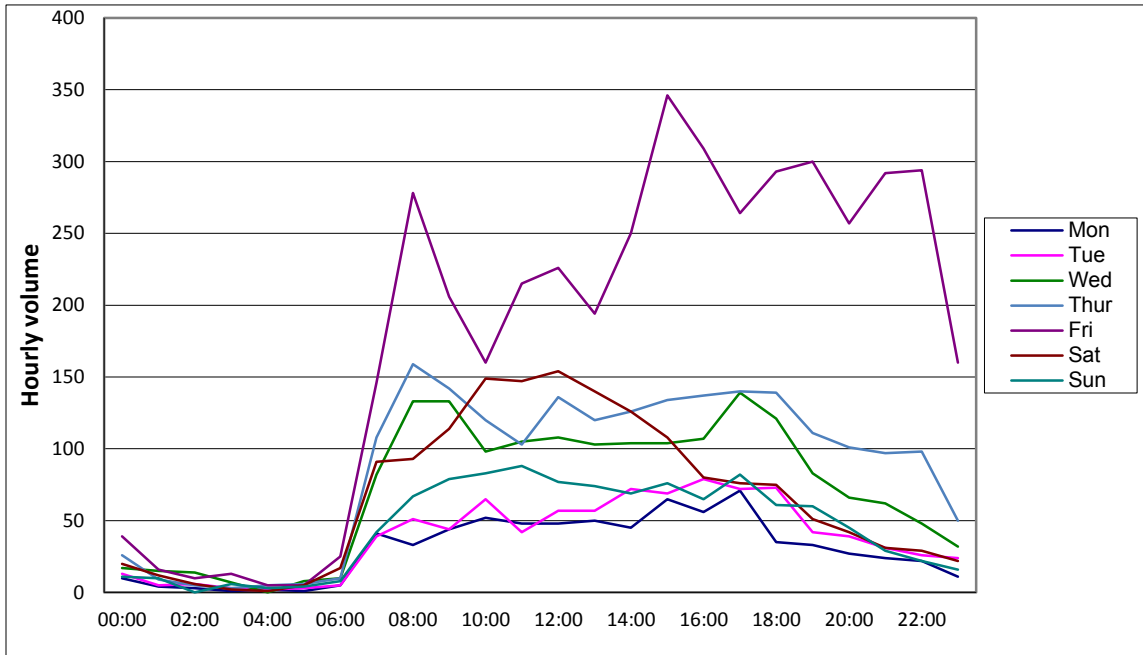
**SR-18 March Inbound Traffic by Hour**



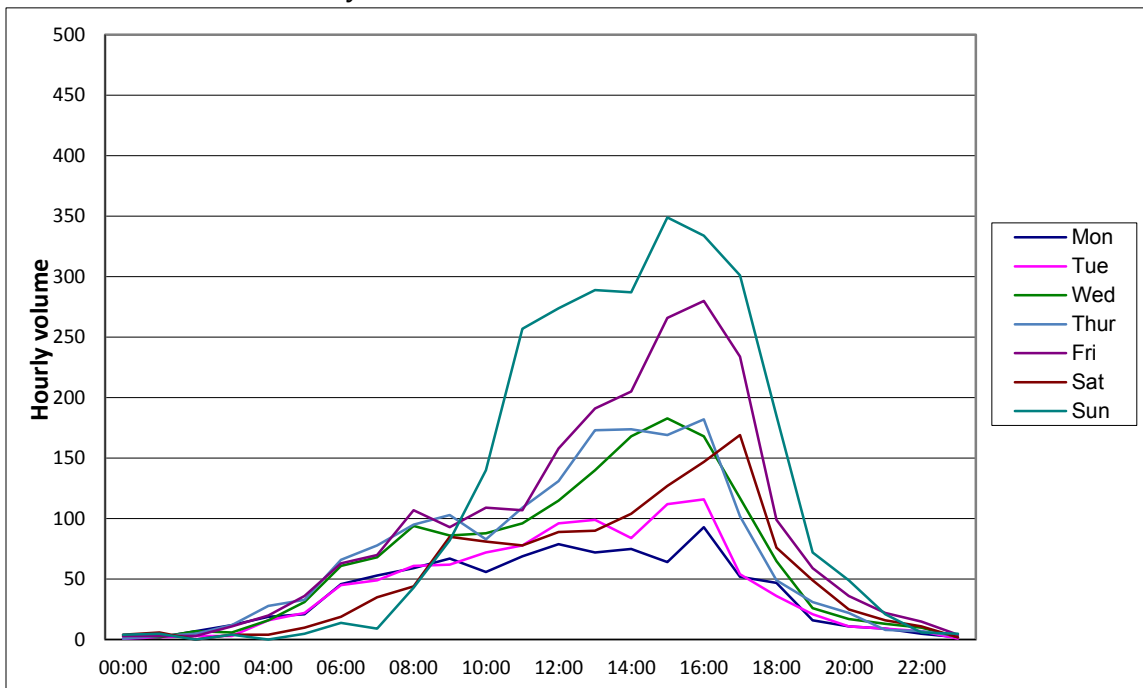
**SR-18 March Outbound Traffic by Hour**



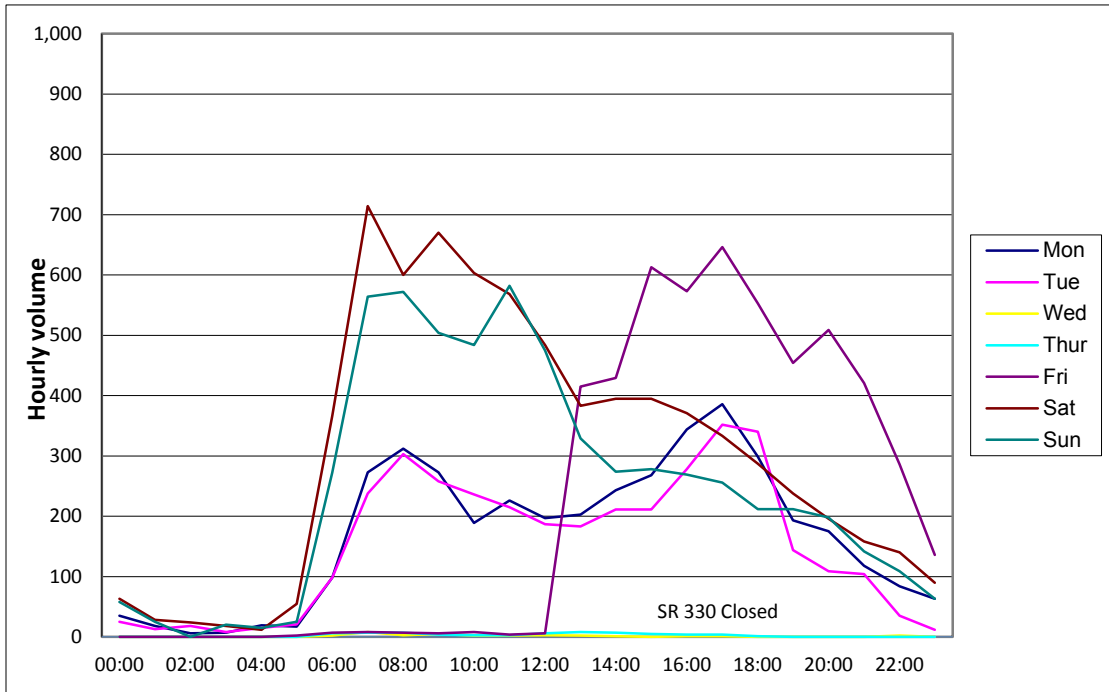
**SR 38 March Inbound Traffic by Hour**



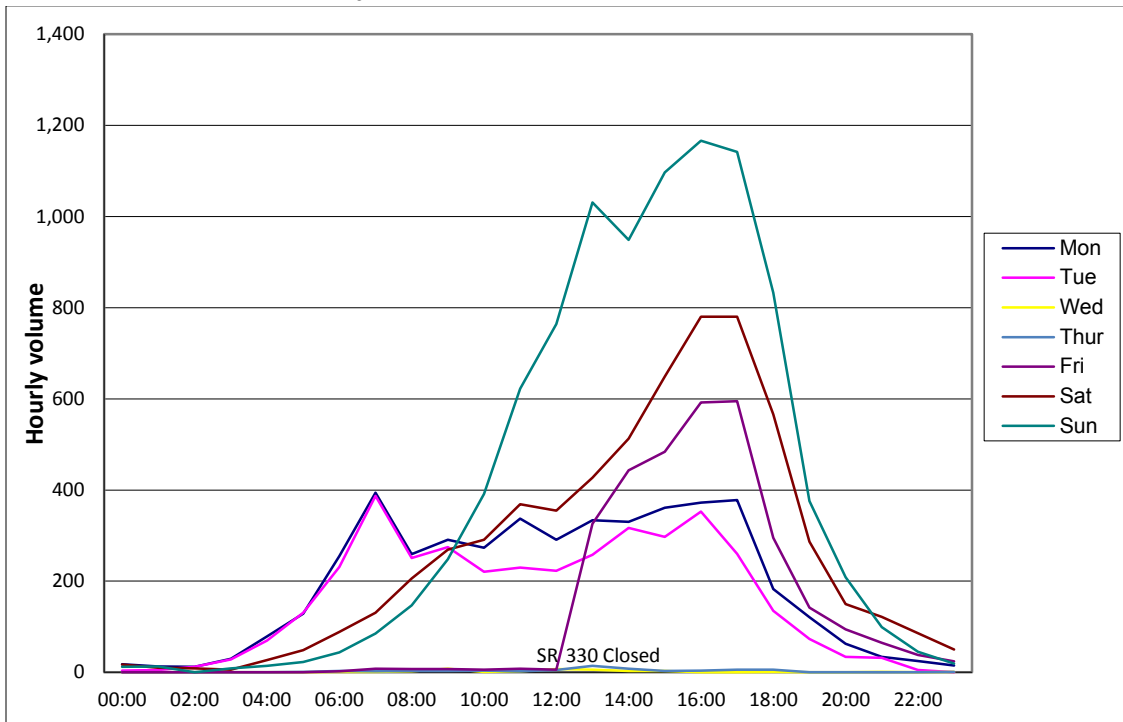
**SR 38 March Outbound Traffic by Hour**



**SR-330 March Inbound Traffic by Hour**

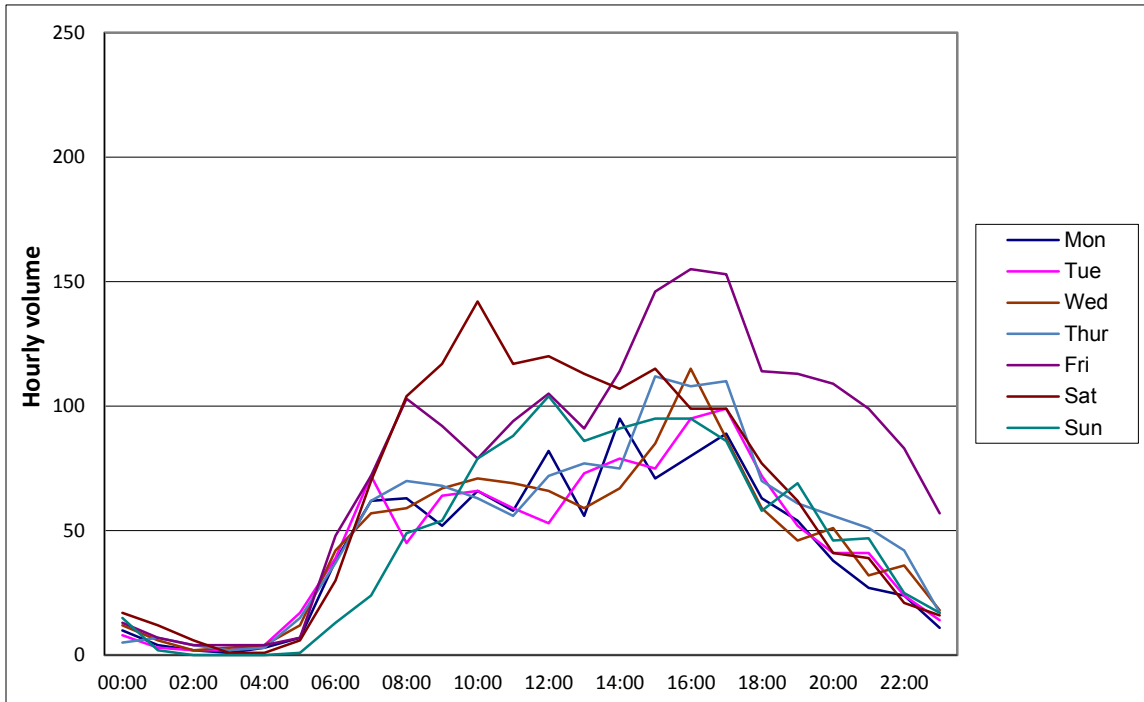


**SR-330 March Outbound Traffic by Hour**

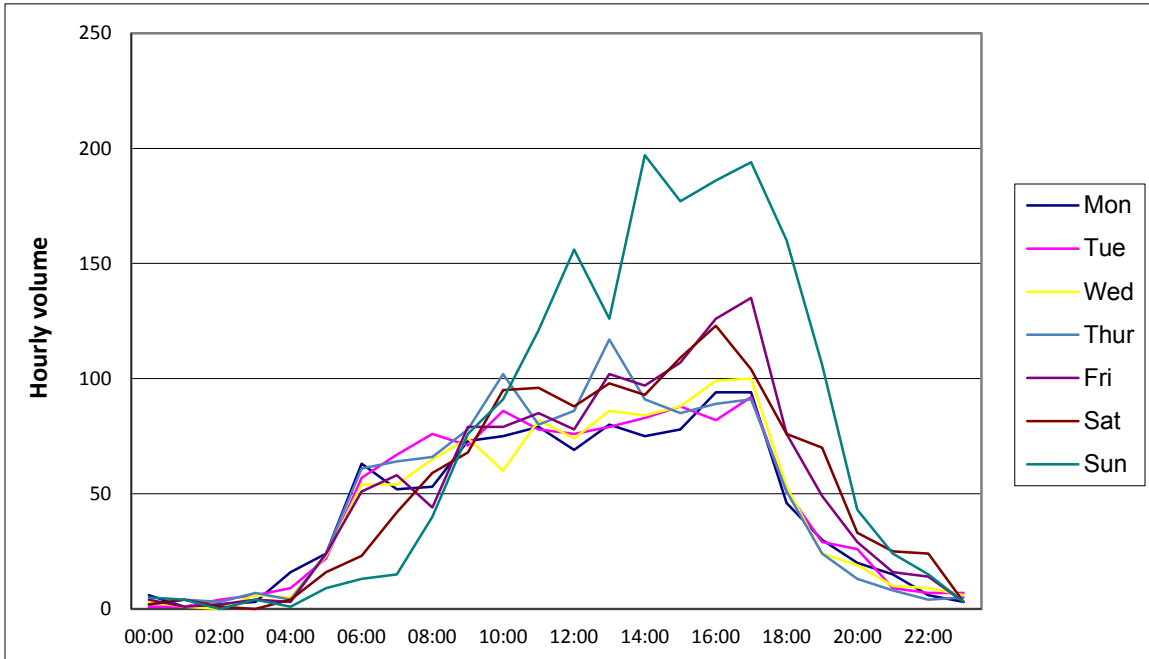




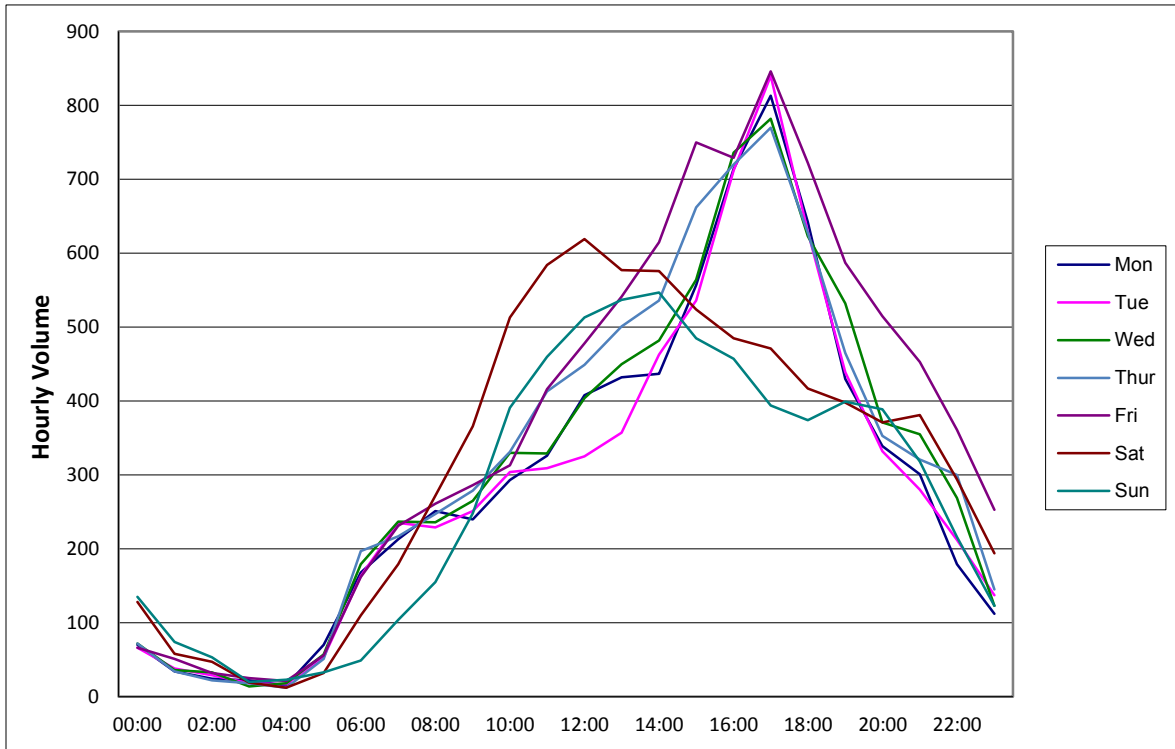
**SR-18E March Inbound Traffic by Hour**



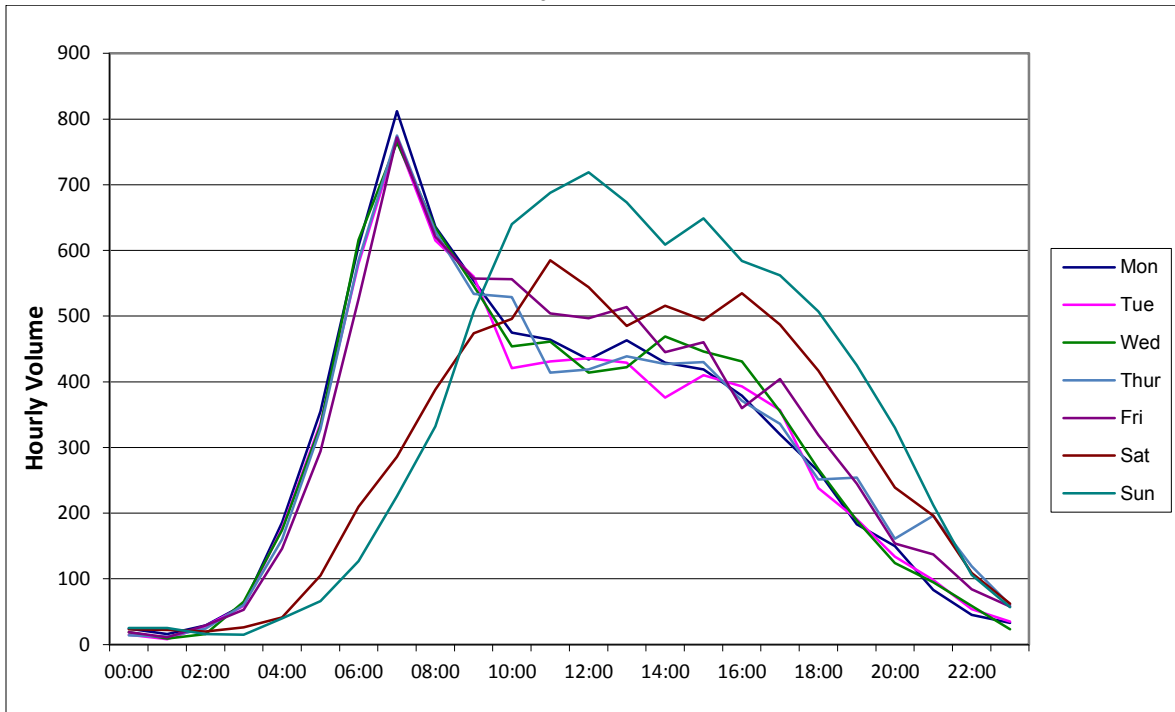
**SR-18E March Outbound Traffic by Hour**



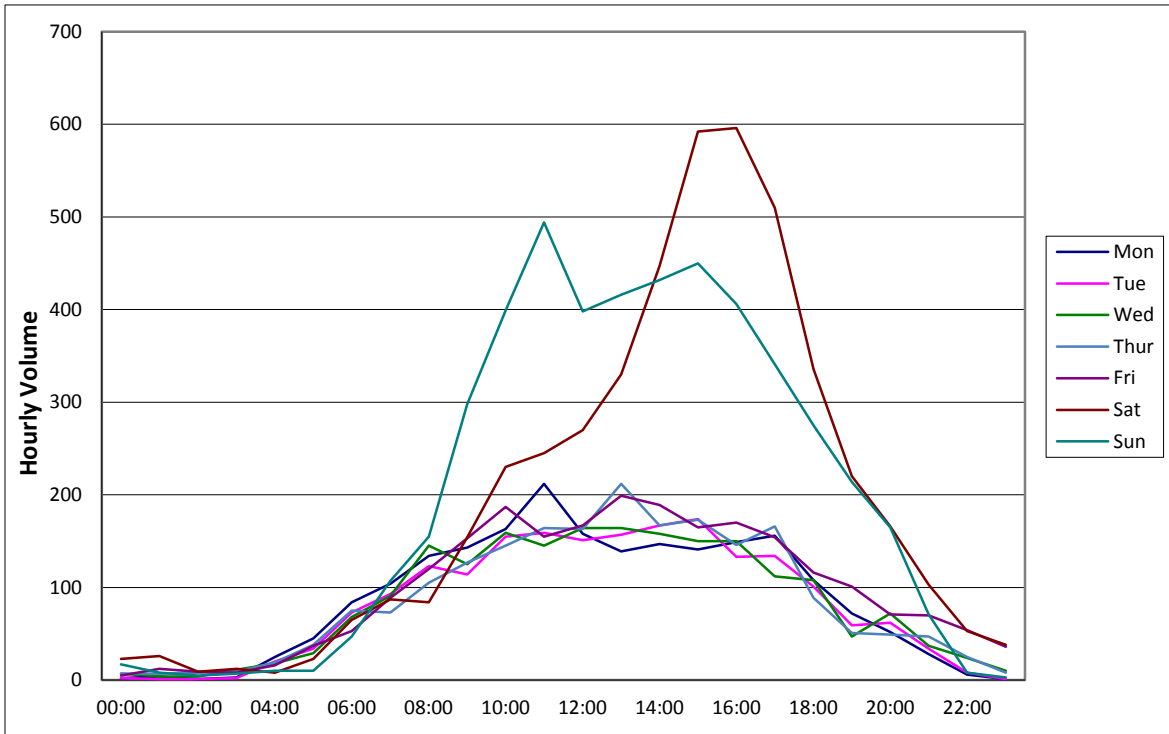
**SR-18 south of SR-138 June Inbound Traffic by Hour**



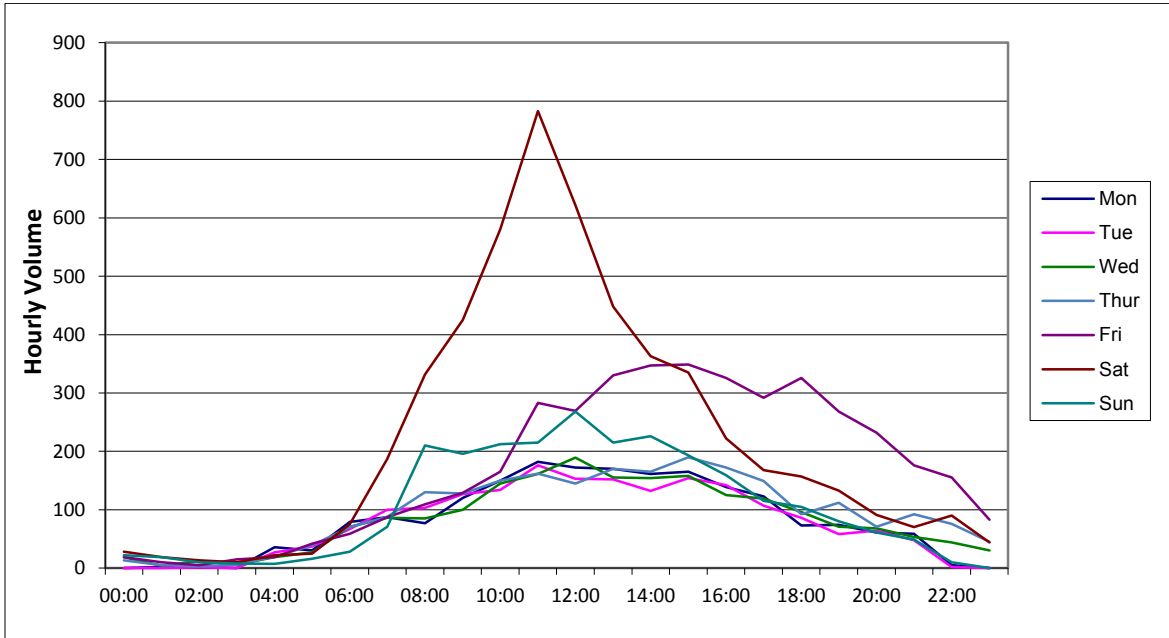
**SR-18 south of SR-138 June Outbound Traffic by Hour**



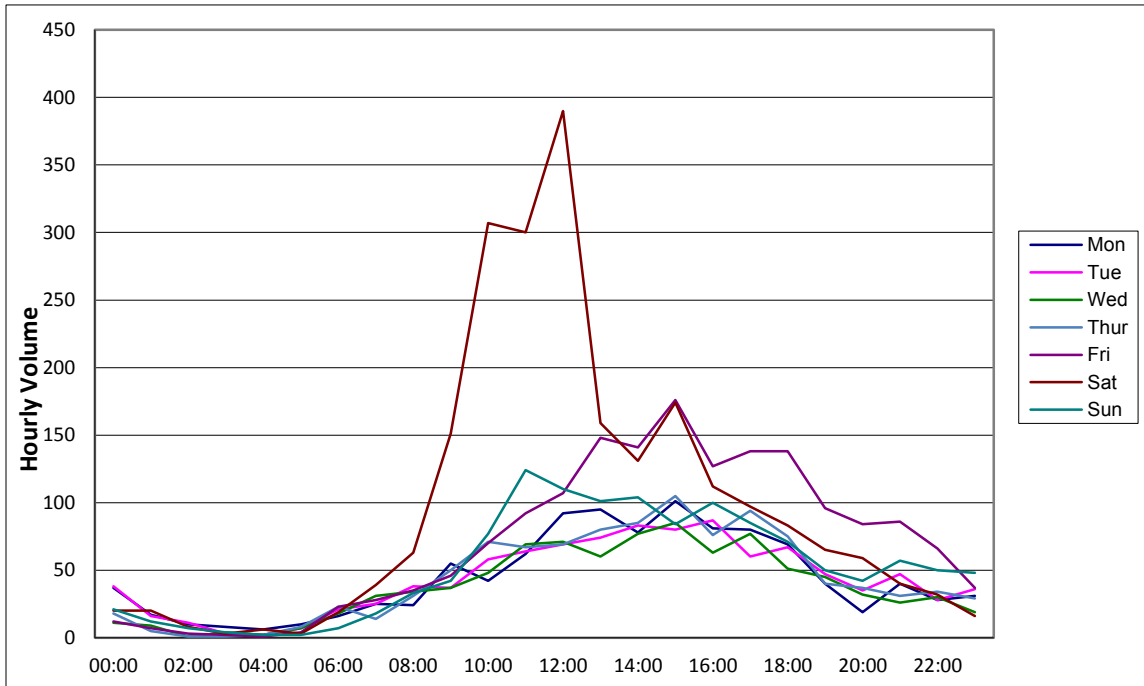
**SR-18 east of Snow Valley June Inbound Traffic by Hour**



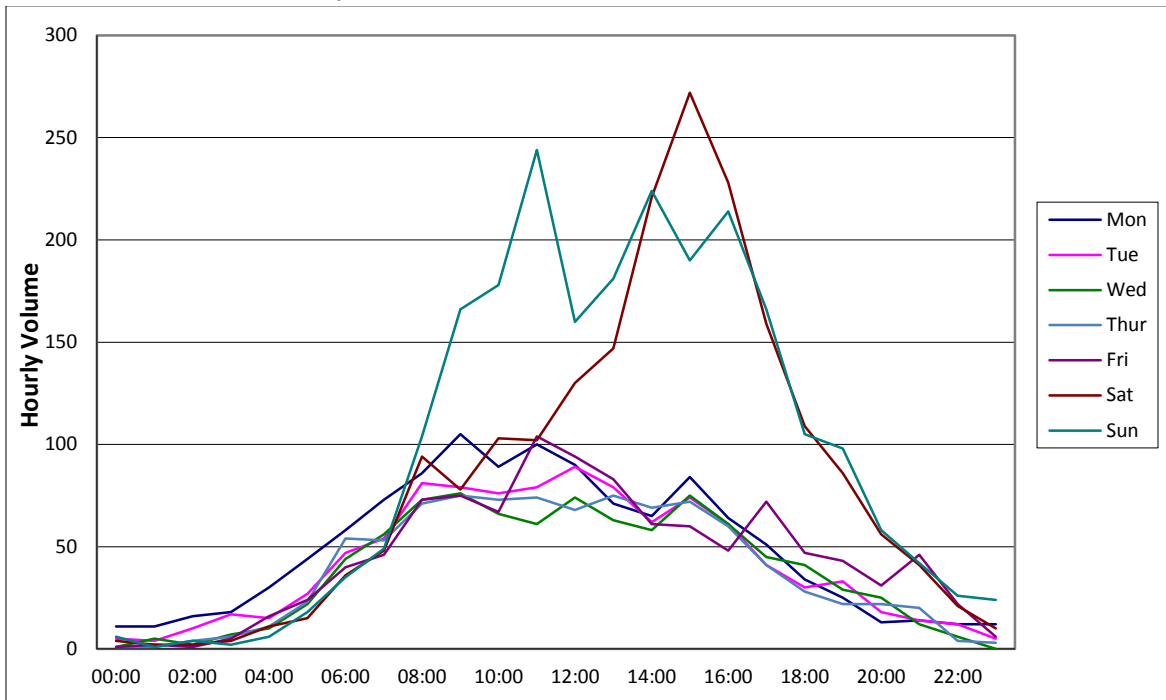
**SR-18 east of Snow Valley June Outbound Traffic by Hour**



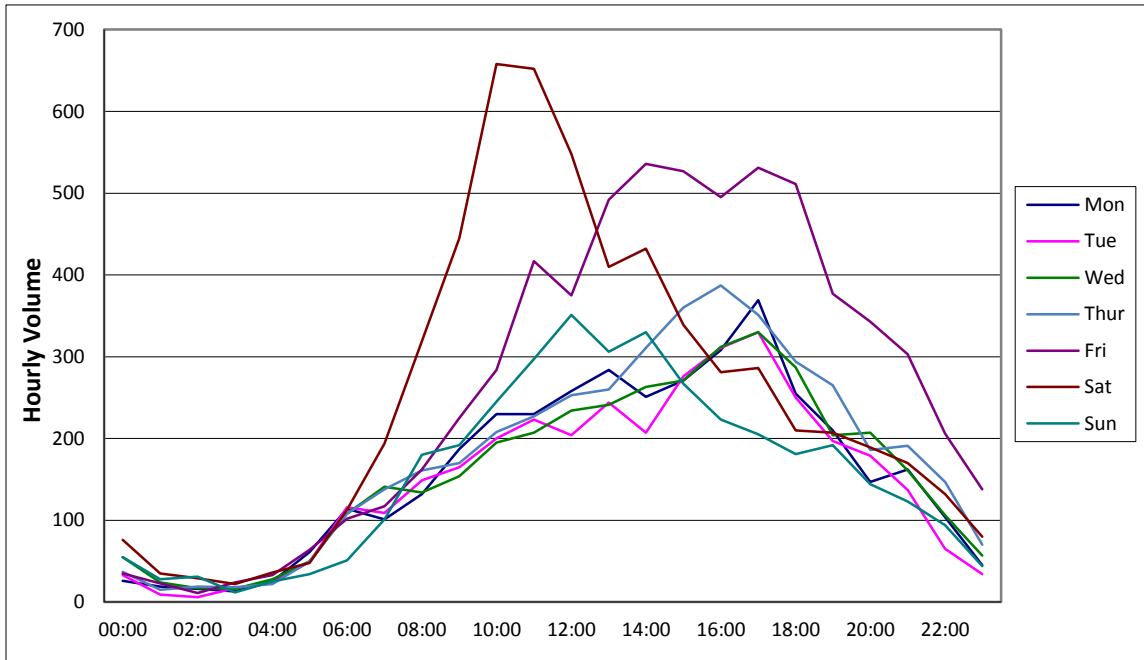
**SR-38 June Inbound Traffic by Hour**



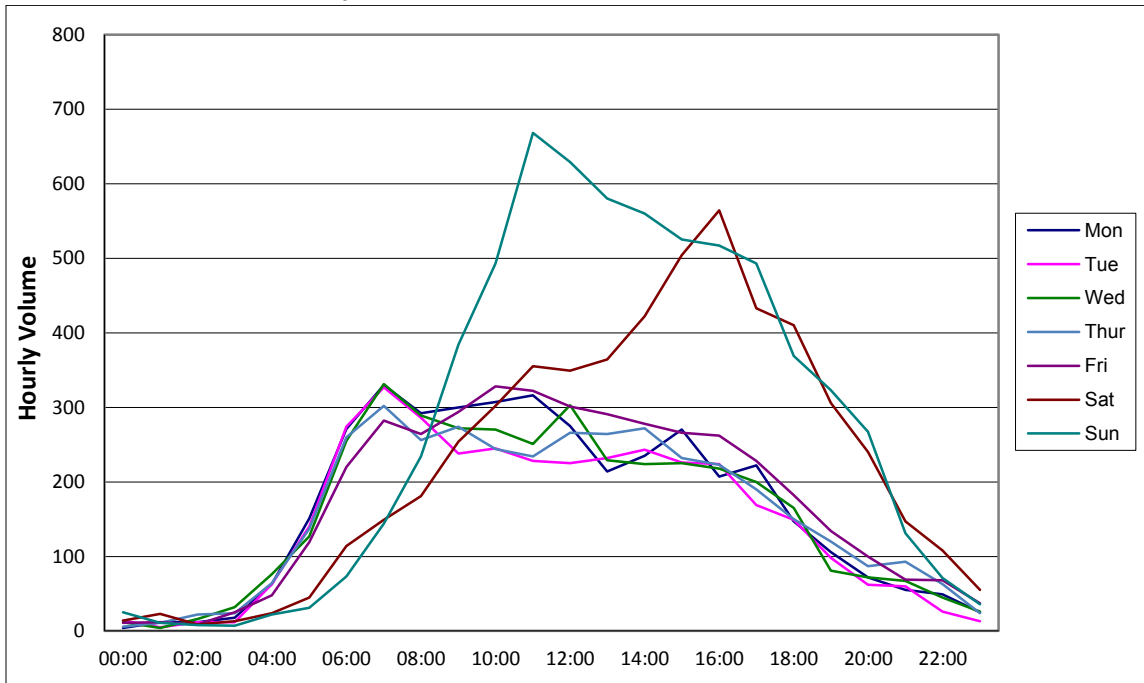
**SR-38 June Outbound Traffic by Hour**



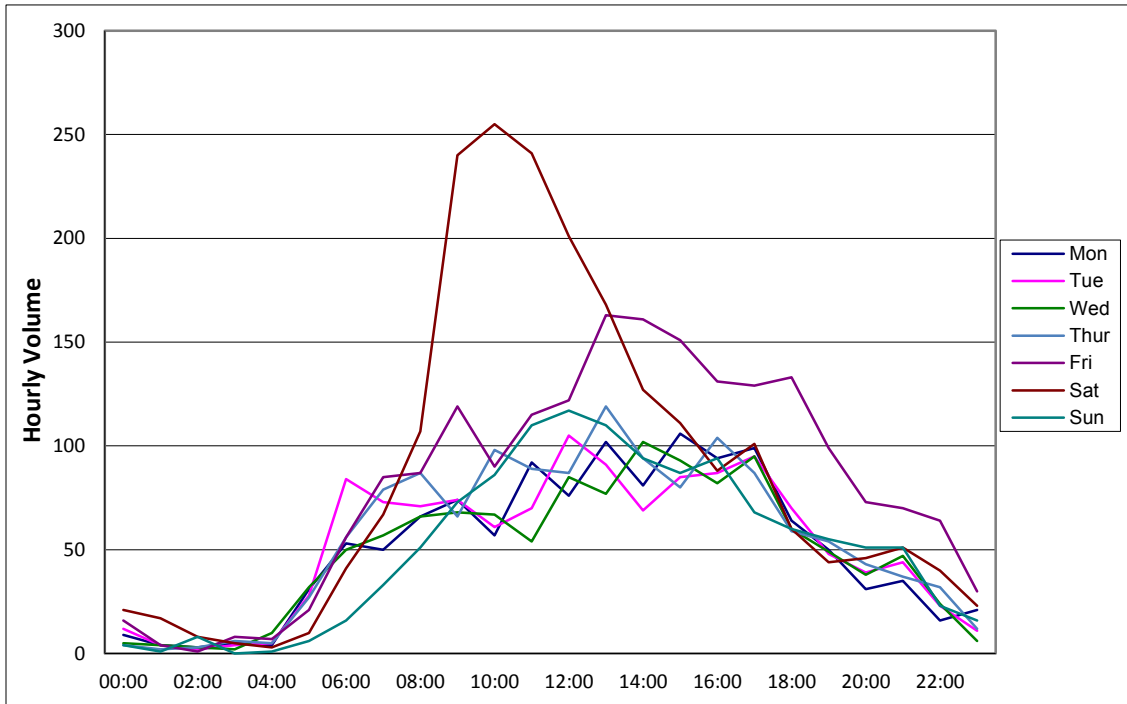
**SR-330 June Inbound Traffic by Hour**



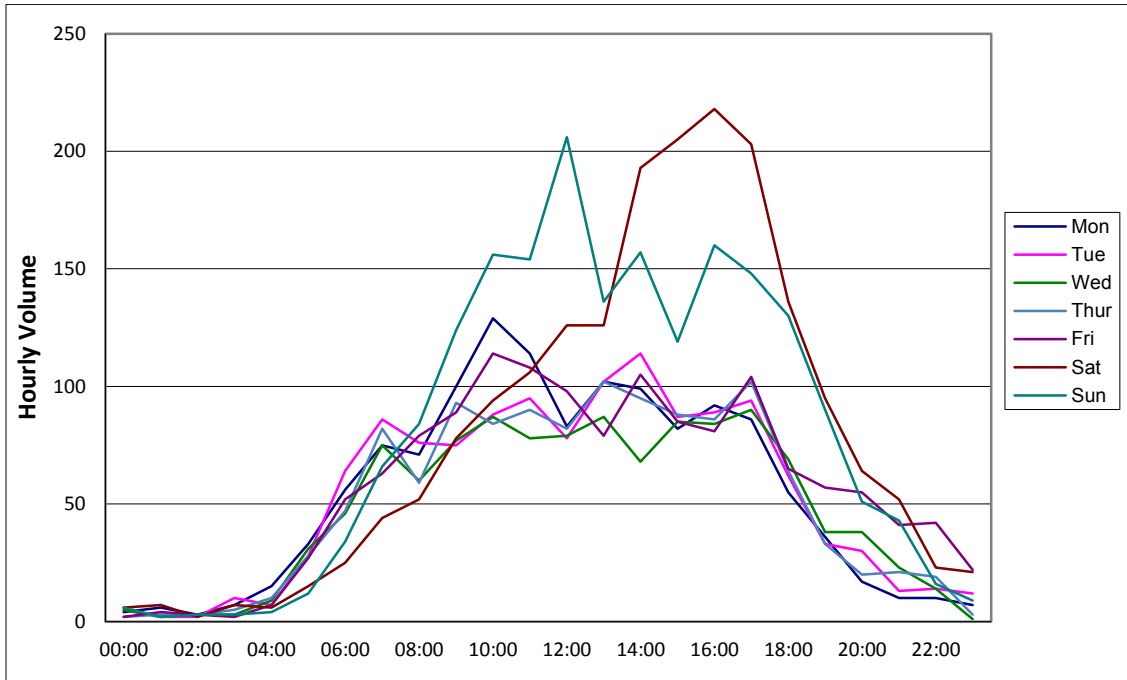
**SR-330 June Outbound Traffic by Hour**



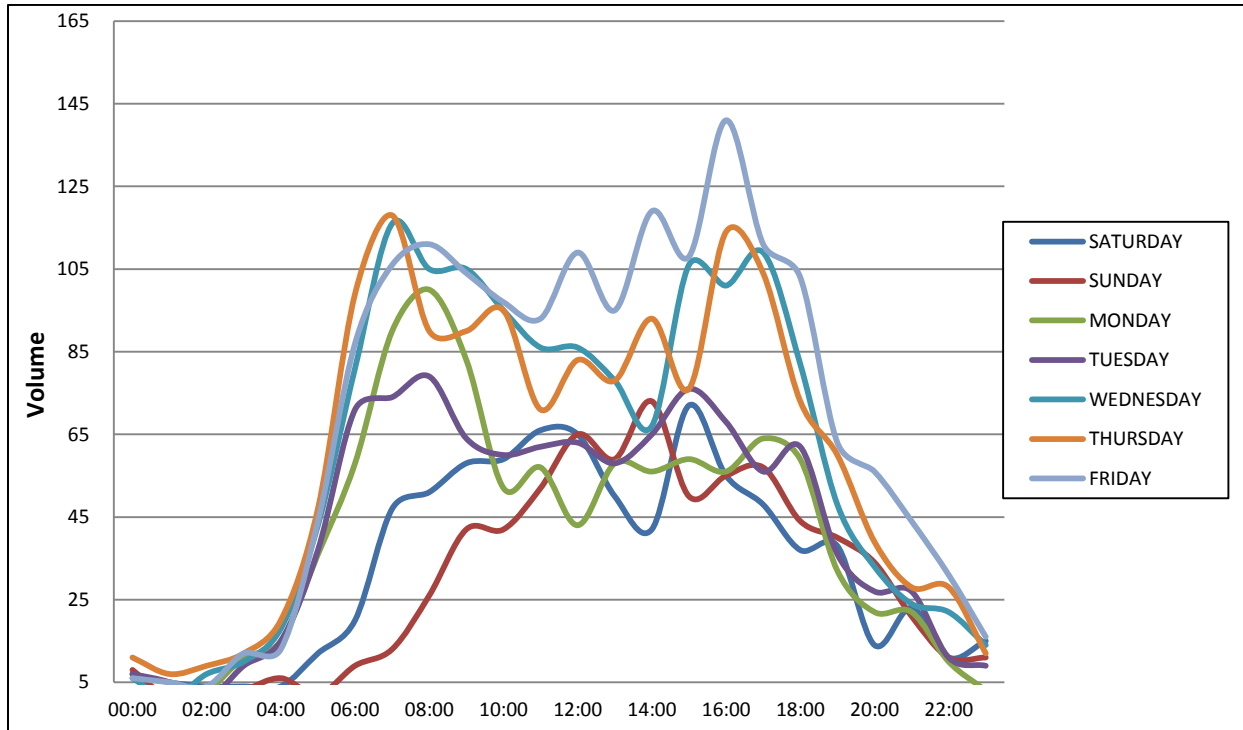
**SR-18E June Inbound Traffic by Hour**



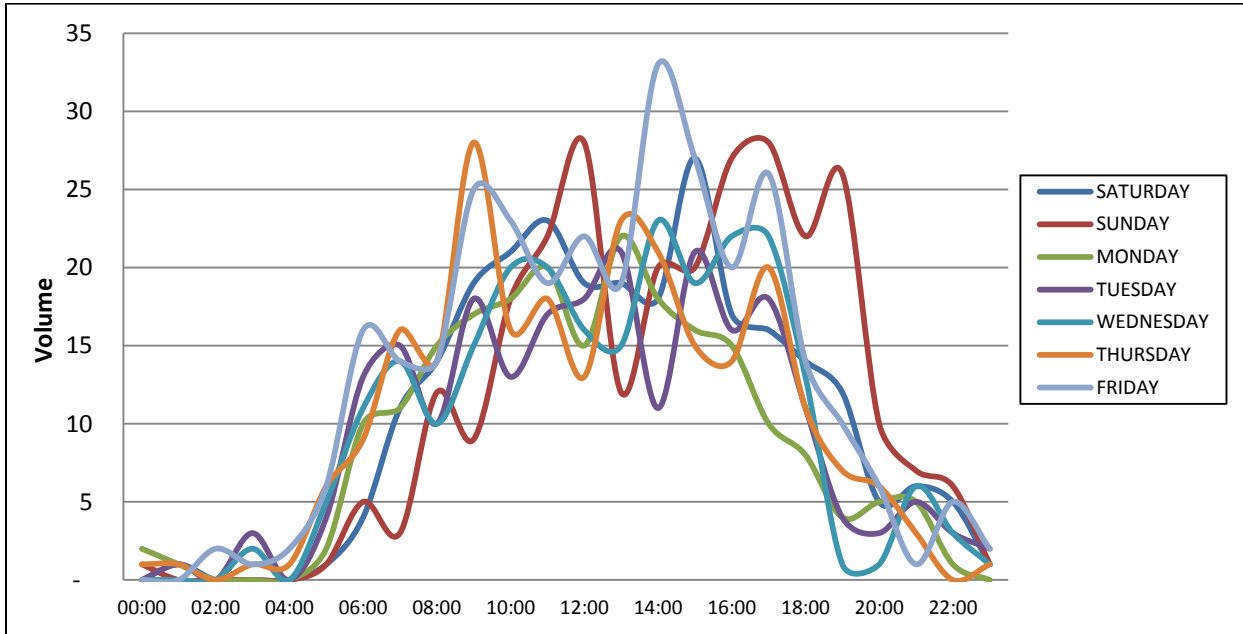
**SR-18E June Outbound Traffic by Hour**



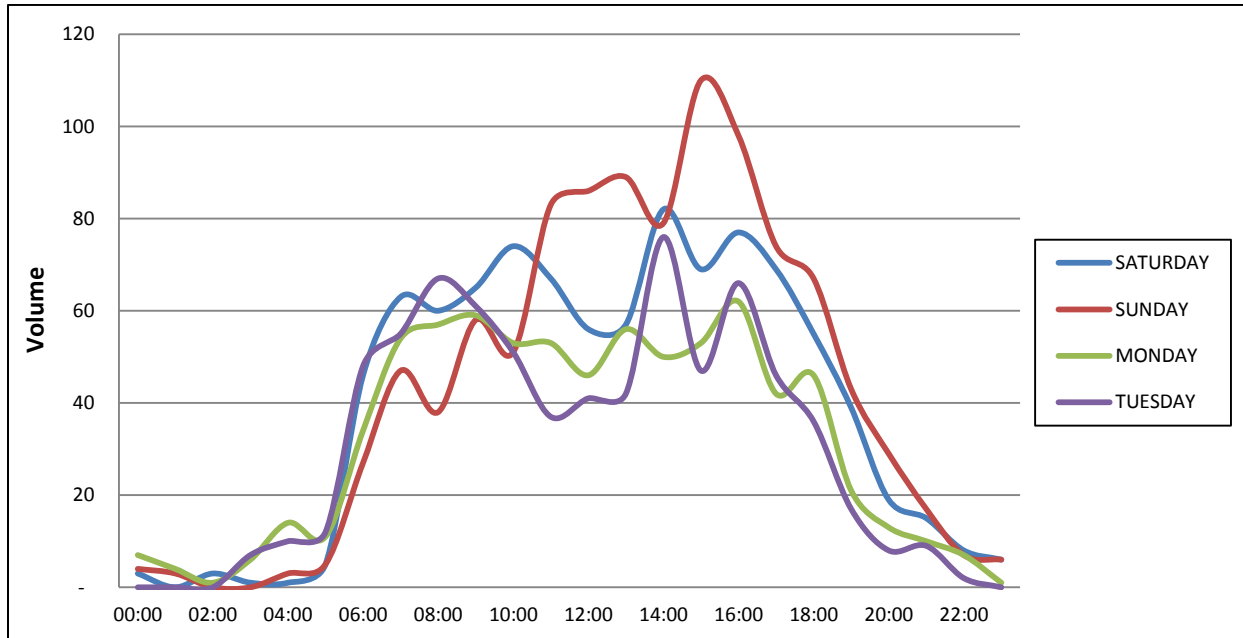
**Truck Traffic by Hour and Day on SR-18 (Location #1)**



**Truck Traffic by Hour on SR-18E (Location #2)**

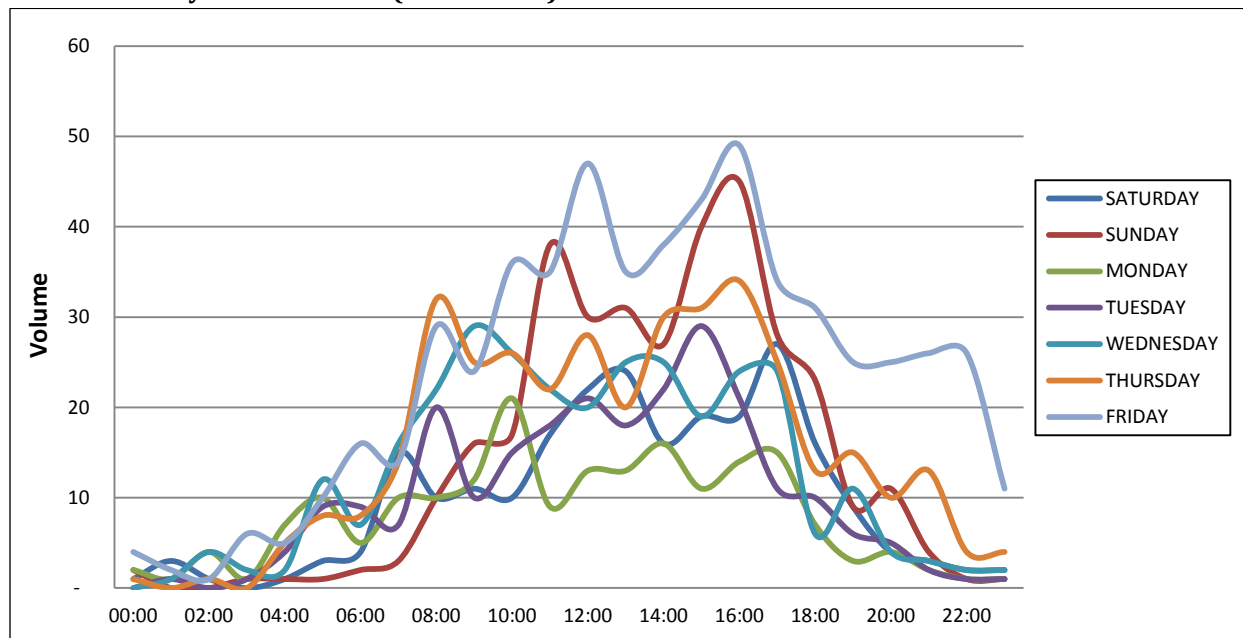


**Truck Traffic by Hour on SR-330 (Location #3)**



Note: On Wednesday-Friday road was closed and no data was collected.

**Truck Traffic by Hour on SR-38 (Location #4)**





## **Appendix C**

### **Vehicle Occupancy Counts**

# Big Bear Occupancy Study

**Project #:** 10-5132 FRI  
**Location:** SR-38 bet. Heart Bar Campground turnoff and Lakewood Drive  
**City:** Big Bear  
**Day:** Friday  
**Date:** 4/2/2010

Occupancy	NB							NB TOTAL	SB							SB TOTAL
	1	2	3	4	5	?	1		2	3	4	5	?			
	3:00 PM	24	25	2	1	0	0		52	21	40	7	3	0	10	
3:15 PM	20	23	5	1	0	0	49	24	42	10	6	3	13	98		
3:30 PM	27	22	3	2	0	5	59	22	49	11	2	0	11	95		
3:45 PM	30	31	3	0	0	1	65	29	30	4	1	0	8	72		
4:00 PM	15	24	16	2	0	3	60	28	33	5	1	0	7	74		
4:15 PM	23	32	6	2	0	4	67	28	36	9	2	0	10	85		
4:30 PM	23	23	2	1	0	3	52	38	41	5	0	0	8	92		
4:45 PM	25	42	2	2	0	5	76	25	34	4	0	0	7	70		
5:00 PM	22	22	1	1	0	4	50	30	46	7	0	0	12	95		
5:15 PM	26	19	3	0	0	2	50	15	27	9	0	0	4	55		
5:30 PM	13	22	7	1	0	5	48	15	23	2	1	0	5	46		
5:45 PM	19	38	4	1	0	4	66	3	15	4	0	0	9	31		
6:00 PM	16	25	10	2	1	2	56	7	17	4	1	0	2	31		
6:15 PM	32	31	9	8	0	2	82	19	16	4	0	0	7	46		
6:30 PM	17	21	9	6	0	3	56	4	10	3	0	0	0	17		
6:45 PM	20	18	13	6	0	1	58	7	9	3	1	0	2	22		
<b>TOTALS</b>	<b>352</b>	<b>418</b>	<b>95</b>	<b>36</b>	<b>1</b>	<b>44</b>	<b>946</b>	<b>315</b>	<b>468</b>	<b>91</b>	<b>18</b>	<b>3</b>	<b>115</b>	<b>1010</b>		

# Big Bear Occupancy Study

**Project #:** 10-5132 SAT  
**Location:** SR-38 bet. Heart Bar Campground turnoff and Lakewood Drive  
**City:** Big Bear  
**Day:** Saturday  
**Date:** 4/3/2010

Occupancy	NB						NB TOTAL	SB						SB TOTAL
	1	2	3	4	5	?		1	2	3	4	5	?	
7:00 AM	12	9	3	1	1	4	30	5	3	0	1	0	1	10
7:15 AM	9	10	2	0	0	6	27	8	4	0	1	0	1	14
7:30 AM	12	15	3	2	0	6	38	5	9	0	0	0	1	15
7:45 AM	20	33	9	2	0	12	76	6	8	6	1	1	3	25
8:00 AM	14	29	8	1	0	9	61	5	8	1	0	1	3	18
8:15 AM	16	22	9	1	0	5	53	11	9	3	0	0	3	26
8:30 AM	17	27	12	1	0	8	65	7	7	2	0	0	1	17
8:45 AM	12	19	6	4	0	6	47	10	17	4	2	0	3	36
9:00 AM	8	30	3	2	0	6	49	14	16	5	1	0	1	37
9:15 AM	14	24	6	2	1	7	54	14	13	7	0	0	0	34
9:30 AM	10	20	4	4	0	8	46	13	21	5	0	0	3	42
9:45 AM	19	27	5	1	0	6	58	11	21	7	1	0	6	46
10:00 AM	15	15	7	0	2	6	45	11	13	8	2	0	2	36
10:15 AM	13	22	8	6	0	8	57	13	16	3	3	0	7	42
10:30 AM	13	21	9	4	2	12	61	17	13	5	1	0	7	43
10:45 AM	13	26	8	2	0	5	54	12	13	9	0	2	6	42
<b>TOTALS</b>	217	349	102	33	6	114	821	162	191	65	13	4	48	483

# Big Bear Occupancy Study

Project #: 10-5132 WED  
 Location: SR-18 bet. Old Waterman Canyon Road and SR-138  
 City: Big Bear

Day: Wednesday  
 Date: 4/7/2010

Occupancy	NB						NB TOTAL	SB						SB TOTAL
	1	2	3	4	5	?		1	2	3	4	5	?	
7:00 AM	33	11	1	0	0	13	58	267	36	2	2	0	8	315
7:15 AM	49	13	0	0	0	7	69	256	32	2	0	0	13	303
7:30 AM	55	20	6	0	0	9	90	219	30	1	0	0	9	259
7:45 AM	49	13	4	0	0	10	76	179	37	4	0	0	6	226
8:00 AM	56	17	2	0	0	5	80	199	41	2	1	0	4	247
8:15 AM	50	18	15	0	0	3	86	172	44	3	0	0	2	221
8:30 AM	49	25	4	1	0	1	80	174	45	5	1	0	1	226
8:45 AM	44	31	5	0	0	6	86	128	47	3	0	0	8	186
9:00 AM	69	25	4	0	0	2	100	105	35	3	0	0	11	154
9:15 AM	59	25	4	1	0	7	96	154	57	3	2	0	12	228
9:30 AM	56	21	6	0	0	12	95	140	48	5	1	0	16	210
9:45 AM	58	22	6	6	0	14	106	138	47	5	0	0	12	202
10:00 AM	55	28	9	1	0	10	103	92	55	5	0	0	17	169
10:15 AM	58	24	9	0	2	9	102	126	63	10	0	0	13	212
10:30 AM	47	32	2	1	1	8	91	90	48	5	1	0	10	154
10:45 AM	65	29	7	0	0	15	116	131	50	6	0	0	15	202
<b>TOTALS</b>	<b>852</b>	<b>354</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>131</b>	<b>1434</b>	<b>2570</b>	<b>715</b>	<b>64</b>	<b>8</b>	<b>0</b>	<b>157</b>	<b>3514</b>
3:00 PM	114	35	7	0	0	14	170	76	44	13	3	0	8	144
3:15 PM	138	39	6	1	0	24	208	83	46	5	0	2	12	148
3:30 PM	135	40	5	0	0	20	200	77	57	14	2	0	32	182
3:45 PM	173	52	3	3	1	15	247	85	49	4	3	0	14	155
4:00 PM	154	56	2	1	0	22	235	83	58	10	1	0	7	159
4:15 PM	160	45	4	1	0	25	235	84	52	7	1	0	3	147
4:30 PM	176	63	4	0	0	24	267	61	47	12	2	1	9	132
4:45 PM	176	39	3	0	0	17	235	82	61	12	2	0	9	166
5:00 PM	202	52	8	0	0	25	287	77	60	12	1	0	7	157
5:15 PM	206	42	4	0	0	31	283	85	66	13	1	0	6	171
5:30 PM	208	51	4	1	0	31	295	64	51	13	2	0	7	137
5:45 PM	206	48	6	1	0	22	283	62	47	7	1	0	1	118
6:00 PM	188	57	7	0	0	20	272	53	40	7	1	0	8	109
6:15 PM	162	46	5	1	0	18	232	58	25	1	2	0	8	94
6:30 PM	146	42	2	1	0	24	215	33	28	4	1	0	3	69
6:45 PM	125	37	3	1	0	20	186	36	33	5	1	0	6	81
<b>TOTALS</b>	<b>2669</b>	<b>744</b>	<b>73</b>	<b>11</b>	<b>1</b>	<b>352</b>	<b>3850</b>	<b>1099</b>	<b>764</b>	<b>139</b>	<b>24</b>	<b>3</b>	<b>140</b>	<b>2169</b>

## **Appendix D**

### **Accident Data**

BIG BEAR MODAL ALTERNATIVES ANALYSIS  
HIGHWAY SEGMENTS FOR ACCIDENT DATA

Highway	FROM:			TO:			Actual			Average			Ratio	
	Road	PM	Road	PM	Fatal	F+I	Total	Fatal	F+I	Total	Fatal	F+I	Total	
SR-18	Sierra Way	8.26	SR-138	17.73	0.065	0.48	1.03	0.013	0.32	0.79	5	1.5	1.303797	
	SR-138	17.73	SR-330	31.90	0.064	0.99	2.16	0.028	0.45	0.99	2.285714	2.2	2.181818	
	SR-330	31.90	SR-38	44.32	0.045	1.07	2.56	0.029	0.49	1.08	1.551724	2.183673	2.37037	
	SR-38	44.32	SR-38	53.92	0	0.63	1.67	0.019	0.59	1.46	0	1.067797	1.143836	
SR-38		53.92	Marble Canyon Rd	65.76	0.04	1	2.02	0.04	0.82	1.66	1	1.219512	1.216867	

SR-38	SR-18	59.40	SR-18	49.52	0.034	1.2	2.26	0.033	0.69	1.56	1.030303	1.73913	1.448718
			Santa Ana River										
	SR-18	49.52	bridge	30.86	0.008	0.59	1.13	0.026	0.44	1	0.307692	1.340909	1.13
	Santa Ana River bridge	30.86	Street	8.53	0.085	1.24	2.18	0.042	0.85	1.69	2.02381	1.458824	1.289941

SR-330	SR-210 (formerly SR-30)	28.70	SR-18	44.12	0.029	0.6	1.25	0.022	0.37	0.87	1.318182	1.621622	1.436782
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## **Appendix E**

### **Road Closures**

Co	Rte	Location Name	Occurance Time	Clearance Time	Duration
SBd	330	JCT 210 - JCT 18	03/16/2010	05/11/2010	55d 18h
SBd	18	SNOW VALLEY - BB DAM	01/18/2010	01/24/2010	5d 21h
SBd	330	JCT 210 - JCT 18	12/22/2009	12/23/2009	1d 01h
SBd	18	ARROWBEAR DR	12/11/2009	12/12/2009	1d 09h
SBd	18	SNOW VALLEY - BB DAM	02/16/2009	02/20/2009	4d
SBd	18	SNOW VALLEY - BB DAM	02/09/2009	02/11/2009	2d 06h
SBd	330	JCT 210 - JCT 18	02/07/2009	02/11/2009	4d 11h
SBd	18	40TH - JCT 330	10/23/2007	10/28/2007	5d
SBd	18	JCT 330 - BB DAM	10/21/2007	11/02/2007	12d
SBd	330	JCT 210 - JCT 18	10/21/2007	11/02/2007	12d
SBd	18	JCT 138 - BB DAM	09/01/2007	09/23/2007	21d 11h
SBd	330	JCT 210 - JCT 18	10/03/2006	10/23/2006	19d 21h
SBd	18	40TH - JCT 138	09/04/2006	09/05/2006	1d 10h
SBd	330	JCT 210 - JCT 18	08/07/2006	08/23/2006	16d
SBd	18	JCT 138 - JCT 189	04/23/2006	04/28/2006	5d 08h
SBd	330	JCT 210 - JCT 18	02/28/2006	03/08/2006	7d 11h
SBd	18	JCT 138 - JCT 189	01/02/2006	01/03/2006	1d 02h
SBd	18	40TH - JCT 138	01/09/2005	01/13/2005	4d
SBd	18	SNOW VALLEY - BB DAM	01/08/2005	01/16/2005	8d
SBd	330	JCT 210 - JCT 18	01/08/2005	01/16/2005	8d
SBd	18	JCT 138 - JCT 173	01/03/2005	08/26/2005	234d 12h



**Appendix F**  
**Winter Survey**



## **Appendix G**

### **Truck Observations**



# Big Bear Occupancy & Class

Project # 10-5102

Location: SR-330 bet. Highland Ave & Live Oak Dr

City: Big Bear

Day: Friday

Date: 3/12/2010

TIME	SB CLASS TYPE		
	Occup.	Axles	Commodity (What is it carrying)
2:45 PM	1	2	Food & Liquor
3:15 PM	1	3	Food
	1	2	Beer
4:00 PM	1	2	Documents & Parcels
	1	2	Pipes & Tools
	1	2	Car
4:15 PM	1	2	Empty
	1	2	Empty
	1	2	Unknown
	1	2	Unknown
4:30 PM	1	2	People
4:45 PM	1	2	Documents & Parcels
	1	2	Tools & Construction Supplies
	1	4	Unknown
5:00 PM	1	2	Unknown
	1	2	Parcels
	1	3	Unknown
5:30 PM	1	2	Documents & Parcels
	1	2	Documents & Parcels
5:45 PM	?	3	People

Any Distinguishing Markings / Logos / Company Names (ie, McDonalds, Vons, FedEx, Werner Freight, etc.)
Jack Daniels Logo / Manning's Beef Company Home
*Saia*
*Budweiser*
Fedex Panel Truck
*Bates Plumbing*
Flatbed Car Carrier
Flatbed Truck
Flatbed Truck "BARR"
Flatbed Truck w/ panels
White & Red Panel Truck
*Marta* / Mini-Bus
Fedex Pickup w/ shell
*Steven's Home Improvement* / Panel Truck
White & Blue Tractor Trailer
White Delivery Truck
UPS Panel Truck
*Central Cargo* / Tractor Trailer
Fedex Pickup w/ shell
Fedex Panel Truck
*American Transportation Systems* / Bus





# Big Bear Occupancy & Class

Project # 10-5102

Location: SR-18 bet. Snow Valley Ski Area & SR-38

City: Big Bear

Day: Wednesday

Date: 3/24/2010

TIME	EB CLASS TYPE			Any Distinguishing Markings / Logos / Company Names (ie, McDonalds, Vons, FedEx, Werner Freight, etc.)
	Occup.	Axles	Commodity (What is it carrying)	
7:00 AM	1	2	Unknown	"Rand's Nelson Construction" / Wood-side flatbed
	1	3	Empty	"Edison" / Utility Flatbed w/ sides & crane
	1	2	Plants & Nursery Supplies	"Armstrong Growers" / Panel Truck
	?	2	People	School Bus
	1	5	Unknown	"KVAC Environmental" Tanker Truck - No Trailer
7:15 AM	2	3	Construction Materials	"CST" Flatbed w/ sides
	1	2	Wine & Beverages	"Forestville" Panel Truck
	1	2	Tools & Equipment	"American..." / Large blue utility truck
	1	2	Construction Materials	"CST" / Larger utility truck w/ crane
	1	2	Unknown	Dumptruck
7:30 AM	1	2	Empty	"Varias Towing" Flatbed tow truck
	2	2	Tools & Equipment	"Shasta Pine Construction" / Large Utility Truck
	1	2	Food Products	"Cerenzia Foods"
	1	2	Construction Materials	"CST" / Larger utility truck w/ crane
	1	2	Painting Products	"Dunn Edwards Paint"
7:45 AM	1	2	Bakery Products	"Fresh Start Bakeries" / Panel Truck w/ lift gate



	1	2	Construction Materials	"Sam Hutchison Drywall" / Panel Truck
	2	2	Unknown	Unmarked Panel Truck
	2	2	Unknown	"Special Delivery & Moving" / Panel Truck
	1	5	Empty	"Edison" / Utility Flatbed w/ sides
8:00 AM	1	2	Bottled Water	"Arrowhead"
	1	2	Unknown	"Apex Plastering" / Panel Truck
	1	2	Empty	Unmarked Flatbed w/ wood sides
	1	2	Unknown	Forestry Truck? / Orange w/ large bin
	1	4	Beverages	"7up" / Tractor-Trailer
8:15 AM	1	2	Food & Beverage	"Jack Daniels" / Small panel truck
	2	2	Asphalt	"Mick Hill Enterprises" / Dumptruck
8:30 AM	1	4	Unknown	"L.I. Whittier" / Tractor-Trailer
	2	2	Fencing Material	"Diamond Fence" / Flatbed w/ sides
8:45 AM	1	2	Empty	"Ozzie's Towing" / Flatbed
	1	5	Forklift	"Hertz" / Tractor flatbed trailer
	1	2	Unknown	"J.C. Coating" / Panel truck
	1	5	Unknown	"Becko" / Tractor-trailer
	1	5	Roofing Mats & Forklift	"All Roofing" / Tractor-trailer flatbed
	1	2	Empty	"Mick Bauman Floors" / Flatbed
9:00 AM	1	2	Documents & Parcels	"Fedex" / Panel Truck
	1	2	Beverages	"Melano & Co." / Panel Truck
	1	2	Unknown	Dumptruck
	1	2	Unknown	Flatbed w/ sides
	1	3	Unknown	Large flatbed/bin w/ crane

	1	2	Parcels & Documents	"UPS" / Panel Truck
<b>9:15 AM</b>	1	2	Parcels & Documents	"UPS" / Panel Truck
	1	2	Parcels & Documents	"UPS" / Panel Truck
	1	2	Unknown	"Elrod" / Flatbed w/ sides
	1	2	Food Products	"Mothers Nutritional" / Panel Truck
	1	2	Unknown	"SW & Selnic" / Panel Truck
	3	1	Unknown	Unmarked flatbed w/ sides
	1	2	Parcels & Documents	"UPS" / Panel Truck
	1	2	Unknown	"Baxter Better Healthcare" / Panel Truck
	?	2	People	"Marta" Bus
	1	5	Food Products	"Stater Brothers" / Tractor-trailer
<b>9:30 AM</b>	1	2	Food Products	"Worldwide Produce" / Panel truck
	1	2	Unknown	"Penske Truck Rental" / Panel truck
	1	5	Unknown	Tractor-trailer
	1	2	Parcels & Documents	"Fedex" p/u w/shell
<b>9:45 AM</b>	1	5	Waste	"Burrtec Disposal" / Tractor-trailer
	1	3	Construction Materials	"Galleher" Flatbed
	1	2	Unknown	"Zephyr Express North" / Panel truck
	1	2	Parcels & Documents	"Fedex" p/u w/shell
<b>10:00 AM</b>	1	2	Unknown	"Solo" / Panel truck
	2	4	Furniture & Personal Goods	"U-Haul" / Truck & Trailer
	1	2	Home Improvement Goods	"Deco-Rative Specialties" / Panel truck
	1	5	Waste	"Burrtec Disposal" / Tractor-trailer
	1	5	Waste	"Burrtec Disposal" / Tractor-trailer

	1	2	Unknown	"Metro Express" / Panel Truck	
10:15 AM	1	2	Catwalk Materials	"Britton Bros. Plastering" / Flatbed w/ sides	
	1	2	Construction Finishing Materials	"Corona Millworks" / Panel truck	
	1	2	Unknown	"Budget" / Rental Panel Truck	
	1	2	Uniforms / Laundry	"Tri-City Linen"	
	1	2	Home Improvement Goods	"Lowe's" / Panel truck	
	1	2	Unknown	"United Van Lines" / Panel Truck	
	1	2	Unknown	"TCI" / Panel truck	
	1	3	Parcels & Documents	"Fedex" / Tractor-trailer	
	1	2	Flammable Liquids	Flatbed w/ sides	
	1	2	Parcels & Documents	"UPS" / Panel Truck	
10:30 AM	1	2	Tools & Equipment	"...Plumbing/Heating/Air Conditioning" / Panel truck	
	1	2	Unknown	Dump truck	
	1	2	Crates of Unknown	Flatbed truck	
	1	3	Construction Materials	Flatbed truck	
10:45 AM	1	2	Parcels & Documents	"Fedex" / Panel Truck	
	1	2	Unknown	"Mendez Solo Trucking" / Panel Truck	
	1	2	Unknown	"Mendez Solo Trucking" / Panel Truck	
	1	3	Unknown	"Con-way" / Tractor-trailer	
	1	2	Parcels & Documents	"Fedex" / Panel Truck	
	1	4	Construction Machinery	Caltrans Truck & Trailer	
	1	2	Animals?	"Quality Pets" / Panel truck	
	1	3	Home Improvement / Forklift	"Lowe's" / Large Truck	
	?	2	People	"Marta" Bus	

# Big Bear Occupancy & Class

Project # 10-5102

Location: SR-18 bet. Snow Valley Ski Area & SR-38

City: Big Bear

Day: Wednesday

Date: 3/24/2010

TIME	EB CLASS TYPE			Any Distinguishing Markings / Logos / Company Names (ie, McDonalds, Vons, FedEx, Werner Freight, etc.)
	Occup.	Axles	Commodity (What is it carrying)	
3:15 PM	1	2	Empty	"Toyota of Redlands" / Flatbed w/ slatted wood sides
3:30 PM	1	2	Empty	Missed
	1	2	Tools & Equipment	Flatbed truck
	1	2	Unknown	Panel truck
	1	2	Unknown	"Curtis Delivery" panel truck
	1	2	Glass	"IWC" flatbed glass truck w/ frame
	2	2	Couple of Boxes	Flatbed truck
3:45 PM	1	2	Unknown	"Mountain View Landscaping" / Utility Panel truck
	1	2	Empty	Flatbed truck
4:00 PM	1	2	Tools & Equipment	"Stater Bros." / Utility Truck
	1	2	Unknown	Unmarked white panel truck
	1	2	Unknown	"Robertson's" Utility truck w/ crane
4:15 PM	2	2	Unknown	White utility/panel truck
	1	5	Waste	"Mountain Disposal..." / truck & trailer
	1	2	Unknown	"R & S Distributing" / Panel truck
4:30 PM	?	2	People	"Marta" Bus

	1	2	Empty	"Riverside Towing" / Flatbed tow truck
<b>4:45 PM</b>	1	2	Empty	"Mountain Auto Service & Towing" / Flatbed tow truck
	1	2	Empty	Flatbed tow truck
<b>5:00 PM</b>	2	2	Pond Construction Materials	"Skyline Ponds" / Flatbed w/ sides
<b>5:15 PM</b>	1	2	Tools & Locks/Key Lathe	"Van Garden Lock & Key" / Panel truck
	1	2	Cable & Tools	"Time Warner Cable" / Utility_panel truck w/ cherry picker
<b>5:45 PM</b>	1	2	Car	"Armada Towing Services" / Flatbed tow truck
<b>6:15 PM</b>	1	2	Empty	"Stone Solutions" / Flatbed w/ sides
	?	2	People	"Marta" Bus
<b>6:30 PM</b>	?	3	People	White unmarked charter bus #603
	2	2	Unknown	"Timberline Inc" / Yellow Panel truck
	?	2	People	"Marta" Bus

# Big Bear Occupancy & Class

Project # 10-5102

Location: SR-18 bet. Snow Valley Ski Area & SR-38

City: Big Bear

Day: Wednesday

Date: 3/24/2010

TIME	WB CLASS TYPE		
	Occup.	Axles	Commodity (What is it carrying)
7:15 AM	1	2	Construction Tools & Equipment
	1	5	Unknown
	2	2	Construction Materials
7:30 AM	?	2	People
	1	5	Unknown
	1	2	Unknown
	1	2	Unknown
7:45 AM	1	2	Unknown
	1	5	Unknown
	1	5	Waste
8:00 AM	1	2	Empty
	1	5	Unknown
	?	2	People
	1	2	Unknown
	1	2	Empty
8:15 AM	1	5	Unknown

Any Distinguishing Markings / Logos / Company Names  
(ie, McDonalds, Vons, FedEx, Werner Freight, etc.)

"Mick Hill Enterprises" / Large Utility Truck

"CST Organic Recycling" / Tractor-trailer

"Stone Solutions" / Flatbed w/ wood sides

"Marta" Bus

"Mountain Disposal Services" / Truck & Trailer

Unmarked large panel truck

"Excavating..." Dumptruck

"Penske Rentals" / large panel truck

Unmarked Tractor-trailer

"Burrtec Disposal" / Tractor-trailer

"1-800-TowHelp" / Flatbed Tow Truck

"Marar Transport" / Tractor-trailer

"Marta" Bus

Flatbed w/ sides

"Ferguson" / Flatbed w/ sides

"Burrtec Waste Disposal"

	?	3	People	Unmarked Charter Bus
	1	5	Waste	"Burrtec Disposal" / Tractor-trailer
	2	2	Construction Materials	"Skyline Ponds" / Flatbed w/ sides
9:00 AM	1	2	None	Caltrans Snow Plow Truck
	1	2	Empty	Flatbed
	1	2	Unknown	Flatbed w/ wood sides
	1	2	Unknown	"Pendulum, LLC" / Large panel utility truck
	1	2	Unknown	Dumptruck
	1	2	Empty	"HD Supply" / Flatbed w/ sides
	1	2	Car	"Riverside Towing" / Flatbed tow truck
	1	4	Unknown	"L.I. Whittier" / Tractor-Trailer
9:15 AM	1	2	Empty	Flatbed
	?	2	People	"Marta" Bus
	1	5	Waste	"Burrtec Disposal" / Tractor-trailer
	1	2	Empty	"Barrigan Block" / Flatbed w/ sides
9:30 AM	1	5	Unknown	"KVAC Environmental" / Tanker Truck
9:45 AM	2	3	Empty	"Structural Construction Materials" / Large flatbed w/ crane
	1	2	Shredded Documents	"The Shredders" / Panel truck
	1	3	Unknown	Panel truck
	1	4	Forklift & Tractor / Backhoe	"Hertz Truck Rental" / Tractor _ Flatbed trailer
10:00 AM	1	2	Nursery Supplies	"Armstrong Growers" Panel Truck
	1	5	Empty	"All-Coast Forest Products" / Tractor-trailer flatbed
	1	2	Unknown	"Baxter Healthcare" / Panel Truck
	1	2	Tools - No Cargo	"Burrtec" / Utility truck w/ crane

10:15 AM	1	2	Car	Flatbed tow truck
10:30 AM	1	5	Waste	"Mountain Disposal Services" / Truck & Trailer
10:45 AM	1	2	Unknown	"R & S Distribution"
	1	4	Beverages	"Pepsi" / Tractor-trailer
	1	5	Food Products	"Stater Bros." / Tractor-trailer



# Big Bear Occupancy & Class

Project # 10-5102

Location: SR-18 bet. Snow Valley Ski Area & SR-38

City: Big Bear

Day: Wednesday

Date: 3/24/2010

TIME		WB CLASS TYPE		
Occup.	Axles	Commodity (What is it carrying)	Any Distinguishing Markings / Logos / Company Names (ie, McDonalds, Vons, FedEx, Werner Freight, etc.)	
3:00 PM	1	2	Linens	"Mission Linen Supply" / Panel Truck
	1	2	Car	"Mountain Auto Service & Towing" / Flatbed Tow truck
	3	2	Furniture	"The Furniture Collection" / Panel truck
	2	2	Empty	"Norris Trucking" / Tractor_Flatbed trailer
	1	3	Unknown	Truck w/ bin & crane
	1	2	Empty	"A.J. Acosta Inc." / Flatbed truck
3:15 PM	1	2	Ice Cream	"Dreyer's" / Refrigerated Panel truck
	?	2	People	"Marta" bus
	1	2	Unknown	"Pendulum LLC" / Panel truck
	2	2	Unknown	"HREI" / Panel truck
3:30 PM	1	2	Empty	"Assured Towing" / Flatbed tow truck
	1	2	Unknown	Yellow panel truck
	1	2	Parcels & Documents	"UPS" / Panel truck
	1	3	Empty	"Roofing..." / Flatbed w/ crane
	1	2	Cleaning Products	"Safety Klean" / Panel truck
3:45 PM	1	2	Empty	Flatbed truck w/ sides

	?	2	People	"First Student" / School Bus
	1	2	Empty	Flatbed w/ glass frames
4:00 PM	1	2	Pickup Truck	"Don's Garage" / Flatbed tow truck
	2	2	Tools & Equipment	"Mother's Nutritional Center" / Large utility truck
	2	2	Dairy Products	"Swiss Authorized Distributors" / Panel truck
4:15 PM	1	2	Tires	"Herules Tires" / Panel truck
	2	2	Unknown	"American Technologies / Fire & Restoration" / Panel truck
	1	5	Waste	"Becko, Inc." / Tractor-trailer
	1	2	Parcels & Documents	"UPS" / Panel truck
4:30 PM	1	2	Unknown	White panel truck
	1	2	Parcels & Documents	"Fedex" / Panel truck
	1	2	SUV	"Towing" / Flatbed tow truck
	2	2	Refuse Junk	Utility truck w/ trailer
	1	2	Unknown	White panel truck
4:45 PM	1	2	Parcels & Documents	"Fedex" Pane truck
	2	2	Carpet & Padding	"Nick Bauman Floors" / Flatbed w/ sides
	1	2	Unknown	"Randy Olsen Hauling" / Flatbed w/ sides
5:00 PM	1	2	Glass	Glass hauler flatbed w/ frame
	1	4	Unknown	"Giron Transport" / Tractor-trailer
	1	2	Parcels & Documents	"UPS" / Panel truck
5:15 PM	?	2	Kids	"Crestline Unified School District" / Bus
	1	2	Parcels & Documents	"Fedex" / Pickup w/ shell
	1	2	Parcels & Documents	"UPS" / Panel truck
5:30 PM	1	2	Parcels & Documents	"Fedex" / Pickup w/ shell

	1	2	Parcels & Documents	"UPS" / Panel truck
	1	2	Electrical	Utility / Panel Truck
	1	2	Empty	"Galleher Delivering..." / Flatbed
<b>5:45 PM</b>	1	2	Unknown	"Britton Bros" / Panel truck (Delivery Services)
	1	2	Empty	"Britton Bros" / Flatbed truck
	3	2	Refuse Junk	Unmarked flatbed w/ sides
	1	3	Unknown	"Con-Way Freight" / Tractor-trailer
<b>6:00 PM</b>	2	2	Unknown	"Curtisy Delivery" / Panel truck
	1	2	Unknown	Unmarked panel truck w/ lift gate
<b>6:15 PM</b>	1	2	Glass	"International Window Corp" / Flatbed w/ glass frame
	1	2	Parcels & Documents	"UPS" / Panel truck
<b>6:30 PM</b>	2	2	Lumber	Unmarked hauler truck w/ sides & tailgate
	1	3	Unknown	"Giron Transport" / Tractor-trailer w/ lift gate
	1	2	Unknown	"SW & S Inc" / Panel truck
<b>6:45 PM</b>	1	2	Parcels & Documents	"Fedex" / Panel truck
	1	2	Empty	"Armada Towing Service" / Flatbed tow truck

## **Appendix H**

### **Evaluation of Initial Corridor Alignment Alternatives**

## 4. CORRIDOR ALIGNMENT ALTERNATIVES

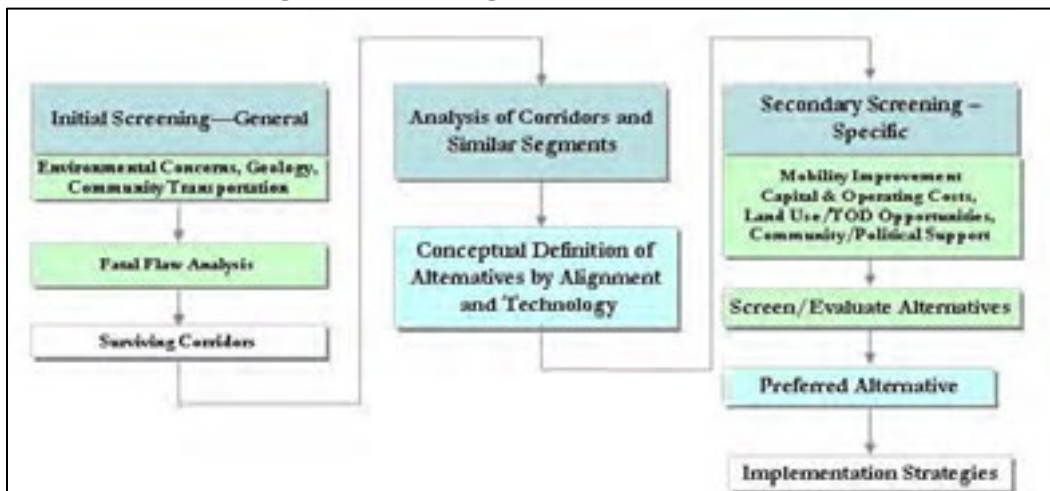
### 4.1 Introduction

The 1996 Big Bear study evaluated system alignment options through an iterative screening process to determine which alternatives to carry forward for further analysis. This process consisted of an initial screening of broad quantitative and qualitative criteria. The alternatives were reduced from 9 preliminary candidate corridors comprised of 15 segments to 2 corridors (Corridors 2 and 4) based on an increasingly specific and rigorous criteria review.

Figure 4.1 depicts the potential alignment screening process that was used in 1996. This process considered a host of general conditions for potential alignments and conducted a top line fatal flaw analysis of geologic, environmental and community concerns. From there, the corridors were considered based on increasingly technical criteria which linked potential system technologies (such as cog and aerial railways) and development opportunities.

Based on consultation with the Technical Advisory Committee (TAC), it has been determined that this same process will be used as the basic construct for this updated alternatives analysis.

Figure 4.1 - Recommended Alignment Screening Process



The objective of alignment analysis is to update the 1996 alignment evaluation criteria and evaluation methodology. Task 5.1 considered the evaluation criteria (what to measure), and Task 5.2 reviewed the evaluation methodology (how to measure). The report then makes recommendations for additions and modifications to the evaluation process based on updated information. Key to this process is retaining as much consistency with the 1996 decision making framework to provide for an effective transition of prior and current work.

## 4.2 Criteria for Defining Potential Alignments

Within the basic framework established to review candidate alignments, the first level screening step selects the viable potential alignments. The 1996 selection criteria have been analyzed for applicability for conditions today, and updated with recommended additions and deletions for continued analysis. Overall, the analysis found the 1996 evaluation criteria to be well structured, comprehensive and technically sound. The draft proposed evaluation criteria depicted in Table 4.1 were reviewed with the TAC on June 30, 2010. Based on input from the TAC, two additional sub categories, Public Safety and Access were developed. Public safety measures the instances of forest fires common in the project area. The Access category was added to evaluate the potential use of existing roadways and easements for construction, operational and emergency access to the proposed corridors.

**Table 4.1 - Draft Potential Alignment Selection Criteria**

<b>Physical</b>	
<b>Sub Category</b>	<b>Criteria</b>
Land Use And Planning	<ul style="list-style-type: none"> <li>• Conformity with Agency Plans</li> <li>• Avoid division of established communities</li> <li>• Complexity of right-of-way acquisition</li> </ul>
Geologic Conditions	<ul style="list-style-type: none"> <li>• Avoid exposure to seismic faults</li> <li>• Avoid unstable soils/landslide areas</li> </ul>
Transportation/Circulation	<ul style="list-style-type: none"> <li>• Minimize corridor/segment length</li> <li>• Intermediate destinations along alignment</li> <li>• Utilize existing transportation routes (improved/unimproved)</li> </ul>
Wilderness Area Designations	<ul style="list-style-type: none"> <li>• Avoid intrusions into designated or planned Wilderness areas</li> </ul>
Recreation	<ul style="list-style-type: none"> <li>• Avoid displacement of recreational facilities (hiking and OHV trails/campgrounds)</li> </ul>
<b>Environmental</b>	
<b>Sub Category</b>	<b>Criteria</b>
Water	<ul style="list-style-type: none"> <li>• Minimize crossings of major/minor drainages</li> <li>• Avoid floodplain encroachment</li> </ul>
Biological Resources	<ul style="list-style-type: none"> <li>• Avoid encroachment into threatened, endangered, and sensitive habits</li> <li>• Avoid wetland habitats</li> <li>• Avoid wildlife migration corridors</li> </ul>
Aesthetic	<ul style="list-style-type: none"> <li>• Avoid encroachment into Visual Retention areas</li> </ul>
Cultural Resources	<ul style="list-style-type: none"> <li>• Avoid encroachment on resources</li> </ul>
<b>Socioeconomic</b>	
<b>Sub Category</b>	<b>Criteria</b>
Population and Housing	<ul style="list-style-type: none"> <li>• Avoid displacement of existing housing units or business</li> </ul>
<b><i>Political Consensus (2011)</i></b>	
<b><i>Sub Category</i></b>	<b><i>Criteria</i></b>
	<ul style="list-style-type: none"> <li>• <i>Political involvement and political support for the alignment</i></li> </ul>

<b><i>Community Acceptance (2011)</i></b>	
<b><i>Sub Category</i></b>	<b><i>Criteria</i></b>
<u>Stakeholders</u>	<ul style="list-style-type: none"> <li>• <u>Stakeholder involvement and stakeholder support for the alignment</u></li> </ul>

The TAC also recommended that the Political and Community Acceptance sub categories be consolidated into one category. The evaluation criteria were updated to reflect the TAC recommendations. After the selection criteria are defined, the evaluation methodologies and process are developed. The sections below describe the evaluation methodologies.

### 4.3 Proposed Alignment Evaluation Methodologies

The alignment evaluation criteria include four categories: physical, environmental, socio-economic and community acceptance. Once these criteria and sub categories were developed to assist in the assessment of the suitability of potential corridors, the next step in the screening process defines the measures and methods by which each criterion is evaluated.

Table 5.2 incorporates the updated criteria, based on recommendations from TAC, and includes the measures and methodologies of each criterion. The measures and methods are designed to provide sufficient information to weigh each potential corridor against the criteria and each other to yield an objective assessment of the utility and suitability of each proposed corridor.

**Table 4.2 - Potential Mountain Corridor Alignment Selection Criteria and Measurement**

<b>Physical</b>			
<b>Sub Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Method</b>
Land Use And Planning	<ul style="list-style-type: none"> <li>• Conformity with Agency Plans</li> <li>• Avoid division of established communities</li> <li>• Complexity of right-of-way acquisition</li> </ul>	<ul style="list-style-type: none"> <li>• Conforming with plans</li> <li>• Potential divisions</li> <li>• Type of land owners</li> </ul>	<ul style="list-style-type: none"> <li>• Yes/No</li> <li>• Yes/No, Number</li> <li>• Type</li> </ul>
Geologic Conditions	<ul style="list-style-type: none"> <li>• Avoid exposure to seismic faults</li> <li>• Avoid unstable soils/landslide, liquefaction &amp; avalanche areas</li> </ul>	<ul style="list-style-type: none"> <li>• Number of fault crossings</li> <li>• Estimated percent of corridor in high landslide area</li> <li>• Encroachment into liquefaction zones</li> </ul>	<ul style="list-style-type: none"> <li>• Number</li> <li>• Percent</li> <li>• Percent</li> </ul>
Transportation/ Circulation	<ul style="list-style-type: none"> <li>• Minimize corridor length</li> <li>• Intermediate destinations along alignment</li> </ul>	<ul style="list-style-type: none"> <li>• Estimated corridor length (miles)</li> <li>• Number potential intermediate stations</li> </ul>	<ul style="list-style-type: none"> <li>• Number</li> <li>• Number</li> </ul>
Wilderness Area Designations	<ul style="list-style-type: none"> <li>• Avoid intrusions into designated or planned Wilderness areas</li> </ul>	<ul style="list-style-type: none"> <li>• Intrusion into Wilderness areas</li> </ul>	<ul style="list-style-type: none"> <li>• Yes/No</li> </ul>
Recreation	<ul style="list-style-type: none"> <li>• Avoid displacement of recreational facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Potential displacements</li> </ul>	<ul style="list-style-type: none"> <li>• Yes/No</li> </ul>
Public Safety	<ul style="list-style-type: none"> <li>• Avoid areas of high fire</li> </ul>	<ul style="list-style-type: none"> <li>• Encroachment into</li> </ul>	<ul style="list-style-type: none"> <li>• Yes/No</li> </ul>

<b>Physical</b>			
<b>Sub Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Method</b>
	vulnerability	fire hazard severity zones	
Access	<ul style="list-style-type: none"> <li>• Use of utility easements and existing transportation routes (improved and unimproved) for construction, maintenance and emergency access</li> </ul>	<ul style="list-style-type: none"> <li>• Potential usage</li> </ul>	<ul style="list-style-type: none"> <li>• Number</li> </ul>
<b>Environmental</b>			
<b>Sub Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Method</b>
Water	<ul style="list-style-type: none"> <li>• Minimize crossings of major/minor drainages</li> <li>• Avoid floodplain encroachment</li> <li>• Avoid inundation hazard</li> </ul>	<ul style="list-style-type: none"> <li>• Number of major/minor drainage crossings</li> <li>• Potential encroachment</li> <li>• Potential encroachment</li> </ul>	<ul style="list-style-type: none"> <li>• Number</li> <li>• Yes/No</li> <li>• Yes/No</li> </ul>
Biological Resources	<ul style="list-style-type: none"> <li>• Avoid encroachment into threatened, endangered, and sensitive habits</li> <li>• Avoid wetland habitats</li> <li>• Avoid wildlife migration corridors</li> </ul>	<ul style="list-style-type: none"> <li>• Avoid intrusion</li> <li>• Potential encroachment</li> <li>• Potential corridor crossing</li> </ul>	<ul style="list-style-type: none"> <li>• Yes/No</li> <li>• Yes/No</li> <li>• Yes/No</li> </ul>
Aesthetic	<ul style="list-style-type: none"> <li>• Avoid encroachment into Visual Retention areas</li> </ul>	<ul style="list-style-type: none"> <li>• Estimated length in Visual Retention areas</li> </ul>	<ul style="list-style-type: none"> <li>• Percent</li> </ul>
Cultural Resources	<ul style="list-style-type: none"> <li>• Avoid encroachment on resources</li> </ul>	<ul style="list-style-type: none"> <li>• Intrusion into cultural resource areas</li> </ul>	<ul style="list-style-type: none"> <li>• Yes/No</li> </ul>
<b>Socioeconomic</b>			
<b>Sub Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Method</b>
Population and Housing	<ul style="list-style-type: none"> <li>• Avoid displacement of existing housing units or business</li> </ul>	<ul style="list-style-type: none"> <li>• Potential displacements</li> </ul>	<ul style="list-style-type: none"> <li>• Yes/No</li> </ul>
<b>Community/Political Consensus</b>			
	<b>Criteria</b>	<b>Measure</b>	<b>Method</b>
	<ul style="list-style-type: none"> <li>• Community/political involvement and community support for the alignment</li> </ul>	<ul style="list-style-type: none"> <li>• Community endorsement</li> </ul>	<ul style="list-style-type: none"> <li>• Yes/No, Type</li> </ul>

#### 4.4 Defining and Developing Potential Corridors

The 1996 Study evaluated nine potential mountain corridors comprised of 15 individual segments. These nine corridors were developed using USGS base mapping to identify practicable alignments in consultation with San Bernardino National Forest engineers evaluating the topography, geology and soils of the area. Each corridor is approximately ½ mile wide, while the actual corridor may require widths up to 50 feet, the larger ½ mile band allows for refinements of corridors through the conceptual design phase and enables the most robust evaluation of potential impacts.



This 2011 updated alternatives analysis feasibility study uses the nine corridors as the basis for evaluating potential alignments for a fixed guideway transit system from San Bernardino to Big Bear Valley. Because of the challenging steep mountain grades an additional analysis of the geological characteristics of the project area was conducted as part of the screening process. This high level engineering and geologic evaluation of the potential corridors also used the base information provided in the 1996 Study, including the candidate corridor characteristics grade measures depicted in Table 4.3.

**Table 4.3 - Mountain Segment: Potential Alignments Summary**

<b>Candidate Corridor</b>	<b>Length (Miles)</b>	<b>Critical Gradient (Avg)*</b>	<b>% Corridor in Critical Gradient</b>	<b>Intermediate Communities Served</b>
1	23.5	29.8%	8.1%	Running Springs, Arrowbear
2	23.1	36.0%	10.0%	Running Springs, Arrowbear, Snow Valley
3	22.5	40.0%	7.1%	Running Springs, Arrowbear, Snow Valley
4	22.5	35.8%	11.1%	Running Springs, Arrowbear, Snow Valley
5	21.0	40.0%	12.4%	Running Springs, Arrowbear, Snow Valley
6	23.7	35.7%	10.1%	None
7	23.0	30.1%	16.1%	None
8	19.2	43.7%	12.0%	None
9	18.6	35.2%	19.4%	None

\*slopes over 20%

Based on the review of all available 1996 Study reports, it was determined that these nine corridors represent viable alternatives for continued study. As a whole, the nine corridors vary in length from shortest (18.6 miles) to longest (23.7 miles) and span a significant portion of the project study area, offering divergent paths from the urbanized San Bernardino area to Big Bear, using a variety of corridor paths. Consequently, the corridors will have measurable differences useful for comparative analysis for many of the screening criteria. Accordingly, the screening of the potential corridors employs the same nine corridors as the appropriate alternatives for this project update.

## 4.5 Screening of Potential Corridors

The objective of the broad level screening process is to use both qualitative and quantitative criteria to reduce the number of candidate corridors for additional detailed analysis. The nine candidate corridors were analyzed and screened using similar criteria and process established for the 1996 Study, however, new existing conditions were considered in evaluation of the potential for the corridors to serve as a feasible fixed guideway transit system path. As a result, the 2011 criteria have been updated. The updated criteria and evaluation measures include Physical, Environmental, Socioeconomic, and Community/Political criteria.

An additional objective of this screening is to identify any high-level fatal physical or environmental flaw of any of the potential corridors using the established criteria that builds from the 1996 Study. The following section briefly describes the evaluation categories and methodology.

### 4.5.1 Criteria and Categories

#### Physical

Land Use and Planning: These criteria are established to determine how the project will fit within the construct of current cities of San Bernardino, Highland, Big Bear Lake General Plans, Master Plans, zoning ordinances, and any Specific Plans or Redevelopment plans in the project area. All corridors would require changes to the General Plan and zoning ordinances for development.

Additionally, the USFS has jurisdiction over a large portion of the project area and uses the San Bernardino Forest Management Plan as a guiding policy document. The 1996 Study assessed the opportunity for developing a system in the National Forest and noted that lands within USFS management areas are generally not available for community expansion, but rights of way can be leased or land exchanged for a regional transportation improvement. In 2005, the USFS updated the Southern California National Forest Land Management Plan. The Plan's Vision statement enumerated the challenges of urbanization of the management areas, and noted there are an increasing number of visitors to the national forest and how to accommodate the growing demand should be considered. The 2005 Land Management Plan also provided an inventory of areas of the forest without roads. This inventory established a policy that these roadless areas are prescribed not to allow road construction or reconstruction. All of the corridors will pass through portions of this designated area which encompasses the lower half of the project area spanning from the SR 330 east to Bear Creek and the Santa Ana River.

- Division of Established Communities: Avoiding division of established communities considers how a fixed-guideway transit system will impact the developed areas it travels through. Because the corridor analysis is evaluating options that are ½ mile wide, each alternative will have some impact as the system enters urbanized and developed areas in Big Bear. Furthermore, those corridors serving intermediate mountain stops, a key project objective, also have the potential to divide established communities.
- Complexity of right-of-way acquisition: There are four types of property owners throughout the project area: private, forest service, public (state and county), and tribal. The public lands are managed as part of the San Bernardino National Forest by the USFS and encompass the vast majority of the study area. San Bernardino County also has responsibility for lands scattered throughout the study area. The tribal lands are part of the San Manuel Band of Mission Indians

and are located just north of Highland, and a section of the project area is considered culturally affiliated with the tribe. Private property is most prevalent in the developed areas in the mountain sections at Running Springs, Big Bear Lake and Big Bear City, as well as throughout the San Bernardino Valley area, from Highland and westward to the E Street Transportation Center and Civic Center.

**Table 4.4 - Potential Mountain Corridor Alignment Selection Criteria and Measurement**

Sub Category	Criteria	Measure	Method	1	2	3	4	5	6	7	8	9
Land Use And Planning	<ul style="list-style-type: none"> <li>• Conformity with Agency Plans</li> <li>• Avoid division of established communities</li> <li>• Complexity of right-of-way acquisition</li> </ul>	<ul style="list-style-type: none"> <li>• Conforming with plans</li> <li>• Potential divisions</li> <li>• Type of land owners</li> </ul>	<ul style="list-style-type: none"> <li>• Yes/No</li> <li>• Yes/No, Number</li> <li>• Type (Private, Forest Service)</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> <li>• Yes 3</li> <li>• P,F</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> <li>• Yes 4</li> <li>• P,F</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> <li>• Yes 4</li> <li>• P,F</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> <li>• Yes 4</li> <li>• P,F</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> <li>• Yes 3</li> <li>• P,F</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> <li>• Yes 2</li> <li>• P,F</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> <li>• Yes 1</li> <li>• P,F</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> <li>• Yes 2</li> <li>• P,F</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> <li>• Yes 1</li> <li>• P,F</li> </ul>
Geologic Conditions	<ul style="list-style-type: none"> <li>• Avoid exposure to seismic faults</li> <li>• Avoid unstable soils/landslide, liquefaction &amp; avalanche areas</li> </ul>	<ul style="list-style-type: none"> <li>• Number of fault crossings</li> <li>• Estimated percent of corridor in high landslide area</li> <li>• Encroachment into liquefaction zones</li> </ul>	<ul style="list-style-type: none"> <li>• Number</li> <li>• Percent</li> <li>• Percent</li> </ul>	<ul style="list-style-type: none"> <li>• 8</li> <li>• 40%</li> <li>• 5%</li> </ul>	<ul style="list-style-type: none"> <li>• 8</li> <li>• 35%</li> <li>• 5%</li> </ul>	<ul style="list-style-type: none"> <li>• 6</li> <li>• 50%</li> <li>• 5%</li> </ul>	<ul style="list-style-type: none"> <li>• 6</li> <li>• 50%</li> <li>• 5%</li> </ul>	<ul style="list-style-type: none"> <li>• 5</li> <li>• 45%</li> <li>• 0%</li> </ul>	<ul style="list-style-type: none"> <li>• 7</li> <li>• 65%</li> <li>• 5%</li> </ul>	<ul style="list-style-type: none"> <li>• 8</li> <li>• 95%</li> <li>• 5%</li> </ul>	<ul style="list-style-type: none"> <li>• 3</li> <li>• 40%</li> <li>• 10%</li> </ul>	<ul style="list-style-type: none"> <li>• 3</li> <li>• 95%</li> <li>• 10%</li> </ul>
Transportation and Circulation	<ul style="list-style-type: none"> <li>• Minimize corridor length</li> <li>• Intermediate destinations along alignment</li> </ul>	<ul style="list-style-type: none"> <li>• Estimated corridor length (miles)</li> <li>• Number potential intermediate stations</li> </ul>	<ul style="list-style-type: none"> <li>• Number</li> <li>• Number</li> </ul>	<ul style="list-style-type: none"> <li>• 23.5</li> <li>• 2</li> </ul>	<ul style="list-style-type: none"> <li>• 23.1</li> <li>• 3+</li> </ul>	<ul style="list-style-type: none"> <li>• 22.5</li> <li>• 3</li> </ul>	<ul style="list-style-type: none"> <li>• 22.5</li> <li>• 3</li> </ul>	<ul style="list-style-type: none"> <li>• 21.0</li> <li>• 2</li> </ul>	<ul style="list-style-type: none"> <li>• 23.7</li> <li>• 1</li> </ul>	<ul style="list-style-type: none"> <li>• 23.0</li> <li>• 0</li> </ul>	<ul style="list-style-type: none"> <li>• 19.2</li> <li>• 1</li> </ul>	<ul style="list-style-type: none"> <li>• 18.6</li> <li>• 0</li> </ul>
Wilderness Area Designations	<ul style="list-style-type: none"> <li>• Avoid intrusions into designated or planned Wilderness areas</li> </ul>	<ul style="list-style-type: none"> <li>• Intrusion into Wilderness areas</li> </ul>	<ul style="list-style-type: none"> <li>• Yes/No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>
Recreation	<ul style="list-style-type: none"> <li>• Avoid displacement of recreational facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Potential displacements</li> </ul>	<ul style="list-style-type: none"> <li>• Yes/No</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>
Public Safety	<ul style="list-style-type: none"> <li>• Avoid areas of high fire vulnerability</li> </ul>	<ul style="list-style-type: none"> <li>• Encroachment into fire hazard severity zones</li> </ul>	<ul style="list-style-type: none"> <li>• Yes/No</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>
Access	<ul style="list-style-type: none"> <li>• Use of utility easements and existing transportation routes (improved and unimproved) for construction, maintenance and emergency access</li> </ul>	<ul style="list-style-type: none"> <li>• Potential access usage</li> </ul>	<ul style="list-style-type: none"> <li>• Number (1-good, 2-fair, 3-poor)</li> </ul>	<ul style="list-style-type: none"> <li>• 2</li> </ul>	<ul style="list-style-type: none"> <li>• 1</li> </ul>	<ul style="list-style-type: none"> <li>• 1</li> </ul>	<ul style="list-style-type: none"> <li>• 2</li> </ul>	<ul style="list-style-type: none"> <li>• 2</li> </ul>	<ul style="list-style-type: none"> <li>• 2</li> </ul>	<ul style="list-style-type: none"> <li>• 3</li> </ul>	<ul style="list-style-type: none"> <li>• 3</li> </ul>	<ul style="list-style-type: none"> <li>• 3</li> </ul>
Water	<ul style="list-style-type: none"> <li>• Minimize crossings of major/minor drainages</li> <li>• Avoid floodplain encroachment</li> <li>• Avoid inundation hazard</li> </ul>	<ul style="list-style-type: none"> <li>• Number of major/minor drainage crossings</li> <li>• Potential encroachment</li> <li>• Potential encroachment</li> </ul>	<ul style="list-style-type: none"> <li>• Number/Level</li> <li>• Yes/No</li> <li>• Yes/No</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple</li> <li>• No</li> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple</li> <li>• No</li> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple</li> <li>• No</li> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple</li> <li>• No</li> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple</li> <li>• No</li> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple</li> <li>• No</li> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple</li> <li>• No</li> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple</li> <li>• No</li> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple</li> <li>• No</li> <li>• No</li> </ul>
Biological Resources	<ul style="list-style-type: none"> <li>• Avoid encroachment into threatened, endangered, and sensitive habits</li> <li>• Avoid wetland/critical habitats</li> <li>• Avoid wildlife migration corridors</li> </ul>	<ul style="list-style-type: none"> <li>• Habitat intrusion</li> <li>• Potential encroachment</li> <li>• Potential corridor crossing</li> </ul>	<ul style="list-style-type: none"> <li>• Yes/No</li> <li>• Yes/No</li> <li>• Yes/No</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> </ul>
Aesthetic	<ul style="list-style-type: none"> <li>• Avoid encroachment into Visual Retention areas</li> </ul>	<ul style="list-style-type: none"> <li>• Estimated length in high scenic value areas</li> </ul>	<ul style="list-style-type: none"> <li>• Percent</li> </ul>	<ul style="list-style-type: none"> <li>• 90%</li> </ul>	<ul style="list-style-type: none"> <li>• 90%</li> </ul>	<ul style="list-style-type: none"> <li>• 90%</li> </ul>	<ul style="list-style-type: none"> <li>• 90%</li> </ul>	<ul style="list-style-type: none"> <li>• 95%</li> </ul>	<ul style="list-style-type: none"> <li>• 95%</li> </ul>	<ul style="list-style-type: none"> <li>• 95%</li> </ul>	<ul style="list-style-type: none"> <li>• 95%</li> </ul>	<ul style="list-style-type: none"> <li>• 95%</li> </ul>
Cultural Resources	<ul style="list-style-type: none"> <li>• Avoid encroachment on resources</li> </ul>	<ul style="list-style-type: none"> <li>• Intrusion into cultural resource areas</li> </ul>	<ul style="list-style-type: none"> <li>• Yes/No</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>
Population and Housing	<ul style="list-style-type: none"> <li>• Avoid displacement of existing housing units or business</li> </ul>	<ul style="list-style-type: none"> <li>• Potential displacements</li> </ul>	<ul style="list-style-type: none"> <li>• Yes/No</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>
Community/Political Consensus	<ul style="list-style-type: none"> <li>• Community/political involvement and community support for the alignment</li> </ul>	<ul style="list-style-type: none"> <li>• Community endorsement (Not applicable at initial screening)</li> </ul>	<ul style="list-style-type: none"> <li>• Yes/No, Type</li> </ul>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**Earthquake Fault Risk:** Geologic conditions and seismic hazards are those hazards that could impact the project due to the surrounding geologic and seismic conditions. Geological hazards include landslides, subsidence, and expansive soils. Seismic hazards include phenomena that occur during an earthquake, such as surface fault rupture, strong ground motion, liquefaction, lateral spreading, differential seismic settlement, and seismic induced flooding. Several active or sufficiently active and well defined faults have been recognized as crossing the proposed mountain corridors. These faults or fault zones include the San Andreas Fault with several branches, the Santa Ana Fault, the Arrowhead Fault and the Waterman Canyon Fault as shown on Figure 3. Special mitigation or operational procedures would have to be implemented in areas crossing active faults. All corridors cross at least three fault lines, and Corridors 1, 2 and 7 cross eight listed faults.

**Liquefaction Risk:** The California Geologic Survey (CGS) has designated certain areas as having the potential for liquefaction to occur during a seismic event. These are areas considered at a risk of liquefaction-related ground failure during a seismic event, and are based upon mapped surficial deposits and the presence of a relatively shallow water table. Figure 4 shows mapped liquefaction hazards relative to the proposed corridor segments. There is a small high potential liquefaction area at the base of the SR 330 in Highland, where the mountain Corridors 1-4, 6 and 7 begin. Corridors 8 and 7 also travel through a high liquefaction hazard area through the Santa Ana River.

**Landslide Risk:** The proposed corridor segments are located in areas with landslide potential that generally ranges from high to very high. The rating criterion for landslide risk is based on the percentage of each candidate which is located in the very high risk level, which is summarized in Table 4.5. Based on this criterion, Corridor segments 1, 2 and 8 have the lowest level of risk associated with landslide hazards.

**Table 4.5 Corridor Landslide Risk Area**

Corridor	Approximate Percent in Very High Landslide Risk Area	Ranking
1	40	2
2	35	1
3	50	5
4	50	5
5	45	4
6	65	7
7	95	8
8	40	2
9	95	8

**Transportation and Circulation:** The transportation and circulation elements for this project measure two key physical features, the length of each proposed mountain corridor and the number of intermediate stops along the route to meet the project objective of providing inter-mountain connections and improved mobility. Route 9 is the shortest at 18.6 miles and Route 6 is the longest at 23.7 miles.

Potential intermediate station areas were identified in the 1996 Study that included Running Springs, Arrowbear, Snow Valley, and two stops at the mountain top, one in the Village and the terminal station in the Big Bear Mountain Resorts area, designated as the China Gardens station. All corridors use the China Gardens station as the mountain terminus.

Wilderness Area: Federal wilderness area designations are established to protect the natural environment of specific areas with special use policies and procedures applicable to specific areas. The San Gorgonio Wilderness Area, located in the south east quadrant of the project area, is the closest designated land. None of the proposed corridors cross this protected land.

Recreation: Recreational facilities and areas are located throughout the San Bernardino National Forest and in the Big Bear area. Because the widths of corridors at this stage of evaluation are quite wide, avoidance of recreational areas may be possible as alignment refinements are made in future study efforts.

Public Safety: The Public Safety category has been established to consider the prevalence of forest fires through the project area, and the potential impacts that may be created by placing transit alignments thorough areas with high fire hazard vulnerability. Over the past 90 years, nearly all of the undeveloped area has been affected by wildland fires. As a result, all corridors are equally rated in this category. System alignment, design and operations will have to evaluate and plan for the inevitability of forest fires in the area that can disrupt power, damage infrastructure and delay/halt service.

Access: Ingress and egress to the potential corridor through existing transportation routes including improved and unimproved roads, utility easements and fire roads can assist in both minimizing construction impacts and facilitate emergency access to the transit system once constructed. Corridors were ranked on a scale of 1 – 3 (1 being best access) to compare how much of the corridor is within ½ mile of existing roadways and how frequently the corridors intersect roadways. Corridors 2 and 3 ranked the best in available roadway access.

#### **4.5.2 Environmental**

Water: The screening criteria evaluate three aspects of impact to water resources in the project area. The crossings of major and minor drainages, rivers and streams that foster sensitive and riparian habitats has the potential to significantly impact sensitive biological resources and should be minimized. All the corridors traverse most of the major and minor drainages, and the impacts are essentially equal. Efforts to reduce the impact can be made in alignment and technology considerations

Floodplains were also evaluated. The majority of potential floodplain encroachment exists for the eastern portion of the project along the Santa Ana River. While this is not a consideration for any of the mountain corridors, the floodplain hazards are present in the urbanized area of San Bernardino portion of the potential alignment, and the 100 year flood plain area is depicted in Figure 9. Inundation hazard or encroachment into an inundation zone exists for Corridors 8 and 9 which travel up the Santa Ana River bed, through the Seven Oaks dam project area, which had not been constructed when the 1996 Study considered these options. However, alignment designs can avoid the dam infrastructure area and inundation zone.

Biological Resources: Because so much of the project area spans the San Bernardino National Forest, the possible impacts to sensitive biological resources occur throughout all potential corridors. The California Natural Diversity Database and GIS data from the USFS, the California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Service (USFWS) on sensitive, threatened and endangered species show 37 sensitive species and/or species of concern intersecting the corridors. Table 5.4.3 lists this intersection of species in the project area with potential corridors and Figure 10 maps the occurrences.

Additional analysis of the data indicates that three threatened and endangered species have been mapped in the corridor areas: the bird-foot checkerbloom, the Santa Ana River woollystar, and the slender-petaled thelypodium. Figure 11 shows these species within the corridors. Corridors 2, 3, 4 and 5 intersect the bird-foot checkerbloom habitat areas twice, once in the Running Springs area and again at the end station in Big Bear, where all corridors end. Corridors 8 and 6 also intersect checkerbloom habitat twice. Corridors 8 and 9 parallel the Santa Ana River, as a result, these alternatives travel through the Santa Ana River woollystar area.

The Southern rubber boa, a state threatened species of snake, is also present in the project area. According to the CDFG, the species is known to inhabit the San Bernardino Mountains. Because of the sensitive nature of this species, the occurrences are not mapped, but rather presumed to be throughout the area for this level of analysis. Accordingly, all corridors have potential impact to the Southern rubber boa.

The USFWS has designated five critical habitats in the project study area: San Bernardino Bluegrass, Southwestern Willow Flycatcher, Ash Gray Indian Paintbrush, San Bernardino Kangaroo Rat and Mountain Yellow-Legged Frog. Corridor 1 has the most encroachment on the Mountain Yellow-Legged Frog habitat, and Corridors 2 and 3 also travel through this designated area. All corridors cross the Southwestern Willow Flycatcher habitat, located in streambeds at least once, and Corridors 8 and 9 have the most crossings and parallel this habitat through the Santa Ana Rivers. Corridors 6 and 8 also pass through the San Bernardino Bluegrass habitat area.

All of the corridors cross Bear Creek, which has been designated by the USFS as an eligible wild and scenic river. This designation is made for free flowing rivers with one or more outstanding remarkable values, such as scenery, recreation, geology, fish, wildlife, historic or cultural. New proposals for uses in these designated areas are not allowed if they have the potential to affect the eligibility or potential classification of the river segment. Siberia Creek, which is crossed by Corridors 6 and 8, has also been designated as an eligible wild and scenic river.

**Table 5.4.3 Sensitive/Species of Concern in Study Area**

Name	ACCURACY	OWNER	FEDERAL LIST	CA LIST
Andrew's marble butterfly	1 mile	UNKNOWN	None	None
Andrew's marble butterfly	1 mile	USFS-SAN BERNARDINO NF	None	None
ash-gray paintbrush	specific area	USFS-SAN BERNARDINO NF	Threatened	None
ash-gray paintbrush	specific area	USFS-SAN BERNARDINO NF, PVT	Threatened	None
Bear Valley pyrrocoma	specific area	USFS-SAN BERNARDINO NF, PVT	None	None
Big Bear Valley phlox	3/5 mile	PVT	None	None
Big Bear Valley phlox	specific area	USFS-SAN BERNARDINO NF, PVT	None	None
Big Bear Valley phlox	specific area	USFS-SAN BERNARDINO NF	None	None
Big Bear Valley sandwort	specific area	USFS-SAN BERNARDINO NF, PVT	Threatened	None
Big Bear Valley sandwort	80 meters	USFS-SAN BERNARDINO NF	Threatened	None
Big Bear Valley sandwort	80 meters	PVT	Threatened	None
bird-foot checkerbloom	1 mile	USFS-SAN BERNARDINO NF	Endangered	Endangered
bird-foot checkerbloom	specific area	PVT-YMCA	Endangered	Endangered
bird-foot checkerbloom	specific area	USFS-SAN BERNARDINO NF	Endangered	Endangered
California dandelion	3/5 mile	PVT	Endangered	None
California dandelion	specific area	USFS-SAN BERNARDINO NF	Endangered	None
California dandelion	specific area	USFS-SAN BERNARDINO NF	Endangered	None
California satintail	nonspecific area	USFS-SAN BERNARDINO NF	None	None
California saw-grass	1 mile	USFS-SAN BERNARDINO NF, OTHERS	None	None
Hall's monardella	2/5 mile	USFS-SAN BERNARDINO NF	None	None
Laguna Mountains jewel-flower	nonspecific area	USFS-SAN BERNARDINO NF, PVT	None	None
lemon lilly	nonspecific area	USFS-SAN BERNARDINO NF	None	None
lodgpole chipmunk	nonspecific area	UNKNOWN	None	None
lodgpole chipmunk	1 mile	USFS-SAN BERNARDINO NF, OTHERS	None	None
lodgpole chipmunk	2/5 mile	UNKNOWN	None	None
Parish's alumroot	nonspecific area	UNKNOWN	None	None
Parish's gooseberry	5 miles	UNKNOWN	None	None
Parish's rock-cress	specific area	USFS-SAN BERNARDINO NF, PVT	None	None
Parish's rock-cress	specific area	USFS-SAN BERNARDINO NF	None	None
Parish's yampah	specific area	YMCA, USFS-SAN BERNARDINO NF	None	None
Parish's yampah	specific area	USFS-SAN BERNARDINO NF	None	None
Parish's yampah	specific area	USFS-SAN BERNARDINO NF	None	None
Plummer's mariposa-lily	1 mile	UNKNOWN	None	None
Plummer's mariposa-lily	nonspecific area	USFS-SAN BERNARDINO NF	None	None
Plummer's mariposa-lily	specific area	USFS-SAN BERNARDINO NF	None	None
pygmy pussypaws	2/5 mile	UNKNOWN	None	None
Riversidian Alluvial Fan Sage Scrub	specific area	BLM, SBD VALLEY FCD, OTHERS	None	None
rosy boa	nonspecific area	USFS-SAN BERNARDINO NF	None	None
San Bernardino blue grass	3/5 mile	PVT	Endangered	None
San Bernardino blue grass	specific area	THE WILDLANDS CONSERVANCY	Endangered	None
San Bernardino flying squirrel	1 mile	USFS-SAN BERNARDINO NF	None	None
San Bernardino flying squirrel	nonspecific area	USFS-SAN BERNARDINO NF	None	None
San Bernardino gilia	1 mile	USFS-SAN BERNARDINO NF	None	None
San Bernardino Mountains owl's-clover	1 mile	USFS-SAN BERNARDINO NF, OTHERS	None	None
San Bernardino ragwort	3/5 mile	PVT	None	None
Santa Ana River woollystar	nonspecific area	UNKNOWN	Endangered	Endangered
Santa Ana speckled dace	80 meters	UNKNOWN	None	None
scalloped moonwort	2/5 mile	UNKNOWN	None	None
short-sepaled lewisia	3/5 mile	USFS-SAN BERNARDINO NF	None	None
Sierra Madre yellow-legged frog	nonspecific area	UNKNOWN	Endangered	None
Sierra Madre yellow-legged frog	nonspecific area	USFS-SAN BERNARDINO NF	Endangered	None
Sierra Madre yellow-legged frog	nonspecific area	USFS-SAN BERNARDINO NF	Endangered	None
silver-haired ivesia	2/5 mile	USFS-SAN BERNARDINO NF, YMCA	None	None
silver-haired ivesia	specific area	PVT, USFS-SAN BERNARDINO NF	None	None
silver-haired ivesia	specific area	USFS-SAN BERNARDINO NF, PVT	None	None
slender-petaled thelypodium	3/5 mile	PVT	Endangered	Endangered
southern jewel-flower	1 mile	USFS-SAN BERNARDINO NF	None	None
southern jewel-flower	3/5 mile	USFS-SAN BERNARDINO NF	None	None
southern jewel-flower	3/5 mile	USFS-SAN BERNARDINO NF	None	None
southern jewel-flower	specific area	USFS-SAN BERNARDINO NF	None	None
Southern Mixed Riparian Forest	specific area	PVT, USFS-SAN BERNARDINO NF	None	None
Southern Rubber Boa	nonspecific area	USFS-SAN BERNARDINO NF	None	Threatened
two-striped garter snake	nonspecific area	USFS-SAN BERNARDINO NF	None	None
two-striped garter snake	1/5 mile	USFS-SAN BERNARDINO NF	None	None
western mastiff bat	1 mile	USFS-SAN BERNARDINO NF	None	None



Scenic Integrity: Aesthetic considerations and view shed impacts were evaluated based on the scenic integrity objectives established by the USFS in the 2005 updated Land Management Plan. Nearly all of the national forest area is rated as a high scenic integrity value, and accordingly, all of the corridors have similar impact to the view shed in the project area, with only slight variation for those routes which pass through the more developed areas of Running Springs/Arrowbear, which are not rated.

Cultural Resources: Potentially historic and archeological resources in the project area were identified in the 1996 Study, which noted that only a small percentage of the national forest had been surveyed for historical and cultural resources. These were described as being located in riparian areas along major drainages, in the vicinity of Big Bear Dam (historic log cabins), and two radio towers in the forest. Four segments of the corridors were identified as having potential cultural resources: Sections A, C, G, and M. All nine corridors include one or more of the segments, and have potential impacts. Site specific surveys would be done as specific routes are defined, as it may be possible to avoid individual sites by shifting an alignment.

## Socioeconomic

Population and Housing: Population and Housing criteria measure the potential displacements of housing units and businesses as part of the system construction. At this broad-level review, with ½ mile wide corridors, the likelihood of potential property acquisitions and displacements of homes or businesses is high, primarily in the mountain terminus area as the system travels through developed areas. Minimizing the potential property impacts can be achieved at the route alignment and technology evaluation phases.

## Community and Political Consensus

Community and Political: Community and political support, opposition, and recommendations for a project, corridor and/or alignment can provide useful planning direction. At this point in the conceptual alternatives analysis, this evaluation criterion is not applicable, and will be considered as the project progresses.

### 4.5.3 Screening Results

Based on the collection and analysis of the screening criteria and a review of the 1996 Study data, the following summarizes the results and recommendations:

Corridor 1: The route begins at Highland at SR 330 and crosses SR 18 in northern Running Springs. The corridor can provide access to a potential station in Running Springs. The route does not reach Snow Valley, but can serve a station stop in the Village. Corridor 1 has significantly more potential encroachment into the Mountain Yellow-Legged Frog critical habitat area than other alternatives.

Recommendation: Remove Corridor 1 from further consideration as other options provide more intermediate station access with reduced potential impacts to sensitive biological resources.

Corridor 2: Corridor 2 also begins at Highland, and parallels SR 330 for a portion of the route. The option provides the best alternative for intermediate station access with good connections to: Running Springs (with an approach near the intersection of SR 330 and SR 18) that offers two potential stop opportunity areas; Arrowbear; Snow Valley, and the Village. The route also has good access to existing improved and unimproved roads for construction and emergency response, and has the lowest percent (35%) of the route traversing high landslide risk areas. The potential environmental impacts to critical habitat areas are less than other alternatives.

Recommendation: Retain Corridor 2 as an alternative as it provides the best intermediate station access and fewer environmental concerns than other options.

Corridor 3: Is very similar to Corridor 2 for majority of the route but has less convenient access to Running Springs/Arrowbear area as option 2. It could serve Snow Valley and the Village as intermediate stops. It has good access to existing improved and unimproved roads for construction and emergency response, but has a greater level of potential impact to the Mountain Yellow-Legged Frog habitat area than Corridor 2.

Recommendation: Retain Corridor 3 for continued analysis for the portion within the Running Springs area.

Corridor 4: This route also begins at Highland, but does not use the SR 330 path up the mountain. It travels eastward, with limited potential intrusion into the Mountain Yellow-Legged Frog critical habitat area. The route does not serve the Running Springs/Arrowbear area, but reaches Snow Valley and the Village. The route could access Running Springs/ Arrowbear area with some modifications to the alignment that were proposed in 1996 Study. Corridor 4 has a moderate level of landslide risk, traveling through approximately 11% of critical gradient area.

Recommendation: Retain Corridor 4 for continued analysis as it serves intermediate station areas and has less potential environmental impact than other alternatives.

Corridor 5: The route starts in the Redlands area and would have less regional connectivity if urban segments and San Bernardino airport access is desired. The corridor cannot serve Running Springs/Arrowbear but would serve Snow Valley and the Village. The route has less impact to sensitive habitat areas than Corridors 8 and 9 which also originate in the Redlands area.

Recommendation: Remove Corridor 5 from consideration as it offers fewer intermediate mountain stops and less regional connectivity.

Corridor 6: This route begins at Highland, travels eastward, crossing Bear Creek and Siberia Creek, and travels north to enter the Big Bear area at the Village. The corridor provides no station access to Running Springs/Arrowbear or Snow Valley, but could serve the Village. The route passes through the San Bernardino Bluegrass critical habitat area. At 23.7 miles, it is the longest option.

Recommendation: Remove Corridor 6 as it has greater environmental impact potential and does not provide intermediate station access to the other mountain communities.

Corridor 7: Would start in Highlands and travel eastward, crossing Bear Creek in the center of the project area. The route offers no intermediate station access would only serve the two terminal stops. The corridor travels through very steep terrain and has a high landslide risk hazard potential and crosses eight earthquake faults.

Recommendation: Drop Corridor 7 as it does not provide any intermediate station access and offers limited regional connectivity.

Corridor 8: This route starts in the Redlands area would not connect to proposed San Bernardino valley alignment or existing transit service. There would be no Running Springs/Arrowbear access, but it does allow for a stop at the Village. The route is relatively short, at 19.2 miles. The route parallels the Santa Ana River, has greater impact to biological resources than other alignments and more liquefaction hazard risk present in the river. The route also passes through the San Bernardino Bluegrass critical habitat area and the Southwestern Willow Flycatcher critical habitat area.

Recommendation: Remove Corridor 8 from the alternatives as it does not provide intermediate station access and has a greater potential biological resources impact than other options.

Corridor 9: Corridor 9 also begins at the Santa Ana River in Redlands, and as a result, offers no intermediate station access and would not serve the Village area. The corridor traverses very steep terrain with 95% of the corridor in high landslide risk. Similar to Corridor 8, it has a greater liquefaction hazard risk than other routes, however, it has only 2 fault crossings. The route parallels the Santa Ana River, has greater impact to biological resources, in particular, the Southwestern Willow Flycatcher critical habitat.

Recommendation: Remove Corridor 9 from the alternatives as it does not provide intermediate station access and has significant environmental impact potential

#### **4.5.4 Recommended Corridors for Continued Study**

The objective of this screening process is to reduce the number of potential alignments for more detailed analysis which take the alternatives analysis from broad level screening to a more refined evaluation. For some of the evaluation criteria, all corridors performed the same including: the Land Use and Planning, Wilderness Area Designation, Public Safety, and Socioeconomic. All corridors would be considered non-conforming with existing plans and would require amendments. All corridors avoid the San Gorgonio Wilderness Area, and all travel through high wildland fire hazard areas. Additionally, as the corridors studied are ½ mile wide, all corridors have the potential to displace housing units or businesses as the routes enter the Big Bear Valley and intermediate stop areas. Additional refinements to reduce these impacts would be conducted at the alignment selection phase.

For the remaining criteria, each potential corridor performs differently. Based on the screening results, the following corridors are recommended to be carried forward in the study:

- Corridor 2
- Corridor 3: Portions of this corridor may be utilized in combination with Corridor 4 for improved access to Running Springs.
- Corridor 4

These corridors have the best potential to serve intermediate station stops, offering mobility and mode choice to multiple customer markets. With origins at Highland, they provide good connections to existing transit and proposed extension of the guideway system into downtown San Bernardino. These corridors have less impact to sensitive biological species. All the corridors have critical gradients, but a reduced level of landslide risk than other alternatives. As a result, bridge construction and tunneling may be needed as the alignments are developed. Both bridges and tunnels can reduce the biological, environmental, and aesthetic impacts of guideway construction and operations.

#### **4.5.5 Lucerne Valley Rail Alternative**

The 1996 Study also evaluated an alternative that would use existing freight railroad tracks to access Big Bear from the north. The existing tracks travel from Hesperia eastward through the Lucerne Valley and end at a mining facility approximately 10 miles north of Big Bear, near the SR 18. The 1996 Study did not pursue this option because:

- More than 50% of the daily traffic entering Big Bear uses the SR 330/18 corridor, which is not served by the proposal.
- The major population and employment centers are located south and west of Big Bear rather than in the north near Lucerne.
- No intermediate mountain stops for Running Springs, Arrowbear or Snow Valley would be possible
- Travel time for visitors to access the system at Hesperia or other locations in the Lucerne Valley would be excessive and discourage ridership.

A variation of this alternative has been put forward by a TAC member. This alternative would offer rail service from San Bernardino, originating at the existing Metrolink station, and travel up the Cajon Pass to Hesperia using the freight railroad tracks. From Hesperia, the route would use the rail right of way to the mine facility, and then extend over the mountain grades traveling south into Big Bear. In evaluating the potential for this alternative, a number of challenges would require supplementary investigation and analysis. These include additional examination of the possibility of accessing the freight railroad to operate the service, rail vehicle technology, travel time and ridership demand estimates.

The Cajon Pass is the major transcontinental freight rail route for the Burlington Northern Santa Fe Railway (BNSF) and Union Pacific (UP). An estimated 100 freight trains a day operate through this area. Obtaining operating rights to run frequent regularly scheduled service through the Cajon Pass will be difficult, if not impossible, and costly. This would be the critical path item for testing this option's feasibility.

Additionally, a more detailed study of available rail technology would be needed to determine what type of equipment could operate on this route. Current cog rail technology, which could be needed to make the grade from the Lucerne Valley into Big Bear, would most likely not meet Federal Railroad Administration (FRA) standards regarding crash worthiness ("FRA Compliant" vehicles) required for operating passenger and freight rail service on shared facilities. If the grades and alignment would allow for convention rail service using the "back way" into Big Bear, this equipment would most likely be diesel locomotives pulling rail cars. One of the early objectives of the study was to evaluate non-petroleum based, more environmentally friendly motive power sources, which may not be possible with this alternative.

Furthermore, at over 70 miles long through steep mountain grades, the travel time estimates for this service would be considerably greater than driving, even on the heavily congested peak winter weekend demand days. The ridership estimates factor in the competitive disadvantages of taking the train and its long travel time against driving. More analysis would be required.

## **Appendix I**

### **URS Capital Cost Estimates**



**March 20, 2011**

**To: JD Douglas, Infraconsult LLC**  
**From: Elizabeth Mahoney, URS Corporation**  
**Subject: Big Bear Cog Rail Capital Cost Estimates**

*Methodology*

For alternative analysis planning level purposes, capital construction cost estimates for the Big Bear conceptual cog rail system were based on evaluating currently available program costs for Light Rail Transit (LRT) systems construction as a proxy for cog rail construction. Cog rail and LRT systems have many similarities in their design and construction: track (when operating in adhesion mode at grades of less than 8%), tunnels, bridges, retaining walls, culverts, drainage, curves, signal, traction power supply, traction power distribution via overhead contact systems (OCS), stations, maintenance and storage facilities, and right of way requirements. The steep grades that cog rail operate in and the required cog track infrastructure and specialized vehicles are the primary differentiators between cog systems and LRT.

Standard cost categories for rail capital projects typically include:

1. Guideway and track elements (miles of guideway, rough grading, excavation, aerial structures, built-up fill, cut and cover, tunnels, retained cut and fill, rails, ties, ballast, switches, turnouts etc.)
2. Station, stops and terminals (including parking structures)
3. Support facilities (yards, yard tracks, shops, administration)
4. Sitework and special conditions (site grading, utilities, environmental mitigation etc.)
5. Systems (train control and signals, traction power supply substations, traction power distribution cantenary, communications, central control, fare collection)
6. Right of Way
7. Vehicles
8. Professional Services (preliminary engineering, final design, project management, administration, insurance, permits, start-up)
9. Unallocated Contingency
10. Financing

Because each cog rail system is unique, the capital construction costs depend on the specific parameters of that system. Key cost drivers are:

- Longitudinal profile (gradients, radius, tunnels)
- Topography of stations
- Capacity of the vehicles and system ridership
- Performance requirements (speed, gradients)

Due to the current high degree of uncertainty in the design, location and characteristics of potential Big Bear alignments, particularly in the mountain areas, using a range of capital cost per mile is recommended. These ranges are based on current LRT construction and planning studies in the LA basin which considered the following systems:

Crenshaw Corridor

The Metro Crenshaw Corridor LRT project in Los Angeles is an 8.5 mile route connecting the Expo Line to the Green Line. The route is characterized by a variety of at-grade, elevated (4 aerial structures/viaducts), and below-grade (4 cut and cover tunnel and trench) segments, using both street right of way and existing operating freight right of way. Currently in preliminary engineering, the total project costs are \$1.767 billion (in 2008 dollars), or approximately \$208 million per mile. The costs are summarized in Table 1.

Table 1

<b>Crenshaw Transit Corridor Project</b> (2009 Draft EIS/EIR report)	
<b>Cost Categories</b>	<b>Millions of Dollars (2008)</b>
Guideway and Track Elements	435.20
Stations	335.62
Support Facilities Yards, Shops	55.62
Sitework and Special Conditions	167.86
Systems	68.30
<b>Construction Cost Subtotal</b>	<b>1,062.62</b>
Right of Way, Land, Existing Improvements	105.69
Vehicles	87.78
Professional Services	350.66
Unallocated Contingency	160.68
Finance Charges	--
<b>Total Cost</b>	<b>1,767.42</b>

Gold Line Foothill Extension Phase 2A

The Gold Line Foothill Extension Phase 2A is an 11 mile extension of the Gold Line from Pasadena east to Azusa. The current project cost estimate is \$745 million for the extension, which uses existing operating rail right of way primarily at-grade for the



length of the project, resulting in an average \$67 million per mile total cost. The Gold Line Foothill Phase 2A extension costs include expenses for both the Construction Authority and the LACMTA which are summarized in Table 2.

Table 2

<b>Metro Gold Line Foothill Extension Expenditure Plan</b>	
<i>(Feb. 2011 Construction Authority Board Item 7b.)</i>	
<b>Cost Categories</b>	<b>Millions of Dollars (Year of Expenditure)</b>
<i>Construction Authority Costs</i>	
Freeway Bridge	18.60
Stations	29.00
Guideways	113.00
Parking Lots/Crossings	40.00
Earth/Track Work	59.00
Power/Systems	38.00
Retaining Walls/Fencing	48.00
Signalization/Pedestrian Crossings/Hazmat	8.00
Parking Structures	31.00
Master Cooperative Agreements	12.00
Right of Way	30.00
Maintenance & Operations Facility (share)	32.22
<b>Subtotal Construction</b>	<b>458.82</b>
Professional Services	65.00
Financing/Project Reserve	21.00
Project Contingency	44.00
<b>Subtotal Construction Authority</b>	<b>588.82</b>
<i>MTA Project Costs</i>	
Traction Power Substations	14.00
Vehicles	64.50
MTA Costs: Maintenance Facility, SCADA, ROC etc.	67.68
<b>Subtotal MTA Project Costs</b>	<b>146.18</b>
<b>Total Cost</b>	<b>735.00</b>

Expo Line Phase 2

The Expo Line Phase 2 project extends the Expo Line 6.6 miles from Culver City to Santa Monica using primarily former rail right of way (that has no remaining rail infrastructure) and a one mile segment in street right of way. The total estimated project cost is \$1.5 billion, for a total per mile cost of \$228 million. Project cost estimates from 2009 in year of construction dollars are included in Table 3.

Table 3

<b>Expo Line Phase II Project</b> (2009 Final EIS/EIR)	
<b>Cost Categories</b>	<b>Millions of Dollars (Year of Expenditure)</b>
Construction	608.00
ROW	266.00
Vehicles	226.00
Prof. Services & Contingency	409.00
<b>Total Cost</b>	<b>1,511.00</b>

Redlands Corridor

SANBAG's proposed Redlands Corridor Strategic Plan identifies a phased plan for implementing transit service along the 9 miles of rail right of way from the E Street multi-modal transit center eastward to the University of Redlands. The corridor, purchased by SANBAG in 1993, is currently used for infrequent freight service, and the guideway, crossings and bridges require rehabilitation. Phase 1 of the proposed strategic plan improves the existing core infrastructure and enables the use of existing commuter rail cars and locomotives to start passenger rail service on the corridor. Phase 2 upgrades the mode type to allow for more frequent service and will consider both diesel multiple units (DMU) or LRT technologies. Phase 3 expands the corridor to Highland and the San Bernardino airport at an estimated cost of up to \$350 million. For this comparison, the Phase 1 and the Phase 2 LRT alternatives were considered and are summarized in Table 4. The total cost for Phase 1 and 2 is estimated at \$275 million, and an average of \$30 million per mile.

Table 4

<b>Redlands Corridor Strategic Plan</b> (March 2011 SANBAG Commuter Rail and Transit Committee Report)	
<b>Phase and Cost Categories</b>	<b>Millions of Dollars (2010)</b>
Phase 1: 5 stations, track upgrades, passing track, bridge replacement, crossing rehabilitation	140.00
Phase 2: LRT vehicles, maintenance facility, additional passing track, 5 additional stations, LRT systems	135.00
<b>Total Cost</b>	<b>275.00</b>

*Recommendation*

Given the cost risks associated with the following items:

- alignment uncertainty
- steep and inaccessible mountain grades
- limited construction access
- weather related construction issues
- unknown right of way quantities or costs
- environmental mitigation costs

We recommend that the **Big Bear cog rail alternative use a range of cost per mile for the corridor from \$70 million per mile for the urbanized level-grade areas to \$200 million per mile for mountain construction.**

The capital costs for specific elements of the cog rail system that will be significant cost drivers for the project have been estimated at a rough order of magnitude level. These include the following elements:

### ***Right of Way***

While it is too early to have identified specific right of way requirements, we would recommend using a ROW cost of 15% of capital construction costs.

### ***Environmental Mitigation***

While detailed information on the potential impacts of a cog rail system development on the environment, particularly in the San Bernardino National Forest and critical habitat areas, is unknown, for planning purposes, **a range of \$1 million - \$3 million per acre** cost of mitigation should be assumed.

### ***Vehicles***

Based on discussions with Stadler Rail, the leading manufacturer of cog rail vehicles, **the cost per three car train set ranges from \$9.5 million - \$13.5 million.** The worldwide market for cog rail vehicles is limited; as a result, there is little or no competition in the cog vehicle manufacturing industry.

The transit system would also need shuttle buses to distribute rail passengers at the mountain stations in Big Bear, Snow Valley and Running Springs. Current capital purchase costs of transit vehicles range from \$110,000 for 23' gasoline powered shuttles, to \$175,000 for 27' CNG vehicles, to \$500,000 for standard CNG 40' transit coaches.

*This document is conceptual and preliminary in nature and is not to be used as the sole basis for final design, construction, or as a basis for major capital decisions. Further preliminary conceptual engineering studies of potential alignments, constructability, and design considerations should be performed prior to such decisions.*

## **Appendix J**

### **Cog Rail Operation & Maintenance Estimates**



**March 20, 2011**

**To: JD Douglas, Infraconsult LLC**

**From: Elizabeth Mahoney, URS Corporation**

**Subject: Big Bear Cog Rail Operating and Maintenance Cost Estimates**

The total annual operating cost for rail transit is dependent on the service characteristics such as the number of vehicle miles traveled, revenue service hours, operating hours, number of vehicles, number of stations, etc. Operating and maintenance expenses (O&M) represent the non-capitalized costs for operations, vehicle maintenance, guideway and right of way maintenance, and facility maintenance. The key expense categories include:

**Operations**

- Wages and benefits
- Materials and supplies
- Training
- Dispatch/control center

**Maintenance**

- Vehicle wages and benefits
- Wayside wages and benefits
- Vehicle and wayside materials and supplies
- Contractor services
- Propulsion power
- Facility maintenance

**Administration**

- Management and support wages and benefits
- Security and safety
- Planning
- Revenue collection
- Insurance

Because of the similarities between cog rail and LRT, current O&M costs for LRT systems were used as a baseline to estimate annual operating and maintenance costs of a Big Bear cog railway. The American Public Transit Association (APTA) reports transit performance measures by mode nationwide. In 2009, the average LRT system

operating expense per Revenue Hour was \$236.70, representing an average operating cost per passenger mile of \$0.6.

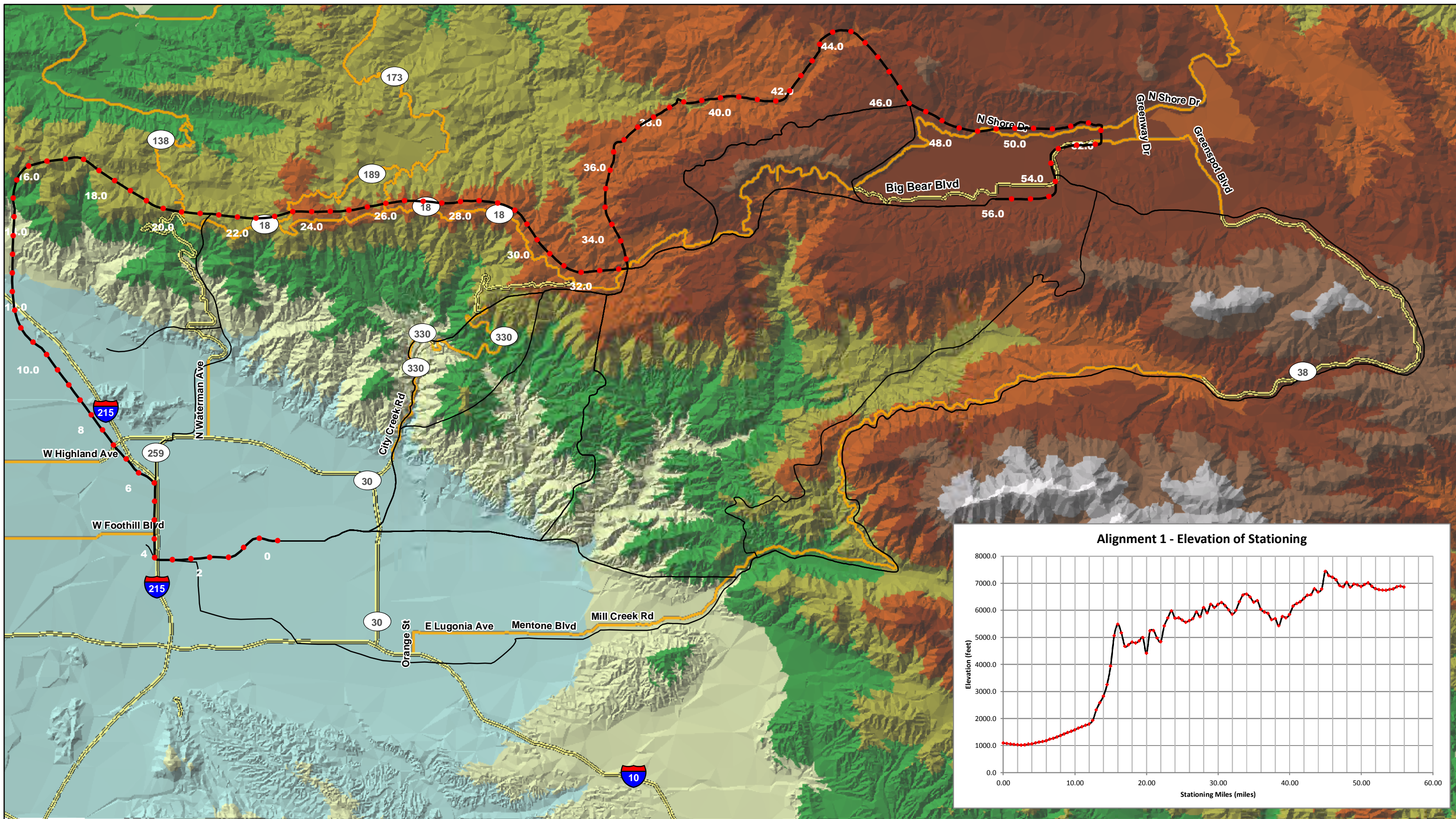
In Southern California, the three LRT systems (Blue, Green and Gold Lines) are owned and operated by the Los Angeles County Metropolitan Transportation Authority (Metro). The FY2011 service plan budget includes operating nearly 450,000 revenue service hours, at an average cost per Revenue Hour of \$375.30 and \$0.53 per passenger mile.

The Metro operating costs exceed the national average due primarily to the wage differential in Southern California. Labor expenses for operations, security, vehicle maintenance and wayside maintenance represent 58% of the total O&M costs for the Metro LRT routes. While it is likely that a reduction in the labor rates in the Inland Empire and a moderated level of security would be realized for the Big Bear project, cog rail maintenance costs will be higher than average with considerably more wear on the vehicles and guideway as a result of operating in steep mountain grades. For the Big Bear cog rail system planning study, using a **\$375.00 per revenue hour**, estimate is recommended as it approximates a balance of reduced labor rates and increased maintenance expenses.

*This document is conceptual and preliminary in nature and is not to be used as the sole basis for final design, construction, operations, or as a basis for major capital decisions. Further preliminary conceptual engineering studies of potential alignments, constructability, design considerations, operating and maintenance costs should be performed prior to such decisions.*

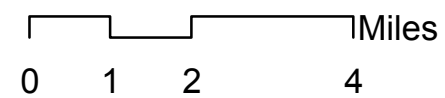
## **Appendix K**

### **Alignment Study Maps**



**Legend**

- Alignment Options
- Stationing

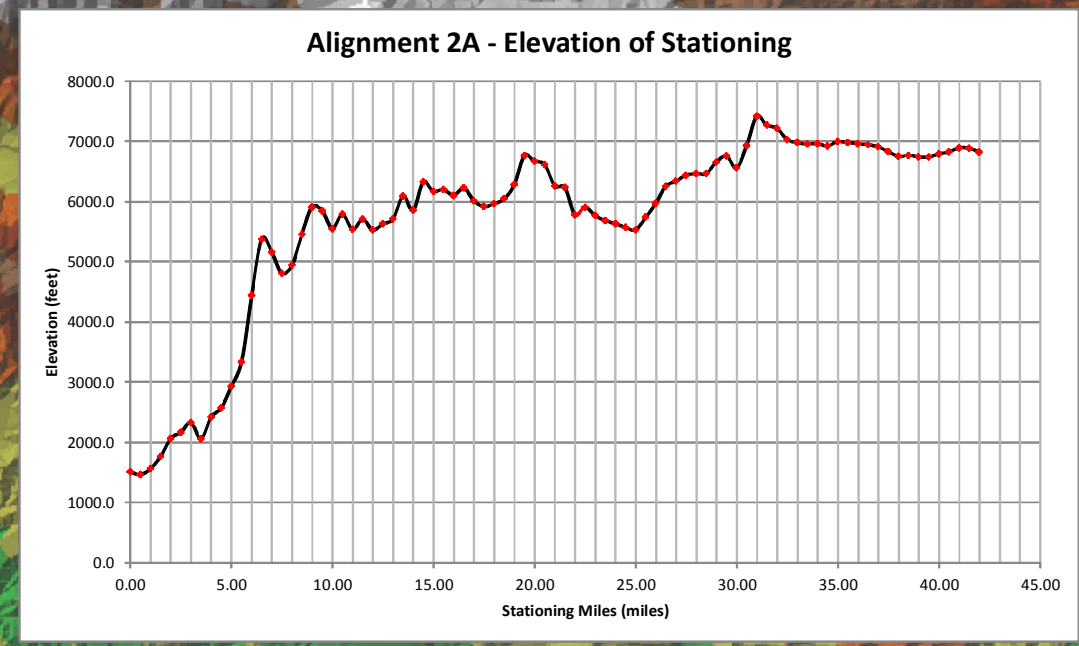
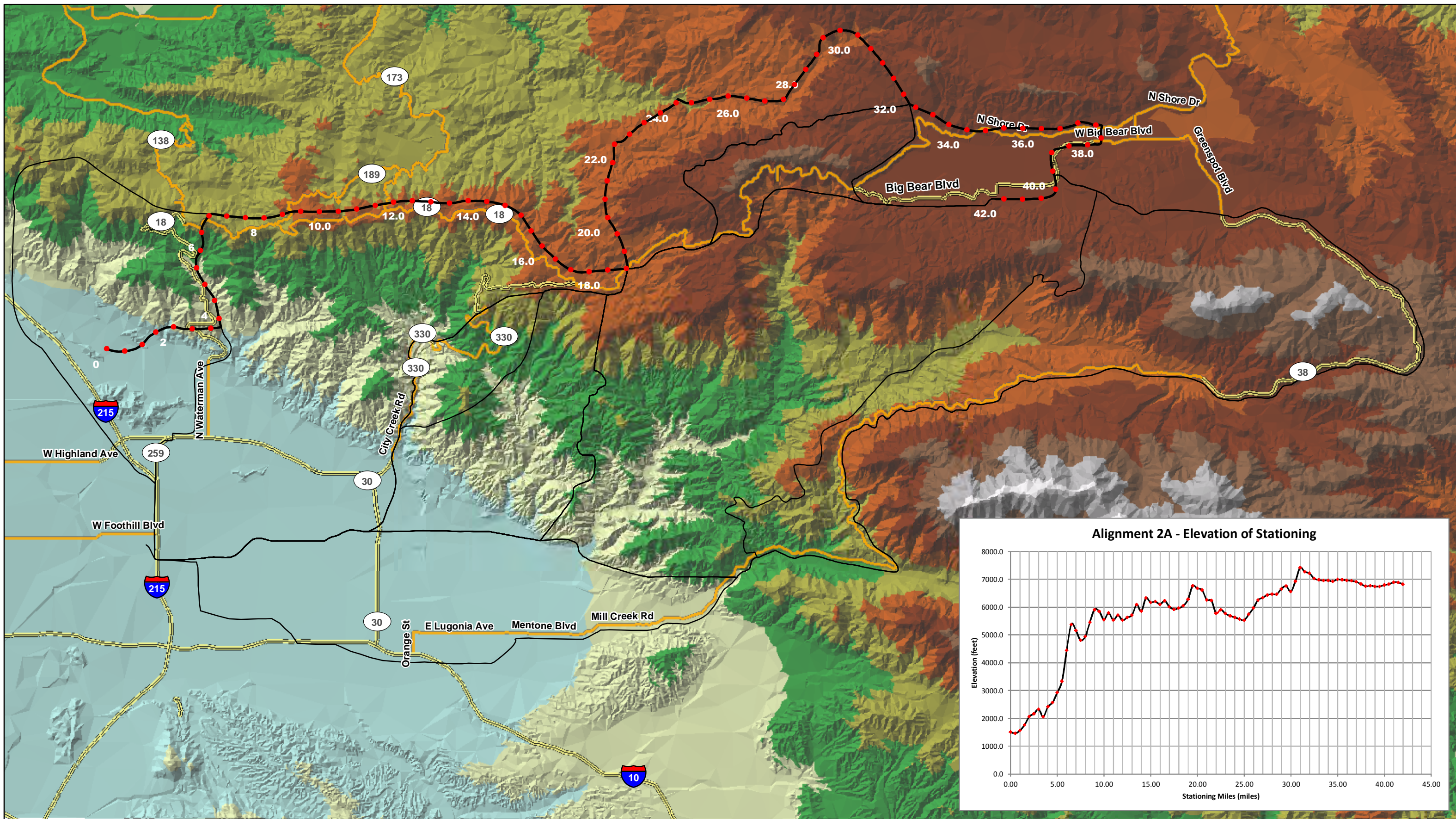


Alignment Study - Alignment 1

March 2011

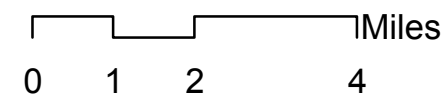






**Legend**

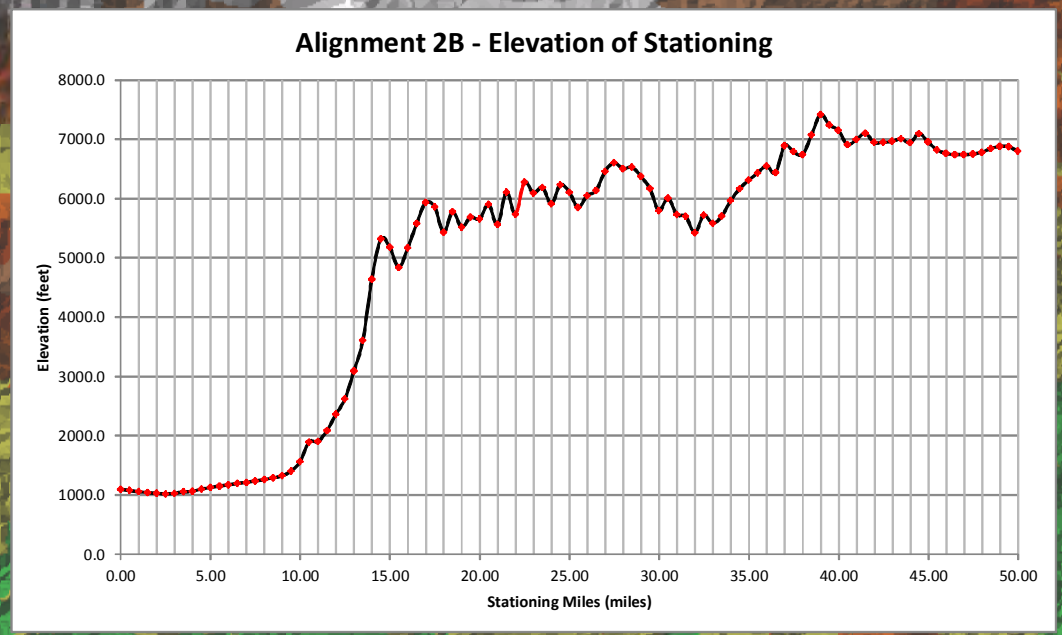
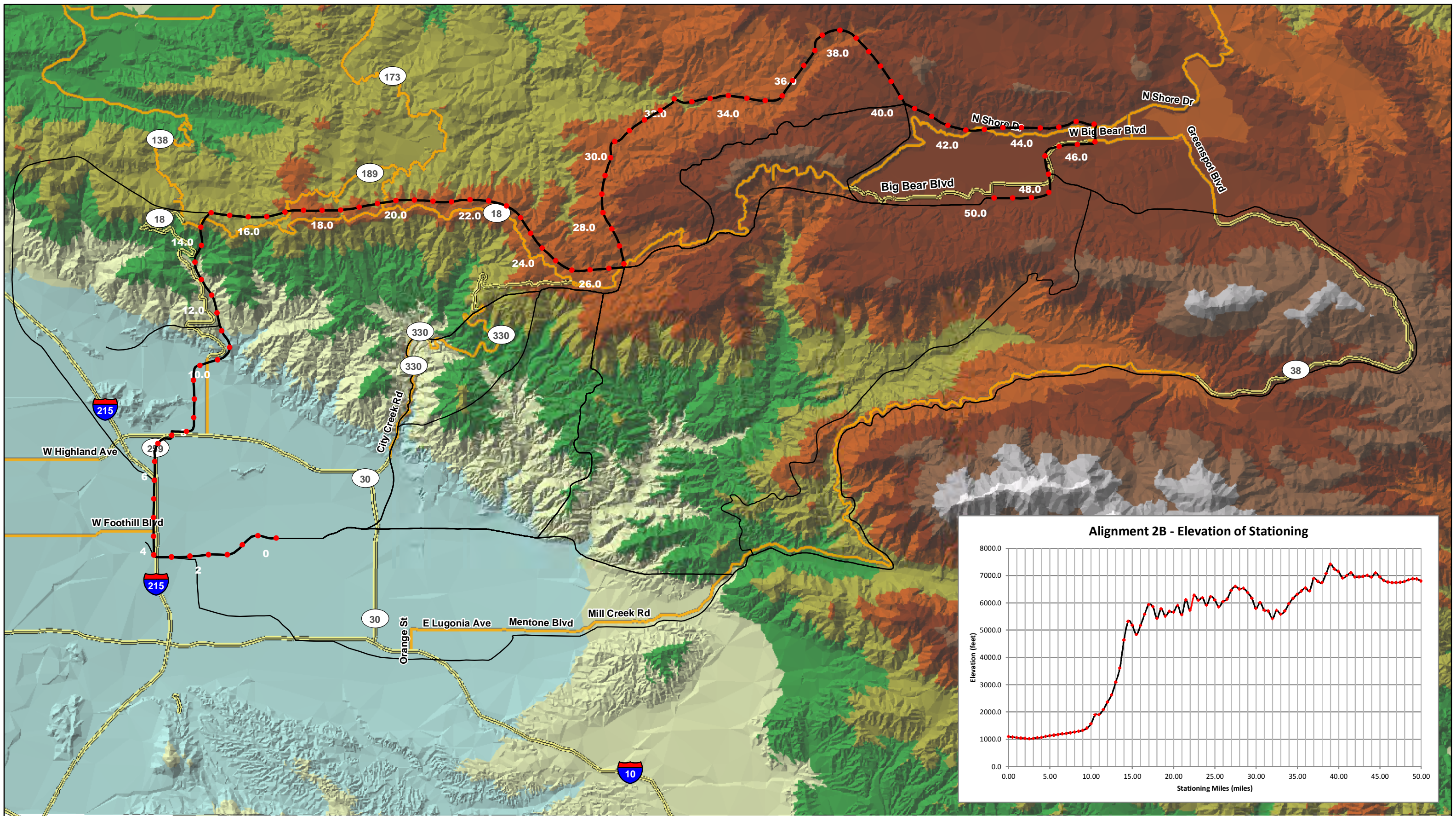
- Alignment Options
- Stationing



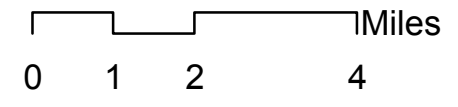
Alignment Study - Alignment 2A

March 2011





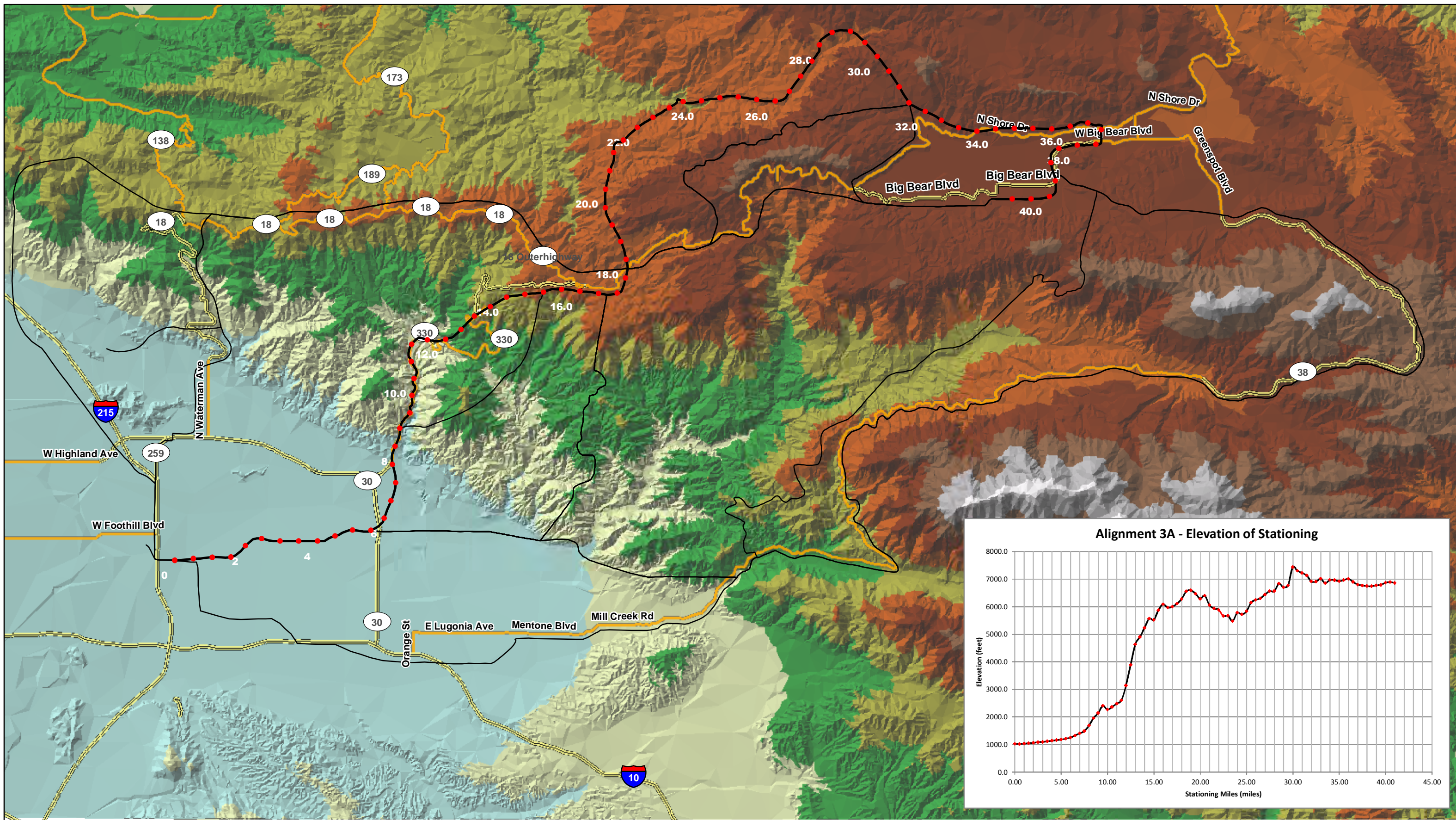
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- Alignment Options
  - Stationing



Alignment Study - Alignment 2B

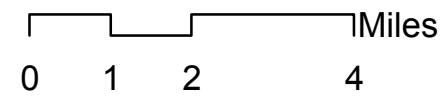
March 2011





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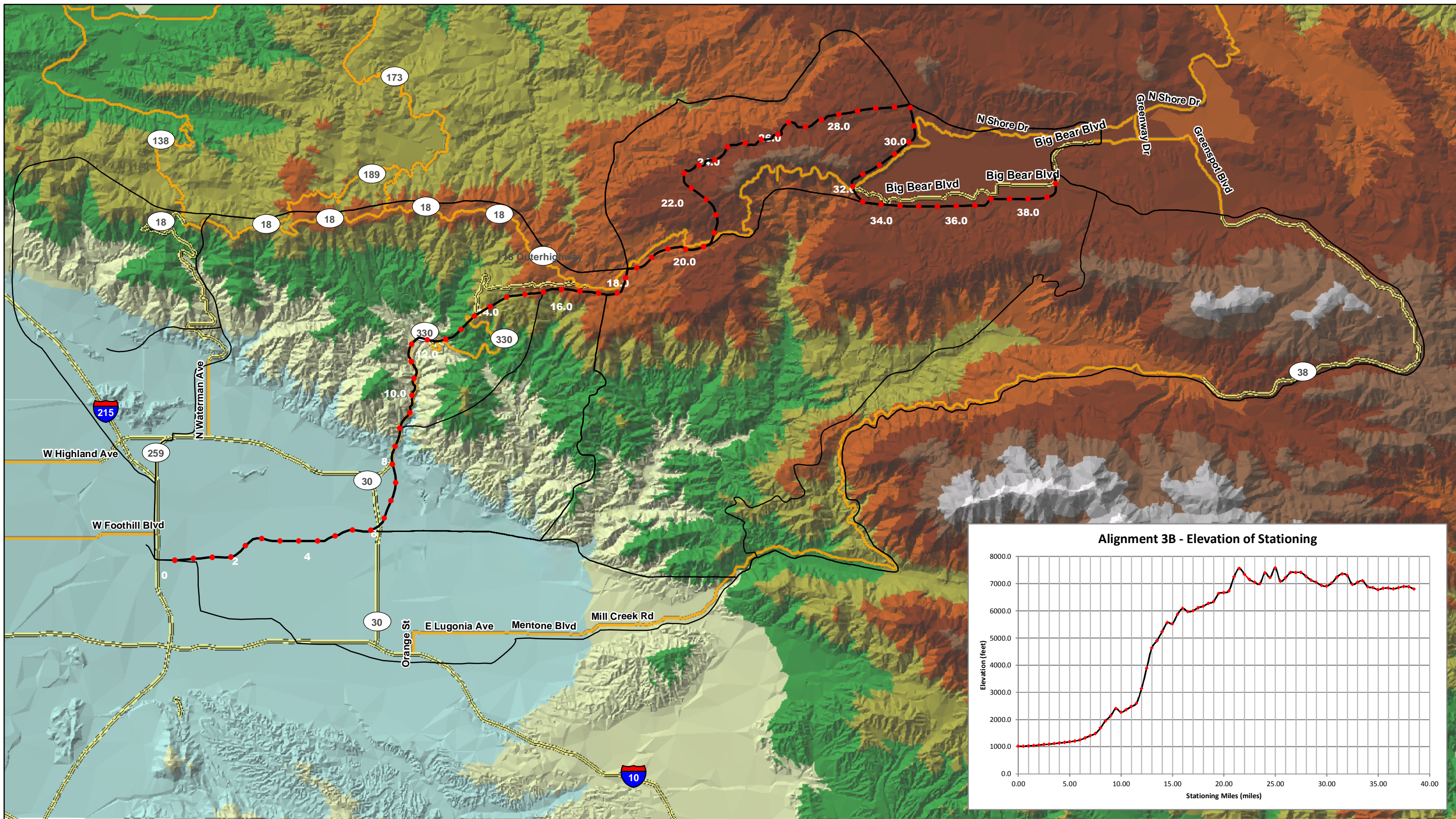
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Alignment Study - Alignment 3A

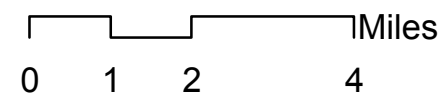
March 2011





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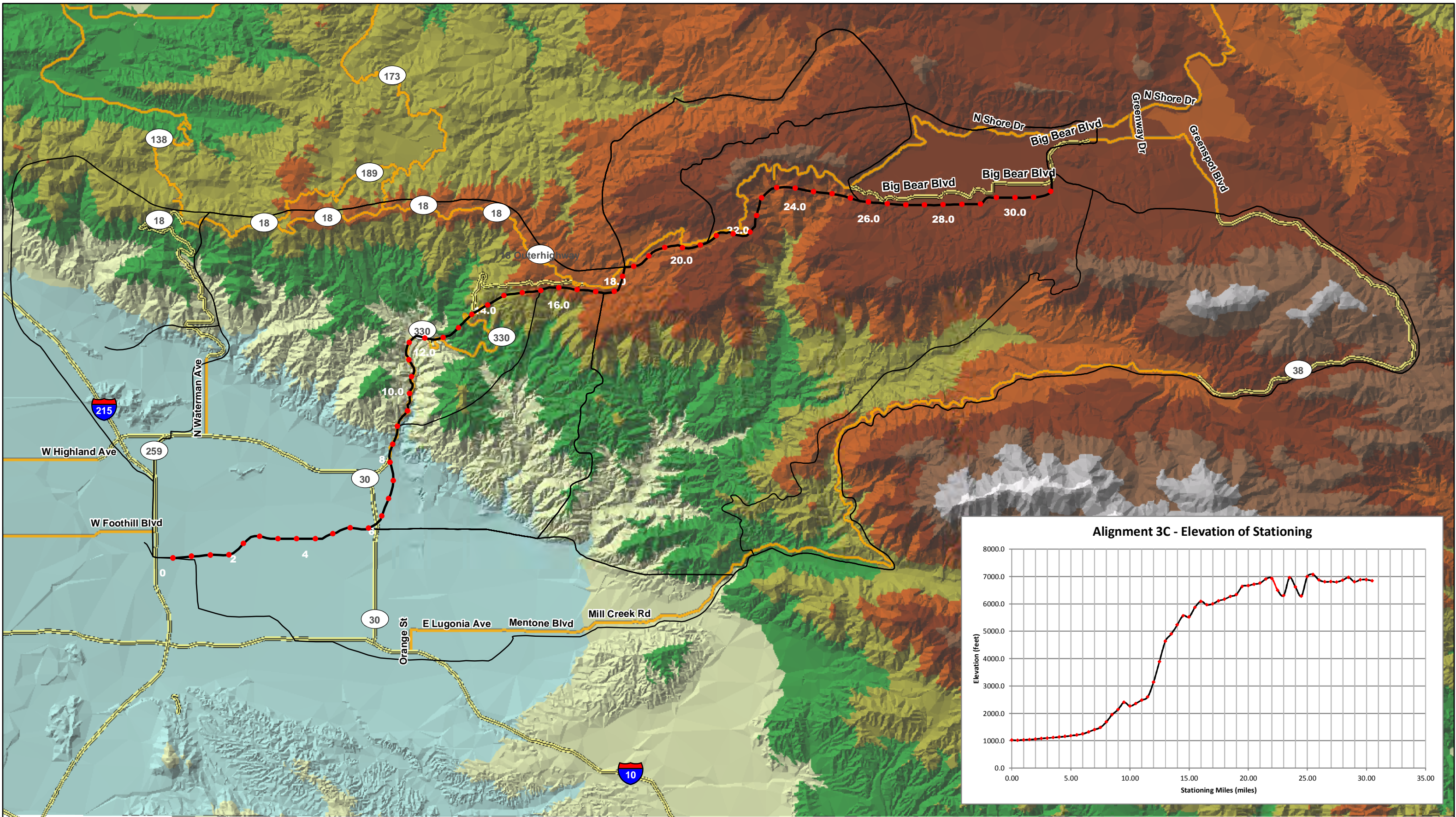
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Alignment Study - Alignment 3B

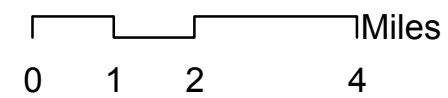
March 2011





**Legend**

- Alignment Options
- Stationing

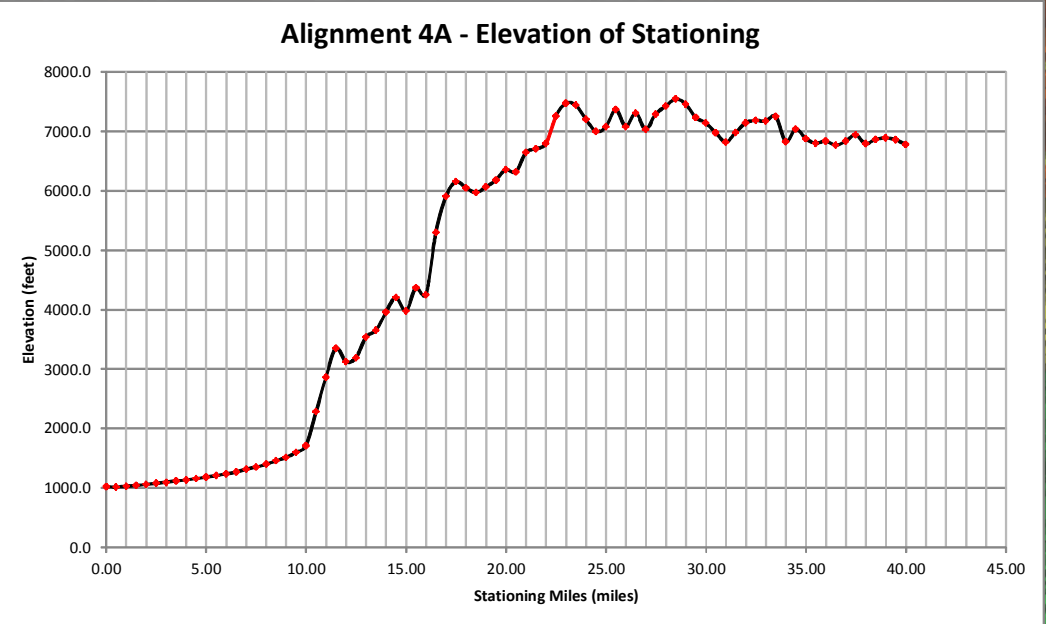
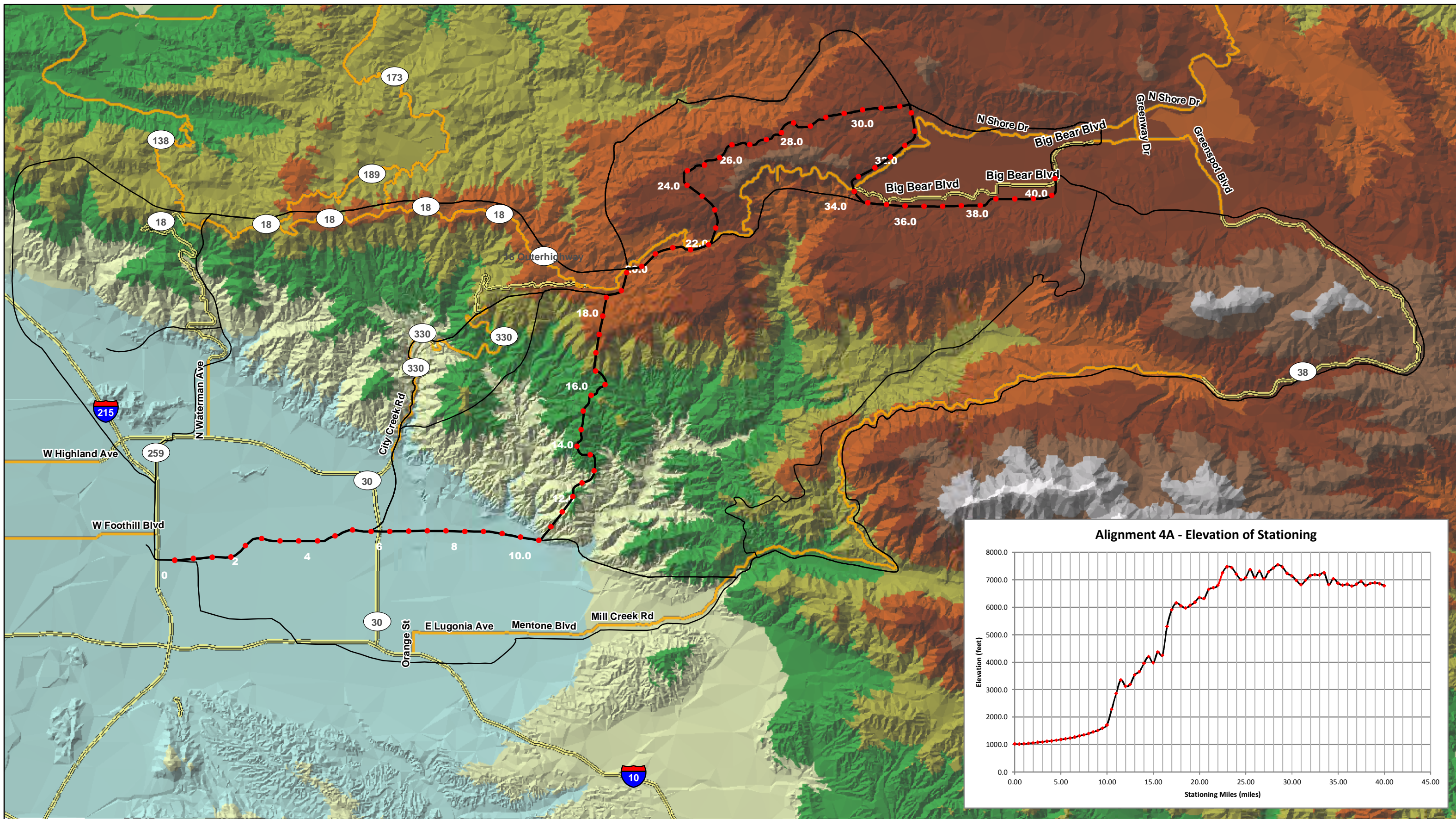


Alignment Study - Alignment 3C

March 2011

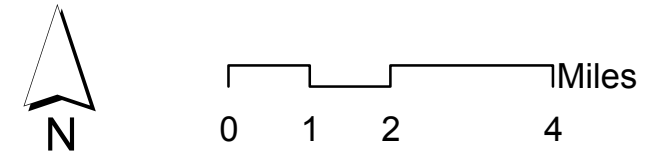






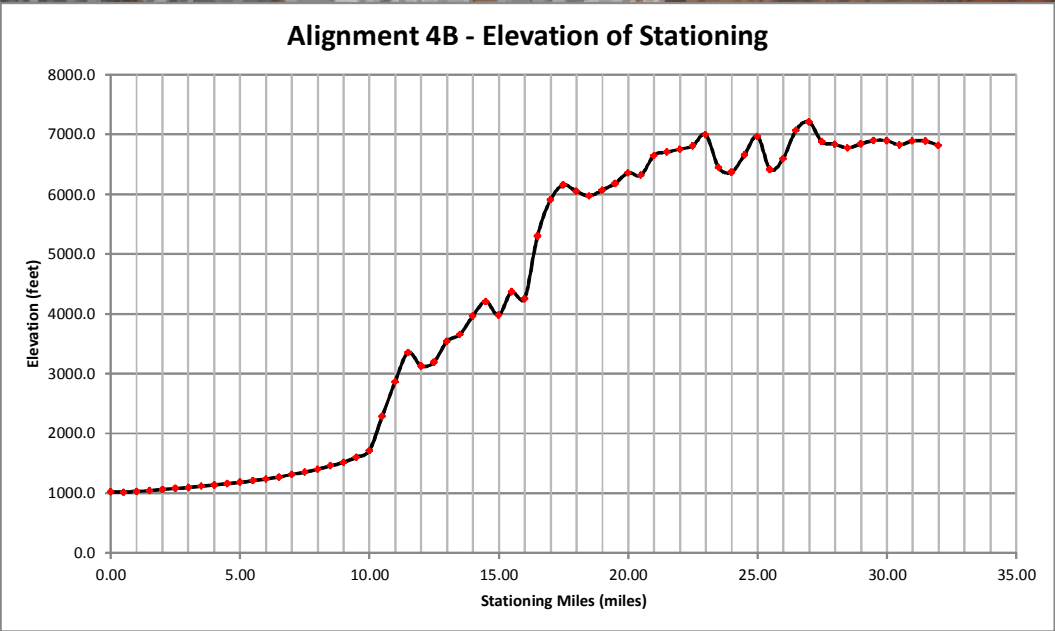
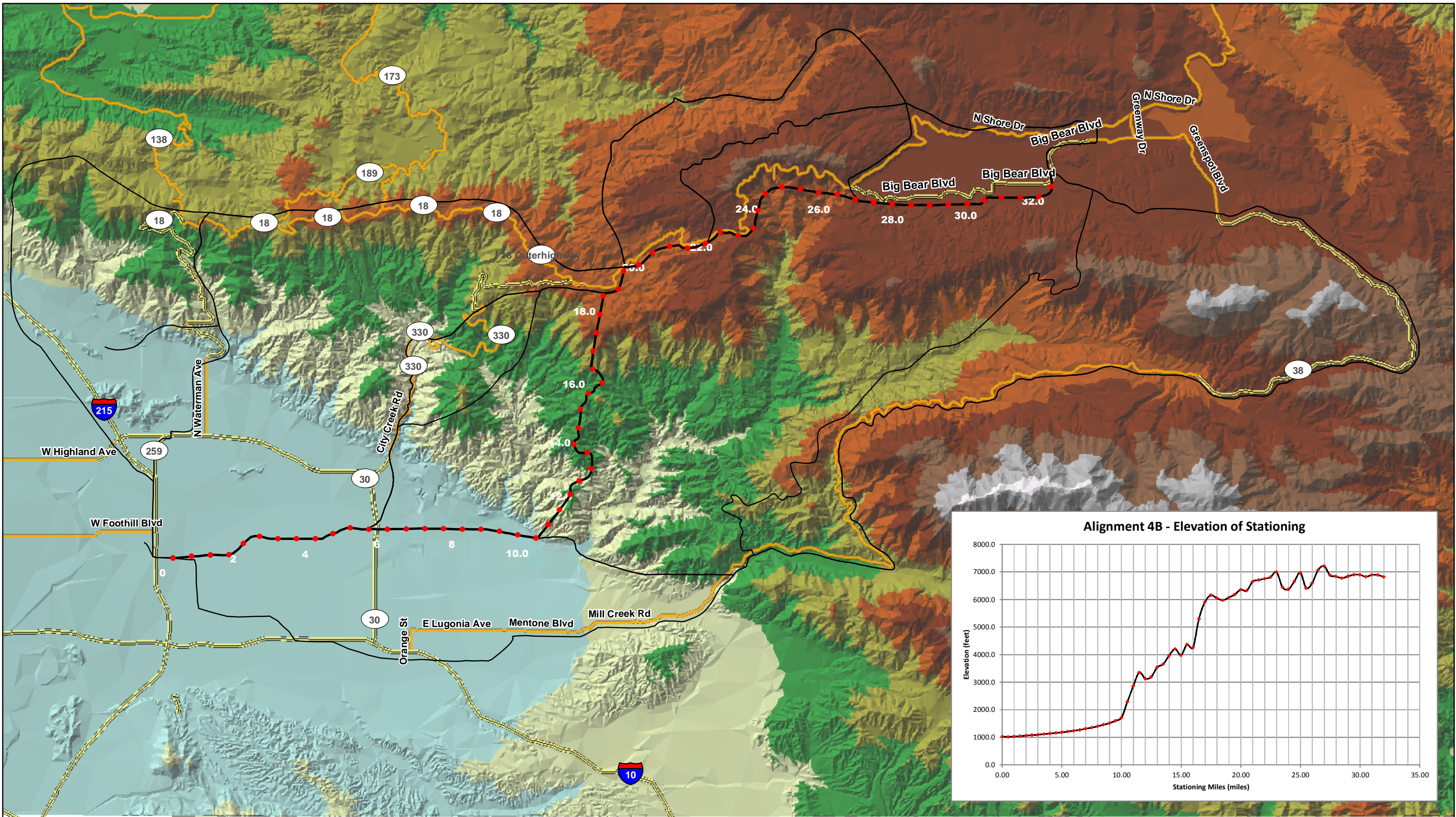
**Legend**

- Alignment Options
- Stationing



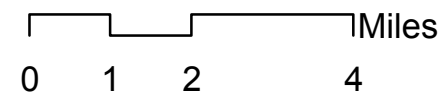
Alignment Study - Alignment 4A

March 2011



**Legend**

- Alignment Options
- Stationing

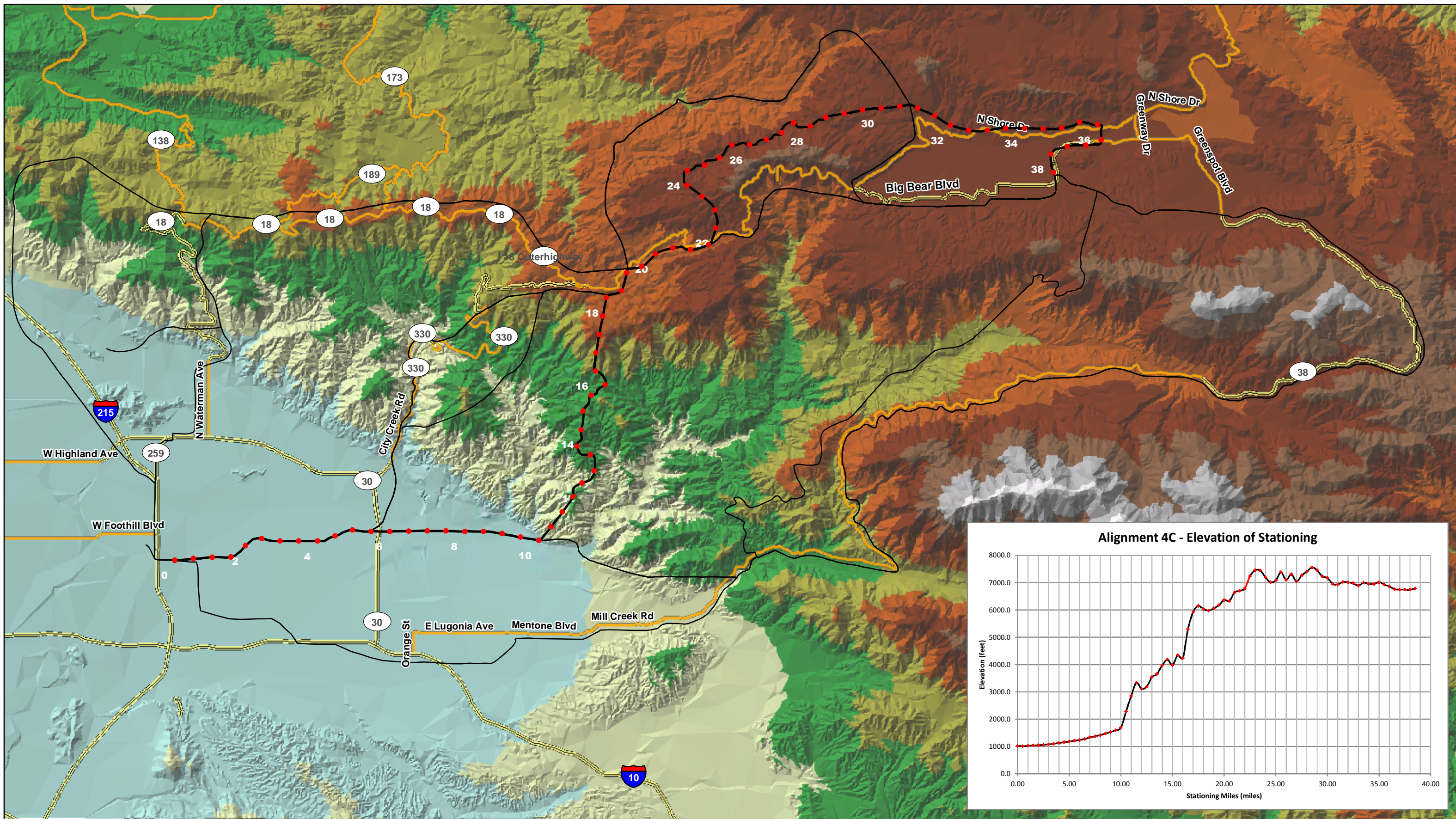


Alignment Study - Alignment 4B

March 2011

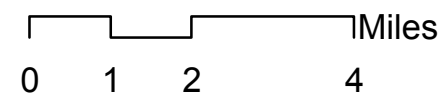






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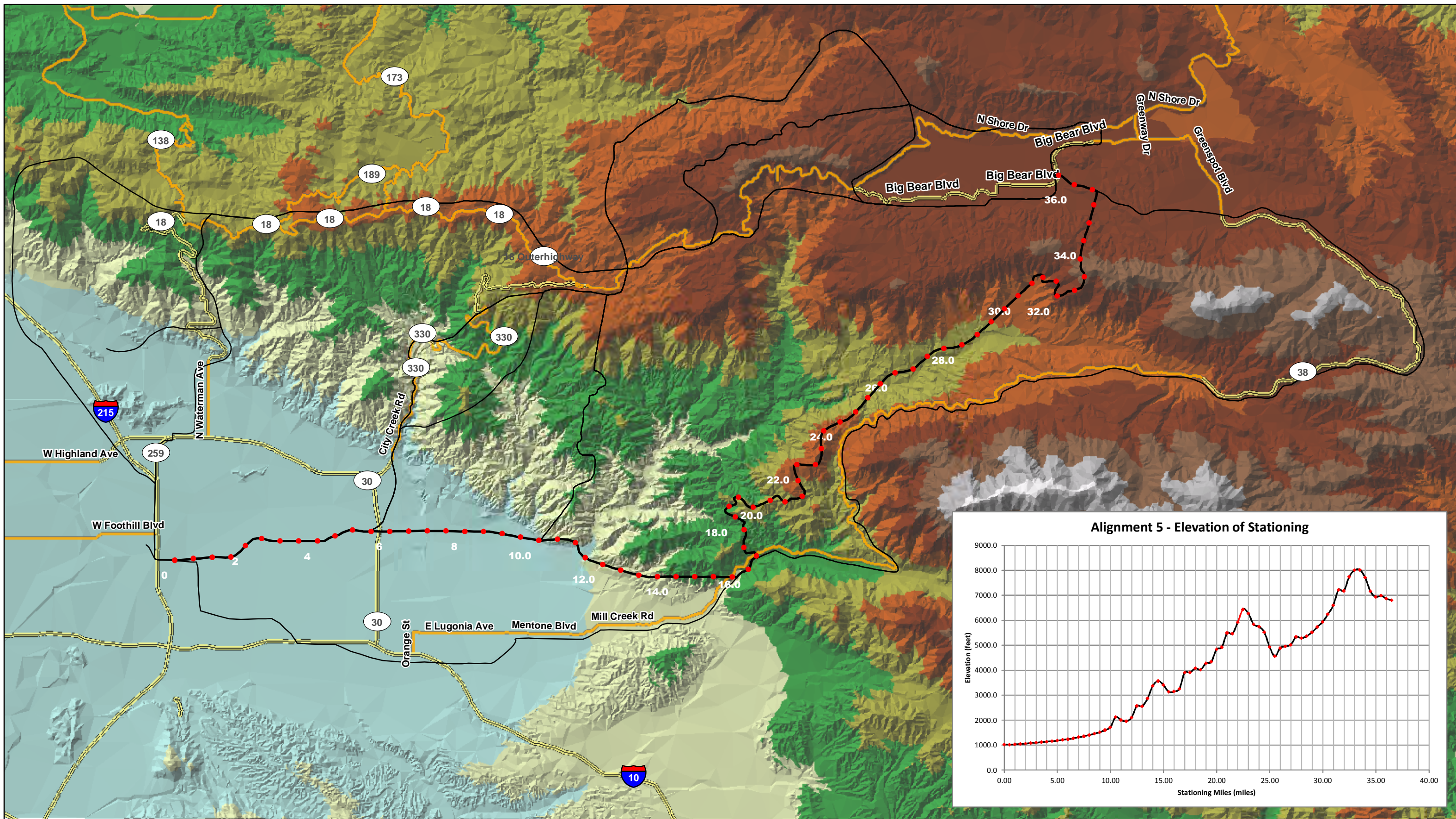
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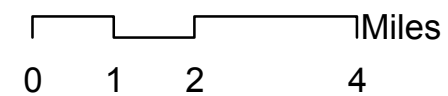
March 2011





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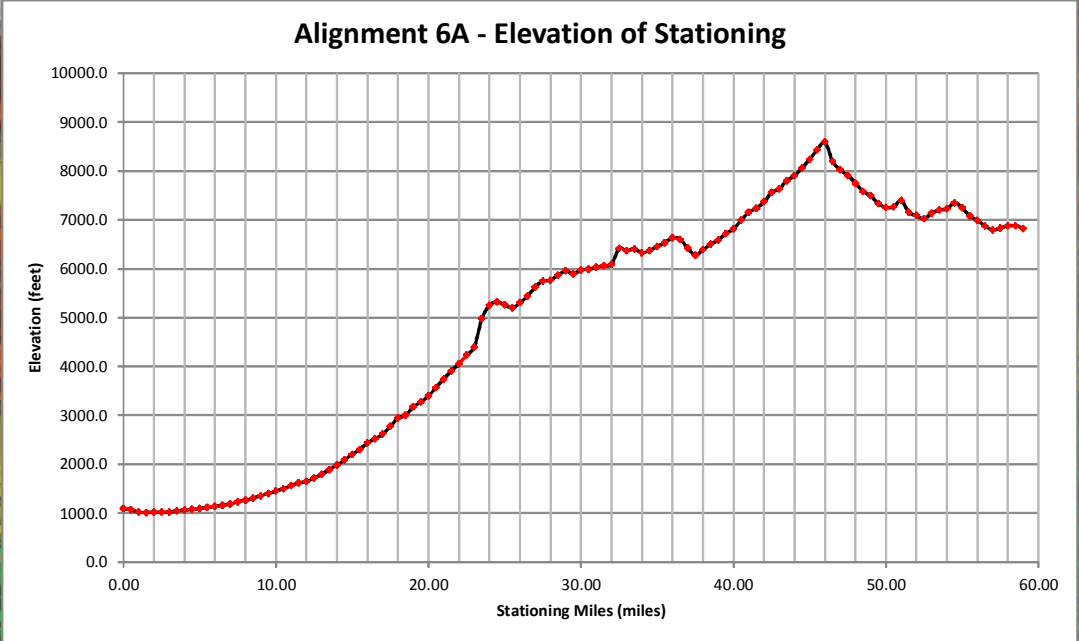
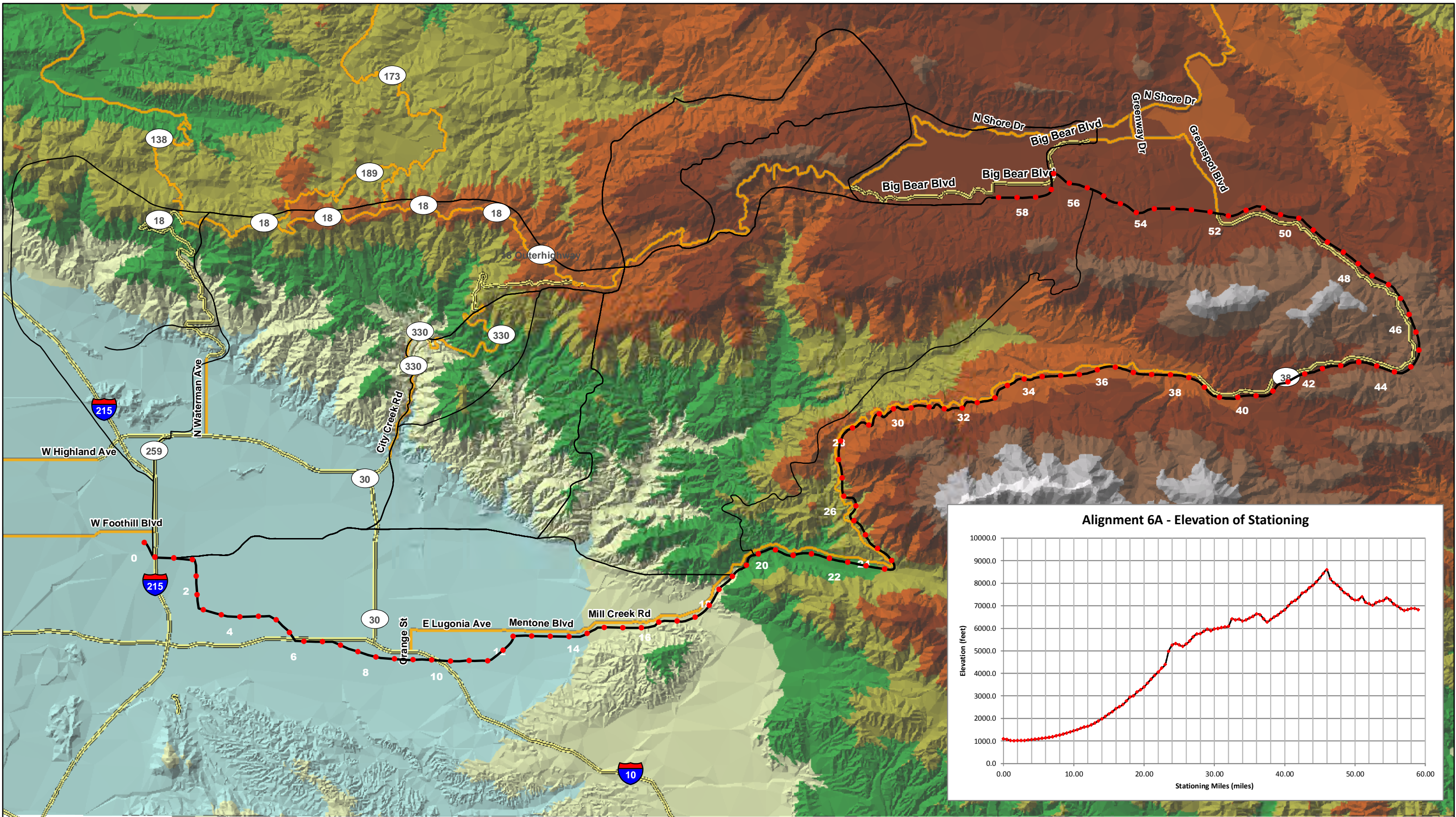
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Alignment Study - Alignment 5

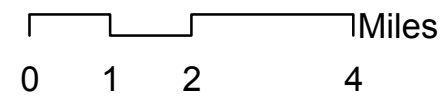
March 2011





**Legend**

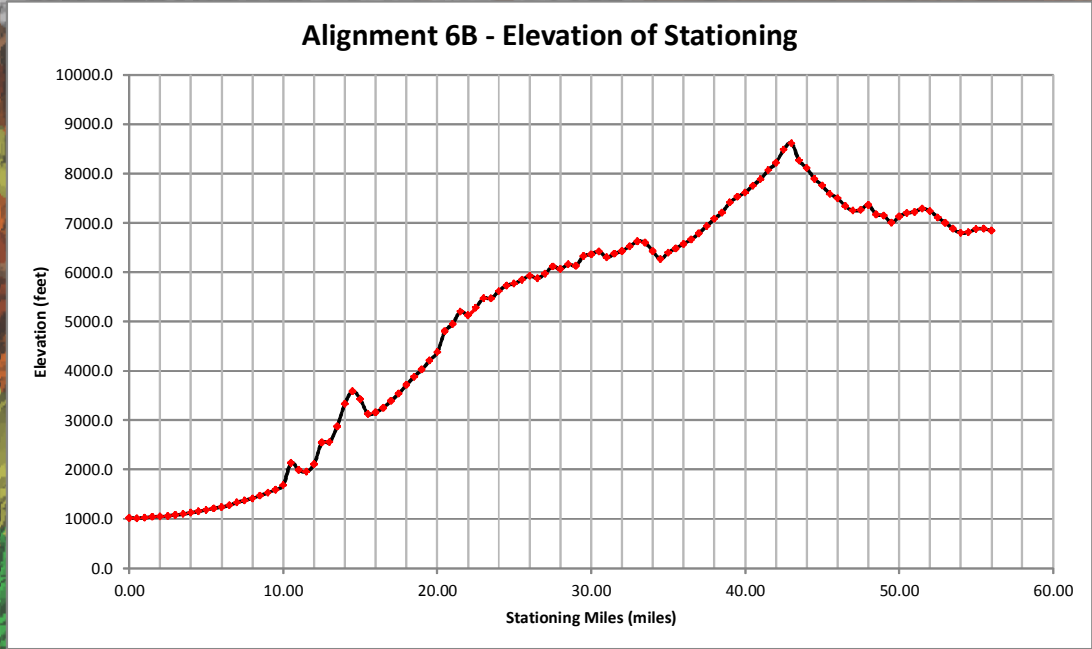
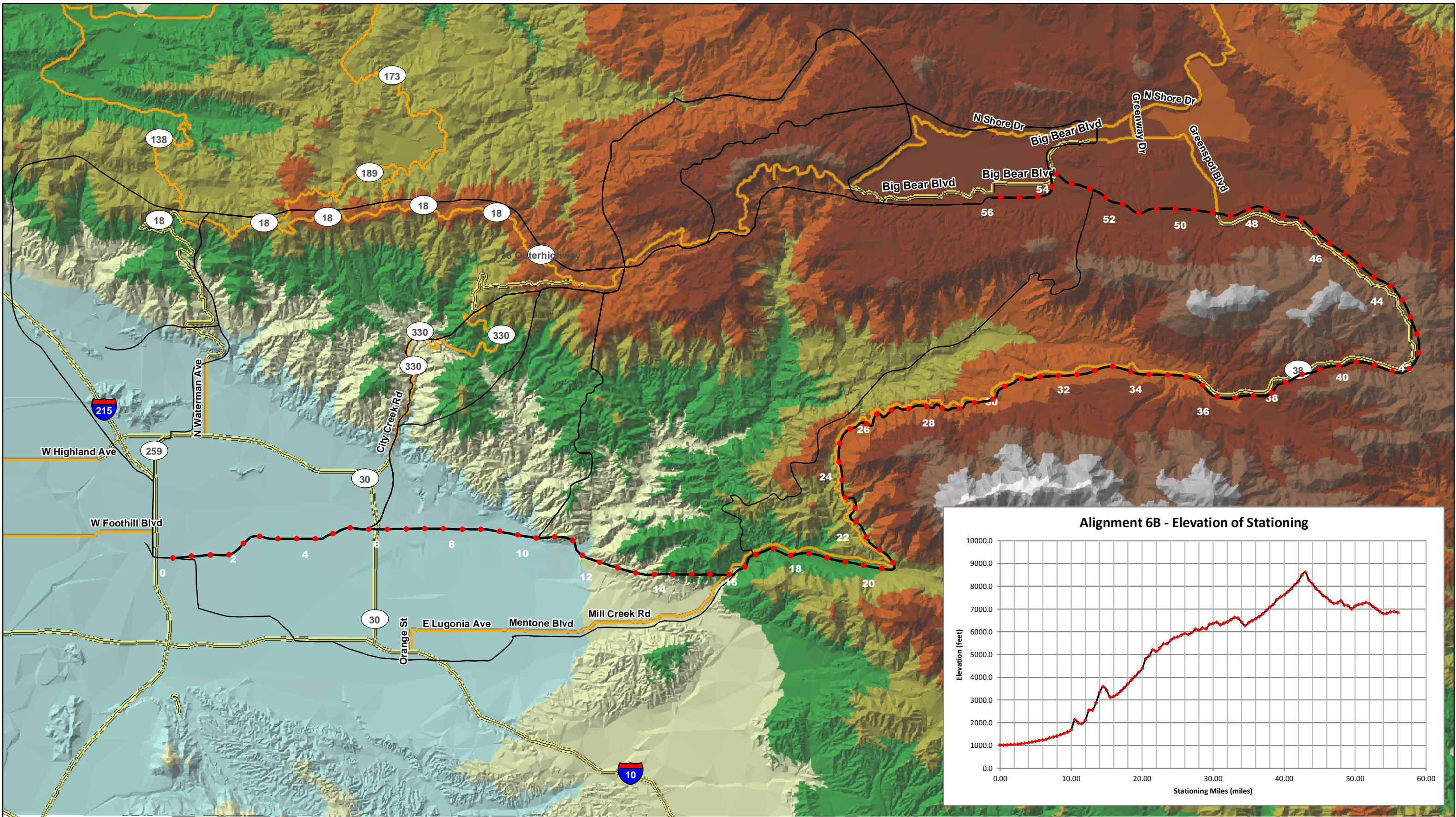
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Alignment Study - Alignment 6A

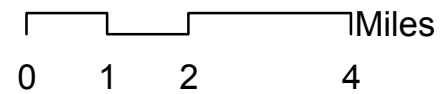
March 2011





**Legend**

- Alignment Options
- Stationing



Alignment Study - Alignment 6B

March 2011



## **Appendix L**

### **Travel Forecasting Assumptions**

**BIG BEAR MODAL ALTERNATIVES ANALYSIS  
TRAVEL FORECASTING ASSUMPTIONS (1 of 2)**

WEEKDAY	Original estimate		Alt. 1		Alt. 2A		Alt. 2B		Alt. 3A		Alt. 3B		Alt. 3C	
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High
<b>Typical work and non-work trips</b>														
The percentage of home-work trips between the mountains and the valley (in our corridor) that would use the new system	2.00%	5.00%	1.50%	3.00%	1.00%	2.00%	1.50%	3.00%	1.75%	4.00%	1.75%	4.00%	2.00%	5.00%
The percentage of other types of trips (non-work) between the mountains and the valley (in our corridor) that would use the new system	1.00%	2.50%	0.50%	1.50%	0.50%	1.50%	0.50%	1.50%	0.75%	2.00%	0.75%	2.00%	1.00%	2.50%
The percentage of home-work trips between Crestline/Lake Arrowhead and the valley that would use the new system	0.00%	0.00%	1.00%	2.50%	1.00%	2.00%	1.00%	3.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
The percentage of other types of trips (non-work) between Crestline/Lake Arrowhead and the valley that would use the new system	0.00%	0.00%	1.00%	2.00%	1.00%	1.75%	1.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Skier/snow play trips</b>														
The percentage of skiers (Snow Valley + Snow Summit + Bear Mountain) that would use the new system on a typical weekday with ski areas operating.	3.00%	10.00%	1.00%	3.00%	1.10%	3.20%	1.00%	3.00%	1.50%	4.80%	2.50%	8.00%	3.00%	10.00%
The percentage of snow play visitors (in this corridor) that would use the new system on a weekday with enough snow on the ground.	2.00%	5.00%	1.00%	2.00%	1.00%	2.00%	1.00%	2.00%	1.25%	3.00%	2.00%	5.00%	2.00%	5.00%
<b>Induced visitor sightseeing trips</b>														
Induced visitor sightseeing trips (new trips). Compared to the number of people that use the Palm Springs aerial tram, the percentage that would ride the new system on a weekday.	25%	80%	20%	70%	20%	70%	25%	80%	25%	80%	25%	80%	25%	80%
<b>Trips from new development around stations</b>														
The number of new residential units that you estimate would be developed by 2035 within walking distance of the three mountain stations (Big Bear Interlaken, Big Bear Village, Running Springs) (For reference, the SANBAG projected growth in residential units for the City of Big Bear Lake is +240 units.)	400	850	400	850	400	850	400	850	400	850	400	850	400	850
The percentage of these new households that will make a trip up/down the mountain on a typical weekday (regardless of travel mode).	10.0%	20.0%	10.0%	20.0%	10.0%	20.0%	10.0%	20.0%	10.0%	20.0%	10.0%	20.0%	10.0%	20.0%
The percentage of these new trips up/down the mountain that would use the new system on a weekday.	10.0%	20.0%	5.0%	10.0%	5.0%	10.0%	7.5%	15.0%	7.5%	15.0%	7.5%	15.0%	10.0%	20.0%
<b>Additional Trips due to Road Closures</b>														
The number of weekdays per year that SR-330 or SR-18 would be closed/constricted so that substantially more people would ride the new system	13	26	13	26	13	26	13	26	13	26	13	26	13	26
What percentage of each of the following would shift from driving to using the new system for their trip up/down the mountain during a road closure?														
Commuters traveling between home and work	15.0%	30.0%	7.5%	15.0%	7.5%	15.0%	10.0%	20.0%	15.0%	30.0%	15.0%	30.0%	15.0%	30.0%
Skiers	20.0%	60.0%	6.0%	18.0%	6.0%	18.0%	6.0%	18.0%	9.0%	27.0%	15.0%	45.0%	20.0%	60.0%
Snow visitors (snow play)	20.0%	60.0%	10.0%	30.0%	10.0%	30.0%	10.0%	30.0%	12.5%	40.0%	20.0%	60.0%	20.0%	60.0%

Other mountain visitors	10.0%	25.0%	6.0%	15.0%	6.0%	15.0%	6.0%	15.0%	8.0%	20.0%	8.0%	20.0%	10.0%	25.0%
People traveling up/down the mountain for other purposes	5.0%	15.0%	3.0%	9.0%	3.0%	9.0%	3.0%	9.0%	4.0%	12.0%	4.0%	12.0%	5.0%	15.0%
<b>New Trips due to Metrolink Connection</b>														
How many people would make a new trip to the mountains on a weekday because of being able to connect to Metrolink?	25	200	13	100	5	40	15	120	20	160	20	160	25	200

**BIG BEAR MODAL ALTERNATIVES ANALYSIS  
TRAVEL FORECASTING ASSUMPTIONS (1 of 2)**

WEEKDAY	Alt. 3D		Alt. 4A		Alt. 4B		Alt. 4C		Alt. 5		Alt. 6A		Alt. 6B	
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High
<b>Typical work and non-work trips</b>														
The percentage of home-work trips between the mountains and the valley (in our corridor) that would use the new system	2.00%	5.00%	1.75%	4.00%	2.00%	5.00%	1.75%	4.00%	1.50%	3.00%	1.50%	3.00%	1.50%	3.00%
The percentage of other types of trips (non-work) between the mountains and the valley (in our corridor) that would use the new system	1.00%	2.50%	0.75%	2.00%	1.00%	2.50%	0.75%	2.00%	0.50%	1.50%	0.50%	1.50%	0.50%	1.50%
The percentage of home-work trips between Crestline/Lake Arrowhead and the valley that would use the new system	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
The percentage of other types of trips (non-work) between Crestline/Lake Arrowhead and the valley that would use the new system	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Skier/snow play trips</b>														
The percentage of skiers (Snow Valley + Snow Summit + Bear Mountain) that would use the new system on a typical weekday with ski areas operating.	3.00%	10.00%	2.50%	8.00%	3.00%	10.00%	2.50%	8.00%	1.80%	6.00%	1.00%	3.00%	1.00%	3.00%
The percentage of snow play visitors (in this corridor) that would use the new system on a weekday with enough snow on the ground.	2.00%	5.00%	2.00%	5.00%	2.00%	5.00%	2.00%	5.00%	0.50%	1.00%	1.00%	2.00%	1.00%	2.00%
<b>Induced visitor sightseeing trips</b>														
Induced visitor sightseeing trips (new trips). Compared to the number of people that use the Palm Springs aerial tram, the percentage that would ride the new system on a weekday.	25%	80%	25%	80%	25%	80%	25%	80%	25%	80%	20%	70%	20%	70%
<b>Trips from new development around stations</b>														
The number of new residential units that you estimate would be developed by 2035 within walking distance of the three mountain stations (Big Bear Interlaken, Big Bear Village, Running Springs) (For reference, the SANBAG projected growth in residential units for the City of Big Bear Lake is +240 units.)	400	850	400	850	400	850	400	850	250	600	300	650	300	650
The percentage of these new households that will make a trip up/down the mountain on a typical weekday (regardless of travel mode).	10.0%	20.0%	10.0%	20.0%	10.0%	20.0%	10.0%	20.0%	10.0%	20.0%	10.0%	20.0%	10.0%	20.0%
The percentage of these new trips up/down the mountain that would use the new system on a weekday.	10.0%	20.0%	7.5%	15.0%	10.0%	20.0%	7.5%	15.0%	7.5%	15.0%	5.0%	10.0%	5.0%	10.0%
<b>Additional Trips due to Road Closures</b>														
The number of weekdays per year that SR-330 or SR-18 would be closed/constricted so that substantially more people would ride the new system	13	26	13	26	13	26	13	26	13	26	13	26	13	26
What percentage of each of the following would shift from driving to using the new system for their trip up/down the mountain during a road closure?														
Commuters traveling between home and work	15.0%	30.0%	15.0%	30.0%	15.0%	30.0%	15.0%	30.0%	7.5%	15.0%	7.5%	15.0%	7.5%	15.0%
Skiers	20.0%	60.0%	15.0%	45.0%	20.0%	60.0%	15.0%	45.0%	9.0%	27.0%	6.0%	18.0%	6.0%	18.0%
Snow visitors (snow play)	20.0%	60.0%	20.0%	60.0%	20.0%	60.0%	20.0%	60.0%	5.0%	15.0%	10.0%	30.0%	10.0%	30.0%



Other mountain visitors	10.0%	25.0%	8.0%	20.0%	10.0%	25.0%	8.0%	20.0%	4.0%	10.0%	4.0%	10.0%	4.0%	10.0%
People traveling up/down the mountain for other purposes	5.0%	15.0%	4.0%	12.0%	5.0%	15.0%	4.0%	12.0%	2.5%	7.5%	2.5%	7.5%	2.5%	7.5%
<b>New Trips due to Metrolink Connection</b>														
How many people would make a new trip to the mountains on a weekday because of being able to connect to Metrolink?	25	200	20	160	25	200	20	160	13	100	13	100	13	100



**BIG BEAR MODAL ALTERNATIVES ANALYSIS  
TRAVEL FORECASTING ASSUMPTIONS (2 of 2)**

	Original estimate		Alt. 1		Alt. 2A		Alt. 2B		Alt. 3A		Alt. 3B		Alt. 3C	
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High
<b>WEEKEND DAY</b>														
How many people would make a new trip to the mountains on a weekend day because of being able to connect to Metrolink?	100	500	50	250	20	100	60	300	80	400	80	400	100	500



**BIG BEAR MODAL ALTERNATIVES ANALYSIS  
TRAVEL FORECASTING ASSUMPTIONS (2 of 2)**

<b>WEEKEND DAY</b>	Alt. 3D		Alt. 4A		Alt. 4B		Alt. 4C		Alt. 5		Alt. 6A		Alt. 6B	
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High
How many people would make a new trip to the mountains on a weekend day because of being able to connect to Metrolink?	100	500	80	400	100	500	80	400	50	250	50	250	50	250

## **Appendix M**

### **Freight Revenue Estimates**

Freight revenue forecasts for service areas, assuming station serving area.

**Low-Rate Strategy**

Service Area	Martket Cap (Tons per Week)	Mode Share	Tons per Week	Rate (per Ton)	Weekly Revenue	Annual Revenue
Big Bear	8,900	15%	1,335	\$ 40.00	\$ 53,400	\$ 2,776,800
Running Springs	1,800	10%	180	\$ 16.00	\$ 2,880	\$ 149,760
Crestline	3,900	5%	195	\$ 8.00	\$ 1,560	\$ 81,120
Lake Arrowhead	5,200	10%	520	\$ 16.00	\$ 8,320	\$ 432,640
Angelus Oaks	800	10%	80	\$ 16.00	\$ 1,280	\$ 66,560
<b>Total</b>	<b>20,600</b>	<b>11%</b>	<b>2,310</b>		<b>\$ 67,440</b>	<b>\$ 3,506,880</b>
Total w/o Angelus Oaks	19,800	11%	2,230		66,160	3,440,320
Big Bear-Run Spr only	10,700	14%	1,515		56,280	2,926,560

rail cars per day (avg) 17

**High-Rate Strategy**

Service Area	Martket Cap (Tons per Week)	Mode Share	Tons per Week	Rate (per Ton)	Weekly Revenue	Annual Revenue
Big Bear	3,500	15%	525	\$ 200.00	\$ 105,000	\$ 5,460,000
Running Springs	700	10%	70	\$ 80.00	\$ 5,600	\$ 291,200
Crestline	1,500	5%	75	\$ 40.00	\$ 3,000	\$ 156,000
Lake Arrowhead	2,000	10%	200	\$ 80.00	\$ 16,000	\$ 832,000
Angelus Oaks	300	10%	30	\$ 80.00	\$ 2,400	\$ 124,800
<b>Total</b>	<b>8,000</b>	<b>11%</b>	<b>900</b>		<b>\$ 132,000</b>	<b>\$ 6,864,000</b>
Total w/o Angelus Oaks	7,700	11%	870		129,600	6,739,200
Big Bear-Run Spr only	4,200	14%	595		110,600	5,751,200

rail cars per day (avg) 6

## **Appendix N**

### **Resource Agencies Workshop Meeting Notes**



# **BIG BEAR MODAL ALTERNATIVES ANALYSIS**

## **RESOURCE AGENCIES WORKSHOP**

**APRIL 11, 2011**

### **MEETING NOTES**

#### Attendees:

JD Douglas, InfraConsult	Pat Morris, City of San Bernardino
Tesse Rasmussen, InfraConsult	Casey Daily, City of San Bernardino
Mitch Alderman, SANBAG	Jim Miller, City of Big Bear Lake
Ellen Pollema, SANBAG	Melissa Walker, SBC Flood Control
Ty Schuiling, SANBAG	John Jaquess, City of Highland
Ryan Kuo, SCAG	Mark Adelson, Regional Water Quality
George Kenline, US Forest Service	Shannon Pankratz, USACE (Regulatory)
Scott Tangenberg, US Forest Service	Doug Lewis, SBC DPW
Richard Thornburgh, US Forest Service	Alex Estrada, IVDA/SBIAA
Jesse Bennett, US Fish & Wildlife Service	Paul F. Amato, US EPA (by phone)
Mark Roberts, Caltrans	

#### Topics covered during the Workshop:

##### **1. Roadless Areas versus Non-Motorized Areas**

The representatives from the US Forest Service (USFS) provided insight into the differences between the land use designations that will affect whether (or the circumstances under which) a rail line could be built through different parts of the San Bernardino National Forest. There are three types of designation that have different implications for a potential rail line:

1. **Wilderness Areas.** It would be extremely difficult – and highly undesirable from the point of view of the Forest Service – to put a rail line through a wilderness area. None of the identified corridors crosses a designated wilderness area, though Alternative 6 comes near the boundary of the San Gorgonio Wilderness.
2. **Inventoried Roadless Areas.** These areas are administered at the national level, so an exception could be made administratively to allow a rail line through a Roadless Area; the approval would have to come from the Secretary of Agriculture in Washington. So it is possible to get a change approved administratively (i.e., it wouldn't require Congressional action), but it wouldn't be a simple process (it would require some "heavy lifting" in the words of one USFS representative). USFS representatives indicated they wouldn't necessarily be averse to a more direct route through these areas, and would be willing to work with the Administration.

3. Non-Motorized Areas. The locally developed land use plan for the San Bernardino National Forest identifies the Non-Motorized Areas. Changes to this plan can be made by the Regional Forester (in Vallejo, CA), so the process would not be as difficult as getting a Roadless Area changed.

## **2. Questions that came up**

How many access roads would be needed to construct and to maintain the system? New access roads through otherwise undeveloped areas would not be a desirable thing from the USFS perspective, especially if recreational users would then be allowed to use them.

What fire protection and firefighting provisions would be needed? How much clearing would be needed to protect a rail line from fire? What would be the height clearance needed for the catenary poles that would carry power? -- 25 feet, which is lower than the threshold to mitigate for fire fighting aerial requirements. Would catenaries cause sparking, thus causing fires?

How would passenger evacuation be handled?

How much would VMT (vehicle miles of travel) be reduced by the project?

Would the system be at-grade/elevated/tunnel – which, where?

What impacts would night lighting and noise have to wildlife?

## **3. Environmental Issues**

Bridges & culverts have a huge potential to impact riparian habitat.

The Mountain Yellow Legged Frog (which exists along City Creek, followed by Alternative 3) is close to extinction. Construction sediment would be a real problem for the frog.

Bridges are probably preferable for crossing culverts.

The State Department of Fish & Game would consider every perennial stream a wildlife corridor. The Regional Water Quality Control Board would have an opinion over every other stream.

Bear Creek and other tributaries of the Santa Ana River have been nominated for Congressional designation as “Wild and Scenic” Rivers.

The State Department of Fish & Game has different wildlife issues than those of the agencies at the workshop. Fish & Game should be engaged at this level of study.

The study team's maps are missing several types of critical habitat and threatened/endangered species, especially plants in the Big Bear Valley area. The USFS may be able to provide the study team with available GIS maps of critical habitat areas.

Within the watershed of Big Bear Lake some water quality impairments exist. Routing in that area could affect water quality – either improve it or degrade it. With good planning the project could create opportunities for water quality mitigation.

The more the system avoids touching the ground (aerial alignment, bridges, etc.) the less the environmental impact but the greater the cost. An aerial alignment would have more impacts on birds.

The California spotted owl primary activity centers are in this area. These owls are declining in local population, and could be endangered within our timeframe. The USFS may be able to provide an available GIS map of their critical habitat areas.

Would the system introduce invasive species? Yes, but Best Practices would mitigate this adverse effect to a less than significant level.

Consideration of project impacts will need to include potential long-term operations and maintenance impacts for the life of the alternative transportation mode and alignment.

#### **4. Avalanche / Landslide Issues**

There is high potential for avalanches in the Arctic Circle area. May want to consider tunneling in some areas.

All alignments being considered have potential landslide issues; being the nature of the abrupt elevation changes, aspect and underlying geology.

#### **5. Comments on Specific Corridor Alignments**

Alignment 3 – Follows an established corridor, but would likely have impacts on the Mountain Yellow Legged Frog.

Alignment 4 – avoids streams / on ridge. The alignment would not be able to stay within the existing fire road, and would encroach on the Non-Motorized area. South of Running Springs passes through a Roadless area. Also goes through the Children's Forest.

Alignment 5 – Would have more habitat issues than indicated by the study team's current maps because it passes through the Santa Ana River valley. (The Santa Ana River is a designated Wild and Scenic River, and Bear Creek is proposed for designation.)

Alignment 6 – Might want to add a station at Barton Flats to serve camps, and possibly a new snow play area.

## **6. Next Steps**

George Kenline can provide information about use of right-of-way through USFS lands.

USFS role in an environmental study: In a joint EIS/EIR, the USFS could be the federal lead agency. State lead agency could be SANBAG/ SCAG? CEQA would involve a robust public participation effort.

A pre-NEPA/CEQA engineering study could provide more focused analysis to narrow down the alternatives and better describe them, as a full environmental study with the full range of alternatives would require substantial time and cost. The USFS can engage their specialists in a pre-NEPA study to help focus the proposed action.

Nontraditional funding sources are needed. Since this is a non-attainment area for air quality, this could create a scenario where the project is more plausible.

The range of alternatives in an alternatives analysis will probably need to include a roadway expansion option.

InfraConsult will follow up with the USFS to determine if additional GIS mapping is available.

InfraConsult will try to follow up with Fish and Game to set up meeting in their office.

Project presentations will be made at Policy Committee meetings of SANBAG/SCAG.

## **Appendix O**

### **Technology Suppliers Contact Information**



June 27, 2011

**To:** JD Douglas, Infraconsult LLC  
**From:** Elizabeth Mahoney, URS Corporation  
**Subject:** Big Bear Technology Suppliers Contact Information

**1. Stadler Rail**

Manufacturer of rack and adhesion rail cars

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**2. Doppelmayr**

Manufacturer of cable propelled aerial ropeway systems

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**3. Aerobus**

Developer of Aerobus, self-propelled aerial ropeway systems

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## **Appendix P**

### **Operating Cost Comparison: Air Travel vs. Cog Rail**

### OPERATING COST COMPARISON: AIR TRAVEL VS. COG RAIL

	Cog Rail	Boeing 737	5-passenger charter aircraft
Seats	160	130	5
One-way travel time (incl. takeoff/taxi), minutes	93	19	15
On-ground turnaround time, minutes each end	15	25	10
Total round trip time for one vehicle/aircraft, minutes	216	88	50
Cost per operating hour	\$375	\$3,100	\$350
Cost per round trip	\$1,350	\$4,547	\$292
Cost per seat, one-way	\$4.22	\$17.49	\$29.17