Kern Council of Governments

Regional Transportation Monitoring Improvement Plan (RTMIP)

Final Report

January 2008 (Revised January 2016)

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1.0 Introduction

This report presents the findings and recommendations of an effort undertaken by the Kern Council of Governments (Kern COG) and its member agencies to develop a Regional Transportation Monitoring Improvement Plan (RTMIP). The purpose of the RTMIP is to increase consistency, cooperation, and efficiency across transportation data collection and distribution efforts within Kern County. To that end, the RTMIP described here consists of a unified system of traffic data collection and a methodology to maintain and utilize that system for transportation planning purposes. Included as part of the RTMIP is an electronic database of transportation data that will be maintained by Kern COG and made available to its member agencies, as well as a web-based interface for viewing the data.

The first step in developing the RTMIP was to understand the existing transportation data collection activities taking place in the County. Therefore, the process began with the distribution of a survey to Kern COG's member agencies, in addition to other transportation agencies serving Kern County. The survey instrument asked about current transportation data collection efforts by the agencies, as well as perceived needs for improved or additional data collection and management. The survey results are summarized in the first section of this report.

The results of the survey were used to formulate a Needs Assessment for data collection within the County. This Needs Assessment evaluated the availability of various types of transportation data, the uses to which different types of data are put, and the merits of making such data more widely available. The results of the Needs Assessment were recommendations concerning priorities for incorporating various types of transportation data into the RTMIP. The Needs Assessment also included the creation of a set of criteria for establishing locations to be included in an ongoing traffic volume data collection effort, as well as the application of those criteria to identify 1,043 count locations throughout the County. The Needs Assessment is presented in the second section of this report.

Also included in the development of the RTMIP was an assessment of the feasibility and desirability of integrating traffic data collection with the County's Motorist Aid Call Boxes using "smart call boxes." This assessment evaluated the status of the Kern County motorist aid call box system, including existing and potential future capabilities. The assessment was based on a review of existing system capabilities, historical usage patterns, and discussions with Kern Motorist Aid Authority (KMAA) staff. The assessment also included a review of the experiences of other jurisdictions with smart call boxes. The assessment of smart call boxes is presented in the third section of this report.

After review and discussion by Kern COG and the jurisdictions within the County of the Needs Assessment and the call box integration analysis, a draft Action Plan was developed to address the identified priorities related to transportation data collection and distribution. The draft Action Plan was again reviewed, including a revisiting of the traffic data collection program. The resulting Action Plan is presented in the final section of this report.

2.0 Survey of Existing Transportation Data Collection

One of the main goals of the RTMIP is to coordinate, centralize and effectively manage traffic data across Kern County. A vast body of traffic data has been collected since the 1970s, and it has been stored in various formats and media in diverse databases at Kern COG and/or its member jurisdictions. An inventory of traffic count/survey methods and reporting formats currently utilized in Kern County was necessary to assess the County's data collection needs. The inventory was conducted through a written questionnaire sent to each of the Kern COG jurisdictions.

2.1 Methodology

A total of 13 written questionnaires was distributed: one to each of the appropriate staff of all local jurisdictions, as identified by Kern GOG staff; one to the Kern County Department of Roads; and one to Caltrans District 6. The questionnaire consisted of twenty questions intended to elicit information regarding each jurisdiction's traffic count methods and reporting capabilities. A sample of the questionnaire can be found in **Appendix A**. A total of eight questionnaires were completed and returned (response rate of 62.8%).

The following jurisdictions returned completed questionnaires:

- City Of Bakersfield
- City Of California City
- City Of Ridgecrest
- City Of Shafter
- City Of Taft
- City Of Tehachapi
- City Of Wasco
- Kern County

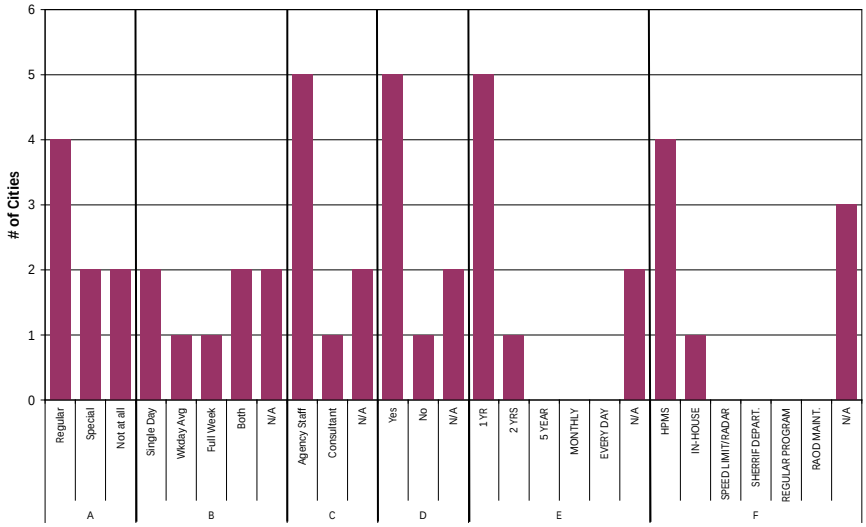
2.2 Summary of Findings

2.2.1 Types of Data Collected

The first section of the questionnaire dealt with the types of traffic data currently being collected by each jurisdiction. The purpose of this section was to determine what types of data are available within the County, the regularity with which it is collected, and whether it is available in an electronic format.

Figure 2.1 presents a tabulation of the survey responses concerning **Average Daily Link/Segment Volume Counts**. These data are the most common type of traffic volume data collected on a regular basis by the jurisdictions. Key points related to daily link/segment volume counts are as follows:

Figure 2.1: Average Daily Link/Segment Volume Counts



Question Key
(A) Is the data collection done on a regular basis, for special studies, or no collected at all?
(B) Are the counts, single day, average of 5-day, weekdays or full 7-day weekdays, or both?
(C) Are the data collected by agency staff, or consultants?
(D) Are the data maintained in electronic format?
(E) On average, what is the cycle time between counts?
(F) Is the data collected to satisfy external reporting needs, which one?

Regularity of Collection. Half of the jurisdictions perform these counts on a regular basis; two of them do not perform them at all (Ridgecrest and Wasco), and another two perform them only for special studies.

Duration. Tehachapi and California City do week-based counts; Bakersfield and Shafter do single-day counts; Taft and Kern County do both week-based and single-day counts.

Staff Employed. The counts are done by in-house staff in five out of the six jurisdictions that do these counts.

Electronic Availability. Tehachapi is the only jurisdiction that does not have its counts in electronic format.

Count Cycle. All jurisdictions except for Taft do these counts annually. Taft does them every two years.

External Reporting Capability. Four out of the six jurisdictions that collect this data have it in HPMS format.

Figure 2.2 presents a tabulation of the survey responses concerning **Peak Hour Segment Volume Counts.** These data are collected by the greatest number of jurisdictions, but they are not collected as regularly as daily volume counts. Key points related to peak hour segment volume counts are as follows:

Regularity of Collection. All but one (Wasco) of the jurisdictions perform these counts, but only two jurisdictions perform them on a regular basis (Shafter and Taft).

Duration. Three jurisdictions conduct single-day counts; California City conducts full-week counts. Taft is the only jurisdiction that conducts both types of counts.

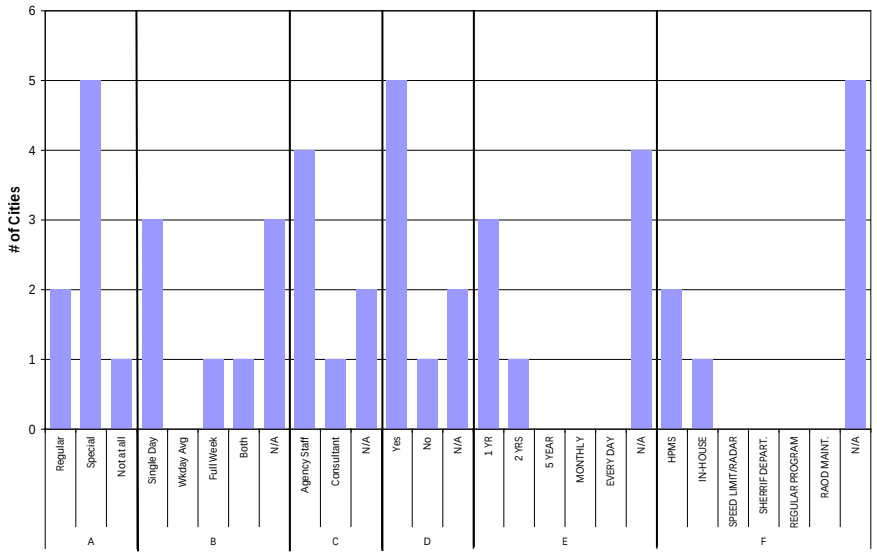
Staff Employed. Half of the jurisdictions have in-house staff conduct the counts.

Electronic Availability. Kern County is the only jurisdiction that does not have these counts in electronic format.

Count Cycle. Three jurisdictions perform these counts annually, and one does so every two years.

External Reporting Capability. Ridgecrest and Shafter have these counts in HPMS format.

Figure 2.2: Peak Hour Segment Volumes



Question Key
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(B) Are the counts, single day, average of 5-day, weekdays or full 7-day weekdays, or both?
(C) Are the data collected by agency staff, or consultants?
(D) Are the data maintained in electronic format?
(E) On average, what is the cycle time between counts?
(F) Is the data collected to satisfy external reporting needs, which one?

Figure 2.3 presents a tabulation of the survey responses concerning **Peak Hour Intersection Turning Movements Counts**. None of the jurisdictions collect this type of data on a regular basis, and only three jurisdictions report collecting intersection turning movement counts at all. Key points related to peak hour turning movement counts are as follows:

Regularity of Collection. Only Kern County, Bakersfield, and California City conduct these counts and they all do them for special studies only.

Duration. Bakersfield performs these counts for a single day; California City gathers full-week counts.

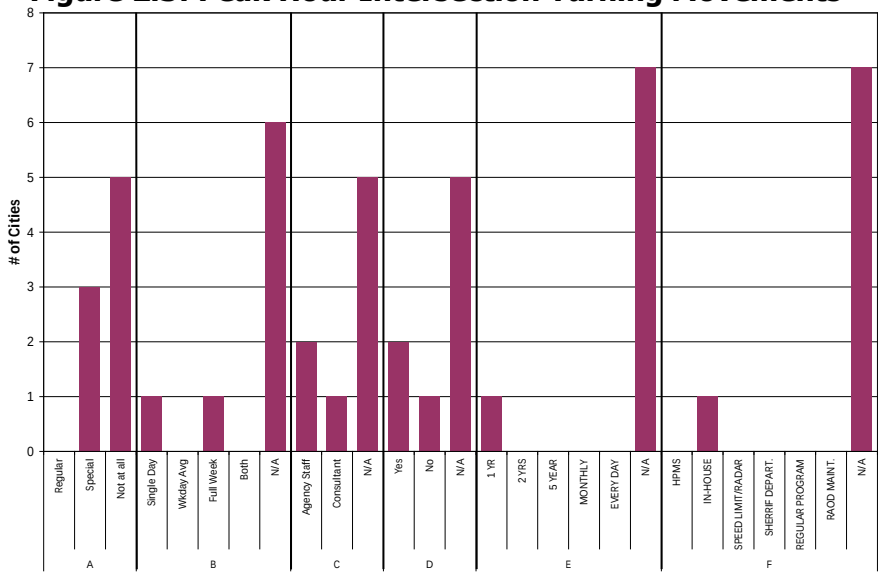
Staff Employed. Kern County uses consultants to do these counts; the other jurisdictions use in-house staff.

Electronic Availability. Kern County does not have these counts in electronic format. The other two do have them in electronic format.

Count Cycle. Only California City reported doing these counts once a year.

External Reporting Capability. None of the jurisdictions has the counts in an external reporting format.

Figure 2.3: Peak Hour Intersection Turning Movements



Question Key
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(B) Are the counts, single day, average of 5-day, weekdays or full 7-day weekdays, or both?
(C) Are the data collected by agency staff, or consultants?
(D) Are the data maintained in electronic format?
(E) On average, what is the cycle time between counts?
(F) Is the data collected to satisfy external reporting needs, which one?

Figure 2.4 presents a tabulation of the survey responses concerning **Vehicle Class Data.** Only one jurisdiction collects this type of data on a regular basis. Key points related to vehicle class counts are as follows:

Regularity of Collection. Only Taft performs these counts on a regular basis. Half of the jurisdictions do them for special studies only.

Duration. Most jurisdictions did not report the duration of their vehicle class counts.

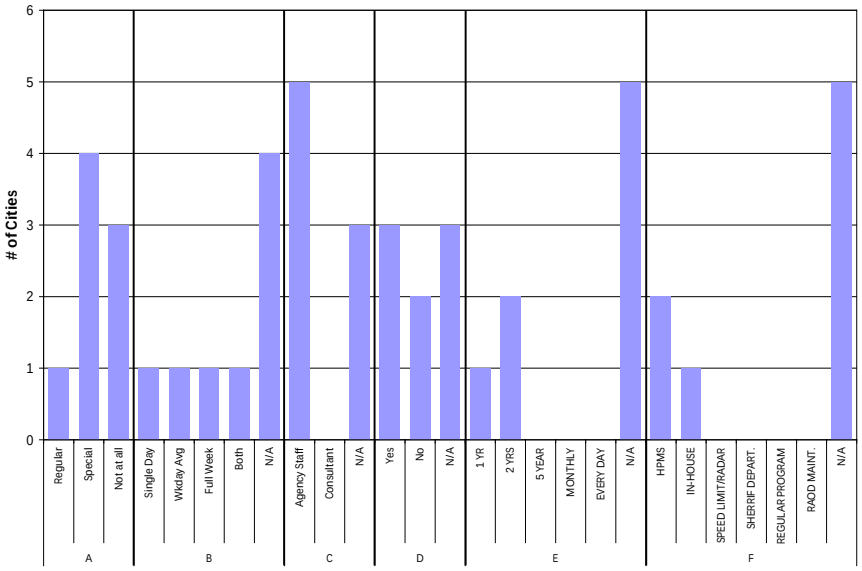
Staff Employed. All the jurisdictions that reported the type of staff use to conduct these counts indicated that they used in-house staff.

Electronic Availability. Three of the five jurisdictions that conduct these counts have them in electronic format.

Count Cycle. Tehachapi conducts these counts every year; California City and Taft conduct them every two years.

External Reporting Capability. Only Ridgecrest and Tehachapi have these counts in HPMS format.

Figure 2.4: Vehicle Classification Data



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(C) Are the data collected by agency staff, or consultants?
(D) Are the data maintained in electronic format?
(E) On average, what is the cycle time between counts?
(F) Is the data collected to satisfy external reporting needs, which one?

Figure 2.5 presents a tabulation of the survey responses concerning **Speed Survey/Travel Time Data.** The survey found that these data are generally collected only for special studies. Key points related to speed survey data are as follows:

Regularity of Collection. Half of the jurisdictions conduct these surveys only for special studies. Only two of the jurisdictions conduct the surveys on a regular basis.

Duration. Three jurisdictions conduct these surveys for a single day; California City conducts them for a full-week. Taft is the only jurisdiction that conducts both types of surveys.

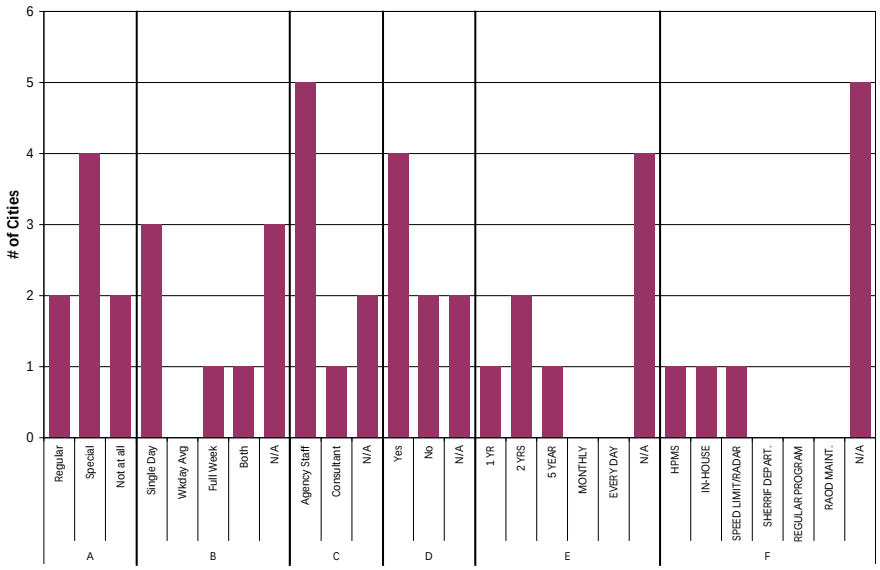
Staff Employed. Only Shafter uses consultants to conduct these surveys. The rest of the jurisdictions use their own staff.

Electronic Availability. Half of the jurisdictions have the survey results in electronic format.

Count Cycle. Ridgecrest conducts these surveys every year, California City and Taft every two years, and Bakersfield every five years.

External Reporting Capability. Only Ridgecrest keeps the information in HPMS format.

Figure 2.5: Speed Surveys/Travel Time Data



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(B) Are the counts, single day, average of 5-day, weekdays or full 7-day weekdays, or both?
(C) Are the data collected by agency staff, or consultants?
(D) Are the data maintained in electronic format?
(E) On average, what is the cycle time between counts?
(F) Is the data collected to satisfy external reporting needs, which one?

None of the jurisdictions reported collecting data concerning **Vehicle Occupancy**.

Figure 2.6 presents a tabulation of the survey responses concerning **Vehicle Delay.** The survey found that these data are collected only for special studies. Key points related to vehicle delay data are as follows:

Regularity of Collection. Half of the jurisdictions have this type of data, but it is collected only for special studies.

Duration. California City has full-week data; the others have single-day data.

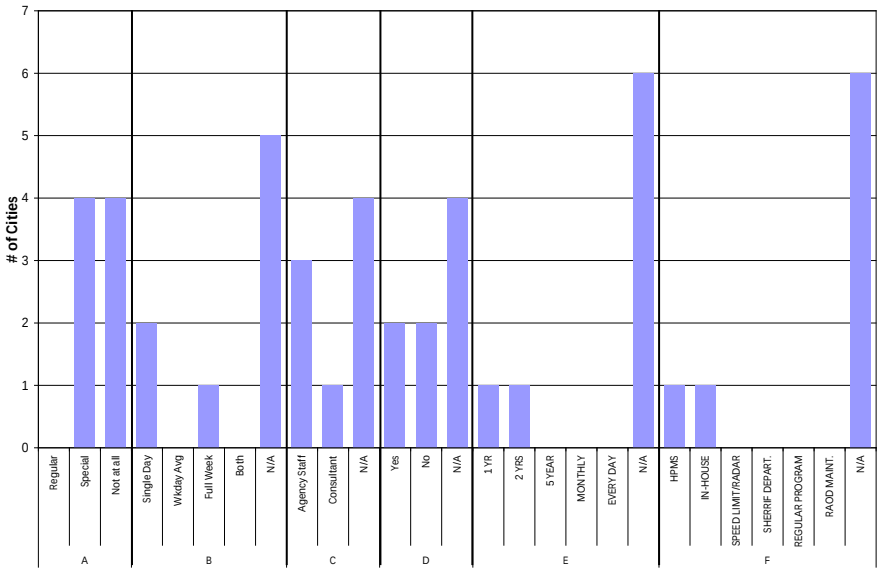
Staff Employed. Only Kern County uses consultants to collect this type of data, the other three jurisdictions that have these data use their own staff to collect it.

Electronic Availability. Only Bakersfield and California City have this type of data in electronic format.

Count Cycle. California City collects this type of data every two years and Ridgecrest does so every year.

External Reporting Capability. Only Ridgecrest has the data in HPMS format.

Figure 2.6: Vehicle Delay



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(B) Are the counts, single day, average of 5-day, weekdays or full 7-day weekdays, or both?
(C) Are the data collected by agency staff, or consultants?
(D) Are the data maintained in electronic format?
(E) On average, what is the cycle time between counts?
(F) Is the data collected to satisfy external reporting needs, which one?

Figure 2.7 presents a tabulation of the survey responses concerning **Queue Length**. The survey found that most jurisdictions do not collect this type of data, and those that do collect it only for special studies. Key points related to queue length data are as follows:

Regularity of Collection. Only Ridgecrest and California City have this type of data, and it is collected only for special studies.

Duration. Ridgecrest has this type of data in single-day format, and California City has it in full-week format.

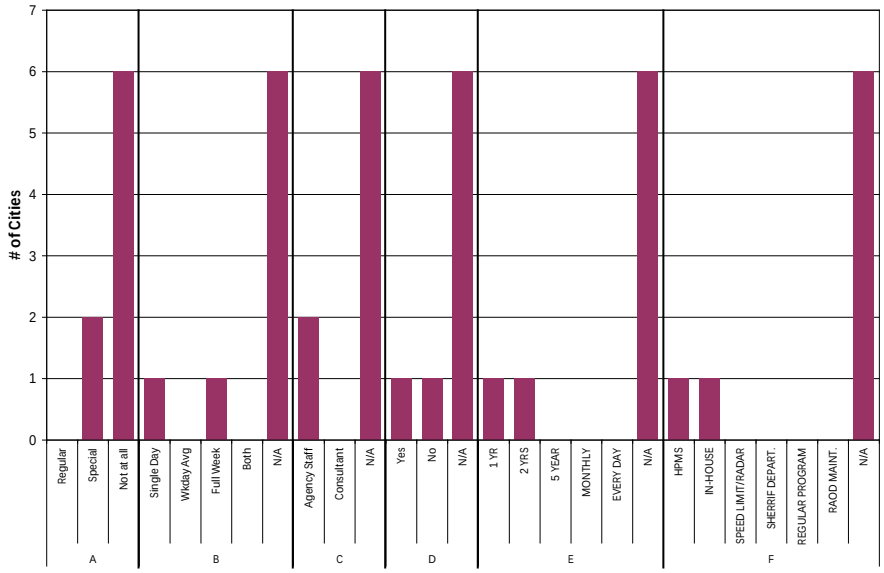
Staff Employed. The type of data is collected by in-house staff in all cases.

Electronic Availability. Only California City has this type of data in electronic format.

Count Cycle. California City collects this type of data every two years; Ridgecrest does so every year.

External Reporting Capability. Only Ridgecrest has the data available in HPMS format.

Figure 2.7: Queue Length



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(B) Are the counts, single day, average of 5-day, weekdays or full 7-day weekdays, or both?
(C) Are the data collected by agency staff, or consultants?
(D) Are the data maintained in electronic format?
(E) On average, what is the cycle time between counts?
(F) Is the data collected to satisfy external reporting needs, which one?

Figure 2.8 presents a tabulation of the survey responses concerning **Accident Data**. The survey found that most jurisdictions collect this type of data regularly. Key points related to accident data are as follows:

Regularity of Collection. Six of the eight jurisdictions collect accident data on a regular basis.

Duration. Two of the jurisdictions reported having this type of data in full-week format. Most jurisdictions did not indicate a reporting period.

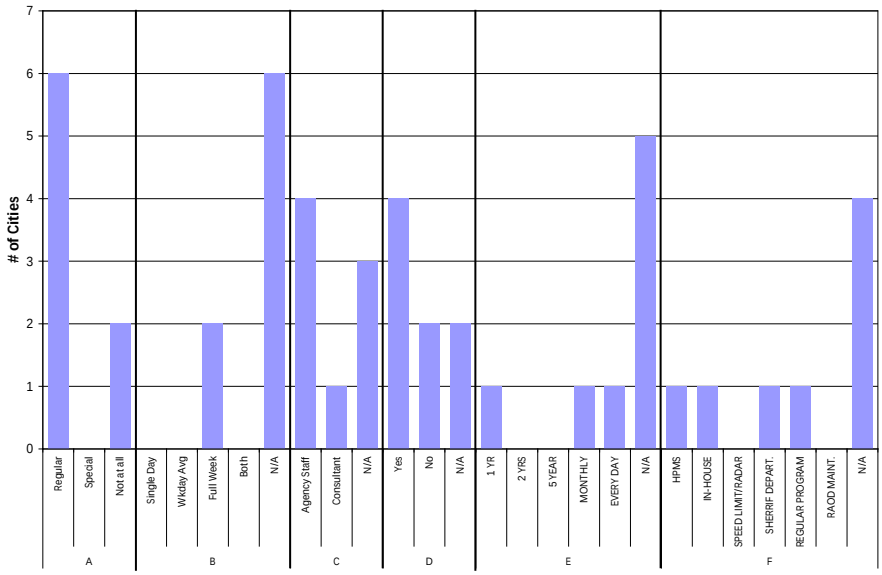
Staff Employed. Only Tehachapi uses consultants to collect this type of data. The rest of the jurisdictions use in-house staff.

Electronic Availability. Only Ridgecrest and Shafter do not have this type of data in electronic format; the rest of the jurisdictions do.

Count Cycle. Bakersfield collects this data daily; Tehachapi collects it monthly; and California City annually.

External Reporting Capability. Only Ridgecrest has this data available in HPMS format.

Figure 2.8: Accident Data



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(B) Are the counts, single day, average of 5-day, weekdays or full 7-day weekdays, or both?
(C) Are the data collected by agency staff, or consultants?
(D) Are the data maintained in electronic format?
(E) On average, what is the cycle time between counts?
(F) Is the data collected to satisfy external reporting needs, which one?

Figure 2.9 presents a tabulation of the survey responses concerning **Pavement Conditions**. The survey found that most jurisdictions collect this type of data regularly. Key points related to pavement condition data are as follows:

Regularity of Collection. Five of the eight jurisdictions collect this type of data on a regular basis. Ridgecrest and Taft collect it only for special studies.

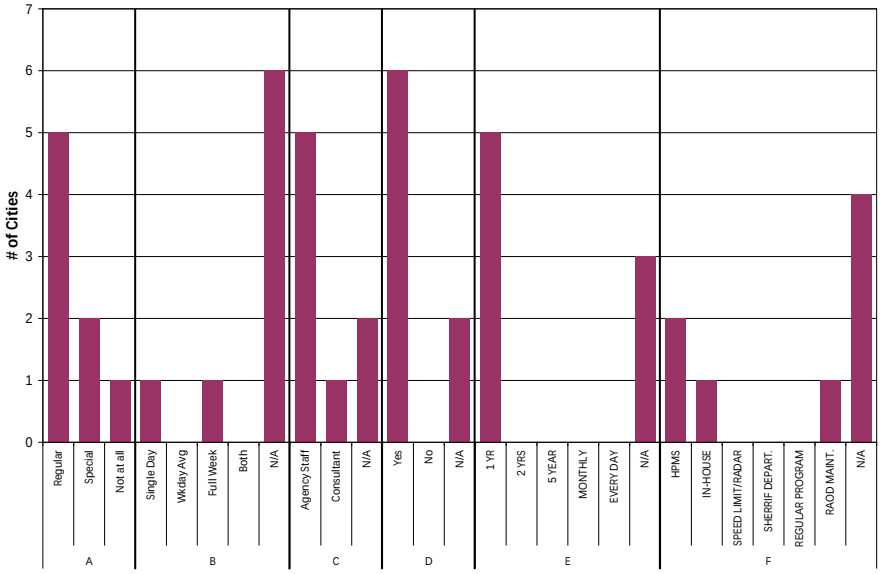
Staff Employed. Only Wasco uses consultants to collect this type of data. The rest of the jurisdictions use in-house staff.

Electronic Availability. All jurisdictions that have this type of data have it in electronic format.

Count Cycle. All jurisdictions that have this type of data collect it on an annual basis.

External Reporting Capability. Only Ridgecrest keeps this type of data in HPMS format. The rest maintain it in various other formats.

Figure 2.9: Pavement Conditions



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(B) Are the counts, single day, average of 5-day, weekdays or full 7-day weekdays, or both?
(C) Are the data collected by agency staff, or consultants?
(D) Are the data maintained in electronic format?
(E) On average, what is the cycle time between counts?
(F) Is the data collected to satisfy external reporting needs, which one?

2.2.2 Data Coverage and Reporting

On average, the Kern COG jurisdictions cover about 33% of their arterials with Daily Traffic Counts that are 3 years old or less. Bakersfield and Kern County have the highest coverage both with 90%. Tehachapi covers only 2%. **Table 1** summarizes the data coverage for each jurisdiction.

Table 2.1
Data Coverage and Reporting

Jurisdiction	% of Arterials covered with Counts 3 years old or less		
	ADT Counts	Peak Hour Volume Counts	Class Counts
City Of Bakersfield	90%	90%	1%
City Of California City	50%	25%	25%
City Of Ridgecrest	10%	10%	0%
City Of Shafter	20%	20%	0%
City Of Taft	0%	0%	0%
City Of Tehachapi	2%	2%	0%
City Of Wasco	0%	0%	0%
Kern County Roads Dept.	90%	5%	2%

On average, the Kern COG jurisdictions cover about 19% of their arterials with Peak Hour Counts that are 3 years old or less. Bakersfield has the highest coverage with 90%. California City has the highest coverage of Class Counts, with 25% of its arterials covered. Only two other jurisdictions have class counts, and their coverage is minimal.

Identification of Count Locations
Six of the jurisdictions identify the location of their collected traffic volume information with the main street name and nearest cross street name. Bakersfield uses a unique Link ID number. California City uses the distance from the nearest intersection.

Publication of Data
Only Bakersfield and Kern County publish a periodic traffic volume map. Bakersfield has its volumes available in GIS format; Kern County publishes its data in table format only.

Availability of Data
Six of the eight jurisdictions make collected data available to the public (only Shafter and Wasco do not have it publicly available). All but one (Wasco) of the jurisdictions has the data available for other jurisdictions upon their request. Only Bakersfield and Kern County have counts available on the Internet. Both Bakersfield and California City have their counts available by e-mail. Five of the eight jurisdictions have the counts available in person at their premises.

2.3 Inventory Methods and Equipment

Count Stations

Only Ridgecrest and Bakersfield have established permanent count stations. Bakersfield indicated the specific locations of their existing permanent stations. Three other jurisdictions indicated the location of their desired permanent count stations. **Table 2.2** describes each of the jurisdiction's existing or desired count station locations.

Table 2.2
Permanent Count Stations (Existing and Desired)

Jurisdiction	Status	Roadway Segment
Bakersfield	Existing	Gosford n/o Westwood Dr. H St. n/o Wilson Rd. H St. n/o 14th St. California Ave. e/o King St. Columbus St. sw/o Auburn St. Calloway n/o Meacham
Shafter	Desired	Lerdo Hwy Santa Fe Wy. Seventh Standard Rd. Shafter Ave. Zerker Rd. Poplar Ave. Beech Ave. Los Angeles Ave.
Taft	Desired	10th St. n/o Kern St. 10th St. s/o Kern St. Main St. 4th St. s/o of Kern St. Gardenfield Rd. e/o 119 Airport Rd. near E. Woodrow Center St. e/o 6th St. Cadet Rd. e/o Petroleum Club Rd. Church St. n/o Pilgrim Ave. Hillard St. s/o Kern St.
California City	Desired	3 miles w/o Baron Blvd. on California City Blvd.. California City Blvd. s/o the city boundary Neuralia Rd. at Neuralia Rd. and Lindbergh

Seasonal Variation Control Counts

Only Bakersfield and Kern County perform control counts to adjust for seasonal variations in traffic volumes. California City and Tehachapi do counts to measure long-weekend travel.

Traffic Counting Equipment Availability

Half the jurisdictions have traffic counting equipment. Bakersfield has Jamar pneumatic tube equipment. California City uses Jamar Trax 1 Counters. Shafter uses Numetrics Model Series 90. Kern County uses Jamar/Timemark.

Data Collection Costs

The average annual cost to the jurisdictions to collect traffic data is $30,000. Most jurisdictions use their general fund to collect routine traffic data. **Table 2.3** summarizes the cost to each jurisdiction.

Table 2.3
Traffic Data Collection Costs and Funding Sources

Jurisdiction	Average Annual Cost	Source of Funding for Routine Data Collection	Source of Funding for Special Data Collection
City Of Bakersfield	$25,000	General Fund	General Fund
City Of California City	$60,000	State Funds	State Funds
City Of Ridgecrest	$10,000	General Fund	Private Sector
City Of Shafter	$5,000	General Fund	Development Fees
City Of Taft	$500	Street Dept. Budget	N/A
City Of Tehachapi	$4,000	General Fund	General Fund
City Of Wasco	N/A	N/A	N/A
Kern County Roads Dept.	$100,000	Road Fund	Road Fund

2.4 Computer Based/Electronic Data Collection

Signal System

Only Bakersfield and Kern County have a computer-controlled signal system (BITRANS). Neither jurisdiction can capture and store traffic volume data from their systems, but they both have plans to develop the capability do so in the future.

Traffic Management

Only Bakersfield has a traffic management center, and only Tehachapi has a Variable Message Sign system (two movable pieces of equipment).

No other technologies are being used to assist in traffic data collection in the County.

2.5 Traffic Monitoring and Performance Measures

Performance Measure Utilization

California City, Shafter, and Taft utilize performance measures to monitor traffic conditions or trends on a regular basis. All three jurisdictions use Peak Hour V/C ratios, Daily V/C ratios, and Average Speed. California City also uses Level of Service.

Radar Speed Surveys
Bakersfield, Shafter and Kern County perform periodic radar speed surveys for setting speed limits.

Accident Record Reporting
Five of the eight jurisdictions have their local police accident records periodically reported to the State. Shafter reports them every week, and Ridgecrest does so annually.

2.6 Data Needs

Six of the jurisdictions described what their most pressing data needs were. **Table 2.4** contains each of the jurisdictions' responses.

Table 2.4
Kern COG Jurisdictions' Traffic Data Needs

Jurisdiction	Jurisdictions most pressing Data needs
City Of Bakersfield	Volume data
City Of California City	Main road, volume, speed counts
City Of Ridgecrest	N/A
City Of Shafter	Pavement conditions, number of lanes, AADT, road classification
City Of Taft	N/A
City Of Tehachapi	Circulation
City Of Wasco	N/A
Kern County Roads	Integrate our counts into the Kern County model more easily

2.7 Conclusions

Jurisdictions in Kern County have varying degrees of traffic data collection capabilities. Therefore, the amount, quantity and quality of traffic data they posses and can produce vary significantly. Also, there are no county-wide traffic data collection standards that they can follow. For the purpose of the RTMIP, traffic data should be available in electronic formats. Only 35-40% of the data is currently available in electronic format. Standardization and digitalization of traffic data are the two most pressing needs in the County.

3.0 Needs Assessment

The results of the surveys of current data collection practices provided a perspective on what level of data collection activities were currently being conducted by the County's local jurisdictions and to what extent this process could be used for a potential countywide traffic monitoring system. The lack of county-wide traffic data collection standards for the jurisdictions to follow was one of the most striking results of the survey. Based on the results of the survey and discussions with agency staff, it became clear that the most immediate data collection need in the County was for a thorough and consistent program to gather and distribute traffic volume data, including vehicle classification data, for a geographically dispersed set of locations throughout the County.

Kern COG and its member agencies emphasized that consistency with and incorporation of historical count locations was important for the count program to be developed. As a result, a traffic count program consisting of 14 control stations and 598 total count locations, was outlined in the Draft Needs Assessment report of February 2007. Based on further discussions with Kern COG and the local jurisdictions, the count program was refined to a system with 22 control stations and 1,043 total count locations. As the basis of this program, a GIS database was created that included approximately 1,600 historical traffic counts collected by Kern County, the City of Bakersfield, and other agencies.

This section describes the development of the Uniform Traffic Count program to meet the needs identified within the County. A later section, the Action Plan, describes in detail the implementation of the program.

3.1 Uniform Traffic Count Program

3.1.1 Need for the Program

Currently, traffic counts are conducted by or on behalf of each of the jurisdictions with the County. Coverage varies widely throughout the County and depends on the resources of each jurisdiction. Many counts are conducted on a one-time basis for special studies, so it is difficult to discern historical patterns. In addition, the data have been collected by different agencies and/or consultants, and are generally not available in a digital format. Kern COG has recently compiled an electronic "count book" of approximately 1,600 count locations throughout the County. For each count location, the count book includes only bidirectional total daily traffic volume. Peak hour, vehicle classification, or other types of data are not available electronically.

A uniform count program will accomplish the following goals:

- Improve coverage throughout the County
- Conserve resources by eliminating redundant count locations
- Facilitate analysis of historical trends

- Provide data on goods movement
- Allow for regional extrapolation through the establishment of control stations
- Create an understanding of seasonal variation

3.1.2 Scope of the Program

Kern County and the local jurisdictions within the County are responsible for collecting traffic data on roadways within their jurisdiction. Caltrans is responsible for collecting traffic data on State highways, and does so on a schedule and under procedures set at the State level. Traffic counts on State highways conducted by the County or a city would require encroachment permits from Caltrans. Therefore, based on discussions with Kern COG staff, it was determined that this Count program should be limited to roadways under local jurisdiction. Nonetheless, it is recommended that efforts be made to make Caltrans traffic count data available in conjunction with data collected under this program.

3.1.3 Development of Count Location Selection Criteria

A set of criteria for proposed, count locations as part of a uniform, on-going count program to accomplish the goals listed above was established. The criteria are summarized in **Table 3.1**. The criteria are intended to achieve coverage throughout the County, satisfy Federal reporting requirements, assist in travel demand model development and refinement, and provide data to assist local agencies, while avoiding redundancy.

Table 3.1. Count Location Selection Criteria

	Criteria	Data Source	Discussion/Example	# Added
1	HPMS Sample Segments	Caltrans	Federal requirement	249
2	Model Screenlines	Kern COG		91
3	County Entry Points	County Limits	"Cordon"	52
4	Community Entry Points	City/Built Area/ SOI Limits	"Cordon"; entry points includes freeway ramps	130
5	Regional Significance	GIS-Roadway Network		12
6	Local Significance	GIS-Roadway Network Needs Assessment Survey	Includes high growth areas	39
7	Goods Movements	GIS-Industrial Uses		25

Descriptions of the criteria and the role each plays in the proposed count program are as follows:

HPMS Sample Segments. Traffic volume data on these segments are required as part of the Federal Highway Performance Monitoring System. Counts at these locations are used by Federal agencies to estimate systemwide travel characteristics, such as total vehicle miles traveled.

Model Screenlines. Traffic volume data from these locations are used in the calibration of the Kern COG regional travel demand model. The model is used to forecast future traffic volumes throughout the County. The screenlines are a set of hypothetical lines drawn across the roadway network; the total volume of traffic crossing these lines in the model is compared to the actual volume data.

County Entry Points. County entry point locations occur wherever roadways enter the County from neighboring Counties. Traffic volume data from these locations are useful in assessing growth in traffic volumes generated outside of the Kern COG region, as well as in determining the general source of the growth. They can also be useful in calibrating the travel demand model with regard to external generators.

Community Entry Points. Community entry point locations are intended to create a rough "cordon" around each of the major communities within the County. Because of the greater interconnectedness within the County, it is not feasible to identify every roadway that a vehicle might use to enter a community. The intent of the community entry point locations is to capture the significant entry points. Because of the rapid geographic growth of many of the communities, the "entry points" have often been set at a considerable distance from the existing developed area, so that the points will continue to represent the geographical extents of the community into the future.

Regional Significance. Roadway segments of regional significance were identified as segments that connect two or more areas within the County, but that do not constitute an entry point to a particular community. In practice, this category is limited because most regionally significant roadways also create entry points to one or more communities.

Local Significance. Roadway segments of local significance represent locations that are important to the circulation within one community, but that generally do not play a large role in regional circulation. Together with community entry points, these locations collectively provide coverage of an individual community. Locations of local significance also include areas currently experience a high rate of growth.

Goods Movement. Roadway segments significant for goods movement provide access to industrial and warehousing hubs within the County. Traffic volume data at these locations are useful because they represent activity within an important and growing section of the County's economy.

An additional criterion of **Mountain Locations** was initially developed to represent both entry points to the mountain areas of the County, similar to community entry points, as well as destinations within the mountains. Traffic volume data at these locations are useful because they represent tourist and recreational activity. However, in the processing of implementing the criteria, it was determined that all of the identified mountain locations were included within the other criteria. Therefore, this criterion is not included in the final list of selection criteria.

3.1.4 Identification of Count Locations

Before identifying proposed count locations, the approximately 1,600 count locations in the Kern COG count book were geocoded and incorporated into a GIS database. The geocoding of the "historical" count locations allows them to be used to the greatest extent possible in the proposed count program. Using historical count locations as the basis for the count program will provide the greatest degree of continuity and facilitate analysis of trends over the longest time periods possible.

The criteria listed in Table 3.1 were applied in a sequential process, with all locations satisfying each criterion being identified before moving onto the next criterion. For example, all HPMS sample segments were identified in the first step. After HMPS count locations were identified, model screenline count locations were identified. If an HPMS sample segment was also a model screenline, the previously identified count location for the HPMS segment was also used for the model screenline. It should be emphasized that due to the "additive" nature of the analysis, at each step a substantial portion of the proposed locations that met each criterion was already selected through the previous criteria.

The application of the criteria resulted in a total of 598 proposed count locations. The final column of Table 3.1 shows the number of count locations added to the initial recommendations by the application of each criterion.

The recommended count locations were distributed to Kern COG and the local jurisdictions. Based on feedback from these agencies, additional count locations of particular concern to the jurisdictions were added to the recommended count locations, and some potentially duplicative locations were consolidated. The resulting recommend count program included a total of 1,043 count locations.

3.1.5 Vehicle Classification Count Locations

Vehicle classification counts provided additional data beyond total vehicle counts. These data are useful for identifying locations where traffic operations and/or pavement conditions may be affected by high levels of truck traffic. They are also useful for planning purposes as a measure of changes in industrial and warehousing activity. However, vehicle classification counts are more expensive to conduct than simple vehicle counts, so in the interest of economy, their application should be limited to locations at which the data they provide will be most useful.

The proposed count locations were reviewed to determine appropriate locations for vehicle classification counts. All locations satisfying criteria 1, 2, and 8 (HPMS, model screenline, and goods movement) were designated as locations for conducting vehicle classification counts. Additional locations for classification counts were selected from the remaining count locations to ensure coverage throughout all regions of the County.

Figures 3.1 shows the locations of the proposed count locations and program changes within the County. These figures indicate which locations are proposed for vehicle classification counts. **Appendix B** includes detailed information on each proposed count location in a tabular format.

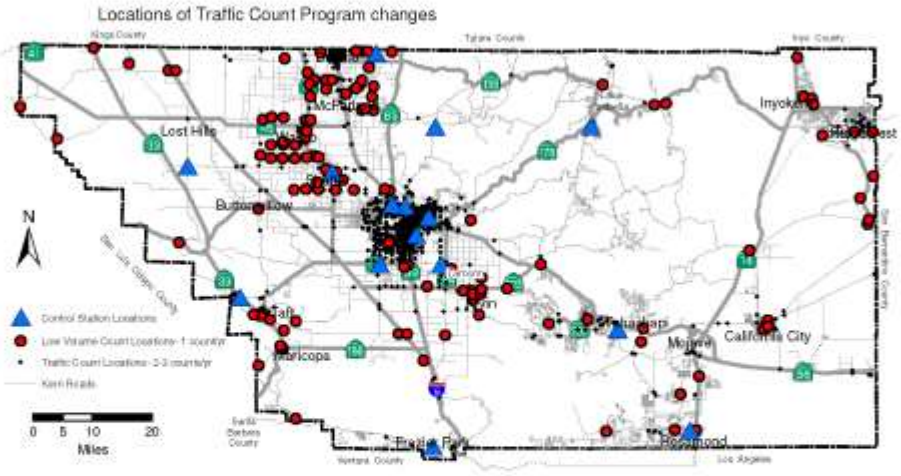
3.1.6 Control Station Locations

Control station locations are locations whose traffic volume characteristics are taken to be indicative of a larger region within the County. Data will be collected on a more frequent basis at these locations in order to understand day-of-week, seasonal, or holiday traffic patterns. Factors expressing these variation patterns will be derived from the counts at these locations and applied to typical weekday counts at other locations in order to derive traffic volumes at times other than the typical weekday. The draft Needs Assessment included 14 proposed control station locations. Based on discussion with agency staff, these proposed control station locations have been replaced with the existing 6 control stations within the City of Bakersfield and 16 existing control stations elsewhere in the County. **Figure 3.1** shows the locations of these control station locations. Descriptions of the locations are provided in **Table 3.2**.

Table 3.2. Control Station Locations

	Roadway		Cross Street	Community
1	Gosford Road	North of	Westwold Drive	Bakersfield
2	H Street	North of	Wilson Road	Bakersfield
3	H Street	North of	14th Street	Bakersfield
4	California Avenue	East of	King Street	Bakersfield
5	Columbus Street	South of	Auburn Street	Bakersfield
6	Calloway Drive	North of	Meacham	Bakersfield
7	Granite Road	South of	Woody Road	Kern County
8	Lerdo Highway	East of	Lost Hills Road	Kern County
9	Cecil Avenue	West of	Famoso Porterville Highway	Kern County
10	Elizabeth Norris Road	West of	Lake Isabella Blvd.	Kern County
11	Santa Fe Way	South of	S.R. 43	Kern County
12	Panama Road	East of	Fairfax Road	Kern County
13	Frazier Mtn. Park Road	East of	Monteray Trail	Kern County
14	Old River Road.	South of	S.R. 119	Kern County
15	Rosamond Blvd.	West of	Eagle Way	Kern County
16	Highline Road	West of	Tehachapi Willow Springs Road	Kern County
17	Midway Road	East of	S.R. 43	Kern County
18	South Union Avenue	South of	Ming Avenue	Kern County
19	North Chester Avenue	South of	Roberts Lane	Kern County
20	Mt. Vernon Avenue	South of	College Avenue	Kern County
21	Airport Drive	North of	Roberts Lane	Kern County
22	Olive Drive	West of	Fruitvale Avenue	Kern County

Figure 3.1


Locations of Traffic Count Program changes
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Mojave
California City
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3.2 Additional Transportation Data

In addition to traffic volume data, the jurisdictions in Kern County collect a variety of other transportation data. The needs assessment survey also asked about these data collection efforts in order to develop an understanding of what programs may be useful to the Kern COG jurisdictions. The following sections summarize the findings and conclusions regarding these additional types of data.

3.2.1 Speed Survey Data

Most of the jurisdictions in the County collect speed data, and most use their own staff to do so. Follow-up discussions revealed that speed data are generally collected for the purposes of establishing speed limits under State law. Since the legislative body of each jurisdiction must make findings to establish speed limits, it is appropriate that the responsibility for collecting the relevant data remain at the local level. Therefore, it is not recommended that speed survey data be incorporated into the RTMIP.

3.2.2 Pavement Conditions

Most of the jurisdictions in the County collect pavement condition data. However, the data are stored in a variety of formats and are not generally readily available for inclusion in the HPMS reporting system. One jurisdiction (Shafter) stated that pavement condition data was one of their most pressing needs. With the ongoing urbanization of the County, traffic volumes are increasing on what were formerly rural roads. In addition, the growth of the warehousing industry in the County will likely result in a continued increase in heavy truck traffic throughout the region. Therefore, pavement condition data will become increasingly important for jurisdictions as they plan their capital improvement budgets.

In addition, reliable, quantitative pavement condition data are best collected by means of specialized equipment. This equipment is expensive and will not typically be cost-effective for small or even medium-sized jurisdictions to own. Therefore, the collection of pavement condition data is a logical effort to centralize through the RTMIP. It is of region-wide importance, and often not easily collected at the local level. Therefore, it is recommended that the RTMIP incorporate a program for the collection of these data.

3.2.3 Accident Data

Accident data are collected throughout the County by local police departments, the County Sheriff, and the California Highway Patrol (CHP). However, the tabulation and reporting of such data vary from jurisdiction to jurisdiction. Most of the jurisdictions in the County report the data on a regular basis, although some do not.

A statewide reporting system for accident data, the Statewide Integrated Traffic Records System (SWITRS), has been established and is maintained by the CHP. In order to ensure the most complete and accurate data at the statewide level, it is important to encourage jurisdictions to report data to SWITRS. Once data have been reported to SWITRS, county-wide data can be extracted and incorporated into Kern COG's GIS system for local use. Therefore, to avoid duplicative reporting requirements, it is recommended that the RTMIP itself not include reporting of accident data, but that Kern COG work with the local jurisdictions to improve reporting of accident data to SWITRS. These data will then ultimately be available for use by Kern COG and its member agencies.

Addendum to Chapter 3 of the Regional Transportation Monitoring Improvement Program (RTMIP)

Annual Bicycle and Pedestrian Count Program Goal

Bicycle and pedestrian evaluation programs measure and evaluate the impact of projects, policies and promotional programs. Typical evaluation programs range from a simple year-over-year comparison of US Census Journey to Work data, to bicycle counts and community surveys. Bicycle counts and community surveys act as methods to evaluate not only the impacts of specific bicycle improvement projects, but can also function as a way to measure progress towards reaching regional goals such as increased bicycle and pedestrian travel for trips. The goal of this program is to provide a consistent, comprehensive data on bicycle and pedestrian activity for analysis of the need/benefit of investment in these modes for consideration by local decision makers.

Bicycle and Pedestrian Count Program Development

A systematic approach is beneficial in developing an efficient and useful pedestrian and bicycle count program. Although it is possible to relatively quickly collect manual counts or to purchase and install automated counting technologies, this course of action may not produce useful, long-term data. Planning a count program typically involves the following steps:

- Specifying the general data collection purpose,
- Identifying data collection resources,
- Selecting count locations and determining the count timeframe, and
- Considering available counting methods.

The following sections present each of these steps, but they are often used iteratively. For example, count managers may reconsider the resources needed for data collection after they realize that they would like to count additional locations. Similarly, managers

may revisit the number of count locations after recognizing that they would like to gather continuous counts over a long time period (which may require purchasing additional counting devices for more locations, or rotating existing devices among locations).

Organizations planning a pedestrian and bicycle count program for the first time should expect that their program will be modified in the future. Although most programs benefit from having some core data that have been collected consistently from start, many programs revisit their stated purposes, reassess resources, consider new or different count locations and time periods, and integrate new counting methods. Successful count programs result from experimenting and refining the approach over time. Like the vehicle traffic count program, this program will be revisited every 5 years as necessary.

Specifying the General Data Collection Purpose

Reasons why transportation agencies and other organizations collect pedestrian and bicycle counts include:

- Measuring changes in pedestrian and bicycle activity relative to baseline levels;
- Documenting changes in activity levels after projects are implemented;
- Informing the general public about pedestrian and bicycle activity and trends;
- Monitoring variations in pedestrian and bicycle activity levels by time of day, day of week, or season of the year, and under different weather conditions;
- Identifying variations in activity in different types of locations (e.g., considering land uses and/or facility types) and calculating context-specific expansion factors;
- Assessing local and system wide activity to prioritize locations for new pedestrian and bicycle facilities;
- Quantifying exposure, as part of an analysis of pedestrian or bicycle crash risk at specific locations; and
- Developing models to predict future pedestrian or bicycle volumes at different locations throughout a community.

All of these purposes can be achieved—at least in part—by collecting continuous pedestrian or bicycle volume data over time. The ability to collect counts over an extended period of time is one of the most important benefits of automated pedestrian and bicycle counting technologies.
In turn, the broad availability of non-motorized count data is an important part of ensuring a multimodal (or "complete streets") approach to transportation issues within a community.

Selecting General Count Locations

Resource limitations often prevent counting at every desired location, so particular locations must be chosen based on the primary purposes of the data collection program. A meeting of stakeholders should be arranged. Four approaches, described in more detail below, have been used for determining count locations:

• **Random locations.** Sites are selected randomly. This approach may not capture strategic locations, nor select sites appropriate for automated counting. Selecting randomly from within categories of desired characteristics (*stratified random sampling*) is an alternative.

• **Representative locations.** This approach balances available resources with spatial coverage. Identified sites, in aggregate, are representative of the community as a whole.

• **Targeted locations.** Sites are selected on the basis of being associated with particular projects, facility types, or locations with particular characteristics (e.g., safety concerns).

• **Control locations.** This approach compares sites affected by a project with unaltered sites (*control locations*) to determine how much of the observed change in demand can be attributed to the project.

Random Locations

Count locations can be selected randomly. For example, an agency can assign unique identification numbers to each of its intersections and use a random number generator to select which intersections to count. However, this *simple random sampling* approach may not capture strategic locations for counting. Additionally, random sampling may not identify locations suitable for automated technologies, because numerous site-specific factors ultimately determine suitability for a count location (e.g., opportunities to install equipment and patterns of pedestrian and bicycle movements). Random sampling can also result in selecting locations with very low volumes, which tend to have higher levels of variation over time than higher volume locations. High variability produces more error when estimating long-term (e.g., annual) volumes from short-duration counts.

There are alternatives to simple random sampling. Potential count locations can be stratified into categories according to particular characteristics, such as commuting versus recreational route, land use type, income category, or proximity to attractors (e.g., schools, parks, and transit stops). Analysts consider each category separately and select locations within each category randomly. This process, called *stratified random sampling*, can be used to ensure that there are at least a few count locations with each key characteristic of interest. This strategy has been used to select count locations when developing predictive pedestrian and bicycle volume models and safety performance functions.

Representative Locations

Most communities would like to measure how pedestrian and bicycle activity changes over time in the community as a whole. This objective requires counting at representative sites throughout the community. Representative locations could be identified using a random sampling process. However, it is more common to select

representative sites using a systematic approach guided by a count manager or advisory group.

In order to be representative, count locations should be

• Located in different geographic parts of the community;
• Surrounded by different types of land uses;
• Found on different types of facilities (e.g., multi-use trails, bicycle lanes, sidewalks); and
• Reflective of the range of socioeconomic characteristics in the community as a whole.

Limiting count sites to locations that are convenient, have the highest pedestrian or bicycle volumes,
or are expected to have the greatest increases in walking and bicycling does not produce a representative sample.

A set of representative sites can be used to compare changes in the number of reported pedestrian and bicycle crashes with changes in overall pedestrian and bicycle activity levels throughout the community. This approach allows analysts to track the relative risk of pedestrian or bicycle crashes (per pedestrian crossing, per trail user, per bicyclist, etc.). In other words, representative counts control for exposure across the community as a whole.

Targeted Locations

Specific locations can be targeted for counting, recognizing that the count locations, in aggregate, will not be representative of the community as a whole. These locations are often related to particular projects, particular facility types, or locations with particular characteristics.
For example, some communities choose to count in specific locations with a high number of crashes (i.e., "hot spots"). If the community is interested in identifying the relative risk of one specific roadway segment versus another specific roadway segment, the agency may target counts at these two locations. After using the counts to control for exposure, the agency can determine which locations have the greatest crash risk and evaluate the roadway design and behavioral characteristics that might be making those sites dangerous.

Communities also target counts at locations where specific projects have been or will be implemented, to document changes in walking and bicycling after project completion. For this purpose, it is important to count at locations at or near the project, and to select *control locations* for comparison, described next.

Finally, "pinch points," or locations where pedestrians and bicyclists must converge to cross a barrier (e.g., river crossings, freeway crossings, railroad crossings), are good locations to document large portions of a community's pedestrians and bicyclists. One sampling strategy is to count at a series of pinch points (e.g., all bridges crossing a river

that bisects a community or all pedestrian and bicycle crossings of a freeway loop around the CBD).

Control Locations

To get a true understanding of the effect of a specific project on pedestrian or bicycle activity or safety, it is also necessary to count at similar locations not directly affected by the project (e.g., at a location with the same number of roadway lanes and a similar surrounding neighborhood on the other side of town). These other locations are called *control sites.* Control sites account for broader influences on walking and bicycling (e.g., an increase in gas prices or a community level pedestrian and bicycle promotion program), making it possible to quantify the change in walking and bicycling activity or safety actually due to the project of interest.

Some of the users of a new or improved pedestrian or bicycle facilities may have shifted from nearby parallel routes. Counts can be taken on these streets and corridors to help distinguish between new (or more frequent) non-motorized travel generated by the project and existing non-motorized travelers who have diverted to the new or improved facility.

The following helps minimize the error in the volume estimates, especially if it is not feasible to conduct counts longer than a few hours at a time,:

- Count at times with high activity levels (e.g., summer).
- Count during good weather.
- Eliminate potholes (Potholes are a big danger to bicyclists)
- Eliminate Puncturevines (a.k.a. Goatheads), as they are the biggest enemy to bicycle tires. This might take an organized volunteer effort within the bicycle community.
- Eliminate other miscellaneous road debris

Kern COG staff uses a 2 step process for development of the Bicycle and Pedestrian County Program. The first step was to develop a draft set of maps based on a blending of the above criteria. The second step was to solicit local input from member agencies on the proposed sites. Critical to the development of the count locations is prioritization. Resources are limited so the factors listed above are used to rank the priority of count locations, should funding be limited.

Bicycle and Pedestrian Count Program Methodology

The following criteria was collected on each proposed site based on the count location attributes listed in the preceding section.

Bicycle and Pedestrian Count Location Data Dictionary

Bike Plan Data Dictionary

Criteria	Data Type	Description
Community	Text	Name of Community; Unincorporated Example "County Lamont"
Pinch Points	Integer	1=Yes 0=No
Schools	Integer	1=Yes 0=No
Transit Stops	Integer	1=Yes 0=No
Class 1 Bike	Integer	1=Yes 0=No
Class 2 Bike	Integer	1=Yes 0=No
Class 3 Bike	Integer	1=Yes 0=No
Commuting Route	Integer	1=Yes 0=No Routes used for commuting
Recreational Route	Integer	1=Yes 0=No
Land Use Type	Text	Residential, Commercial, Industrial, Recreational, Other
Income Category	Text	High, Medium, Low
Parks	Integer	1=Yes 0=No
Sidewalks	Integer	1=Yes 0=No
Pedestrian Crashes	Integer	Number of Incidents
Bicycle crashes	Integer	1=Yes 0=No
Bike/Ped Projects	Integer	1=Yes 0=No
Control Locations	Integer	1=Yes 0=No

In addition, the data and local government member agency input was used to develop the following rankings, weighting each factor equally (locations with multiple attributes receive priority).

Proposed Number of Counts/Commitment of Resources for Bike and Ped Program – Resources allocated to the Bike and Ped portion of the regional traffic count program is proposed to be roughly proportional to the trips made by each transportation mode. Bike and pedestrian travel accounts for approximately 10% of the trips made in Kern County. Staff recommends a minimum of 10% of the regional count program funding ($8,000) to go toward counting bicycle and pedestrian activity. This amount could be increased if the consultant bid results in savings that could then be applied to the bike and ped count program. For that savings to be realized, 100% of vehicle counts would need to be collected annually in rapidly developing areas and a minimum of once every 3 years in slow and no growth areas.

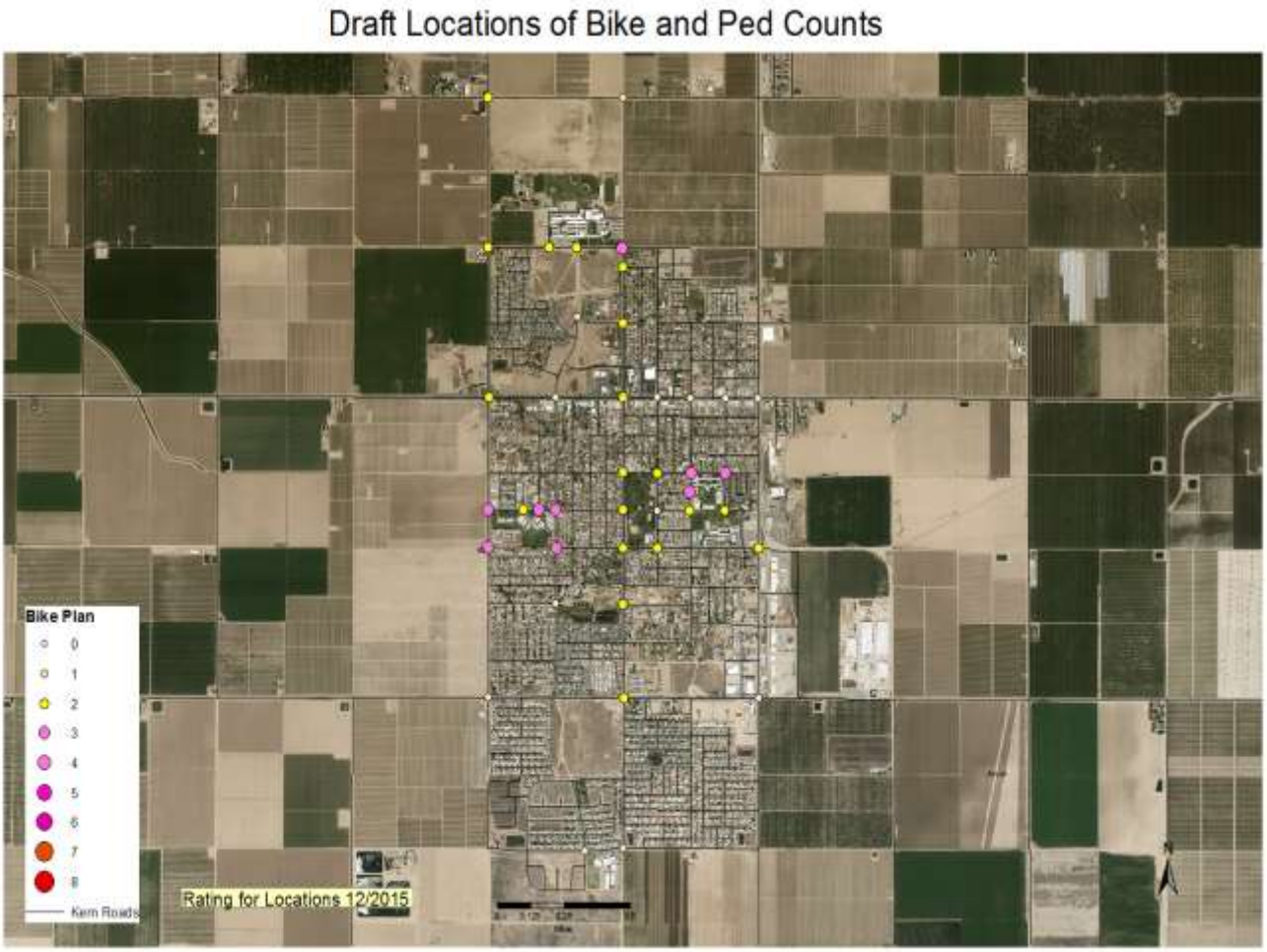
Assuming the same per count cost is proposed as provided in the Phase I Bike & Ped Pilot Study, existing funding could provide 22 bike/ped count locations with annual 24 hour surveys. If a 4 hour peak period count were taken instead, 135 locations could be counted. (The number of locations assumes the pilot study contracted amount of $354/day or $14.75/hour would be the same as the bid in the next contract.) The plan has identified 630 potential bike and ped count locations.

In order to increase the number of bike and ped counts, the following strategies are to be applied to the decision of which counts to make.

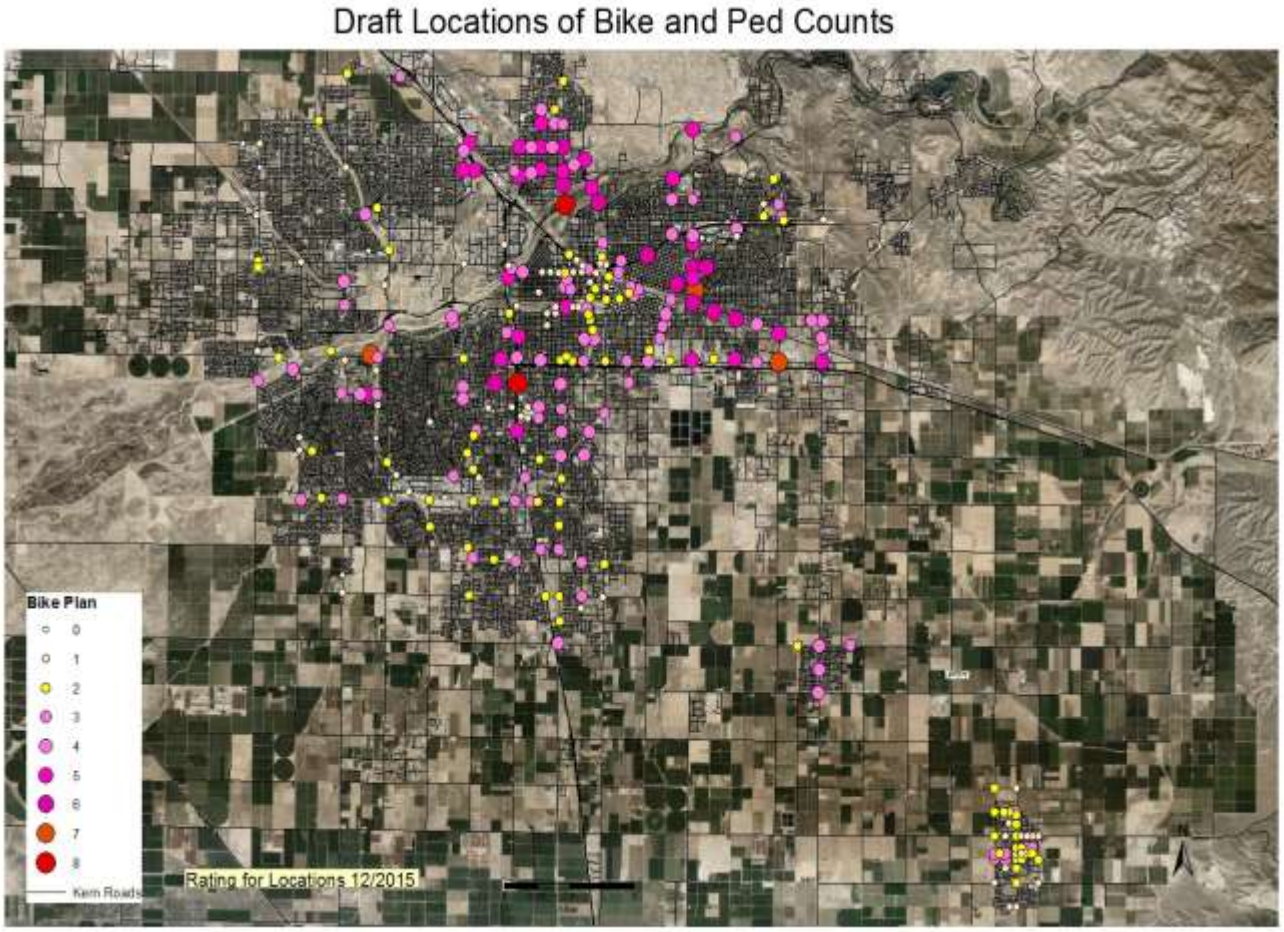
1) Count locations will be prioritized using the GIS analysis maps in the in the Plan with input from member agencies.
2) A minimum of half of the bike and ped funding should be used for 24 hour "station" count locations. If counts are inexpensive enough, all 600+ locations should be counted as 24 hour counts.
3) A minimum of one station location shall be provided for each jurisdiction (11 locations).
4) Staggering count locations every 2-3 years to get as many locations as possible should be used in slow growth areas.
5) Limit number of station counts to 12 hour (daylight) and 4 hour counts (peak period) to get as many locations as possible. Counts with limited hours should be focused on the peak period for that location. For example, at a K-12 school the AM peak should be counted.

This program is for regular periodic counts 1-3 years apart to provide an important indicator on the success and need of regional bike and ped related infrastructure and programs. This program is not to be used for, one time count locations.

Candidate Bike/Ped Locations – Arvin

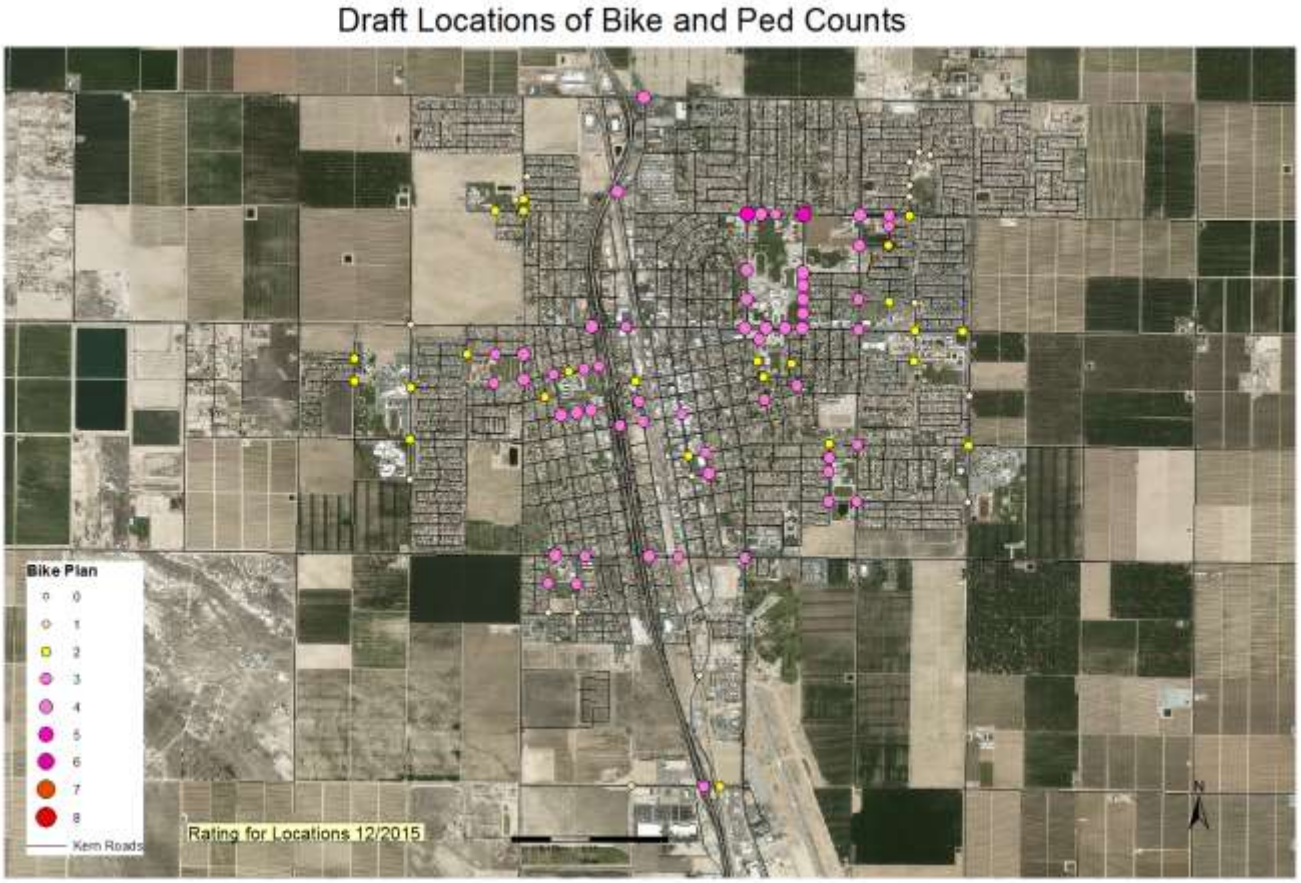


Candidate Bike/Ped Locaions – Bakersfield

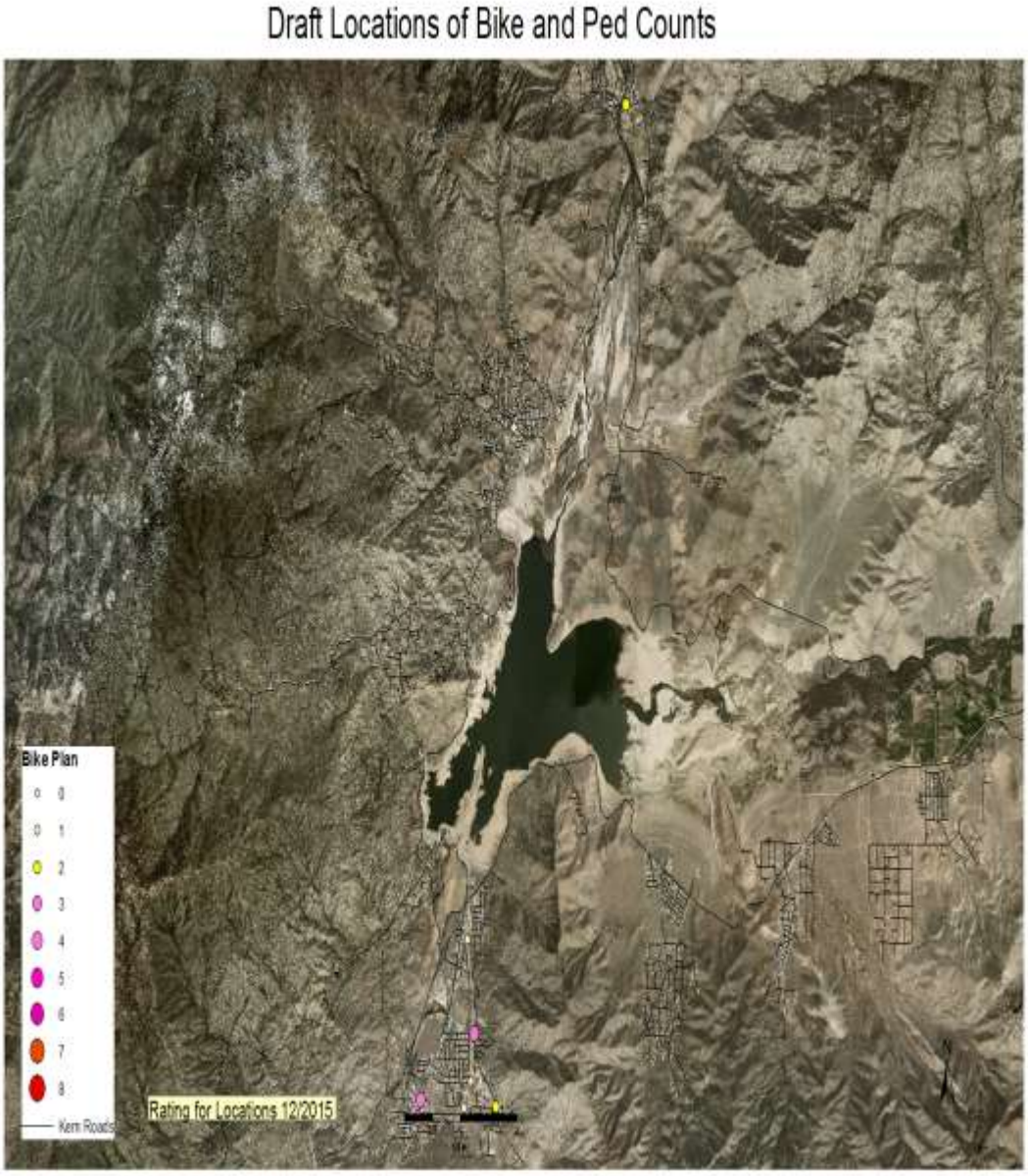


Candidate Bike/Ped Locations – California City

Candidate Bike/Ped Locations – Delano



Candidate Bike/Ped Locations – Lake Isabella Communities

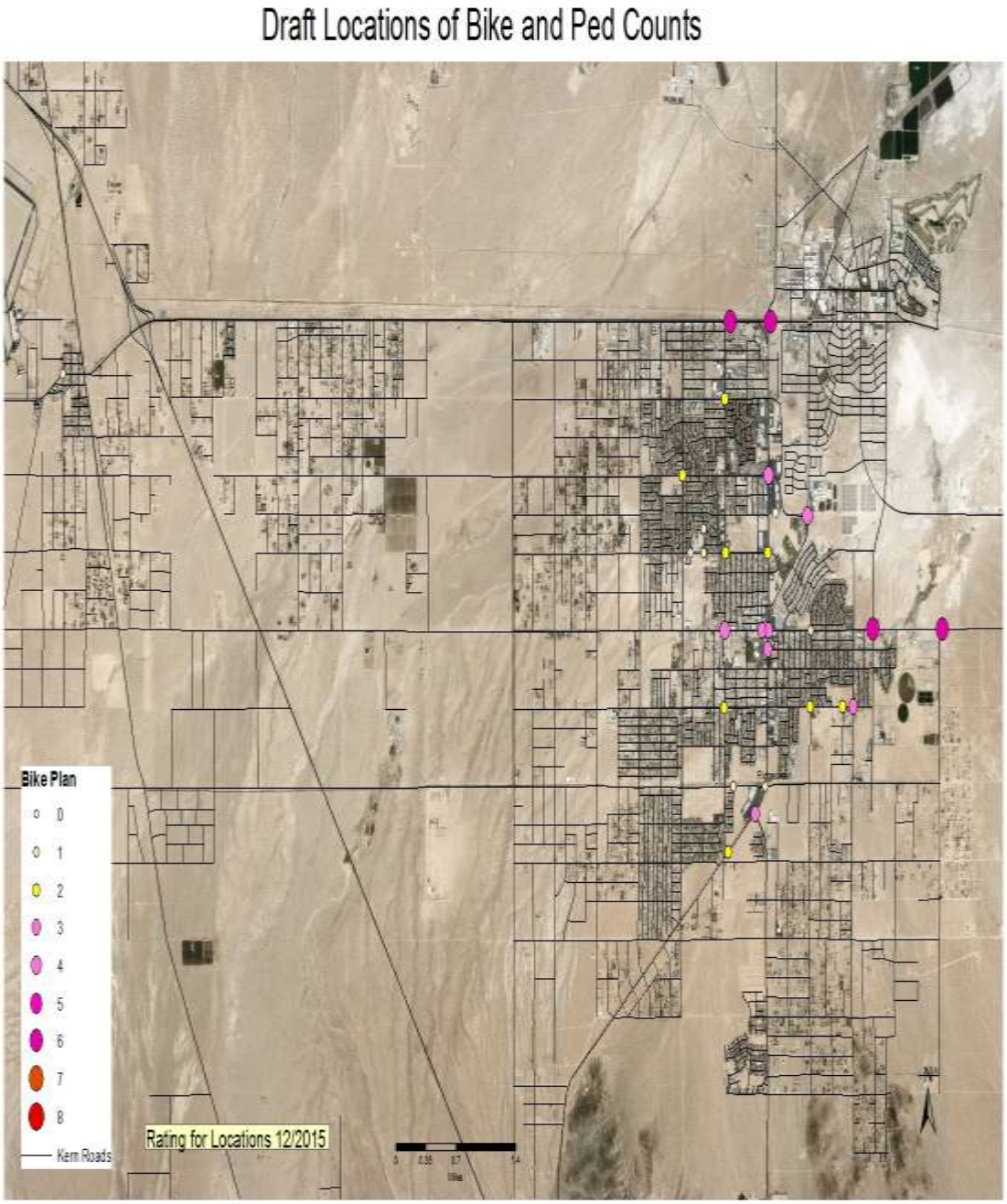


Candidate Bike/Ped Locations – Maricopa

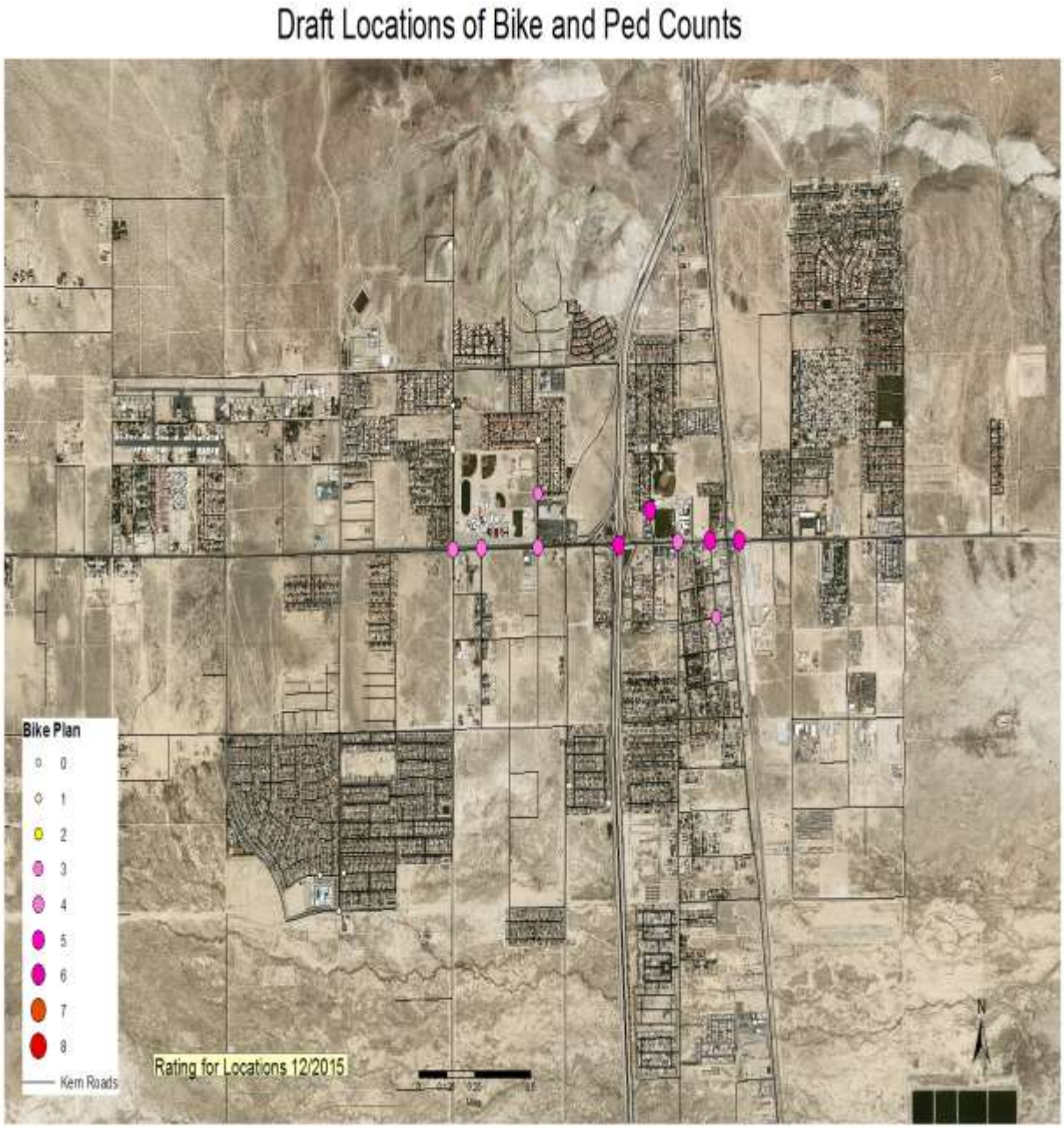
Candidate Bike/Ped Locations – McFarland

Candidate Bike/Ped Locations – Mojave

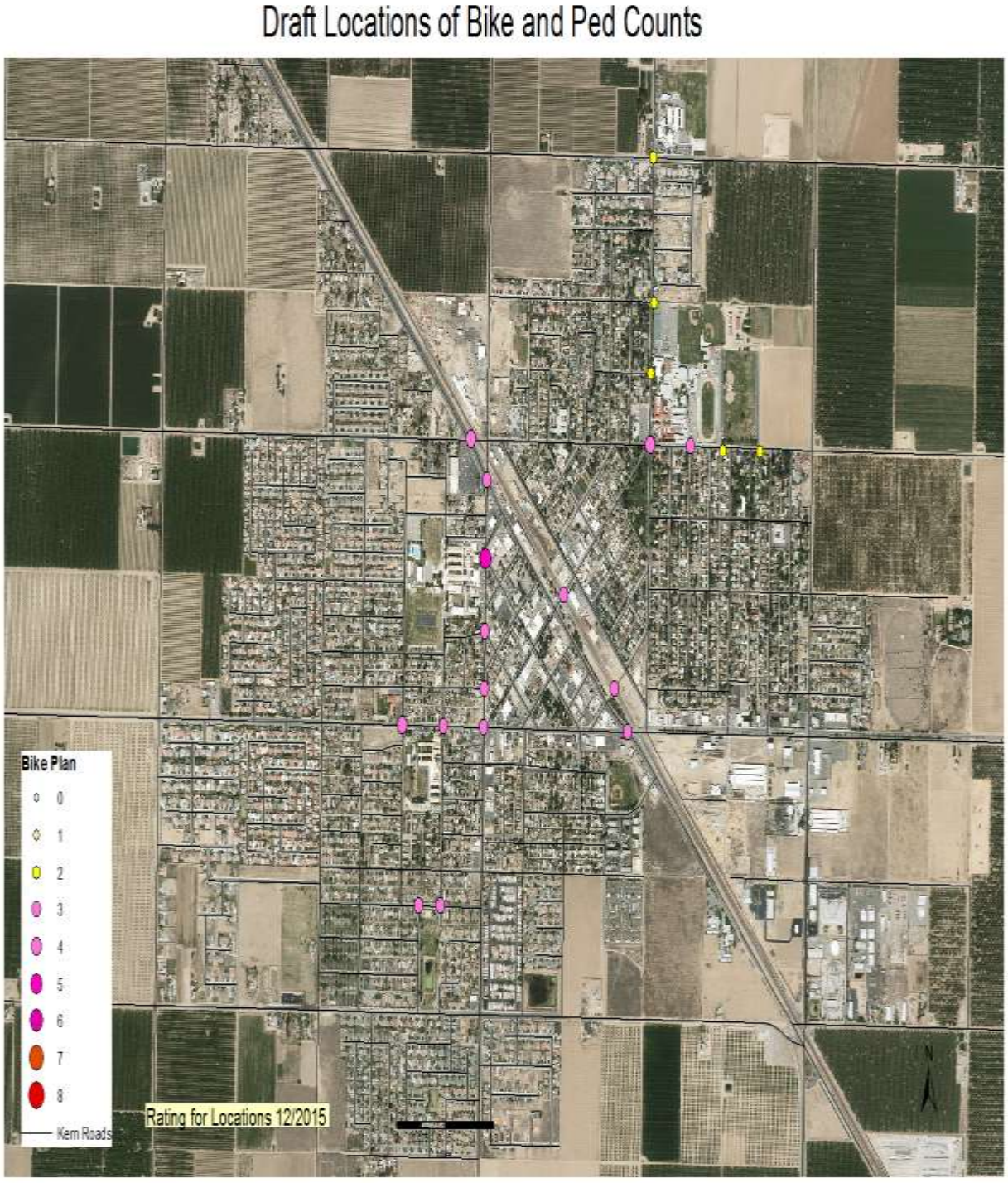
Candidate Bike/Ped Locations – Ridgecrest



Candidate Bike/Ped Locations – Rosamond

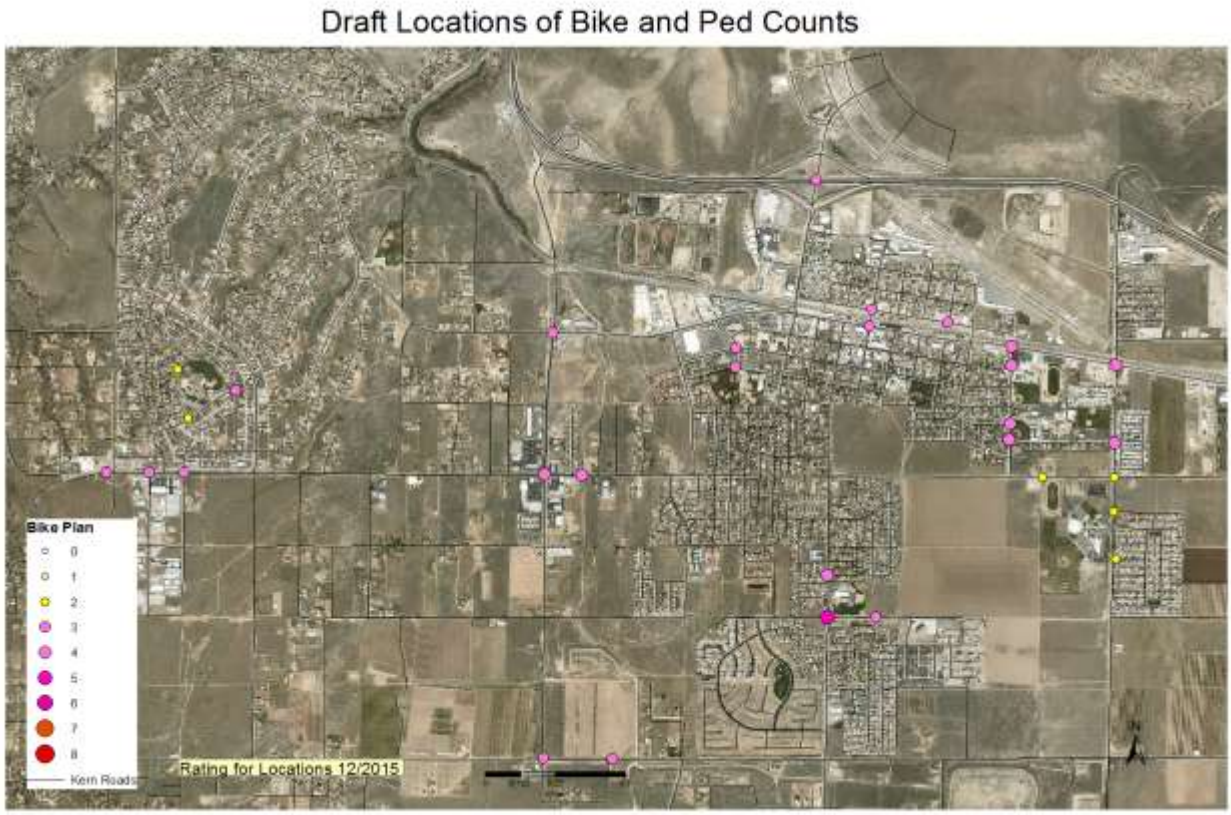


Candidate Bike/Ped Locations – Shafter

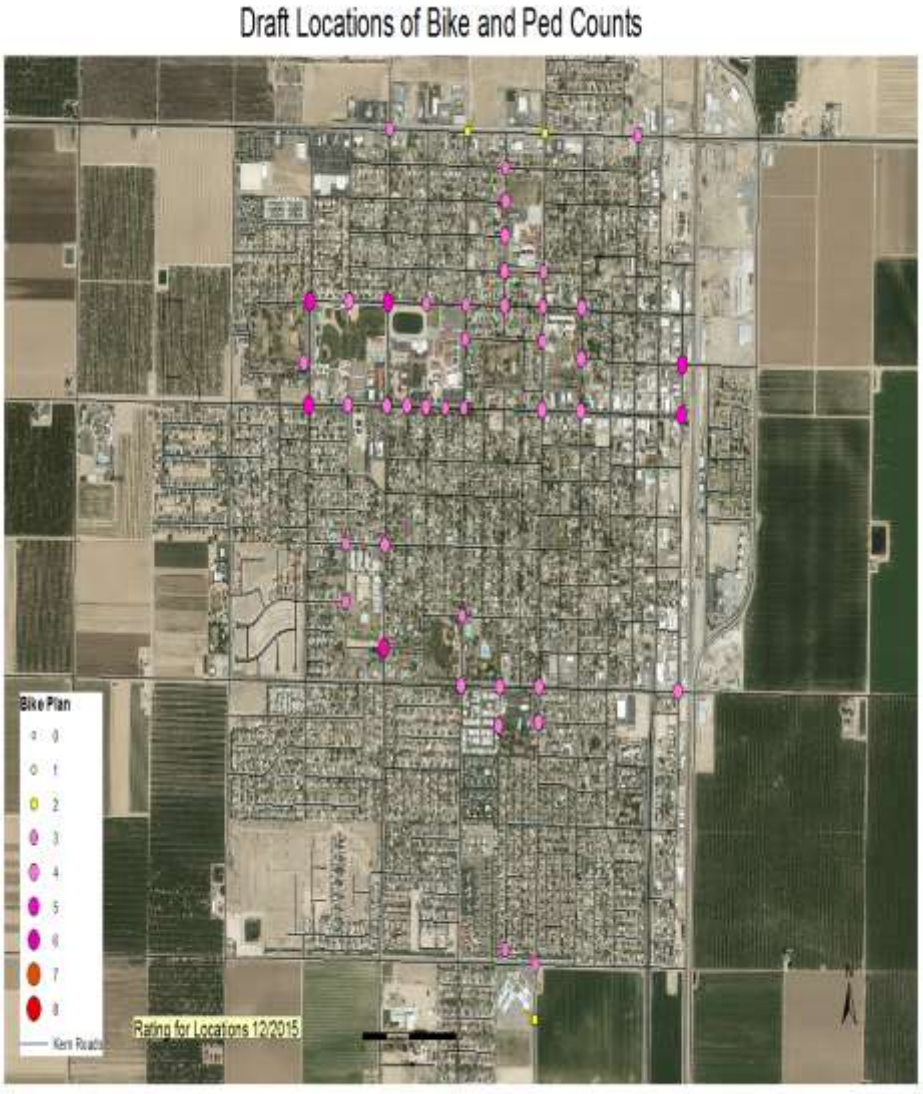


Candidate Bike/Ped Locations – Taft

Candidate Bike/Ped Locations – Tehachapi



Candidate Bike/Ped Locations – Wasco



4.0 Call Box/Motorist Aid Integration Assessment

4.1 The Existing Call Box System

The Kern Motorist Aid Authority (KMAA) is a regional public agency created in 1988 pursuant to California Streets and Highway Code to install, operate, and maintain a motorist aid call box system in Kern County. The KMAA is part of a group of statewide agencies that

are also called Service Authority for Freeway Emergencies (SAFE) which are in charge of approximately 16,000 call boxes in California. These call boxes allow motorists to request roadway assistance in both emergency and non-emergency situations. Call boxes are placed in pairs along highways. When a call is made on a call box, it is directly connected to the California Highway Patrol (CHP).

The following provide a summary of the vital statistics on the Kern County call box system:

- Total number of call boxes: 574
- Coverage: 859 miles of freeways and expressways
- Placement and Installation (see **Figure 4.1**):
    - Installation began in 1991 and was completed in 2000
    - Freeways
    - State Highways
    - Other— only 12 call boxes are on non-state highway County roads
- Average Countywide call box spacing:
    - Urban areas: one mile, a total of 51 boxes (8.9%)
    - Rural areas: two miles, a total of 523 boxes (91.1%)
- Hard-wired or wireless: only one call box in the County is hard-wired the rest are all cellular
- Analog or digital: currently all analog, upcoming contract effort will convert the system to fully digital
- Cellular Carrier: AT&T
- Usage statistics/trends 12-month period FY 05/06 (see **Appendix C**):
    - Total calls—66,533
    - Maintenance calls—61,569
    - Assistance calls—4,964
    - Average calls per month—414
    - Average calls per month, per box—0.72
    - Average calls per day per box—0.03

- [**FIGURE 4.1 Available on CD on request]**

    - High month: July—595
    - Low month: February—256
- Annual maintenance costs: approximately $200,000 or $350/site
- Funding source: through $1 of registration fee from DMV
- Accessibility: the call boxes are currently not equipped with TTY
- Compliance with state minimum guideline of 8' shoulder throughout the system is not known
- The number of 911 calls on the overall emergency system vs. on the call box system: not known
- Freeway Service Patrol (FSP) coverage: there is no FSP program in Kern County
- Availability of #399 Service: none
- Currently there are no other uses of the call box system, including the following:
    - Traffic counts
    - Fog detector
    - CCTV
    - Remote traffic sensors
    - Smart Call Box

4.2 System Needs

- **Desire for inventory**—It is highly desirable to develop and maintain an integrated inventory data base with coordinate system and individual photo logs that can be used for system evaluation.

- **Need or desire for system reduction**—Even with the decline in usage, currently there does not appear to be a need or desire for system reduction. Any more than a 2-mile spacing, which may result from a system reduction, will not provide a "system". However, Countywide call volume has declined from 25,000 to about 5,000 per year and any further significant decline may result in Board decision to discontinue maintenance and begin funding other programs such as FSP or enhanced sheriff/emergency response

- **System accessibility**—The initiation of #399 system (cellular phones act as call box directing call to CHP center) will be discussed as part of integration with possible 511 system in upcoming upgrade efforts and TTY.

- **Integration with other uses**—These strategies have been discussed but no action has been taken. Major effort will be required and need for connections to TMC, adding features/devices to poles may alter crash characteristics—traffic counts and fog detection may be most attractive.

4.3 Experiences of Other Jurisdictions

In order to achieve a better understanding of the potential issues and benefits of implementing traffic count system utilizing Smart Call Boxes in Kern County, a review of similar programs in other jurisdictions was conducted. Three such programs were identified, all of them in Southern California. (It is not surprising that California is the leader in such programs because the state has much more comprehensive Call Box programs than other states.) The three Smart Call Box programs that were identified have been implemented in San Diego, San Bernardino, and Riverside Counties.

4.3.1 San Diego County

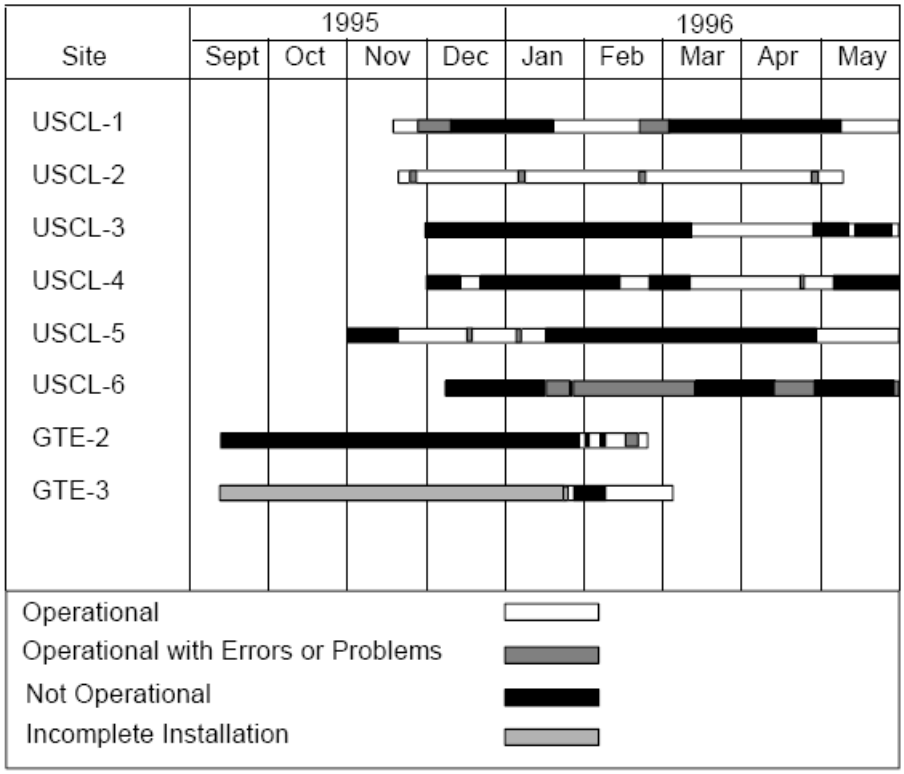
San Diego County began a Field Operational Test (FOT) of a Smart Call Box system in 1992, with implementation and evaluation of the system taking place in 1995-1996. The FOT was carried out by a consortium of Caltrans District 11, the Border Division of the California Highway Patrol (CHP), and the San Diego Service Authority for Freeway Emergencies (SAFE). The FOT was evaluated by San Diego State University (SDSU). Because microprocessor, communication, and solar technologies, as well as ITS protocols, have advanced substantially since 1996, the results of the FOT may be of limited applicability to current circumstances. However, some of the institutional and technical issues are still relevant and instructional.

The traffic census component of the FOT included eight Smart Call Box units developed by two vendor teams. Most of the units employed a standard inductive loop traffic counter external to the call box, using existing induction loops. One vendor's installations involved modification of existing call boxes, while the other vendor's call box units were specially installed.

The Smart Call Box units experienced a variety of technical problems that resulted in very poor reliability. All units except one experienced extended periods of down time. Problems included software problems, disruption of external power supplies, failure of the cellular phone, and failure of the traffic counter. **Figure 4.2** shows the periods during which each unit was operational.

In addition to the clear reliability problems, the Smart Call Box FOT also exposed issues related to system integration. All of the Smart Call Box designs involved integration of external field devices such as traffic counters, weather sensors, or video compression units that were not originally designed to work together. The SDSU evaluation noted that, "Traffic counter manufacturers, in particular, introduce improved products from time to time and naturally want to use the latest version when new systems are developed. 'Upgrades' tended to result in software incompatibilities with equipment that had been compatible with the previous version."

Figure 4.2: Operational Status of San Diego County Smart Call Box Traffic Census Sites



Source: *Smart Call Box Field Operational Test Evaluation Summary Report*, San Diego State University, 1997

In addition, each component of a Smart Call Box must be integrated with equipment and/or software at the data collection center. System integration failures were a major problem in the performance of the test systems. The SDSU evaluation observed that, "A standard communications protocol for traffic counters and similar devices that recognizes the requirements of wireless communications systems is highly desirable. Given the tendency for counter equipment to evolve, such a standard may be the only way to ensure that smart call box systems will not need to be reinvented every time a new model of counter is introduced."

The SDSU evaluation of the Smart Call Box FOT concluded that, "Where possible, tests should focus on solving problems as they are perceived by potential users of the technology being developed, and not on the exploitation of a particular type of technology. In this case, this would have implied a focus on developing wireless data collection systems rather than on exploiting existing call box technology." In particular, the evaluation noted that the traffic count devices made very limited use of the underlying call box technology. Given the relatively low cost of cellular modems, it may be more cost effective to develop stand-alone count stations with cellular modems to reduce the system integration issues.

4.3.2 San Bernardino County

In 1997, Riverside and San Bernardino Counties jointly undertook a pilot program involving the installation of Smart Call Boxes in the two counties. Their experiences and results were strikingly different. San Bernardino County's experience is recounted first. There is no written evaluation of the San Bernardino program; this discussion is based on recent conversations with staff of San Bernardino Associated Governments (SANBAG).

San Bernardino County initially installed 20 Smart Call Boxes. The County experienced maintenance problems with the Smart Call Boxes from the start, and began removing them soon after the program began. Currently, there are 15 remaining Smart Call Boxes in the County. The Smart Call Boxes that were installed use analog cellular telephone technology, and almost as soon as they were installed, carriers started converting to digital transmission technology. Thus, they became obsolete almost upon installation. Reliability was also a major problem.

SANBAG staff also complain that, even with the units that work, the data collected are transmitted directly to Caltrans, so that it is not available for local planning purposes. This highlights the importance of establishing institutional arrangements that best serve the needs of all program participants.

4.3.3 Riverside County

Riverside County installed 20 Smart Call Boxes under two pilot programs in 1997 and 1999. Currently, 17 are still in operation. All are installed on the State highway network. According to a 1999 evaluation of the 1997 pilot program conducted by VRPA technologies, the traffic count data are stored on-site at the Smart Call Box and can be retrieved remotely by an incoming call to the Smart Call Box, using proprietary traffic counting and reporting software. The data retrieved from the Smart Call Boxes are analyzed using another proprietary software program that calculates traffic volume characteristics such as peak hour flows, K and D factors, ADT, and AADT. These data are collected and analyzed by a private contractor on behalf of the Riverside County Transportation Commission (RCTC) and are used for Congestion Management Plan (CMP) reporting purposes, as well as being made available to the County and to local agencies.

Riverside County's experience with the Smart Call Boxes has been sufficiently positive that the 2006 CMP describes a proposed significant expansion of the program. Some of the additional locations will be the traditional Smart Call Boxes, while others will be so-called "black boxes" that are stand-alone data collection devices with wireless transmission capabilities, but no associated Call Box.

4.4 Recommendations

- Based on the results of the Call Box Inventory and Evaluation recently conducted by Kern COG, identify locations that are not compliant with State Guidelines (included in **Appendix D**) or certain undesirable call box type installations. Recommend removal of these call boxes and their "working pairs" or correction of problems. Potentially consider additional installations on certain identified necessary highway locations (system interchanges, steep grades, inclement weather locations, etc.).

- Defer deployment of "Smart Call Boxes" until operational issues can be resolved.

- Consider deployment of the Countywide #399 System and integrate with 511 System and TTY capability.

5.0 Technology and System Integration Options

This section evaluates system integration options related to potential components of the RTMIP. For each option, the feasibility of incorporation into the RTMIP, as well as options for doing so, if appropriate, are considered. Subsequent sections elaborate on and refine the Uniform Traffic Count Program outlined in the previous Needs Assessment report, as well as review possible funding sources for RTMIP components.

5.1 Traffic Count Technology Options

A variety of technological options exist for conducting traffic counts, and innovations continue at a fairly rapid rate as new technologies are developed and existing technologies are improved. The options range from the low-tech methodology of having a person observing a location and recording traffic volumes with a manual counting device to high-tech methodologies involving video or microwave detection of vehicles. In general, the low-tech methodologies require a lower capital investment but higher labor costs, and are more easily adaptable to changing circumstances. The high-tech methodologies require greater capital investments, but lower on-going labor costs, and can be less adaptable to changing circumstances, typically because they are installed at fixed locations and are limited by their initial design parameters.

As noted above, traffic counting technologies continue to evolve. Those that are currently commercially available include the following:

a. Pneumatic tubes
b. Magnetic imaging
c. Inductive loops
d. Video detection
e. Microwave detection

The advantages and disadvantages of each of these technologies are discussed below.

a. Pneumatic tubes. Pneumatic tubes represent an established technology that is in widespread use. They consist of a rubber tube, or set of tubes, that is placed across the roadway and that uses pressure changes to detect the number of axle movements. A counter placed by the side of the road records the axle movements and, using algorithms to detect axle spacing, can convert axle counts and axle spacing into vehicle classification counts. They are typically used for temporary (i.e., one week or less) installations.

Pneumatic tubes have several advantages. First, they are very inexpensive, with contractors providing count services for as little as $50 - $100 per day per location. Second, they can easily be installed and relocated as necessary. They are a familiar technology, and many suppliers are available.

The main disadvantage of pneumatic tubes is that they may become displaced, especially on high-volume roadways or roadways with many heavy vehicles. Although the algorithms used to convert axle counts to vehicle counts are constantly being improved, they are far from perfect, particularly in congested conditions. However, they are generally adequate for measuring passenger car equivalent flows.

b. Magnetic imaging. Magnetic imaging is an alternative to pneumatic tubes. The technology consists of a giant magnetoresistance (GMR) magnetic sensor that is placed in the travel lane that uses changes in the magnetic field to determine vehicle length. The GMR sensor can either be installed permanently in the pavement or placed on top of the pavement as part of a temporary installation. An associated counter converts vehicle length into vehicle classification counts. They can be used for temporary (i.e., one week or less) or permanent installations.

Relocatable magnetic imaging devices are also relatively inexpensive. They can also easily be installed and relocated as necessary. However, relocatable magnetic imaging devices are in relatively limited use, and few suppliers are available. Like pneumatic tubes, they may become displaced, especially on high-volume roadways or roadways with many heavy vehicles. Because of their limited use, their accuracy has not been as thoroughly evaluated as pneumatic tubes. However, they are likely adequate for measuring passenger car equivalent flows.

Permanently installed magnetic imaging devices are more durable but more expensive, with a typical cost being $1,000 per lane, plus approximately $3,000 for a controller cabinet. They must be installed near a power source, or else dedicated power (e.g., solar) must be provided. Optionally, communications infrastructure can also be provided to transmit the data collected to a central location. Otherwise, each location must be visited by a technician on a regular basis to download the data.

c. Inductive Loops. Inductive loops are another established technology that is in widespread use. They consist of a wire loop, or set of loops, that is permanently installed in the pavement of the roadway. An alternating electric current through the loop creates a magnetic field that is disturbed by the presence of a conductive object (e.g., a vehicle). A sensor records the presence of the vehicle and, using algorithms to detect vehicle length and spacing, can convert vehicle length and spacing into vehicle classification counts. As noted above, inductive loops are typically used for permanent installations.

Inductive loops have several advantages. They are an established technology, and their design and maintenance are well understood. Commercially available equipment is available for relatively easy installation. They are far more durable than the technologies intended for temporary installations, although they may still suffer damage on roadways with many heavy vehicles.

The cost of inductive loops is similar to that of permanently installed magnetic imaging devices, with a typical cost being $1,000 per lane, plus approximately

$3,000 for a controller cabinet. They also must be installed near a power source, or else dedicated power (e.g., solar) must be provided. Optionally, communications infrastructure can also be provided to transmit the data collected to a central location. Otherwise, each location must be visited by a technician on a regular basis to download the data.

d. Video detection. Video detection uses a video camera and specialized software to detect the presence of vehicles at fixed locations in the road. A video camera is permanently installed on a pole adjacent to the roadway. A single camera can count several lanes simultaneously. Algorithms convert vehicle length and spacing into vehicle classification counts. Video detection is typically used for permanent installations.

Video detection equipment is commercially available. Installation is relatively easy, although site-specific design plans must be generated for each location. Because they are not installed in or on the roadway surface, the video cameras are not damaged by heavy traffic volumes.

The primary disadvantage of video detection compared to inductive loops is cost. The detectors require substantial design and installation effort. The detectors typically incorporate cellular telephone technology for transmitting data. Thus, they require associated communications infrastructure to receive the data at a central location. A complete installation of a video detection station costs approximately $20,000 to $25,000. Installation costs can be considerably reduced if a mounting pole (e.g., a luminaire pole) is already available at the desired location.

e. Microwave detection. Microwave detection is a relatively new technology that has recently been adopted by Caltrans. A microwave detector is permanently installed on a pole adjacent to the roadway. A microwave frequency is used to detect the presence of an object in the travel lane. A single detector can count several lanes simultaneously. Algorithms convert vehicle length and spacing into vehicle classification counts. Microwave detection is typically used for permanent installations.

Like video detection, microwave detection equipment is commercially available. Installation is relatively easy, although site-specific design plans must be generated for each location. Because they are not installed in or on the roadway surface, the microwave detectors are not damaged by heavy traffic volumes.

Microwave detection is a new technology, and its maintenance needs are not well understood. The primary disadvantage of microwave detection compared to inductive loops is cost. As with video detection, the detectors require substantial design and installation effort. The detectors typically incorporate cellular telephone technology for transmitting data. Thus, they require associated communications infrastructure to receive the data at a central location. A complete installation of a microwave detection station costs approximately $20,000 to $25,000. Installation

costs can be considerably reduced if a mounting pole (e.g., a luminaire pole) is already available at the desired location.

In reviewing and evaluating the traffic count technology options available, it is important to keep in mind that the RTMIP is a *regional* effort covering an area of over 8,000 square miles. The data collected are to be used for regional planning efforts, such as identifying growth rates and developing future traffic forecasts. The Needs Assessment identified a traffic count program with nearly 600 individual count locations and more surely to be added as the region continues to grow.

Based on the large number of count locations, the cost of permanent installations such as inductive loops or microwave detection would be prohibitive. Furthermore, such permanent installations are not appropriate to the needs of the program, which are primarily short-term traffic counts. The short-term nature of the counts does not justify the large capital investment that would be required for these methodologies.

The City of Bakersfield currently uses inductive loops for the six City control stations established as part of its existing traffic count program. These locations are counted continuously, with the data recorded locally. There is no communications with a central location, such as the City's Traffic Operations Center. Instead, a technician visits each location approximately monthly to download the data from the recorders. Kern COG may want to consider a similar procedure for the Master Stations identified in the proposed RTMIP.

Two technologies are best suited for short-term installations: pneumatic tubes and magnetic imaging. As discussed earlier, pneumatic tubes are an established technology available from numerous suppliers. Magnetic imaging is in much less widespread use, and Kern COG's experience with it has been disappointing. A limited number of suppliers results in infrequent and expensive upgrades and maintenance. As the equipment ages, it has become more and more problematic to maintain it.

Taking into consideration the advantages and disadvantages of the available technologies, as well as the needs of the RTMIP traffic count program, it is recommended that Kern COG use pneumatic tube counting technology as the basis for its count program. This technology is inexpensive, flexible, and provided by numerous suppliers. In addition, Kern COG may want to consider using inductive loop technology for master station locations, with or without communications capabilities.

5.2 ITS Strategies and Solutions

Kern COG has undertaken a study to investigate the implementation of Intelligent Transportation Systems (ITS) in Kern County. Kern County is also a participant in the San Joaquin Valley Intelligent Transportation Systems Strategic Deployment Plan (SDP). These studies investigated appropriate ITS technologies for the unique urban/rural mix found in Kern County. The SDP identified the following priority projects in Kern County:

- Smart Call Box System Deployment
- Smart Studs Demo Project
- Incident Management Procedures
- Communication Network, Phase II
- Kern County Regional Communication Links
- RWIS with CCTV System
- Bakersfield TOC Expansion
- GET Fare Equipment Deployment

It is not the purpose of the RTMIP to reexamine the ITS priorities established by the SDP. Rather, the purpose of the current effort is to evaluate means to integrate the ITS strategies with RTMIP activities. The Smart Studs Demo Project and the Roadside Weather Information System (RWIS) are components of a system to detect and alert drivers about hazardous weather conditions. The Incident Management Procedures would comprise a set of interagency agreements concerning use and sharing of resources during major incidents. The GET Fare Equipment Deployment covers the installation of electronic fare collection equipment on transit vehicles. Thus, none of these programs is directly related to the data collection and distribution goals of the RTMIP.

Of the remaining programs, Smart Call Box System Deployment and the communication network programs are discussed below in Section 5.4, "Integration of Permanent Count Locations with Call Boxes." The Bakersfield TOC Expansion is discussed below in Section 5.5, "Integration with Traffic Operations Centers and Traffic Signal Cameras."

5.3 Existing and Future Assets

Kern COG currently has an inventory of magnetic imaging portable traffic analyzers, Nu-Metrics Hi-Star models NC90a and NC97. In the past, these traffic counting devices were lent to member agencies upon request. Currently, the devices have suffered a failure rate of approximately 50 percent, and Kern COG does not have funding to exchange or replace them.

In recent years, Kern COG has contracted with a traffic data collection firm to conduct traffic counts throughout the County. As part of this program, the contracted firm is responsible for providing its own traffic counting equipment. Thus, the capital expense has been transferred to a contractor. Since this program has been in place, the demand by member agencies for the equipment owned by Kern COG has virtually disappeared.

Kern COG is a Metropolitan Planning Organization and a Regional Transportation Planning Agency whose core functions are in policy formulation, data analysis, and regional coordination. Raw traffic data collection is not a core functionality of Kern COG, and it would seem to make little sense for the agency to maintain a substantial capital investment in traffic data collection equipment. This is especially true given that there are numerous

private sector suppliers who are able and willing to provide data collection services at competitive rates.

As described earlier, traffic data collection technologies continue to evolve, both in terms of hardware and software. For the foreseeable future, the technologies employed in the RTMIP count program will involve devices that are physically placed in the roadway, where they are subject to damage from the traffic volumes that they are intended to count. Inevitably, there will be ongoing maintenance and replacement costs associated with such equipment. Given this context, it is recommended that Kern COG no longer seek to maintain its own inventory of traffic counting equipment and instead rely on private sector contractors to provide and operate such equipment. These firms use the equipment on a continuous basis and are in a better position to amortize maintenance and replacement costs, reducing overall costs to the agency.

5.4 Integration of Permanent Count Locations with Call Boxes

Integrating permanent count locations with call boxes can take advantage of the clustering of multiple capabilities at a single field location to reduce program costs. In the case of the RTMIP, the cost of a permanent count location can be substantially reduced and its capabilities can be increased by taking advantage of the infrastructure in place for the call box system. Call box locations can be equipped with traffic detection devices, most likely inductive loops, and utilize the communication capability of the call box to transmit traffic volume data to a central location. In addition, as an ITS communications infrastructure is implemented, data can easily be transmitted throughout the network. Thus, the cost of providing power to the count location is eliminated, and data collection costs are reduced because a technician no longer needs to travel to the field to retrieve the data.

Because of the additional cost associated with a permanent count installation (discussed earlier in Section 5.1), such installations should be limited to only those locations where data collection is needed on a frequent or continuous basis. As the RTMIP is conceived, these would likely be only the Control Station locations. Given a typical cost of $4,000 to add data collection capabilities to a call box versus a conservative estimate of $100 per location for a temporary count installation, the same funds could provide either a single permanent installation or 40 years of annual counts.

The existing call boxes in Kern County use an analog cellular signal. This technology is not suitable for data transmission, so data collection efforts could not be integrated with the existing call box system. However, the Kern Motorist Aid Authority is undertaking an effort to replace the entire call box system with one that uses digital technology. As the system is converted to digital, permanent count locations could be integrated with the call box system.

The possibility of integrating Control Station locations with call boxes raised an important question concerning the siting of Control Stations. The existing Control Stations within the County are located off the State highway system. This simplifies temporary data collection

installations by eliminating the need for local agencies to obtain an encroachment permit from Caltrans for data collection activities. However, the call box system is largely (but not entirely) installed on State highways. Therefore, if Control Station Locations were to be integrated with call boxes, new Control Station locations would need to be identified, and continuity with historical data at the existing Control Stations would be lost. Given the reliability issues with "Smart Call Boxes" and the loss of continuity with historical data, After discussion among Kern COG and its member agencies, it was decided to maintain the Control Stations at their current locations.

5.5 Integration with Traffic Operations Centers and Traffic Signal Cameras

The City of Bakersfield maintains a Traffic Operations Center (TOC) whose purpose is to collect, manage, and distribute traffic operations data for the City. Currently, the TOC has hard-wired connections to traffic signals at approximately 220 intersections throughout the City. Of these, approximately 80 intersections have video detection capabilities. The video detection capabilities at these locations could provide the ability for continuous traffic data collection, although this capability is not currently being utilized.

Because of the large proportion of traffic count locations that are located in the City of Bakersfield, the use of data collected directly by existing equipment in the City could reduce the scope of the ongoing traffic count program. However, several steps would need to take place for this to happen:

a) Video detection would have to be implemented at more locations
b) Vehicle classification abilities would have to be incorporated into the video detection software
c) A format and protocol for transferring data from the TOC to the RTMIP count program would have to be established

Expansion of the Bakersfield TOC is included in the ITS Strategic Deployment Plan. As the TOC is expanded, these additional capabilities could be added. In the short term, however, the Bakersfield TOC is likely to focus on other efforts more directly related to its central mission, such as establishing communication with all City signals for monitoring signal status and updating timing, as well as installing cameras to monitor traffic flow and congestion.

The County of Kern currently operates a TOC on a smaller scale, with dial-up connections to approximately 70 traffic signals. As more traffic signals are tied into the system and detection capabilities are strengthened, similar efforts could be undertaken to provide data collection capabilities.

5.6 Opportunities to Combine Data Collection Efforts

The RTMIP has established a plan for on-going traffic count data collection. This section evaluates opportunities for combining other types of data collection efforts with the traffic count program.

a. Speed Survey Data. As discussed in the Needs Assessment, most of the jurisdictions in the County collect speed data, and most use their own staff to do so. Follow-up discussions revealed that speed data are generally collected for the purposes of establishing speed limits under State law. Since the legislative body of each jurisdiction must make findings to establish speed limits, it is appropriate that the responsibility for collecting the relevant data remain at the local level. Therefore, it is not recommended that speed survey data be incorporated into the RTMIP.

However, the pneumatic tube equipment used to provide traffic counts are also capable of producing speed information at the same time. Since the speed information is derived from the same raw data, there is little additional cost to collecting and reporting speed information. The accuracy of this type of speed information is not sufficient for establishing speed limits. It may, however, be of interest in monitoring congestion on particular roads or for route coordination. Therefore, it is recommended that Kern COG discuss with its member agencies whether such data would be useful.

b. Pavement Condition Data. As discussed in the Needs Assessment, pavement condition data is becoming increasingly important for jurisdictions as they plan their capital improvement budgets. Reliable, quantitative pavement condition data are best collected by means of specialized equipment that is expensive and will not typically be cost-effective for small or even medium-sized jurisdictions to own, such as falling weight deflectometers or video or laser pavement profilers that are connected to computerized data collection systems. Therefore, the collection of pavement condition data is a logical effort to centralize through the RTMIP. It is of region-wide importance, and often not easily collected at the local level. Therefore, it is recommended that Kern COG initiate a program for the collection of these data on the model of the traffic count data program.

c. Freeway Service Patrol. There is currently no Freeway Service Patrol (FSP) in the Kern COG region. However, implementation of an FSP is included in the San Joaquin Valley ITS Strategic Deployment Plan. At such time as an FSP is implemented, it would be logical to incorporate its data collection into that of the Call Box system, since FSP calls are often made through the Call Box system.

d. Accident Reporting. Unlike traffic count data, which are collected on a regular basis at recurring locations, accident data must be collected wherever and whenever accidents occur. Therefore, they are a fundamentally different type of data than traffic counts.

Currently, accident data are collected throughout the County by local police departments, the County Sheriff, and the California Highway Patrol (CHP). The data are supposed to be submitted to the statewide reporting system for accident data, the Statewide Integrated Traffic Records System (SWITRS), which has been established and is maintained by the CHP. However, it has been the experience of local jurisdictions that only fatal and injury accidents, which constitute less than one half of all accidents, are reported in SWITRS.

In response to this situation, the City of Bakersfield maintains its own accident database, in addition to SWITRS. City staff comb Bakersfield Police Department accident reports and enter the accident data into the database, including geocoding to the nearest intersection with linear referencing. Approximately 300-400 accidents within the City of Bakersfield are recorded this way each month.

Accident data are highly sensitive because of the potential for litigation. Therefore, agencies are reluctant to share these data with any external organization. Furthermore, to establish a program similar to Bakersfield's on a County-wide basis would require the dedication of at least one full time equivalent position to the task. Therefore, it is not recommend that the RTMIP include such an effort at this time. Rather, it is recommended that Kern COG work with the local jurisdictions to improve reporting of accident data to SWITRS.

In addition, it is recommended that Kern COG work with the CHP and on-going efforts such as that at the University of California at Berkeley to improve geocoding capabilities of SWITRS data.

e. Transit Boardings. The two largest transit providers in the County, Golden Empire Transit (GET) and Kern Regional Transit, currently collect their own data on transit boardings. GET buses are equipped with infra-red devices to count passenger boardings at each stop. However, these devices are generally not used because of malfunctions and lack of accuracy. Therefore, the only data collected on a regular basis by GET are farebox counts by routes, which reveal only total ridership. These data are summarized monthly in an Excel spreadsheet.

Kern Regional Transit ridership data are collected manually by bus drivers. Total ridership is tabulated monthly and summarized in an Excel spreadsheet.

Thus, at this time, location specific data (i.e., boarding locations) are not collected for the major transit systems in Kern County. Only summary ridership data are collected. While these data are useful to the transit agencies, they do not play a major role in the planning efforts of other member agencies. Therefore, integrating these data collection efforts into the RTMIP does not appear to be a priority.

f. Call Box Usage Data. Call box usage data are currently collected by Kern COG in its capacity as the Kern Motorist Aid Authority. Call boxes are assigned unique identifiers, and their locations have already been geocoded. Therefore, call box

usage data could be added to the RTMIP database should Kern COG and its member agencies choose to do so.

6.0 Uniform Traffic Count Program Implementation Plan

A major component of the RTMIP is to establish a Uniform Traffic Count program that will provide useful and accurate data to jurisdictions within the County in an economical fashion. An additional important function of this program is to comply with state and federal reporting requirements, such as those associated with the Highway Performance Monitoring System (HPMS).

6.1 Traffic Count Schedule

The Draft Needs Assessment described a count program with 14 Control Station locations and an additional 584 count locations. Based on discussions with Kern COG and its member agencies, the program was revised to include 22 Control Station locations and an additional 1,021 count locations, for a total of 1,043 count locations. The Draft Needs Assessment also recommended that:

- Count data be collected at each identified location for a 24-hour period once every year on a weekday (Tuesday, Wednesday, or Thursday) while local schools are in session.

- Each location should be counted at approximately the same time each year in order to facilitate analysis of changes over time.

- Control stations should be counted for a 7-day period four times each year. Monthly or 365 day per year (using a permanent counters) control station counts should be considered as resources are available.

The Federal Highway Administration's *Traffic Monitoring Guide* (TMG) suggests that statistical analyses indicates that increasing the length of each count is more important to improving data reliability than increasing the frequency of the counts. The TMG recommends counting each location at least once every six years, with high growth or other special needs locations counted more frequently. In addition, HPMS sample segments must be counted at least once every three years. Some cost savings could also be achieved by counting some locations on a less than annual basis.

Discussion with Kern COGs member agencies revealed that a high value was placed on having annual counts throughout the larger jurisdictions. Therefore, it was decided that the count schedule should remain as originally proposed, one 24-hour period each year for each location. However, to achieve more reliable AADT volumes, discussed below, it was decided that the following element of the count schedule should be modified as follows:

- Control stations should be counted for a 7-day period each month as a resources are available.

6.2 Traffic Count Standardization

Currently, the primary source of traffic counts in Kern County is Kern COG itself, by means of a contract with a traffic count provider. These counts are provided in a format defined by Kern COG, including latitude and longitude data to facilitate integration into a GIS database. The GIS database created as part of this RTMIP imports and plots these count data.

The City of Bakersfield and the County of Kern still conduct some traffic count activities independent of the Kern COG count program. To date, these counts continue to use software that produces reports in a proprietary format that is not readily incorporated into a larger database. It is possible to continue to investigate means of transferring these data into a format that can be imported into GIS. It is recommended that a better solution would be to establish a limited number of standard formats for traffic count reporting and to conduct all future counts using technology and software that can produce reports in those formats.

Traffic volume data for Caltrans facilities exist in two systems, the Freeway Performance Measurement System (PeMS) and the Transportation System Network (TSN). As its name implies, PeMS only collects data on freeways, not other state highways. At this time, there is no PeMS data collection in Kern County. In the future, it may be possible to make use of PeMS data. TSN data are accessible only to Caltrans personnel, but they can be converted to a spreadsheet format. With appropriate interagency procedures in place, it would be possible for Kern COG to obtain TSN data on a regular basis from Caltrans. However, it will require some effort to incorporate those data into a GIS database because of the difficulty in goecoding the count locations. In TSN, count locations are identified by route number, postmile, and type of roadway segment (e.g., mainline or ramp). It will be necessary to develop a linear referencing system to identify locations along extremely long roadway sections, and then to identify the appropriate ramp or mainline segment.

6.3 Traffic Count Reporting Procedures

On an ongoing basis, traffic count data may be collected by any of Kern COG's member agencies, although it is anticipated that the majority of data collection efforts will be conducted under contract to Kern COG itself. As described above for the RTMIP traffic count program to be successful, it will be necessary for all counts to be reported in a format that is compatible with the RTMIP database, including the provision of latitude/longitude coordinates.

All traffic counts should be submitted to Kern COG in the established electronic format. Kern COG should designate one person to receive and process submitted counts. Counts should be processed and added to the database on a monthly basis. Prior to adding individual counts to the database, Kern COG should perform a reasonableness check on the data, including latitude/longitude coordinates.

Traffic count locations are identified in the database by their latitude/longitude coordinates. **Therefore, it is critical that all future counts are identified by the latitude/longitude of the counts currently in the database, not by an actual GPS reading taken with the new count.** The latitude/longitude coordinates must be specified in decimal form, not degrees/minutes/seconds.

6.4 Performance Monitoring Program Recommended Applications and Procedures

As the traffic data is collected, the information will be used to calculate and develop various performance monitoring relationships and applications. The following describes some key applications and analyses using the collected data as well as typical traffic monitoring and performance measurement methods that may be employed.

- ADT volumes by direction—measures the magnitude of traffic using the roadway segment in 24 hours
- Peak period/hour by direction—shows the magnitude of traffic using the roadway segment in the peak period or hour
- Peaking factors (peak volume/ADT)—shows the sharpness of the peak hours/periods on the roadway segment
- Generalized arterial volumes/capacity (V/C) ratio by direction for ADT or peak hour/periods—shows generalized capacity availability or deficiency
- Vehicle classification data—shows truck volumes and truck percentages in each corridor
- Traffic growth trends and change in travel patterns—by compiling and analyzing the data for several years, traffic growth trends, modal shift and goods movement trend changes and capacity utilization/performance of the system can be established Countywide, by corridor, or by subregion

The RTMIP database includes a module that calculates Average Annual Daily Traffic (AADT) volumes from the raw count data. This module identifies the day of week and the month of each count, and the appropriate control station for each raw count. It then applies appropriate factors based on the control station to calculate an AADT from the raw count. Updated day-of-week and monthly adjustment factors must be entered into the database for each count year.

6.5 System Update Recommendations

The Uniform Traffic Count Program and its monitoring process are intended to be a system which will change over the years based on the County's changing travel patterns and Kern COG and local agency planning needs, requirements and regulations. It is expected that all component of the Uniform Traffic Count Program may be modified in the future based on these changing requirements.

It is recommended that the Uniform Traffic Count Program be evaluated once every two years, and that the count location selection criteria be used to modify the list of count locations. The process to determine potential changes to the count locations or monitoring schedule should be initiated by Kern COG staff sending a change request notice to local jurisdictions. Upon receipt of the notice, local jurisdictions will have an opportunity to recommend additions and/or deletions to the system based on documented and supporting data for the selection criteria.

Upon receipt of the requested changes, Kern COG staff will compile the requests and make recommendations for new count locations to be added, or existing ones to be deleted, to bring the system into compliance with the selection criteria.

In addition, the frequency of counts and the technology used to conduct them should be reviewed as part of the biannual evaluation. In particular, the installation of permanent counting equipment at the master station locations should be considered.

The Control Stations in the count program are located in the City of Bakersfield and unincorporated Kern County. Staff of each of these agencies should provide Kern COG updated day-of-week and monthly adjustment factors for the AADT calculation by March 1 of the following year.

7.0 Funding Sources

Procuring funding for data collection and planning activities is always challenging. Most State and Federal funding sources are intended for capital projects, primarily capacity enhancements of the surface transportation system. A few are intended for transit capital investments or operating activities. There are few funding sources that allow the flexibility to use funds for planning activities. Data collection is mandated by the Federal government as part of the Highway Performance Monitoring System (HPMS), and the HPMS program has recently emphasized the importance of ensuring data quality. However, no funding source exists for the improvement or data collection activities.

The existing Kern COG traffic count program is funded by Regional Surface Transportation Program (RSTP) funds. In addition, Kern COG's member agencies are contributing funds for the program under a Memorandum of Understanding in effect through 2010.

The following potential funding sources were investigated for purposes of this evaluation:

- AB 2766 (Air Quality Vehicle Registration Fee) Funds
- Carl Moyer Memorial Air Quality Standards Attainment Program
- Congestion Mitigation and Air Quality (CMAQ)
- Environmental Enhancement and Mitigation (EEM)
- Federal Statewide Transportation Improvement Program (FSTIP)
- Federal Transportation Improvement Program (FTIP)
- Intelligent Transportation Systems (ITS) Research and Development
- Local Transportation Fund (LTF) of the Transportation Development Act (TDA)
- Motor Vehicle Emission Reduction Program (MVERP)
- Regional Surface Transportation Program (RSTP)
- State Transportation Improvement Program (STIP)
- State Highway Operation and Protection (SHOPP)
- Transportation Enhancement Activities (TEA)

Based on a review of the eligibility criteria for each of the above programs, it appears that the following programs are *potential* funding sources for future projects under the RTMIP:

> **AB 2766 (Air Quality Vehicle Registration Fee) Funds**–Assembly Bill 2766, adopted in 1990, authorizes the Department of Motor Vehicles to collect a registration surcharge of $4 per vehicle to fund programs that reduce air pollution from motor vehicles and for related planning monitoring, enforcement and technical studies. Forty percent of these funds are returned to Cities and Counties to fund transportation-related projects that reduce air pollution. Projects that are funded with AB2766 funds must meet the criteria and guidelines in the California Air Resources Board's (CARB) *Criteria & Guidelines,* which state:
>
> > The primary purpose of the funds is to reduce emissions from the use of motor vehicles. However, state law also recognizes the need to

> develop clean air plans that identify the strategies for meeting air quality standards. Ambient air monitoring and technical studies needed to implement the California Clean Air Act are other eligible uses of the funds.
>
> …
>
> The allocation of motor vehicle fees for district planning and technical work should be detailed in district budgets and approved by governing boards. These technical activities should not be funded entirely by motor vehicle fees; at most, the funding should be proportionate to the relative contribution of mobile source emissions.

Thus, to the extent that reliable and accessible transportation data are necessary for the development of plans to carry out Clean Air Act activities, it would appear that AB 2766 funds could be used for RTMIP activities.

Congestion Mitigation and Air Quality (CMAQ)–The CMAQ program was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, continued under the Transportation Equity Act for the 21st Century (TEA-21), and reauthorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide (CO), and particulate matter (PM).

According to the CMAQ program's Interim Program Guidance (October 31, 2006):

> Activities in support of eligible projects also may be appropriate for CMAQ investments. Studies that are part of the project development pipeline (e.g., preliminary engineering) under the National Environmental Policy Act (NEPA) are eligible for CMAQ support, are FTA's Alternatives Analyses. General studies that fall outside specific project development do not qualify for CMAQ funding. Examples of such efforts include major investment studies, commuter preference studies, modal market polls or surveys, transit master plans, and others. These activities are eligible for Federal planning funds.

Thus, to be eligible for CMAQ funding, an RTMIP activity would have to be tied to a specific CMAQ-eligible project, such as regional multi-modal traveler information systems, traffic signal control systems, transit management systems, incident management programs, or transportation demand management programs.

Local Transportation Fund (LTF) of the Transportation Development Act (TDA)–Under the Transportation Development Act (TDA) of 1971, funding is allocated to transit and non-transit related purposes that comply with regional

transportation plans. The TDA provides two funding sources: 1) Local Transportation Fund (LTF), which is derived from a ¼ cent of the general sales tax collected statewide, and 2) State Transit Assistance fund (STA), which is derived from the statewide sales tax on gasoline and diesel fuel. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. According to the TDA regulations, up to 3 percent of annual program revenues can be allocated for the conduct of the transportation planning and programming process.

Thus, to the extent that reliable and accessible transportation data are an important part of Kern COG's planning and programming process, LTF revenues could be used to fund RTMIP activities.

Regional Surface Transportation Program (RSTP)– The Regional Surface Transportation Program (RSTP) was established by California State Statute utilizing Surface Transportation Program Funds apportioned under SAFETEA-LU. Of the Surface Transportation Program funds, 10% are allocated to Transportation Enhancements, 27.5% are retained by the State for its use, and the remaining 62.5% constitutes the RSTP, which is divided among Cities and Counties based on population. Surface transportation planning programs are explicitly identified as an acceptable use of RSTP funds. Thus, to the extent that reliable and accessible transportation data are an important part of Kern COG's planning activities, RSTP revenues can be used to fund RTMIP activities.

8.0 Implementation Matrix

Recommendation	Timeframe	Responsible Agency	Potential Funding Source
Implement Uniform Traffic Count Program			
• Establish count frequencies as described in Action Plan	Immediate	Kern COG & member agencies	RSTP/LTF
• Employ pneumatic tube technology	Immediate	Kern COG	
• Counts provided by private sector contractor	Immediate	Kern COG / contractor	RSTP/LTF
• Counts supplemented by local agencies	Ongoing	Member agencies	Local Agencies
• Establish uniform data reporting format(s)	Immediate	Kern COG	RSTP/LTF
• Investigate permanent installations at Master Station locations	Short-term	Kern COG	RSTP/LTF
• Develop AADT calculation module	Complete	Kern COG / contractor	
• Biannual review of program	Ongoing	Kern COG	RSTP/LTF
Data Integration			
• Determine whether Master Stations will be co-located with Call boxes; relocate Master Stations if necessary	Complete; Re-evaluate as necessary	Kern COG	
• Implement video detection at traffic signals	Long-term	Local agencies	AB2766 CMAQ
• Enable vehicle counting abilities at locations with video detection	Long-term	Local agencies	AB2766 CMAQ
• Develop protocol for transfer of video detection count data to RTMIP count program	Long-term	Kern COG and local agencies	RSTP/LTF
• Include speed data with vehicle count program	Short-term	Kern COG and local agencies	RSTP/LTF
• Initiate a program for collection of pavement condition data	Short-term	Kern COG and local agencies	RSTP/LTF; Local agencies

Recommendation	Timeframe	Responsible Agency	Potential Funding Source
• Improve reporting of accident data to SWITRS	Short-term	Kern COG and local agencies	RSTP/LTF; Local agencies
• Investigate new approaches for geocoding SWITRS data	Long-term	Kern COG	RSTP/LTF; PATH
• Do not include speed surveys for establishing speed limits			
• Do not include accident data in RTMIP count program			
• Investigate future use of PeMS data	Long-term	Kern COG and Caltrans	PATH
• Investigate linear referencing system for TSN data	Long-term	Kern COG and Caltrans	PATH

Appendix A [Available on CD on request]

Survey Instrument

Kern Council of Governments Questionnaire
Local Jurisdiction Traffic Data Collection &
Performance Monitoring Efforts
(September 2006)

Kern Council of Governments

Your agency's name:_____
Your name: _____
Your responsibility/position: _____
Phone number:_____ Fax number:_____ E-mail Address_____
Mailing Address:_____
_____

Types of Data Collected

1. Which of the following items of traffic data does your jurisdiction currently collect or maintain? Please answer the following questions (**A** through **F**) about each item of data using the appropriate code shown in brackets:

   (A) is the data collection done on a regular (routine, on-going) basis [R], for special studies (i.e. traffic impact studies) only [S], or not collected at all [N]
   (B) are the counts, single day [S] average of 5-day weekdays [W] or full 7-day week [F], or both [B]
   (C) are the data collected by agency staff [A] or contractor/consultant [C]
   (D) are the data maintained in electronic format [Y], not [N], or not applicable [N/A]
   (E) on average, what is the time cycle (period) between counts, in years, months (specify by number)
   (F) is this data collected to satisfy external reporting requirements such as: highway performance monitoring program [HPMS], congestion management program [CMP], other programs (please indicate by the appropriate acronym)

Questions	**(A)**	**(B)**	**(C)**	**(D)**	**(E)**	**(F)**
Data Collection Method ---> **Type of Data V**	regular [R], special study [S], not at all [N]	Single day [S], wkday avg. [W], full wk [F] both [B], [N/A]	agency staff [A] or consulta nt [C], [N/A]	data kept in electronic format? [Y/N], [N/A]	cycle between counts? (Yrs, mo.), or [N/A]	[HPMS] [CMP] other specify
Average daily link/segment volume						
Peak hour segment volumes						
Peak hr intersection turn movement						
Vehicle classification data						
Speed surveys/travel time data						
Vehicle occupancy						
Vehicle delay						
Queue length						
Accidents						
Pavement Conditions						
Other _____						

Data Coverage and Reporting

2. Approximately what percentage (please estimate) of your arterials do you cover with average daily traffic volume counts that are three years old or less? _____
What percentage with peak hour traffic volume counts? _____
What percentage with vehicle classification counts? _____

3. How do you identify the location of the traffic volume information you collect? (check all that apply)
_____ Main street name and nearest cross street names
_____ Link/segment ID number unique to your agency
_____ Link/segment number in a regional or state system
_____ Geo-reference (i.e., latitude/longitude)
_____ Other (please specify) _____

~~7.~~4. Does your agency publish a periodic traffic volume map (manual or GIS), list, table, or a publication? (Y/N) _____
If yes, please specify the type_____

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~~8.~~5. Are your agency's collected traffic volume data available to the public (Y/N) _____,
or to other external agencies (Y/N) _____, upon request? Are the counts available on the web ____,
by email _____, or in person at agency_____?

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Inventory Methods and Equipment

6. Do you have any established permanent count stations in your agency? (Y/N) _____
If yes, please list the intersections and/or roadway segments for these permanent stations below, and provide a map, if available. If not, please mark **No** above and indicate where you would like to have permanent count stations to gauge changes created by growth and monitor traffic passing through your community and mark **desired** below.

List of existing ___ (or desired_____) permanent count station locations:

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

~~13.~~7. Do you perform control counts to adjust for seasonal variations in traffic volumes? (Y/N)_____
Do you perform other counts toward specific seasons or weekend travel? (Y/N) _____
If yes, which season(s) tend to be targeted? _____

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~~15.~~8. Does your agency own traffic counting equipment? (Y/N) _____
If yes, what kind? _____

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9. What is the approximate annual cost to the agency for collection of traffic data?_____
What types of funds are used to fund your routine data collection efforts?_____
What types of funds are used to fund your special data collection efforts? _____

Computer-Based/Electronic Data Collection

10. Do you have a central computer-controlled signal system in your jurisdiction? _____
Please identify the manufacturer's/supplier's name or names _____

11. Is it currently possible for you to capture and store traffic volume data from those systems? (Y/N) _____

12. Do you have a traffic management center (TMC)? (Y/N) _____

13. Do you have a variable message sign system? (Y/N) _____
If yes, how many permanent locations (installed) _____, how many movable equipment _____ ?

14. Do you have plans to use your traffic signal systems to capture and store data for later use or to develop this capability? _____

15. Are you using any other types of electronic/advanced technologies to assist your data collection efforts? (Y/N) _____
If yes, what kind of technology is being used?
_____

Traffic Monitoring and Performance Measures

16. Does your agency use performance measures to monitor traffic or transit conditions or trends on a regular or periodic basis? (Y/N) _____

17. If yes, what type of performance measures do you generate from your data?

_____ Peak hour volume/capacity ratio
_____ Daily volume/capacity ratio
_____ Level of service
_____ Average Speeds
_____ Vehicle delay
_____ Transit
_____ Other (please specify) _____

Other Questions

18. Does your agency perform periodic radar speed surveys for setting speed limits? (Y/N) _____.
If yes, how often, and using what methods, or formats? _____

19. Are your local police accident records periodically reported to the State and how often?
_____

20. If Kern COG could focus resources on road infrastructure data collection in your community, what would be your agency's most pressing needs? _____
_____

Feel free to make other comments about items not covered above or regarding this survey:

_____
_____
_____
_____
_____

Thank you!

Please return this survey by e-mail to sbg@iteris.com or by fax to (213) 488-9440.

Meyer, Mohaddes Associates
707 Wilshire Boulevard, Suite 4810
Los Angeles, CA 90017
Phone: (213) 488-0345

Appendix B

Recommended Count Locations

Available on http://www.kerncog.org/publications

Data Dictionary

JURIS = Jurisdiction of count location
ROADWAY = Roadway on which count is located
DIR = Direction from cross street
CROSS_STRE = Cross street of count location
ADT_ID = City of Bakersfield unique ID
LON = Longitude of count location
LAT = Latitude of count location
HPMS = Whether location is on an HPMS segment
ENTRY = Whether location is a community/county entry point
COMM = If location is an entry point, community to which it is an entry
LOC_SIG = Whether location was selected based on local significance
REG_SIG = Whether location was selected based on regional significance
SCREEN = Whether segment containing count location is a model screenline
CONTROL = Whether location is a proposed control station
GM = Whether location was selected based on goods movement activity
CRIT = Criterion number that resulted in addition of point to list (from Table 3.1)
CLASS = Whether location is recommended for vehicle classification count
ROUTENO = Kern County route number
HPMS_ID = HMPS segment ID

KERN COG LIST OF TRAFFIC COUNT LOCATIONS

JURIS	DIRECTION	Location_ID	ROADWAY	DIR	CROSS_STRE	TYPE	ADT_ID	DIR	LON	LAT	Max1	Xtra_lim1	HPMS	ENTRY	COMM	LOC_SIG	REG_SIG	SCREEN	CONTROL	GM	CRITERIA	CLASS	ROUTE_NO	HPMS_ID	Location_ID	Y	M	D	TOTAL VOLUME
ARV	NS	1362	Comanche Point Road	SOUTH OF	Herring Road			2-WAY	35.14373	-118.81254	X			X	Arv						4				1362	16	01	14	125
ARV	NS	273	Compagnoni Street	BETWEEN	Curnow Road AND SR 119 (Taft Highway)			2-WAY	35.26339	-119.02557	X		X								1	X		06F327100000	273	16	01	13	863
ARV	NS	2976	Derby Street	NORTH OF	Sycamore Road			2-WAY	35.19516	-118.82406	X				Arv	X					6				2976	16	01	12	4,503
ARV	EW	282	Edison Highway	BETWEEN	SR 184 AND Brundage Lane			2-WAY	35.35654	-118.90695		1	X					X			1	X		06F311115000	282	16	01	14	2,375
ARV	NS	1430	Edison Road	SOUTH OF	Edison Highway			2-WAY	35.3485	-118.87867											8		S395X		1430	16	01	13	3,197
ARV	NS	1428	Edison Road	SOUTH OF	SR 223 (Bear Mountain Boulevard)			2-WAY	35.2021	-118.87811		1		X	Arv						4	X			1428	16	01	12	1,991
ARV	EW	2703	Franklin	BETWEEN	Tejon Highway AND Walnut Drive			2-WAY	35.20182	-118.82644	X		X								1	X		06Z268100000	2703	16	01	12	1,618
ARV	EW	1541	Hermosa Road	EAST OF	Fairfax Road			2-WAY	35.31062	-118.92953		1		X	Bak						4				1541	16	01	14	483
ARV	EW	2523	Herring Road	WEST OF	SR 99			2-WAY	35.1506	-119.005		1			Ker		X				5				2523	16	01	12	639
ARV	EW	2087	Herring Road	WEST OF	Wheeler Ridge Road			2-WAY	35.15107	-118.91937		1								X	7	X			2087	16	01	13	76
ARV	EW	3634	Laval Road	WEST OF	Dennis McCarthy Drive			2-WAY	34.98392	-118.9498										X	7	X			3634	16	01	13	7,192
ARV	NS	4224	Malaga Road	SOUTH OF	SR 223 (Bear Mountain Boulevard)			2-WAY	35.202222	-118.860111	X			X	Arv						4				4224	16	01	12	23
ARV	EW	2918	Millux Road	WEST OF	Blue Loop Lane			2-WAY	35.17994	-118.83243	X				Arv	X					6				2918	16	01	12	10
ARV	EW	1701	Mountain View Road	EAST OF	Fairfax Road			2-WAY	35.28152	-118.9286		1		X	Bak						4				1701	16	01	14	1,504
ARV	EW	1708	Muller Road	EAST OF	Fairfax Road			2-WAY	35.32519	-118.93079		1		X	Bak						4				1708	16	01	14	542
ARV	NS	3211	Rancho Drive	NORTH OF	Herring Road			2-WAY	35.15859	-118.85079		1		X	Arv						4	X			3211	16	01	12	1,964
ARV	EW	3212	Sandrini Road	WEST OF	Wheeler Ridge Road			2-WAY	35.12205	-118.92158	X				Ker		X				5				3212	16	01	13	301
ARV	EW	356	Segrue	BETWEEN	SR 184 AND Habecker Road			2-WAY	35.25608	-118.91058		1	X								1	X		06Z325100000	356	16	01	12	2,318
ARV	EW	1955	Sunset Blvd	EAST OF	SR 184 (Weedpatch Highway)			2-WAY	35.2233	-118.91201		1									8		256G		1955	16	01	14	2,070
ARV	EW	860	Sycamore Road	EAST OF	Meyer Street			2-WAY	35.19451	-118.83225	X				Arv	X					6				860	16	01	13	4,238
ARV	EW	1961	Sycamore Road	WEST OF	Towerline Road			2-WAY	35.19461	-118.80859	X				Arv	X					6				1961	16	01	14	466
ARV	NS	3208	Tejon Highway	SOUTH OF	Buena Vista Boulevard			2-WAY	35.2356	-118.82452				X	Arv						4	X			3208	16	01	12	3,378
ARV	NS	1970	Tejon Highway	SOUTH OF	Di Giorgio Road			2-WAY	35.2516	-118.82471											8		S407V		1970	16	01	14	3,873
ARV	NS	1968	Tejon Highway	NORTH OF	Herring Road			2-WAY	35.1589	-118.82354		1		X	Arv						4	X			1968	16	01	12	830
ARV	NS	1969	Tejon Highway	NORTH OF	SR 223 (Bear Mountain Boulevard)			2-WAY	35.21023	-118.82424			X								1	X		06Z265100000	1969	16	01	12	4,852
ARV	NS	3209	Tower Line Road	SOUTH OF	Buena Vista Boulevard			2-WAY	35.23592	-118.80663	X			X	Arv						4				3209	15	06	09	695
ARV	NS	2990	Tower Line Road	SOUTH OF	SR 223 (Bear Mountain Boulevard)			2-WAY	35.20605	-118.80623	X									X	7	X			2990	15	06	03	582
ARV	NS	370	Vineland Road	BETWEEN	DiGiorgio Road AND Panama Road			2-WAY	35.25923	-118.89631	X		X								1	X		06Z319100000	370	15	04	21	500
ARV	NS	2005	Vineland Road	NORTH OF	Edison Highway			2-WAY	35.35648	-118.89645		1		X	Bak						4				2005	15	04	22	2,728
ARV	NS	2026	Wheeler Ridge Road	NORTH OF	Laval Road			2-WAY	34.98986	-118.94288										X	7	X			2026	16	01	12	8,686
ARV	NS	2027	Wheeler Ridge Road	SOUTH OF	SR 223 (Bear Mountain Boulevard)			2-WAY	35.20586	-118.91451											8		S387V		2027	16	01	13	5,770
BAK	EW	814	18th Street	EAST OF	Chester Avenue		4	2-WAY	35.37528	-119.01823											9				814	16	01	07	4,929
BAK	EW	812	18th Street	EAST OF	F Street		2	2-WAY	35.37529	-119.02299											9				812	16	01	05	4,559
BAK	EW	813	18th Street	EAST OF	H Street		3	2-WAY	35.37528	-119.02064											9				813	16	01	05	5,226
BAK	EW	815	18th Street	EAST OF	L Street		5	2-WAY	35.37528	-119.01593											9				815	16	01	05	3,817
BAK	EW	2631	18th Street	EAST OF	Oak Street		1	2-WAY	35.37536	-119.03815											2				2631	16	01	06	3,288
BAK	EW	816	18th Street	EAST OF	Q Street		6	2-WAY	35.37526	-119.01012											9				816	16	01	05	2,804
BAK	EW	2632	18th Street	WEST OF	Union Avenue			2-WAY	35.37523	-119.00393								X			2	X			2632	16	01	12	3,068
BAK	EW	817	18TH Street (EAST)	EAST OF	Union Avenue		7	2-WAY	35.37523	-119.00215		1									9				817	15	01	05	2,255
BAK	EW	819	19TH Street	WEST OF	C Street		9	2-WAY	35.37626	-119.02753		1									9				819	16	01	05	2,392
BAK	EW	820	19TH Street	EAST OF	F Street		10	2-WAY	35.37625	-119.02298		1									9				820	16	01	05	1,979
BAK	EW	2503	19TH Street	WEST OF	Oak Street		8	2-WAY	35.3763	-119.03931		1									9				2503	16	01	06	2,013
BAK	EW	165	19TH Street	WEST OF	Q Street		11	2-WAY	35.3762	-119.01096		1	X								1			06F254110000	165	16	01	05	2,228
BAK	EW	823	19TH Street (EAST)	EAST OF	Baker Street		14	2-WAY	35.37463	-118.99299											9				823	16	01	12	3,289
BAK	EW	822	19TH Street (EAST)	EAST OF	Union Avenue		13	2-WAY	35.37619	-119.00212											9				822	16	01	05	4,730
BAK	EW	825	21st Street	WEST OF	C Street		16	2-WAY	35.37818	-119.02757											9				825	16	01	05	6,747
BAK	EW	826	21st Street	WEST OF	H Street		18	2-WAY	35.37815	-119.02175											9				826	16	01	07	5,383
BAK	EW	827	21st Street	WEST OF	L Street		19	2-WAY	35.378133	-119.016869											9				827	16	01	05	5,619
BAK	EW	2509	21st Street	WEST OF	Oak Street		15	2-WAY	35.37821	-119.03891											9				2509	15	01	07	4,304
BAK	EW	2633	21st Street	EAST OF	Oak Street			2-WAY	35.37821	-119.03783								X			2	X			2633	16	01	06	6,385
BAK	EW	2513	21st Street	WEST OF	Q Street		20	2-WAY	35.3781	-119.01114											9				2513	16	01	05	3,250
BAK	EW	828	21st Street	WEST OF	Union Avenue			2-WAY	35.37808	-119.00373								X			2	X			828	16	01	05	3,275
BAK	EW	829	21st Street (EAST)	EAST OF	Union Avenue		22	2-WAY	35.37796	-119.00209		1									9				829	16	01	07	1,827
BAK	EW	4358	23rd Street	WEST OF	Chester Avenue			1-WAY	35.38009	-119.01918						x					9				4358	16	01	05	25,408
BAK	EW	4357	23rd Street	WEST OF	Eye Street			1-WAY	35.38008	-119.02051						x					9				4357	16	01	05	24,680
BAK	EW	4352	23rd Street	WEST OF	F Street			1-WAY	35.3801	-119.02391						x					9				4352	16	01	05	23,520
BAK	EW	4354	23rd Street	EAST OF	F Street			1-WAY	35.38009	-119.02318						x					9				4354	16	01	05	23,602
BAK	EW	4361	23rd Street	WEST OF	M Street			1-WAY	35.38005	-119.01551						x					9				4361	16	01	05	24,535
BAK	EW	4362	23rd Street	EAST OF	M Street			1-WAY	35.38007	-119.01481						x					9				4362	16	01	05	25,828
BAK	EW	4372	24th Street	BETWEEN	Bay Street AND Oak Street			2-WAY	35.38106	-119.036602						x					9				4372	16	01	07	46,968
BAK	EW	4359	24th Street	WEST OF	Chester Avenue			1-WAY	35.381	-119.01919						x					9				4359	16	01	07	25,566
BAK	EW	4356	24th Street	WEST OF	Eye Street			1-WAY	35.381	-119.02043						x					9				4356	16	01	07	25,548
BAK	EW	4353	24th Street	WEST OF	F Street			1-WAY	35.38101	-119.023779						x					9				4353	16	01	07	24,486
BAK	EW	4355	24th Street	EAST OF	F Street			1-WAY	35.381013	-119.023315						x					9				4355	16	01	07	26,187
BAK	EW	4360	24th Street	WEST OF	M Street			1-WAY	35.38121	-119.01561						x					9				4360	16	01	06	25,914
BAK	EW	4363	24th Street	EAST OF	M Street			1-WAY	35.38108	-119.0149						x					9				4363	16	01	27	28,820
BAK	EW	4373	24th Street	BETWEEN	Oak Street AND SR 99			2-WAY	35.381974	-119.040813						x					9				4373	16	01	07	45,888
BAK	EW	830	30TH Street	WEST OF	F Street		23	2-WAY	35.38683	-119.02483											9				830	16	01	07	3,249
BAK	EW	832	30TH Street	EAST OF	Garces Circle		25	2-WAY	35.38671	-119.01789											9				832	16	01	07	5,543
BAK	EW	831	30TH Street	BETWEEN	Garces Circle AND F Street		24	2-WAY	35.38674	-119.02285											9				831	16	01	06	6,343
BAK	EW	833	30TH Street	EAST OF	Q Street		26	2-WAY	35.38646	-119.00984		1									2				833	16	01	07	2,147
BAK	EW	834	34th Street	WEST OF	Q Street		27	2-WAY	35.3905	-119.0115											9				834	16	01	12	11,655
BAK	EW	835	34th Street	WEST OF	Union Avenue		28	2-WAY	35.39047	-119.00376											2				835	16	01	07	11,644
BAK	EW	807	4th Street	EAST OF	H Street		29	2-WAY	35.36106	-119.02084											9				807	16	01	05	3,702
BAK	EW	808	4th Street	WEST OF	P Street		30	2-WAY	35.36077	-119.01263											9				808	16	01	07	4,581
BAK	EW	809	4th Street	EAST OF	P Street		31	2-WAY	35.36077	-119.01114											9				809	16	01	05	5,732
BAK	EW	810	4th Street	EAST OF	Union Avenue		418	2-WAY	35.36076	-119.00246											9				810	16	01	05	4,275
BAK	EW	2637	4th Street	WEST OF	Union Avenue			2-WAY	35.36075	-119.00403								X			2	X			2637	16	01	05	6,004
BAK	EW	325	7th Standard Road	BETWEEN	Airport Drive AND Chester Avenue			2-WAY	35.440871	-119.027441			X								1	X		06W257130000	325	15	07	09	7,445
BAK	EW	2103	7th Standard Road	EAST OF	Coffee Road			2-WAY	35.441304	-119.091183								X			2	X			2103	15	06	16	23,077
BAK	EW	1179	7th Standard Road	WEST OF	Pegasus Drive			2-WAY	35.4414	-119.07394											8		S196F		1179	15	06	17	20,502
BAK	EW	2111	7th Standard Road	EAST OF	Quinn Road			2-WAY	35.44133	-119.07952										X	7	X			2111	15	06	16	18,125
BAK	EW	243	7th Standard Road	BETWEEN	Quinn Road AND SR 65			2-WAY	35.44128	-119.07779											8		S196F	06W257120000	243	15	07	09	27,494
BAK	NS	402	A Street	NORTH OF	Brundage Lane		32	2-WAY	35.3545	-119.02944											9				402	15	03	31	3,012
BAK	NS	3678	A Street	NORTH OF	Palm Street		33	2-WAY	35.36224	-119.0294											2				3678	15	03	31	3,668
BAK	NS	1186	Adobe Road	NORTH OF	SR 223 (Bear Mountain Boulevard)			2-WAY	35.21237	-118.96768	X			X	Bak						4				1186	15	04	22	968
BAK	NS	250	Airport Drive	BETWEEN	China Grade Loop AND Park Meadows Avenue			2-WAY	35.42942	-119.03907			X								1	X		06F290105000	250	15	07	07	12,021
BAK	NS	1188	Airport Drive	NORTH OF	Roberts Lane			2-WAY	35.40955	-119.03888									X		9				1188	15	09	02	20,121
BAK	NS	249	Airport Drive	BETWEEN	Roberts Lane AND Norris Road			2-WAY	35.4148	-119.03903			X								1	X		06F290102000	249	15	08	19	26,422
BAK	NS	248	Airport Drive	BETWEEN	SR 99 AND Roberts Lane			2-WAY	35.40549	-119.03932			X								1	X		06F290100000	248	15	07	08	25,006
BAK	NS	3558	AKERS ROAD	SOUTH OF	HOSKINGS AVE			2-WAY	-119.0478046	35.28074463											9				3558				
BAK	NS	2240	Akers Road	SOUTH OF	Ming Avenue		39	2-WAY	35.33891	-119.04781											9				2240	15	01	20	6,622
BAK	NS	2237	Akers Road	SOUTH OF	Pacheco Road		36	2-WAY	35.31002	-119.04781											9				2237	15	01	20	7,010
BAK	NS	2235	Akers Road	SOUTH OF	Panama Lane		34	2-WAY	35.29555	-119.04782											9				2235	15	01	20	8,960
BAK	NS	2236	Akers Road	NORTH OF	Panama Lane		35	2-WAY	35.29638	-119.04782											9				2236	15	01	21	6,410
BAK	NS	2238	Akers Road	SOUTH OF	Planz Road		37	2-WAY	35.32474	-119.04782											9				2238	15	01	20	7,065
BAK	NS	2239	Akers Road	SOUTH OF	Wilson Road		38	2-WAY	35.33181	-119.04782											9				2239	15	01	20	8,017
BAK	EW	410	Alfred Harrel Hwy	WEST OF	Lake Ming Road		40	2-WAY	35.43003	-118.87032		1	X								1			06W261120000	410	15	02	11	1,398
BAK	EW	411	Alfred Harrel Hwy	EAST OF	Lake Ming Road		41	2-WAY	35.42996	-118.86878		1	X								1			06W261125000	411	15	07	14	1,964
BAK	NS	3459	Alfred Harrel Hwy	NORTH OF	Panorama Drive			1-WAY	35.41365	-118.96727		1									1				3459	15	07	07	1,610
BAK	EW	1198	Alfred Harrell Hwy	WEST OF	Fairfax Road			2-WAY	35.41984	-118.95241											8		S397X		1198	15	07	14	3,994
BAK	NS	2242	Allen Road	NORTH OF	Brimhall Road		419	2-WAY	35.3694	-119.14553			X								9			06F274105000	2242	15	02	17	20,881

BAK	NS	3528	Allen Road	BETWEEN	Noriega Road AND Olive Drive			2-WAY	35.41286	-119.14549												9				3528	15	02	17	8,706
BAK	NS	3444	Allen Road	NORTH OF	SR 119 (Taft Highway)			2-WAY	35.27492	-119.146		1		X	Bak							4				3444	15	09	01	15
BAK	NS	1202	Allen Road	NORTH OF	SR 58 (Rosedale Highway)			2-WAY	35.38529	-119.1455												8		S335X		1202	15	02	18	19,856
BAK	NS	2241	Allen Road	NORTH OF	Stockdale Highway		42	2-WAY	35.35498	-119.14554			X									1			06F274100000	2241	15	02	17	20,965
BAK	NS	2639	Allen Road	SOUTH OF	Stockdale Highway			2-WAY	35.35337	-119.14554								X				2	X			2639	15	02	18	12,970
BAK	NS	254	Alta Vista Drive	BETWEEN	Columbus Street AND Panorama Drive			2-WAY	35.40179	-118.99411		1	X									1	X		06F299110000	254	15	02	11	1,353
BAK	NS	414	Alta Vista Drive	NORTH OF	Quincy Street		43	2-WAY	35.38705	-118.99596												9				414	15	02	11	4,311
BAK	NS	1212	Ashe Road	NORTH OF	Bear Mountain Boulevard			2-WAY	35.21196	-119.07456		1		X	Bak							4				1212	15	08	19	451
BAK	NS	102	Ashe Road	NORTH OF	McCutchen			2-WAY	35.282584	-119.074429			X									1	X		06F279072000	102	15	08	20	4,313
BAK	NS	2246	Ashe Road	SOUTH OF	Ming Avenue		46	2-WAY	35.33424	-119.07447												9				2246	15	08	20	18,982
BAK	NS	38	Ashe Road	BETWEEN	Ming Avenue AND Club View Drive		47	2-WAY	35.33714	-119.07448			X									1			06F279100000	38	15	08	19	13,124
BAK	NS	2640	Ashe Road	NORTH OF	Panama Lane			2-WAY	35.29717	-119.07457								X				2	X			2640	15	08	20	10,204
BAK	NS	104	Ashe Road	BETWEEN	Southern Pacific Railroad AND District Boulevard			2-WAY	35.31147	-119.07443			X									1			06F279085000	104	15	08	19	16,662
BAK	NS	1214	Ashe Road	NORTH OF	SR 119 (Taft Highway)			2-WAY	35.27121	-119.07444												8		S351X		1214	15	08	19	2,838
BAK	NS	2247	Ashe Road	SOUTH OF	Stockdale Highway		420	2-WAY	35.35382	-119.07362												9				2247	15	08	20	14,150
BAK	NS	2244	Ashe Road	SOUTH OF	White Lane		44	2-WAY	35.31771	-119.07445												9				2244	15	08	19	20,296
BAK	NS	2245	Ashe Road	NORTH OF	White Lane		45	2-WAY	35.31857	-119.07445												9				2245	15	08	19	17,582
BAK	NS	105	Auburn Street	EAST OF	Columbus Street		421	2-WAY	35.398246	-118.952805			X									9			06F309090000	105	15	09	08	8,847
BAK	NS	423	Auburn Street	WEST OF	Fairfax Road		50	2-WAY	35.39793	-118.93076												9				423	15	09	08	8,995
BAK	EW	424	Auburn Street	EAST OF	Fairfax Road		51	2-WAY	35.39806	-118.92929												9				424	15	09	08	7,543
BAK	EW	422	Auburn Street	WEST OF	Maywood Drive		49	2-WAY	35.397733	-118.948919												9				422	15	08	20	12,726
BAK	NS	428	BAKER ST	SOUTH OF	FLOWER			2-WAY	-118.9897068	35.38578596												9				428				
BAK	NS	429	Baker Street	SOUTH OF	Bernard Street		57	2-WAY	35.38976	-118.98829												9				429	15	08	27	3,383
BAK	NS	425	Baker Street	NORTH OF	California Avenue		52	2-WAY	35.36917	-118.99564												9				425	15	08	25	5,026
BAK	NS	106	Baker Street	SOUTH OF	Niles Street		48	2-WAY	35.38151	-118.99123			X									1			06F298145000	106	15	08	26	5,666
BAK	NS	426	Baker Street	SOUTH OF	Sumner Street		53	2-WAY	35.37642	-118.99305												9				426	15	08	26	6,568
BAK	NS	1226	Baldwin Road	SOUTH OF	Belle Terrace			2-WAY	35.34488	-119.02895		1										8		11F51		1226	15	06	17	1,949
BAK	NS	430	Beale Avenue	SOUTH OF	Chico Street		58	2-WAY	35.36933	-118.99223		1										9				430	15	06	23	1,644
BAK	NS	433	Beale Avenue	NORTH OF	Lincoln Street		61	2-WAY	35.38702	-118.98587												9				433	15	06	24	11,806
BAK	NS	107	Beale Avenue	SOUTH OF	Monterey Street		55	2-WAY	35.37974	-118.9885			X									9			06F300100000	107	15	06	23	14,079
BAK	NS	432	Beale Avenue	NORTH OF	Pacific Street		60	2-WAY	35.38396	-118.98697												1				432	15	06	24	10,753
BAK	EW	1236	Beardsley Avenue	WEST OF	North Chester Avenue			2-WAY	35.40494	-119.0228		1										8		1.10E+35		1236	15	08	18	2,208
BAK	EW	436	Belle Terrace	EAST OF	Chester Avenue		64	2-WAY	35.3467	-119.0182			X									9			06F251100080	436	15	06	18	4,742
BAK	EW	108	Belle Terrace	BETWEEN	Florito Street AND New Stine Road		59	2-WAY	35.34689	-119.05849															06F310100000	108	15	06	17	9,115
BAK	EW	3796	Belle Terrace	EAST OF	H Street		63	2-WAY	35.3467	-119.02095			X									9			06F251100020	3796	15	06	17	6,245
BAK	EW	109	Belle Terrace	BETWEEN	P Street AND Union Avenue			2-WAY	35.34671	-119.00955			X									1			06F310125000	109	15	06	17	4,196
BAK	EW	2077	Belle Terrace	EAST OF	Real Road			2-WAY	35.3467	-119.042								X				2	X			2077	15	06	17	8,391
BAK	EW	1239	Belle Terrace	WEST OF	South Real Road			2-WAY	35.34677	-119.04406												8		S222F		1239	15	06	17	10,995
BAK	EW	257	Belle Terrace	BETWEEN	Union Avenue AND Madison Street			2-WAY	35.34641	-118.99726		1	X									1	X		06F310127000	257	15	08	27	2,010
BAK	EW	1244	Bena Road	EAST OF	Towerline Road			2-WAY	35.32683	-118.77005		1									X	7	X			1244	15	09	08	258
BAK	EW	3364	Berkshire Road	EAST OF	Akers Road			2-WAY	35.28868	-119.04746												9				3364	15	08	04	3,205
BAK	EW	2261	Berkshire Road	EAST OF	H Street		65	2-WAY	35.28861	-119.0199			X									9			06F240100000	2261	15	08	05	6,830
BAK	EW	110	Berkshire Road	BETWEEN	H Street AND Union Avenue		422	2-WAY	35.28862	-119.01249																110	15	08	04	2,993
BAK	EW	3116	Berkshire Road	BETWEEN	SR 99 AND Wilde Road			2-WAY	35.28863	-119.03325			X									1	X		06F240090000	3116	15	08	04	5,002
BAK	EW	1249	Bernard Street	WEST OF	Alta Vista Drive			2-WAY	35.39026	-118.99599												8		S210F		1249	15	02	12	9,397
BAK	EW	440	Bernard Street	EAST OF	Mount Vernon Avenue		67	2-WAY	35.39029	-118.96656												2				440	15	02	12	11,936
BAK	EW	439	Bernard Street	EAST OF	Union Avenue		66	2-WAY	35.39022	-119.00194			X									1			06F261105000	439	15	02	12	10,284
BAK	EW	1270	Breckenridge Road	EAST OF	Comanche Drive			2-WAY	35.37573	-118.83988	X			X	Bak							4				1270	15	06	30	245
BAK	EW	1267	Breckenridge Road	EAST OF	SR 184 (Morning Drive)			2-WAY	35.36166	-118.91343												8		S218G		1267	15	06	30	4,870
BAK	EW	2262	Brimhall Road	EAST OF	Allen Road		423	2-WAY	35.36895	-119.14477												9				2262	15	08	19	7,044
BAK	EW	48	Brimhall Road	BETWEEN	Allen Road AND Jenkins Road			2-WAY	35.36896	-119.14889			X									1	X		06F271085000	48	15	08	20	9,262
BAK	EW	1275	Brimhall Road	WEST OF	Calloway Drive			2-WAY	35.36888	-119.11183												8		S216F		1275	15	08	19	13,384
BAK	EW	3743	Brimhall Road	WEST OF	Coffee Road		69	2-WAY	35.36882	-119.093			X									1			06F271100000	3743	15	08	19	15,521
BAK	EW	2263	Brimhall Road	EAST OF	Jewetta Avenue		68	2-WAY	35.36893	-119.12698												9				2263	15	08	19	11,134
BAK	EW	1272	Brimhall Road	EAST OF	SR 43 (Enos Lane)			2-WAY	35.36818	-119.2501		1		X	Bak							4				1272	15	08	19	550
BAK	EW	160	Brittan Road	BETWEEN	Buck Owens Boulevard AND Arrow Street			2-WAY	35.39589	-119.04093		1										1				160	15	07	28	823
BAK	EW	278	Brundage Lane	BETWEEN	184 & Edison			2-WAY	-118.90694	35.35436		X					X					1	X		06F248145000	278	15	07	14	1,934
BAK	EW	1284	Brundage Lane	EAST OF	Fairfax Road			2-WAY	35.35429	-118.93074												8		S220F		1284	15	08	19	8,120
BAK	EW	445	Brundage Lane	WEST OF	H Street		71	2-WAY	35.35396	-119.02239												1				445	15	08	21	13,866
BAK	EW	444	Brundage Lane	WEST OF	Hughes Lane		70	2-WAY	35.35409	-119.0308			X									1			06F248116000	444	15	08	19	14,777
BAK	EW	449	Brundage Lane	WEST OF	Mount Vernon Avenue		73	2-WAY	35.35408	-118.96794												9				449	15	08	21	8,690
BAK	EW	2642	Brundage Lane	EAST OF	Mount Vernon Avenue			2-WAY	35.35408	-118.96667								X				2	X			2642	15	09	03	7,624
BAK	EW	450	Brundage Lane	BETWEEN	Oswell Street AND Mount Vernon Avenue		74	2-WAY	35.35413	-118.95792												9				450	15	08	20	7,044
BAK	EW	446	Brundage Lane	WEST OF	P Street		72	2-WAY	35.35389	-119.01253			X									9			06F248117000	446	15	08	21	11,594
BAK	EW	447	Brundage Lane	WEST OF	Union Avenue		424	2-WAY	35.35384	-119.00384												2				447	15	08	20	11,095
BAK	EW	448	Brundage Lane	East of	Union Avenue			2-WAY	-119.0022806	35.35386232		X										9			06F248120000	448	15	08	26	10,824
BAK	EW	129	Brundage Lane	BETWEEN	Union Avenue AND Milham Drive			2-WAY	35.35388	-118.99933			X									1	X		06F248118000	129	15	02	12	13,551
BAK	NS	2270	Buck Owens Blvd	NORTH OF	Getty Street		276	2-WAY	35.39355	-119.04318												9				2270	15	07	28	10,213
BAK	NS	2269	Buck Owens Blvd	SOUTH OF	Gilmore Avenue		275	2-WAY	35.38911	-119.04317												9				2269	15	07	28	12,781
BAK	EW	3626	Buena Vista Blvd.	EAST OF	Fairfax Road			2-WAY	35.23783	-118.92662		1		X	Bak							4				3626	15	09	08	3,236
BAK	EW	1288	Buena Vista Blvd.	EAST OF	Highway 184 (Weedpatch Highway)			2-WAY	35.23785	-118.91058		1										8		S252G		1288	15	09	10	3,141
BAK	NS	2644	Buena Vista Road	NORTH OF	Ming Avenue			2-WAY	35.34152	-119.12801								X				2	X			2644	15	01	21	14,018
BAK	NS	49	Buena Vista Road	NORTH OF	Panama Lane		414	2-WAY	35.3046	-119.12803			X									1			06W269095000	49	15	01	20	8,430
BAK	NS	3449	Buena Vista Road	BETWEEN	Panama Lane AND McCutcheon Road			2-WAY	35.28959	-119.1282												9				3449	15	01	20	2,784
BAK	NS	3450	Buena Vista Road	NORTH OF	SR 119 (Taft Highway)			2-WAY	35.27422	-119.12831		1		X	Bak							4				3450	15	01	20	2,495
BAK	NS	2271	Buena Vista Road	SOUTH OF	Stockdale Highway		77	2-WAY	35.34848	-119.12742			X									9			06W269105000	2271	15	01	21	12,863
BAK	NS	3365	Buena Vista Road	NORTH OF	White Lane		76	2-WAY	35.32545	-119.12796												1				3365	15	01	22	12,869
BAK	NS	166	Buena Vista Road	BETWEEN	White Lane AND Vista Del Christo Court		75	2-WAY	35.31616	-119.12802			X									1			06W269100000	166	15	01	21	15,608
BAK	EW	180	California Avenue	WEST OF	A Street		82	2-WAY	35.36857	-119.02998			X									1			06F251101100	180	15	04	02	24,638
BAK	EW	2996	California Avenue	BETWEEN	A Street AND H Street		83	2-WAY	35.36853	-119.02469			X									9			06F251101300	2996	15	04	02	24,021
BAK	EW	3367	California Avenue	EAST OF	Chester Avenue		80	2-WAY	35.3674	-119.04741												9				3367	15	04	02	23,076
BAK	EW	463	California Avenue	EAST OF	H Street		84	2-WAY	35.36849	-119.02076			X									9			06F251101500	463	15	04	01	24,241
BAK	EW	467	California Avenue	EAST OF	King Street		88	2-WAY	35.36844	-118.99348												6				467	16	01	27	14,043
BAK	NS	2272	California Avenue	NORTH OF	Mohawk Street		79	2-WAY	35.36141	-119.05985												9				2272	15	04	02	32,607
BAK	EW	22	California Avenue	WEST OF	P Street		85	2-WAY	35.36846	-119.01219			X									9			06F251101600	22	15	04	02	19,965
BAK	EW	2227	California Avenue	EAST OF	Real Road		81	2-WAY	35.36805	-119.04304			X									9			06F251101000	2227	15	04	02	36,077
BAK	NS	3745	California Avenue	NORTH OF	Stockdale Highway		78	2-WAY	35.35467	-119.06115			X									1			06F251100000	3745	15	04	02	36,959
BAK	EW	24	California Avenue	WEST OF	Union Avenue		86	2-WAY	35.36843	-119.00386			X									2			06F251101700	24	15	04	02	18,606
BAK	EW	466	California Avenue	EAST OF	Wallace Street		87	2-WAY	35.36843	-119.00136			X									9			06F251102000	466	15	01	14	17,229
BAK	EW	77	California Avenue	BETWEEN	Williams Street AND Beale Avenue		89	2-WAY	35.36846	-118.98993			X									9			06F251104000	77	15	01	13	11,303
BAK	EW	1313	California Avenue (East)	WEST OF	Mount Vernon Avenue			2-WAY	35.36857	-118.9694												8		S216F		1313	15	04	02	15,940
BAK	EW	1314	California Avenue (East)	EAST OF	Mount Vernon Avenue			2-WAY	35.36861	-118.96637								X				2	X			1314	15	07	16	6,155
BAK	NS	2177	Calloway Drive	SOUTH OF	Brimhall Road		444	2-WAY	35.36851	-119.11057			X									9			06W253160000	2177	15	01	27	28,361
BAK	NS	2276	Calloway Drive	NORTH OF	Brimhall Road		90	2-WAY	35.36908	-119.11026												9				2276	15	01	27	26,087
BAK	NS	2278	Calloway Drive	NORTH OF	Hageman Road		92	2-WAY	35.39857	-119.10995			X									1			06F277120000	2278	15	02	24	18,918
BAK	NS	1318	Calloway Drive	NORTH OF	Langley Road			2-WAY	35.37703	-119.11043												8		S343X		1318	15	02	25	25,183
BAK	NS	3747	Calloway Drive	NORTH OF	Meacham Road		91	2-WAY	35.39164	-119.10993			X									6			06F277107000	3747	15	02	25	19,049
BAK	NS	2279	Calloway Drive	NORTH OF	Norris Road		428	2-WAY	35.42025	-119.10997			X									9			06F277140000	2279	15	01	27	8,980
BAK	NS	3566	Calloway Drive	SOUTH OF	Seventh Standard Road			2-WAY	35.43882	-119.10988				X	Bak							4				3566	15	02	25	8,889
BAK	NS	2277	Calloway Drive	NORTH OF	SR 58 (Rosedale Highway)		427	2-WAY	35.38455	-119.10991			X									9			06F277105000	2277	15	02	25	23,034
BAK	NS	3536	Calloway Drive	NORTH OF	Stockdale Highway			2-WAY	35.35385	-119.11501								X				2	X			3536	15	06	16	32,317
BAK	EW	2280	Camino Media	WEST OF	Gosford Road		93	2-WAY	35.34435	-119.09269												9				2280	15	07	22	11,912
BAK	EW	3369	Camino Media	EAST OF	Old River Road		94	2-WAY	35.34442	-119.11386												2				3369	15	07	21	10,131
BAK	EW	2281	Campus Park Drive	WEST OF	Mountain Vista Drive		445	2-WAY	35.31794	-119.11919												9				2281	15	01	20	3,091
BAK	EW	2282	Campus Park Drive	EAST OF	Mountain Vista Drive		446	2-WAY	35.31796	-119.11826												9				2282	15	01	20	3,687
BAK	EW	2283	Campus Park Drive	EAST OF	Old River Road		459	2-WAY	35.31768	-119.10893		1										9				2283	15	01	21	2,376

BAK	EW	1322	Casa Loma Drive	EAST OF	Union Avenue			2-WAY	35.33946	-119.00132												8		S224F		1322	15	02	12	6,584
BAK	EW	263	Casa Loma Drive	BETWEEN	Union Avenue AND Cottonwood Road			2-WAY	35.33943	-118.99331			X									1	X		06F247105000	263	15	06	16	4,944
BAK	EW	114	Chamber Blvd	BETWEEN	Buena Vista Road AND Grand Lakes Avenue			2-WAY	35.331	-119.12651		1										1				114	15	01	22	966
BAK	NS	485	Chester Avenue	NORTH OF	13th Street		101	2-WAY	35.3699	-119.01882												9			06F294115000	485	15	04	02	18,930
BAK	NS	181	Chester Avenue	NORTH OF	21st Street		104	2-WAY	35.37859	-119.01879			X									9			06F294117000	181	15	04	01	17,841
BAK	NS	489	Chester Avenue	SOUTH OF	34th Street		106	2-WAY	35.38954	-119.01856			X									9			06F294119000	489	15	04	01	23,886
BAK	NS	70	Chester Avenue	NORTH OF	4th Street		100	2-WAY	35.36108	-119.01889			X									9			06F294114000	70	15	04	01	17,405
BAK	NS	71	Chester Avenue	BETWEEN	Brundage Lane AND Belle Terrace		98	2-WAY	35.34858	-119.01892			X									9			06F294113000	71	15	03	31	14,957
BAK	NS	3692	Chester Avenue	SOUTH OF	California Avenue			2-WAY	35.36702	-119.01885								X				2	X			3692	15	06	30	15,783
BAK	NS	72	Chester Avenue	BETWEEN	Columbus Street AND 34th Street		460	2-WAY	35.39519	-119.01871			X									9			06F294120000	72	15	04	01	16,469
BAK	NS	67	Chester Avenue	BETWEEN	Kern River AND Columbus Street		107	2-WAY	35.39863	-119.01869			X									2			06F294125000	67	15	04	01	16,770
BAK	NS	69	Chester Avenue	NORTH OF	Ming Avenue		97	2-WAY	35.34002	-119.01884			X									9			06F294112000	69	15	04	01	13,964
BAK	NS	68	Chester Avenue	SOUTH OF	Planz Road		95	2-WAY	35.3243	-119.00888			X									9			06F294105000	68	15	04	01	4,910
BAK	NS	481	Chester Avenue	NORTH OF	Planz Road		96	2-WAY	35.32534	-119.00956												9				481	15	04	01	7,718
BAK	NS	488	Chester Avenue	BETWEEN	SR 178 (24th Street) AND SR 204 (Golden State Avenue)		105	2-WAY	35.38433	-119.01877			X									9			06F294118000	488	15	04	01	18,015
BAK	NS	25	Chester Avenue	BETWEEN	Truxtun Avenue AND 19th Street		102	2-WAY	35.37546	-119.01881			X									9			06F294116000	25	15	04	01	16,474
BAK	NS	1340	Chester Avenue	WEST OF	Union Avenue			2-WAY	35.320076	-119.00524			X					X				2	X		06F294100000	1340	15	06	17	3,713
BAK	NS	1337	Chester Avenue (North)	SOUTH OF	James Road			2-WAY	35.44392	-119.02373			X									1	X		06F294132000	1337	15	06	30	6,034
BAK	NS	1334	Chester Avenue (North)	SOUTH OF	Roberts Lane			2-WAY	35.40765	-119.02101										X		8		S363AX		1334	15	08	25	15,312
BAK	NS	2289	Chester Lane	NORTH OF	California Avenue		109	2-WAY	35.3678	-119.04776												9				2289	15	03	31	6,977
BAK	EW	2288	Chester Lane	WEST OF	Real Road		108	2-WAY	35.36514	-119.0439												9				2288	15	03	31	3,157
BAK	EW	1343	China Grade Loop	EAST OF	Airport Drive			2-WAY	35.42709	-119.03749												8		S200F		1343	15	07	07	7,704
BAK	NS	73	China Grade Loop	BETWEEN	Kern River AND Round Mountain Road		111	2-WAY	35.426938	-118.967708			X									1			06F269200000	73	15	07	07	4,933
BAK	NS	494	China Grade Loop	NORTH OF	Panorama Drive		110	1-WAY	35.41084	-118.97512		1	X									9			06F269215000	494	15	07	07	1,723
BAK	NS	3756	Coffee Road	SOUTH OF	Brimhall Road		113	2-WAY	35.36803	-119.09219			X									1			06F278092000	3756	15	08	11	36,471
BAK	NS	3754	Coffee Road	SOUTH OF	Norris Road		117	2-WAY	35.41934	-119.09223			X									1			06F278110000	3754	15	08	12	12,930
BAK	NS	283	Coffee Road	BETWEEN	Norris Road AND Seventh Standard Road			2-WAY	35.43212	-119.09221			X	X	Bak							1	X		06F278150000	283	15	08	11	8,568
BAK	NS	3753	Coffee Road	SOUTH OF	Olive Drive		116	2-WAY	35.41203	-119.09222			X									1			06F278100000	3753	15	08	11	20,021
BAK	NS	1352	Coffee Road	NORTH OF	Snow Road			2-WAY	35.42918	-119.09221												8		S347X		1352	15	08	11	7,779
BAK	NS	2185	Coffee Road	NORTH OF	SR 58 (Rosedale Highway)		115	2-WAY	35.3841	-119.09217			X									9			06F278097000	2185	15	08	12	21,007
BAK	NS	2291	Coffee Road	SOUTH OF	SR 58 (Rosedale Highway)		114	2-WAY	35.3826	-119.09217			X									9			06F278093000	2291	15	08	12	31,687
BAK	NS	3755	Coffee Road	SOUTH OF	Westfield Road		112	2-WAY	35.35723	-119.09224			X									1			06F278090000	3755	15	08	12	38,444
BAK	EW	502	College Avenue	WEST OF	Fairfax Road		118	2-WAY	35.38332	-118.93079												1				502	15	05	27	5,693
BAK	EW	503	College Avenue	EAST OF	Fairfax Road		119	2-WAY	35.38333	-118.92972												9				503	15	05	27	3,592
BAK	EW	1354	College Avenue	EAST OF	Mount Vernon Avenue			2-WAY	35.38301	-118.96689								X				2	X			1354	15	02	11	6,327
BAK	EW	1355	College Avenue	EAST OF	Oswell Street			2-WAY	35.38316	-118.94861												8		S212F		1355	15	05	27	8,843
BAK	EW	507	Columbus Street	WEST OF	Berkeley Street		123	2-WAY	35.39752	-118.98365												1				507	15	06	16	9,706
BAK	EW	2293	Columbus Street	EAST OF	Chester Avenue		120	2-WAY	35.39819	-119.01802			X									1			06F262100000	2293	15	06	16	8,882
BAK	EW	74	Columbus Street	EAST OF	Haley Street		124	2-WAY	35.39753	-118.97599			X									9			06F262115000	74	15	06	16	11,271
BAK	EW	509	Columbus Street	EAST OF	Mount Vernon Avenue		125	2-WAY	35.39755	-118.96698												1				509	15	06	16	14,300
BAK	NS	511	Columbus Street	SOUTH OF	Oswell Street		127	2-WAY	35.39998	-118.95151												9				511	15	06	16	3,381
BAK	EW	505	Columbus Street	WEST OF	San Dimas Street		121	2-WAY	35.39805	-119.00885												2				505	15	06	16	8,772
BAK	EW	2294	Columbus Street	EAST OF	Union Avenue		122	2-WAY	35.39746	-119.00182												9				2294	15	06	16	9,513
BAK	NS	512	Columbus Street	SOUTH OF	University Avenue		128	2-WAY	35.4046	-118.94982												9				512	15	06	16	7,009
BAK	NS	513	Columbus Street	NORTH OF	University Avenue		129	2-WAY	35.40555	-118.94977												9				513	15	06	16	4,333
BAK	NS	843	Comanche Drive	NORTH OF	Packard Drive			2-WAY	35.21429	-118.84223					Arv	X						6				843	15	07	02	7,361
BAK	NS	272	Comanche Drive	SOUTH OF	SR 178			2-WAY	35.39809	-118.85671		1	X									1	X		06Z261130000	272	15	06	30	2,702
BAK	NS	1358	Comanche Drive	SOUTH OF	SR 223 (Bear Mountain Boulevard)			2-WAY	35.20851	-118.84216				X	Arv							4				1358	15	06	30	7,885
BAK	NS	1359	Comanche Drive	NORTH OF	SR 223 (Bear Mountain Boulevard)			2-WAY	35.21012	-118.84218												8		S403V		1359	15	06	30	9,652
BAK	NS	271	Comanche Drive	BETWEEN	SR 58 AND SR 178			2-WAY	35.36983	-118.84322		1	X	X	Bak							1	X		06Z261130000	271	15	07	02	2,886
BAK	EW	2519	Copus Road	WEST OF	I 5			2-WAY	35.09504	-119.05103	X				Ker		X					5				2519	16	01	12	2,943
BAK	EW	2520	Copus Road	EAST OF	I 5			2-WAY	35.095147	-119.026049	X				Ker		X					5				2520	16	01	12	3,108
BAK	NS	2082	Cottonwood Road	NORTH OF	Casa Loma Driver			2-WAY	35.34078	-118.98546								X				2	X			2082	15	07	22	11,828
BAK	NS	2083	Cottonwood Road	NORTH OF	Panama Lane			2-WAY	35.29859	-118.98539								X				2	X			2083	15	07	22	5,517
BAK	EW	274	Curnow Road	BETWEEN	Wible Road AND Compagnoni Street			2-WAY	35.25968	-119.03129	X		X									1	X		06F326100000	274	16	01	13	591
BAK	EW	275	David Road	BETWEEN	Wheeler Ridge Road AND Rancho Drive			2-WAY	35.09282	-118.88218	X		X									1	X		06W254110000	275	15	01	15	3,789
BAK	EW	276	Day Avenue	BETWEEN	Chester Avenue AND Manor Street			2-WAY	35.43523	-119.01662			X									1	X		06F270100000	276	15	07	07	3,405
BAK	EW	2848	Deacon	BETWEEN	Sterling Road AND Fairfax Road			2-WAY	35.36151	-118.93883		1	X									1	X		06F249117000	2848	15	07	09	1,157
BAK	EW	1404	DiGiorgio Road	EAST OF	SR 184			2-WAY	35.25242	-118.91283												8		S248G		1404	15	09	10	5,958
BAK	EW	4187	District Blvd	WEST OF	Ashe Road		131	2-WAY	35.31312	-119.07525			X									1			06F328090000	4187	15	01	21	16,907
BAK	EW	2299	District Blvd	WEST OF	Gosford Road		130	2-WAY	35.31319	-119.09288												9				2299	15	01	21	6,440
BAK	EW	2300	District Blvd	WEST OF	Grissom Street		132	2-WAY	35.31304	-119.06218												9				2300	15	01	22	14,360
BAK	EW	284	Downing Avenue	BETWEEN	Coffee Road AND Fruitvale Avenue			2-WAY	35.39056	-119.08082			X									1	X		06F322100000	284	15	08	13	3,618
BAK	NS	2301	Easton Drive - East	NORTH OF	California Avenue		133	2-WAY	35.36811	-119.04461		1										9				2301	15	07	22	2,597
BAK	NS	2302	Easton Drive - West	NORTH OF	California Avenue		134	2-WAY	35.36613	-119.05405												9				2302	15	07	21	4,696
BAK	EW	2084	Edison Highway	EAST OF	Mount Vernon Avenue			2-WAY	35.37037	-118.96448								X				2	X			2084	15	07	16	9,592
BAK	EW	1423	Edison Highway	WEST OF	Oswell Street			2-WAY	35.3672	-118.95125												8		S214BF		1423	15	07	16	11,171
BAK	NS	4225	Edison Road	NORTH OF	Edison Highway			2-WAY	35.35276	-118.87874		1		X	Bak							4	X			4225	15	06	30	64
BAK	NS	3231	Edison Road	NORTH OF	Herring Road			2-WAY	35.158243	-118.878087		1		X	Arv							4	X			3231	15	06	30	1,001
BAK	NS	2303	EL Portal	SOUTH OF	Ming Avenue		135	2-WAY	35.33738	-119.085												9				2303	15	09	02	4,703
BAK	NS	2304	EL Rio Drive	NORTH OF	Stockdale Highway		136	2-WAY	35.35476	-119.08275												9				2304	15	07	21	3,204
BAK	NS	521	F Street	NORTH OF	17th Street		384	2-WAY	35.37479	-119.02353			X									9			06F292100000	521	15	05	12	7,587
BAK	NS	186	F Street	NORTH OF	21st Street		385	2-WAY	35.37861	-119.0235			X									1			06F292105000	186	15	05	12	10,988
BAK	NS	78	F Street	BETWEEN	SR 204 (Golden State Ave) & SR 178 (24th Street)		386	2-WAY	35.38525	-119.02347			X									1			06F292110000	78	15	05	12	12,292
BAK	NS	528	Fairfax Road	SOUTH OF	Alfred Harrell Highway		141	2-WAY	35.41976	-118.94671												9			06F236225000	528	15	05	27	3,154
BAK	NS	1452	Fairfax Road	SOUTH OF	Brundage Lane			2-WAY	35.35388	-118.93203												8		S383X		1452	15	05	27	16,935
BAK	NS	287	Fairfax Road	BETWEEN	Buena Vista Blvd & SR 223 (Bear Mountain Blvd)			2-WAY	35.22584	-118.9322		1	X									1	X		06F236090000	287	15	02	18	1,603
BAK	NS	524	Fairfax Road	NORTH OF	College Avenue		137	2-WAY	35.38373	-118.93016			X									1			06F236210000	524	15	05	26	19,036
BAK	NS	288	Fairfax Road	BETWEEN	Di Giorgio Road AND Panama Road			2-WAY	35.25935	-118.93213		1	X									1	X		06F236100000	288	15	02	18	2,801
BAK	NS	2085	Fairfax Road	SOUTH OF	Edison Highway			2-WAY	35.35894	-118.932								X				2	X			2085	15	05	26	18,046
BAK	NS	526	Fairfax Road	SOUTH OF	Panorama Drive		139	2-WAY	35.40202	-118.9301												9				526	15	05	26	12,790
BAK	NS	527	Fairfax Road	NORTH OF	Panorama Drive		140	2-WAY	35.40337	-118.93012												9				527	15	05	26	6,890
BAK	NS	130	Fairfax Road	BETWEEN	SR 178 AND Paladino Drive			2-WAY	35.40525	-118.93075																130	15	05	26	22,462
BAK	EW	530	Fairview Road	EAST OF	H Street		143	2-WAY	35.30313	-119.02037												9				530	15	07	28	6,915
BAK	EW	529	Fairview Road	EAST OF	Hughes Lane		142	2-WAY	35.3031	-119.02881												9				529	15	07	28	4,654
BAK	EW	531	Fairview Road	EAST OF	Monitor Street		144	2-WAY	35.30314	-119.01153												2				531	15	07	28	4,296
BAK	EW	532	Flower Street	WEST OF	Baker Street		145	2-WAY	35.38637	-118.9901		1										9				532	15	07	21	1,983
BAK	EW	533	Flower Street	EAST OF	Baker Street		146	2-WAY	35.38605	-118.98874												9				533	15	07	21	3,757
BAK	EW	534	Flower Street	EAST OF	Beale Avenue		147	2-WAY	35.3853	-118.98564												9				534	15	07	22	10,223
BAK	NS	2315	Fruitvale Avenue	NORTH OF	Hageman Road		148	2-WAY	35.40233	-119.07438												1				2315	15	09	10	9,124
BAK	NS	1477	Fruitvale Avenue	SOUTH OF	SR 58 (Rosedale Highway)			2-WAY	35.38194	-119.07428		1									X	7	X			1477	15	06	23	2,317
BAK	NS	2919	General Beale Road	NORTH OF	SR 58			2-WAY	35.29534	-118.75275		1									X	7	X			2919	15	09	08	1,274
BAK	EW	2316	Gilmore Avenue	WEST OF	Buck Owens Boulevard		149	2-WAY	35.38948	-119.04382												9				2316	15	07	21	8,647
BAK	EW	2317	Gilmore Avenue	EAST OF	Buck Owens Boulevard		150	2-WAY	35.38946	-119.04241		1										9				2317	15	07	21	1,736
BAK	EW	4178	Gilmore Avenue	WEST OF	Landco Drive			2-WAY	35.38961	-119.05812		1	X									1	X		06F322107000	4178	15	07	21	604
BAK	NS	2188	Gosford Road	NORTH OF	Camino Media		156	2-WAY	35.3447	-119.09221			X									9			06F278087000	2188	15	01	22	39,071
BAK	NS	2319	Gosford Road	SOUTH OF	Ming Avenue		155	2-WAY	35.3391	-119.09219												9				2319	15	01	22	31,988
BAK	NS	2656	Gosford Road	NORTH OF	Ming Avenue			2-WAY	35.34109	-119.09219								X				2	X			2656	15	03	12	32,202
BAK	NS	163	Gosford Road	BETWEEN	North Laurelglen Blvd & South Laurelglen Blvd		154	2-WAY	35.32978	-119.09216			X									6			06F278083000	163	15	01	22	27,470
BAK	NS	2187	Gosford Road	SOUTH OF	Pacheco Road		151	2-WAY	35.30934	-119.09216			X									9			06F278060000	2187	15	01	20	29,236
BAK	NS	2657	Gosford Road	NORTH OF	Panama Lane			2-WAY	35.29771	-119.09226								X				2	X			2657	15	03	12	14,235
BAK	NS	3912	Gosford Road	SOUTH OF	Panama Lane		429	2-WAY	35.2952	-119.09216			X									1			06F278055000	3912	15	01	21	4,453
BAK	NS	55	Gosford Road	BETWEEN	Southern Pacific Rail Road AND White Lane		152	2-WAY	35.31436	-119.09215			X									9			06F278080000	55	15	01	22	30,972
BAK	NS	1508	Gosford Road	NORTH OF	SR 223 (Bear Mountain Boulevard)			2-WAY	35.21343	-119.09233		1		X	Bak							4				1508	15	01	21	901
BAK	NS	10	Gosford Road	BETWEEN	White Lane AND S Laurelglen Boulevard		153	2-WAY	35.32158	-119.09215			X									1			06F278082000	10	15	01	22	29,069
BAK	NS	29	Grand Lakes	BETWEEN	Mountain Vista Drive AND Deer Peak Drive		447	2-WAY	35.33683	-119.12239		1	X									1			06WL11100000	29	15	07	21	2,415

BAK	EW	2320	Granite Falls	WEST OF	Coffee Road		448	2-WAY	35.38683	-119.09309												9				2320	15	06	03	8,188
BAK	NS	3572	Granite Road	NORTH OF	Chester Avenue Extension			2-WAY	35.47212	-119.0225				X	Bak							4				3572	15	09	10	1,964
BAK	NS	1511	Granite Road	NORTH OF	James Road			2-WAY	35.45639	-119.03465					Mtn	X						6				1511	15	09	02	2,706
BAK	NS	4107	Granite Road (South)	SOUTH OF	Famoso Road			2-WAY	35.605278	-118.949853										X		9				4107	15	12	16	585
BAK	NS	570	H Street	NORTH OF	14th Street		389	2-WAY	35.37099	-119.02121												6				570	15	09	02	13,422
BAK	NS	572	H Street	NORTH OF	21st Street		392	2-WAY	35.37858	-119.02118												9				572	16	01	26	7,891
BAK	NS	573	H Street	NORTH OF	24th Street		393	2-WAY	35.38245	-119.02115												9				573	16	01	26	5,273
BAK	NS	2659	H Street	SOUTH OF	California Avenue			2-WAY	35.36772	-119.0212								X				2	X			2659	16	01	26	13,594
BAK	NS	569	H Street	NORTH OF	Palm Street		388	2-WAY	35.36158	-119.02126												9				569	15	06	30	13,023
BAK	NS	571	H Street	NORTH OF	Truxtun Avenue		390	2-WAY	35.3738	-119.0212												9				571	16	01	26	10,052
BAK	NS	568	H Street (SOUTH)	NORTH OF	Belle Terrace		403	2-WAY	35.347	-119.02119												9				568	16	01	26	15,640
BAK	NS	561	H Street (SOUTH)	SOUTH OF	Fairview Road		396	2-WAY	35.30266	-119.02123												1				561	15	06	30	13,156
BAK	NS	559	H Street (SOUTH)	SOUTH OF	Hosking Avenue		394	2-WAY	35.28063	-119.02124												9				559	15	07	09	5,007
BAK	NS	567	H Street (SOUTH)	NORTH OF	Ming Avenue		402	2-WAY	35.33985	-119.02119												2				567	16	01	26	15,954
BAK	NS	562	H Street (SOUTH)	SOUTH OF	Pacheco Road		397	2-WAY	35.30998	-119.02122												9				562	15	09	03	13,443
BAK	NS	2332	H Street (SOUTH)	SOUTH OF	Panama Lane		395	2-WAY	35.29533	-119.02124												9				2332	15	09	02	9,013
BAK	NS	565	H Street (SOUTH)	NORTH OF	Planz Road		400	2-WAY	35.32534	-119.0212												9				565	16	01	28	17,929
BAK	NS	563	H Street (SOUTH)	SOUTH OF	White Lane		398	2-WAY	35.31686	-119.02122			X									9			06F293100000	563	16	01	28	18,546
BAK	NS	564	H Street (SOUTH)	NORTH OF	White Lane		399	2-WAY	35.31873	-119.02121												9				564	15	07	09	17,713
BAK	NS	566	H Street (SOUTH)	NORTH OF	Wilson Road		401	2-WAY	35.33254	-119.0212												6				566	X			
BAK	EW	2551	Hageman Road	EAST OF	Allen Road			2-WAY	35.39954	-119.144855												8		S208E		2551	15	08	11	9,505
BAK	EW	2322	Hageman Road	WEST OF	Calloway Drive		159	2-WAY	35.39806	-119.11122			X									9			06F273103000	2322	15	08	11	19,926
BAK	EW	2190	Hageman Road	EAST OF	Coffee Road		158	2-WAY	35.40152	-119.0913			X									9			06F273130000	2190	15	08	11	20,822
BAK	EW	2191	Hageman Road	WEST OF	Coffee Road		415	2-WAY	35.40153	-119.09297			X									9			06F273120000	2191	15	08	11	21,454
BAK	EW	2189	Hageman Road	WEST OF	Fruitvale Avenue		157	2-WAY	35.40148	-119.07538			X									9			06F273140000	2189	15	08	11	18,014
BAK	EW	551	Hageman Road	WEST OF	Jewetta Avenue		160	2-WAY	35.39794	-119.12911			X									9			06F273102000	551	15	08	11	10,538
BAK	EW	28	Hageman Road	BETWEEN	Palisades Circle AND Fruitvale Avenue			2-WAY	35.40159	-119.07027												1				28	15	08	11	16,500
BAK	EW	292	Hageman Road	BETWEEN	Renfro Road AND Jenkins Road			2-WAY	35.39799	-119.15836			X									1	X		06F273085000	292	15	08	11	3,396
BAK	NS	2324	Haggin Oaks Blvd	SOUTH OF	Ming Avenue		161	2-WAY	35.33933	-119.10111		1										9				2324	15	07	21	2,304
BAK	NS	553	Haley Street	NORTH OF	Dolores Street		162	2-WAY	35.36955	-118.98376		1										9				553	15	04	02	2,798
BAK	NS	556	Haley Street	NORTH OF	Height Street		165	2-WAY	35.3944	-118.97634												9				556	15	04	01	14,880
BAK	NS	554	Haley Street	NORTH OF	Monterey Street		163	2-WAY	35.37884	-118.98044												9				554	15	02	11	3,084
BAK	NS	555	Haley Street	NORTH OF	Niles Street		164	2-WAY	35.37996	-118.98004												9				555	15	02	11	3,797
BAK	NS	558	Haley Street	NORTH OF	Radcliffe Avenue		167	2-WAY	35.40793	-118.97645												9				558	15	06	24	5,501
BAK	NS	557	Haley Street	SOUTH OF	Vanderbilt Drive		166	2-WAY	35.40181	-118.97638												9				557	15	06	24	7,342
BAK	EW	1529	Hall Road	WEST OF	SR 184 (Main Street)			2-WAY	35.2597	-118.91575												8		S246F		1529	15	06	30	3,582
BAK	EW	2343	Harris Road	EAST OF	Ashe Road		416	2-WAY	35.30331	-119.07366												9				2343	15	01	21	9,536
BAK	EW	3393	Harris Road	WEST OF	Ashe Road			2-WAY	35.30322	-119.07562								X				2	X			3393	15	01	20	10,715
BAK	EW	2342	Harris Road	EAST OF	Gosford Road		168	2-WAY	35.3034	-119.09149												9				2342	15	01	20	14,071
BAK	EW	3387	Harris Road	WEST OF	Mountain Vista Drive			2-WAY	35.30346	-119.11957												9				3387	15	01	20	10,117
BAK	EW	3388	Harris Road	BETWEEN	Old River Road AND Gosford Road			2-WAY	35.30342	-119.09945												9				3388	15	01	20	17,604
BAK	EW	2344	Harris Road	EAST OF	Stine Road		169	2-WAY	35.30322	-119.05608												9				2344	15	01	22	9,701
BAK	EW	2663	Harris Road	WEST OF	Wible Road		170	2-WAY	35.30315	-119.03964												2				2663	15	01	22	7,987
BAK	EW	579	Hosking Avenue	EAST OF	H Street		172	2-WAY	35.28134	-119.02035												1				579	15	08	04	6,346
BAK	EW	3394	Hosking Avenue	BETWEEN	Stine Road AND Wible Road			2-WAY	35.28146	-119.0474												9				3394	15	08	04	3,916
BAK	EW	294	Hosking Avenue	WEST OF	Union Avenue			2-WAY	35.28136	-119.00518			X					X				1	X		06F239100000	294	15	08	04	3,115
BAK	EW	2345	Hosking Avenue	EAST OF	Wible Road		171	2-WAY	35.28139	-119.03804			X									9			06F239095000	2345	15	08	13	5,436
BAK	EW	3451	Houghton Road	WEST OF	Old River Road			2-WAY	35.23795	-119.11613		1		X	Bak							4				3451	15	10	20	40
BAK	NS	115	Hughes Lane	BETWEEN	Brundage Lane AND SR 58		178	2-WAY	35.35364	-119.02956			X									1			06F291115000	115	15	08	04	3,645
BAK	NS	2088	Hughes Lane	NORTH OF	Ming Avenue			2-WAY	35.33997	-119.03007		1						X				2	X			2088	15	08	04	998
BAK	NS	581	Hughes Lane	NORTH OF	Pacheco Road		174	2-WAY	35.31109	-119.03009												9				581	15	08	05	10,879
BAK	NS	580	Hughes Lane	BETWEEN	Pacheco Road AND Fairview Road		173	2-WAY	35.30377	-119.03009												9				580	15	08	04	5,330
BAK	NS	582	Hughes Lane	NORTH OF	Patti Court		175	2-WAY	35.32145	-119.03008												9				582	15	08	04	12,242
BAK	NS	583	Hughes Lane	South of	Wilson Road			2-WAY	-119.0300722	35.33171711												9				583				
BAK	NS	584	Hughes Lane	NORTH OF	Wilson Road		177	2-WAY	35.33273	-119.03008												9				584	15	08	04	8,996
BAK	NS	3150	Jenkins Road	BETWEEN	Appaloosa Avenue AND Brimhall Road			2-WAY	35.36778	-119.15441		1										1				3150	15	08	19	302
BAK	NS	295	Jenkins Road	BETWEEN	Brimhall Road AND Hageman Road			2-WAY	35.38146	-119.15441		1	X									1	X		06F321120000	295	15	08	20	2,533
BAK	NS	2352	Jewetta Avenue	NORTH OF	Brimhall Road		179	2-WAY	35.36939	-119.12794												9				2352	15	08	11	3,582
BAK	NS	2353	Jewetta Avenue	NORTH OF	Hageman Road		180	2-WAY	35.39827	-119.12783												1				2353	15	08	11	5,497
BAK	NS	27	Jewetta Avenue	BETWEEN	Reina Road AND Snow Road			2-WAY	35.4171	-119.12781			X									1	X		06F275120000	27	15	08	11	4,948
BAK	NS	3543	Jewetta Avenue	BETWEEN	Stockdale Highway AND Brimhall Road			2-WAY	35.36179	-119.12804												9				3543	15	08	11	5,418
BAK	EW	588	Kentucky Street	WEST OF	Baker Street		182	2-WAY	35.37901	-118.99287		1										9				588	15	06	22	2,326
BAK	EW	589	Kentucky Street	WEST OF	Haley Street		183	2-WAY	35.37644	-118.98212												9				589	15	06	18	3,951
BAK	EW	2117	Kentucky Street	EAST OF	Mount Vernon Avenue			2-WAY	35.37313	-118.96599		1						X				2	X			2117	15	06	28	987
BAK	EW	2089	Kern Canyon Road	EAST OF	Morning Drive			2-WAY	35.37629	-118.9125								X				2	X			2089	15	09	08	9,996
BAK	NS	156	King Street	BETWEEN	Virginia Avenue AND Potomac Avenue		184	2-WAY	35.36265	-118.99413			X									1			06F298126000	156	15	06	17	3,141
BAK	NS	1604	King Street (South)	SOUTH OF	California Avenue			2-WAY	35.36716	-118.99401		1						X				2	X			1604	15	07	08	2,610
BAK	EW	1610	Kratzmeyer Road	EAST OF	SR 43 (Enos Lane)			2-WAY	35.41989	-119.2486			X	X	Bak							1	X		06WM86100000	1610	15	02	03	3,382
BAK	EW	2665	Krebs Road	WEST OF	Fruitvale Avenue			2-WAY	35.39776	-119.07523		1						X				2	X			2665	15	07	21	704
BAK	NS	593	L Street	NORTH OF	17th Street		188	2-WAY	35.375	-119.01643												9				593	15	01	14	6,229
BAK	NS	594	L Street	NORTH OF	20th Street		189	2-WAY	35.3776	-119.01642												9				594	15	01	13	6,946
BAK	NS	591	L Street	NORTH OF	California Avenue		186	2-WAY	35.36948	-119.01646												9				591	15	05	12	2,823
BAK	NS	592	L Street	SOUTH OF	Truxtun Avenue		187	2-WAY	35.37264	-119.01643												9				592	15	05	12	7,310
BAK	NS	2361	Lake Ming Road	NORTH OF	Alfred Harrell Highway		190	2-WAY	35.43048	-118.86933		1										9				2361	15	07	14	1,476
BAK	NS	595	Lakeview Avenue	SOUTH OF	3rd Street		191	2-WAY	35.35865	-118.98526												9				595	15	06	17	5,854
BAK	NS	596	Lakeview Avenue	SOUTH OF	California Avenue		192	2-WAY	35.36802	-118.98433												2				596	15	06	18	5,503
BAK	NS	4179	Landco Drive	SOUTH OF	Gilmore Avenue			2-WAY	35.38919	-119.05903		1	X									1	X		06F281090000	4179	15	07	28	2,426
BAK	EW	2362	Leonard Avenue	WEST OF	California Avenue		193	2-WAY	35.35881	-119.06136												9				2362	15	10	20	5,347
BAK	NS	2363	Lilly Drive	NORTH OF	White Lane		194	2-WAY	35.31868	-119.08346	X											9				2363	15	08	13	2,696
BAK	NS	306	Madison Street	BETWEEN	Brook Street AND Planz Road			2-WAY	35.32312	-118.99424		1	X									1	X		06F298112000	306	15	06	18	2,197
BAK	NS	1642	Madison Street	NORTH OF	Casa Loma Drive			2-WAY	35.34035	-118.99424								X				2	X			1642	15	06	17	3,997
BAK	NS	116	Madison Street	BETWEEN	Watts Drive AND Planz Road			2-WAY	35.32858	-118.994304		1										1				116	15	06	18	2,741
BAK	NS	2365	Main Place Plaza	SOUTH OF	Hageman Road		449	2-WAY	35.39739	-119.10549												9				2365	15	02	17	8,472
BAK	EW	309	Manor Steet	BETWEEN	Day Avenue AND Chester Avenue			2-WAY	35.43853	-119.01465			X									1	X		06F297125000	309	15	07	07	7,546
BAK	NS	2092	Manor Street	SOUTH OF	Ferguson Avenue			2-WAY	35.41481	-119.01279											X	7	X			2092	15	07	09	14,023
BAK	NS	117	Manor Street	BETWEEN	Panorama Drive AND Roberts Lane		195	2-WAY	35.40531	-119.00774			X									2			06F297120000	117	15	07	07	15,552
BAK	EW	3397	Marella Way	EAST OF	Marella Way		196	2-WAY	35.3644	-119.05609												9				3397	15	08	19	2,955
BAK	NS	3484	Masterson Street	BETWEEN	SR 178 AND Paladino Drive			2-WAY	35.4059	-118.87866		1										9				3484	15	09	08	858
BAK	EW	310	McCutchen Road	BETWEEN	Buena Vista Road AND Gosford Road			2-WAY	35.28166	-119.11129		1	X									1	X		06F239070000	310	15	08	05	872
BAK	EW	161	McKee Road	BETWEEN	Stine Road AND Akers Road			2-WAY	35.274215	-119.052553			X									1	X		06F238090000	161	15	08	05	3,553
BAK	EW	3398	McKee Road	WEST OF	Wible Road		450	2-WAY	35.27414	-119.03989												9				3398	15	85	05	4,300
BAK	EW	2366	Meacham Road	EAST OF	Calloway Drive		451	2-WAY	35.39073	-119.1092												9				2366	15	02	25	4,830
BAK	EW	51	Ming Avenue	BETWEEN	Ashe Road AND El Portal Drive		200	2-WAY	35.33587	-119.08025			X									9			06F24709700	51	15	06	02	27,348
BAK	EW	16	Ming Avenue	BETWEEN	Ashe Road AND New Stine Road		201	2-WAY	35.33586	-119.06696			X									1			06F247100000	16	15	07	14	29,419
BAK	EW	3818	Ming Avenue	WEST OF	Castro Lane		206	2-WAY	35.33946	-119.03475			X									1			06F247102100	3818	15	06	04	25,742
BAK	EW	53	Ming Avenue	BETWEEN	Castro Lane AND Hughes Lane		207	2-WAY	35.33946	-119.03225			X									9			06F247102130	53	15	06	04	19,464
BAK	EW	2193	Ming Avenue	WEST OF	Gosford Road		198	2-WAY	35.33973	-119.09304			X									9			06F247093000	2193	15	06	02	26,800
BAK	EW	2667	Ming Avenue	EAST OF	Gosford Road		199	2-WAY	35.33973	-119.09159												2				2667	15	06	03	27,392
BAK	EW	15	Ming Avenue	WEST OF	H Street		208	2-WAY	35.33944	-119.02207			X									9			06F247102200	15	15	06	03	16,720
BAK	EW	41	Ming Avenue	EAST OF	H Street		209	2-WAY	35.33944	-119.02047			X									9			06F247102300	41	15	06	03	15,534
BAK	EW	2368	Ming Avenue	EAST OF	New Stine Road		202	2-WAY	35.33846	-119.06005												1				2368	15	06	02	34,443
BAK	EW	54	Ming Avenue	BETWEEN	Old River Road AND Buena Vista Road		197	2-WAY	35.33981	-119.12038			X									9			06F247090000	54	15	06	02	14,674
BAK	EW	52	Ming Avenue	BETWEEN	P Street AND Chester Avenue		210	2-WAY	35.33945	-119.01699			X									9			06F247102400	52	15	07	16	13,425
BAK	EW	3916	Ming Avenue	EAST OF	Real Road		204	2-WAY	35.3395	-119.04291			X									2			06F247102000	3916	15	06	10	35,683
BAK	EW	3	Ming Avenue	BETWEEN	Stine Road AND Real Road		203	2-WAY	35.33954	-119.04682			X									9			06F247102010	3	15	06	02	33,609
BAK	EW	312	Ming Avenue	BETWEEN	Union Avenue AND P Street			2-WAY	35.33946	-119.00623			X					X				2	X		06F247103000	312	15	06	04	9,157

BAK	EW	2369	Ming Avenue	EAST OF	Wilble Road		205	2-WAY	35.33947	-119.03848										9				2369	15	06	03	34,689
BAK	NS	322	Mohawk Road	BETWEEN	Krebs Road AND Hageman Road			2-WAY	35.39946	-119.06543		1	X							1	X		06F324130000	322	15	01	14	1,384
BAK	NS	1692	Mohawk Street	SOUTH OF	SR 58 (Rosedale Highway)			2-WAY	35.38227	-119.06546									X	7	X			1692	15	01	14	20,438
BAK	NS	2371	Mohawk Street	SOUTH OF	Truxtun Avenue		211	2-WAY	35.36469	-119.06525										9				2371	15	07	21	26,874
BAK	NS	313	Monica Street	BETWEEN	Breckenridge Road AND Eucalyptus Drive			2-WAY	35.3634	-118.90532		1	X							1	X		06F308100000	313	15	03	14	2,183
BAK	NS	314	Monica Street	BETWEEN	Eucalyptus Drive AND Pioneer Drive			2-WAY	35.36709	-118.90531		1	X							1	X		06F308110000	314	15	01	13	2,189
BAK	NS	620	Monitor Street	SOUTH OF	Fairview Road		212	2-WAY	35.30283	-119.0119										9				620	15	07	29	6,305
BAK	NS	2373	Monitor Street	SOUTH OF	Pacheco Road		213	2-WAY	35.30991	-119.01189										9				2373	15	07	29	6,244
BAK	NS	2374	Monitor Street	NORTH OF	Pacheco Road		214	2-WAY	35.31107	-119.0119										9				2374	15	07	29	6,177
BAK	NS	3763	Montclair Street	NORTH OF	Marella Way		432	2-WAY	35.36205	-119.05404		1	X							1			06F286105000	3763	15	06	23	1,495
BAK	NS	3402	Montclair Street	NORTH OF	Stockdale Highway		215	2-WAY	35.35481	-119.05459										9				3402	15	06	23	3,305
BAK	EW	630	Monterey Street	WEST OF	Haley Street		218	1-WAY	35.37852	-118.98123			X							9			06F256110000	630	15	06	18	6,002
BAK	NS	3485	Morning Drive	BETWEEN	SR 178 AND Paladino Drive			2-WAY	35.40535	-118.91416		1								9				3485	15	06	30	1,949
BAK	NS	2381	Mountain Vista Road	NORTH OF	White Lane		453	2-WAY	35.32555	-119.11867		1								9				2381	15	08	13	1,725
BAK	NS	2382	Mountain Vista Road	SOUTH OF	White Lane		452	2-WAY	35.32495	-119.11867										9				2382	15	08	12	6,940
BAK	NS	81	Mt. Vernon Avenue	SOUTH OF	Belle Terrace			2-WAY	35.34246	-118.96761		1	X							1	X		06F303070000	81	15	06	24	1,470
BAK	NS	625	Mt. Vernon Avenue	SOUTH OF	Brundage Lane		219	2-WAY	35.35372	-118.96752										9				625	15	06	24	20,383
BAK	NS	80	Mt. Vernon Avenue	BETWEEN	Brundage Lane AND Belle Terrace			2-WAY	35.35098	-118.96755			X							1	X		06F303080000	80	15	06	24	10,382
BAK	NS	315	Mt. Vernon Avenue	BETWEEN	Brundage Lane AND Bernard Street			2-WAY	35.37176	-118.9675			X							1	X		06F303100000	315	15	06	24	20,954
BAK	NS	626	Mt. Vernon Avenue	SOUTH OF	Columbus Street		220	2-WAY	35.39697	-118.96749			X							9			06F303105000	626	15	07	29	23,350
BAK	NS	627	Mt. Vernon Avenue	NORTH OF	Columbus Street		221	2-WAY	35.39804	-118.9675										9				627	15	07	02	12,303
BAK	NS	1706	Mt. Vernon Avenue	SOUTH OF	Quincy Street			2-WAY	35.379537	-118.967459								X		9				1706	15	12	09	23,016
BAK	NS	628	Mt. Vernon Avenue	NORTH OF	University Avenue		222	2-WAY	35.40593	-118.96756										9				628	15	07	02	7,305
BAK	NS	14	New Stine Road	BETWEEN	Ming Avenue AND Belle Terrace		225	2-WAY	35.34347	-119.06114			X							2			06F284105000	14	15	06	10	24,120
BAK	NS	82	New Stine Road	BETWEEN	Ming Avenue AND Wilson Road		224	2-WAY	35.33496	-119.0594			X							9			06F284103000	82	15	06	09	23,424
BAK	NS	2200	New Stine Road	SOUTH OF	Stockdale Highway		226	2-WAY	35.3537	-119.06115			X							9			06F284107000	2200	15	06	09	28,352
BAK	EW	637	Niles Street	EAST OF	Baker Street		229	1-WAY	35.38179	-118.99009										9				637	15	02	12	4,116
BAK	EW	638	Niles Street	EAST OF	Beale Avenue		230	1-WAY	35.38112	-118.98728										9				638	15	02	11	7,144
BAK	EW	2095	Niles Street	EAST OF	Mount Vernon Avenue			2-WAY	35.3758	-118.96458							X			2	X			2095	15	02	11	14,974
BAK	EW	636	Niles Street	WEST OF	Tulare Street		228	1-WAY	35.383	-118.99514			X							9			06F257090000	636	15	02	11	4,789
BAK	EW	126	Niles Street	WEST OF	Virginia Street		231	2-WAY	35.37847	-118.97624			X							9			06F257100000	126	15	06	18	3,827
BAK	EW	2230	Noriega Road	WEST OF	Verdugo Lane		462	2-WAY	35.40524	-119.11969										9				2230	15	01	27	5,541
BAK	EW	2231	Noriega Road	EAST OF	Verdugo Lane		463	2-WAY	35.40526	-119.11806										9				2231	15	01	27	5,196
BAK	EW	2096	Norris Road	WEST OF	Fruitvale Avenue			2-WAY	35.4196	-119.075							X			2	X			2096	15	02	18	6,840
BAK	EW	339	Norris Road	BETWEEN	Fruitvale Avenue AND Knudsen Drive			2-WAY	35.419638	-119.066145			X							1	X		06F267100200	339	15	02	18	6,712
BAK	EW	155	North Half Moon Drive	BETWEEN	Pullman Way AND Ashe Road		232	2-WAY	35.32953	-119.07937			X							1			06WL26110000	155	15	08	19	4,198
BAK	EW	2201	North Laurelglen Blvd	EAST OF	Gosford Road		233	2-WAY	35.33373	-119.09167										9				2201	15	08	19	2,327
BAK	NS	2387	Oak Street	NORTH OF	Brundage Lane		235	2-WAY	35.35459	-119.03892										9			06F289125000	2387	15	02	17	15,808
BAK	NS	2388	Oak Street	NORTH OF	California Avenue		237	2-WAY	35.36906	-119.03866										9				2388	15	02	03	31,411
BAK	NS	2670	Oak Street	NORTH OF	Palm Street		236	2-WAY	35.36171	-119.03884										2				2670	15	02	04	16,395
BAK	NS	2389	Oak Street	NORTH OF	Truxtun Avenue		238	2-WAY	35.37391	-119.03865										9				2389	15	02	04	29,305
BAK	NS	2232	Old Farm Road	NORTH OF	Brimhall Road		464	2-WAY	35.36948	-119.13673		1								9				2232	15	08	18	2,751
BAK	NS	137	Old River Road	BETWEEN	Campus Park Drive AND White Lane		454	2-WAY	35.31962	-119.10936			X							9			06W253145000	137	15	02	25	16,134
BAK	NS	2785	Old River Road	BETWEEN	Copus Road AND SR 166 (Maricopa Highway)			2-WAY	35.07174	-119.12968			X			Ker		X		1	X		06W253105000	2785	15	02	19	3,790
BAK	NS	3407	Old River Road	SOUTH OF	Ming Avenue		239	2-WAY	35.33929	-119.11432										1				3407	15	02	25	18,523
BAK	NS	3949	Old River Road	BETWEEN	Panama Lane AND McCutchen Road			2-WAY	35.28913	-119.10985			X							9	X		06W253130000	3949	15	02	25	5,491
BAK	NS	138	Old River Road	BETWEEN	Panama Lane AND Sherborne Avenue			2-WAY	35.30034	-119.10974			X				X			1	X		06W253135000	138	15	02	18	12,867
BAK	NS	139	Old River Road	BETWEEN	Sherborne Avenue AND Campus Park Drive			2-WAY	35.3142	-119.10973										1			06W253140000	139	15	02	25	14,309
BAK	NS	1741	Old River Road	SOUTH OF	SR 119 (Taft Highway)			2-WAY	35.266	-119.109689								X		9				1741	15	08	26	4,227
BAK	NS	327	Old River Road	BETWEEN	SR 119 (Taft Highway) AND McCutcheon Road			2-WAY	35.27463	-119.1099			X			Ker	X			1	X		06W253120000	327	15	02	19	4,105
BAK	NS	1740	Old River Road	SOUTH OF	SR 223 (Bear Mountain Boulevard)			2-WAY	35.206	-119.10998										8		S343V		1740	15	02	25	4,740
BAK	NS	3996	Old River Road	NORTH OF	SR 223 (Bear Mountain Boulevard)			2-WAY	35.21161	-119.10989		1		X		Bak				4				3996	15	06	16	2,614
BAK	NS	2391	Old River Road	SOUTH OF	Stockdale Highway		240	2-WAY	35.35271	-119.11464			X							9			06W253150000	2391	15	02	25	34,522
BAK	EW	3552	Olive Drive	BETWEEN	Calloway Drive AND Jewetta Avenue			2-WAY	35.41664	-119.1193										9				3552	15	02	04	14,685
BAK	EW	2392	Olive Drive	WEST OF	Coffee Road		455	2-WAY	35.41243	-119.09306										9				2392	15	02	03	19,035
BAK	EW	1747	Olive Drive	WEST OF	Fruitvale Avenue			2-WAY	35.41239	-119.07519							X			2	X			1747	15	02	19	21,629
BAK	EW	1750	Olive Drive	EAST OF	Knudsen Drive			2-WAY	35.41232	-119.05798			X											1750	15	02	03	50,831
BAK	EW	1751	Olive Drive	WEST OF	Roberts Lane			2-WAY	35.41238	-119.0505			X											1751	15	02	03	20,619
BAK	EW	1748	Olive Drive (CLS)	EAST OF	Fruitvale Avenue			2-WAY	35.41239	-119.07367			X					X		1	X		06F266100200	1748	15	09	02	24,504
BAK	NS	2390	Olympia	SOUTH OF	South Laurelglen Boulevard		433	2-WAY	35.32535	-119.08714										9				2390	15	07	22	3,188
BAK	NS	140	Oswell Street	NORTH OF	Brundage Lane		246	2-WAY	35.35456	-118.9498			X							9			06F306101000	140	15	02	11	20,213
BAK	NS	651	Oswell Street	SOUTH OF	Brundage Lane		241	2-WAY	35.35368	-118.94981										9				651	15	02	12	20,867
BAK	NS	656	Oswell Street	SOUTH OF	Columbus Street		245	2-WAY	35.40022	-118.95038										9				656	15	02	11	10,257
BAK	NS	653	Oswell Street	BETWEEN	Pico Avenue AND Bernard Street		242	2-WAY	35.39136	-118.94975										9				653	15	02	12	28,838
BAK	NS	654	Oswell Street	SOUTH OF	SR 178		243	2-WAY	35.39488	-118.94978			X							9			06F306105000	654	15	02	12	30,881
BAK	NS	174	Oswell Street	BETWEEN	SR 178 AND Auburn Street		244	2-WAY	35.3974	-118.9498			X							1			06F306107000	174	15	02	12	29,088
BAK	NS	1755	Oswell Street	NORTH OF	Virginia Avenue			2-WAY	35.36303	-118.94975							X			2	X			1755	15	02	11	19,021
BAK	NS	659	P Street	NORTH OF	4th Street		406	2-WAY	35.36127	-119.01185										9				659	15	07	14	4,986
BAK	NS	657	P Street	NORTH OF	Belle Terrace		404	2-WAY	35.34715	-119.01186			X							1			06F296110000	657	15	07	22	4,522
BAK	NS	658	P Street	NORTH OF	Brundage Lane		405	2-WAY	35.35435	-119.01189										9				658	15	07	16	4,601
BAK	NS	2399	P Street	SOUTH OF	California Avenue			2-WAY	35.36691	-119.01182							X			2	X			2399	15	08	20	4,370
BAK	NS	2671	P Street	NORTH OF	Ming Avenue			2-WAY	35.34018	-119.01187							X			2	X			2671	15	07	16	3,270
BAK	EW	141	Pacheco Road	BETWEEN	Gosford Road AND Young Street		434	2-WAY	35.31022	-119.09855			X							9			06F243060000	141	15	08	06	4,225
BAK	EW	664	Pacheco Road	EAST OF	H Street		251	2-WAY	35.31039	-119.02054										9				664	15	09	02	11,380
BAK	EW	663	Pacheco Road	EAST OF	Hughes Lane		250	2-WAY	35.3104	-119.02947										9				663	15	08	20	10,384
BAK	EW	665	Pacheco Road	EAST OF	Monitor Street		252	2-WAY	35.31041	-119.0113										2				665	15	09	03	10,455
BAK	EW	2401	Pacheco Road	EAST OF	Stine Road		247	2-WAY	35.31042	-119.05612										9				2401	15	07	29	8,704
BAK	EW	2402	Pacheco Road	EAST OF	Wilble Road		249	2-WAY	35.31022	-119.03841										9				2402	15	07	28	13,939
BAK	EW	2673	Pacheco Road	WEST OF	Wilble Road			2-WAY	35.31024	-119.04118							X			2	X			2673	15	07	30	10,108
BAK	EW	331	Palm Avenue	BETWEEN	Westdale Driver AND Jenkins Road			2-WAY	35.37624	-119.15755		1	X							1	X		06F320080000	331	15	07	28	1,010
BAK	EW	340	Palm Avenue (Bakersfield)	BETWEEN	Jewetta Avenue AND Calloway Drive			2-WAY	35.37539	-119.11763		1	X							1	X		06F320105000	340	15	07	28	1,406
BAK	EW	668	Palm Street	EAST OF	A Street		255	2-WAY	35.36135	-119.02865										9				668	15	06	16	3,409
BAK	EW	2674	Palm Street	EAST OF	Oak Street		254	2-WAY	35.36139	-119.03824										2				2674	15	06	17	4,318
BAK	EW	3766	Palm Street	EAST OF	Real Road		253	2-WAY	35.36134	-119.04298			X							1			06F249095000	3766	15	06	17	4,361
BAK	EW	678	Panama Lane	BETWEEN	Buena Vista Road AND Gosford Road		435	2-WAY	35.29628	-119.11793			X							1			06F241081000	678	15	03	04	7,063
BAK	EW	2793	Panama Lane	EAST OF	Cottonwood Road			2-WAY	35.29592	-118.98398			X							1	X		06F241110000	2793	15	04	28	6,930
BAK	EW	135	Panama Lane	BETWEEN	Dennen Street AND H Street		262	2-WAY	35.29587	-119.02198			X							9			06F241095000	135	15	02	25	24,288
BAK	EW	1772	Panama Lane	EAST OF	Fairfax Road			2-WAY	35.29598	-118.93031				X		Bak				4	X			1772	15	02	24	4,590
BAK	EW	46	Panama Lane	BETWEEN	Farmers Canal AND Gosford Road		257	2-WAY	35.29602	-119.07235			X							2			06F241083000	46	15	02	18	18,100
BAK	EW	2206	Panama Lane	EAST OF	H Street		263	2-WAY	35.29587	-119.02077			X							9			06F241105000	2206	15	02	25	20,247
BAK	EW	133	Panama Lane	BETWEEN	Lowry Street AND Union Avenue			2-WAY	35.29589	-119.00643							X			2	X			133	15	03	03	13,032
BAK	EW	1770	Panama Lane	EAST OF	SR 43 (Enos Lane)			2-WAY	35.29618	-119.25074				X		Bak				4	X			1770	15	02	18	3,601
BAK	EW	2411	Panama Lane	EAST OF	Stine Road		259	2-WAY	35.29596	-119.05601										9				2411	15	03	04	26,596
BAK	EW	45	Panama Lane	BETWEEN	Stine Road AND Ashe Road		258	2-WAY	35.29591	-119.06561			X							9			06F241084000	45	15	02	18	21,629
BAK	EW	3412	Panama Lane	WEST OF	Wilble Road			2-WAY	35.2959	-119.03999							X			2	X			3412	15	03	04	29,694
BAK	EW	682	Panama Lane	BETWEEN	Wilble Road AND Akers Road		260	2-WAY	35.29591	-119.04468			X							9			06F241087000	682	15	03	04	29,947
BAK	EW	37	Panama Lane	BETWEEN	Wilble Road AND Dennen Street		261	2-WAY	35.29598	-119.03621			X							9			06F241090000	37	15	03	05	44,289
BAK	EW	334	Panama Road	BETWEEN	Comanche Drive AND Neumarkel Road			2-WAY	35.26741	-118.81985		1	X							1	X		06F237520000	334	15	03	11	1,192
BAK	EW	1775	Panama Road	EAST OF	Fairfax Road			2-WAY	35.266975	-118.929433				X		Bak		X		4	X			1775	15	12	16	7,879
BAK	EW	1776	Panama Road	WEST OF	SR 184			2-WAY	35.26698	-118.9161										8		S244F		1776	15	06	16	8,383
BAK	EW	84	Panorama Drive	BETWEEN	Christmas Tree Lane AND Columbus Street		270	2-WAY	35.4102	-118.94202			X							1			06F264107000	84	15	09	02	3,296
BAK	EW	83	Panorama Drive	BETWEEN	Columbus Street AND Mount Vernon Avenue		268	2-WAY	35.41194	-118.95656			X							1			06F264104000	83	15	09	01	4,688
BAK	EW	677	Panorama Drive	EAST OF	Fairfax Road		272	2-WAY	35.40283	-118.92971										9				677	15	07	02	4,007
BAK	EW	85	Panorama Drive	BETWEEN	Fairfax Road AND Christmas Tree Lane		271	2-WAY	35.40505	-118.93749			X							1			06F264109000	85	15	08	27	5,201
BAK	EW	86	Panorama Drive	WEST OF	Haley Street		266	2-WAY	35.40996	-118.97771			X							1			06F264102000	86	15	07	02	9,550
BAK	EW	669	Panorama Drive	WEST OF	Loma Linda Drive		264	2-WAY	35.404	-118.99957										9				669	15	07	01	7,383

BAK	EW	672	Panorama Drive	WEST OF	Mount Vernon Avenue		267	2-WAY	35.41281	-118.96809												9				672	15	07	02	7,625
BAK	EW	670	Panorama Drive	WEST OF	River Boulevard		265	2-WAY	35.40903	-118.9865												9				670	15	07	14	10,969
BAK	EW	674	Panorama Drive	EAST OF	Wenatchee Avenue		269	2-WAY	35.41232	-118.95771												2				674	15	08	20	4,195
BAK	NS	2413	Park View Drive	SOUTH OF	White Lane		273	2-WAY	35.32362	-119.10485												9				2413	15	01	22	2,627
BAK	NS	2414	Park View Drive	NORTH OF	White Lane		274	2-WAY	35.32445	-119.10406												9				2414	15	01	22	3,017
BAK	NS	2415	Patton Way	NORTH OF	Hageman Road		437	2-WAY	35.40187	-119.0833			X									9			06WM79110000	2415	15	07	29	5,715
BAK	NS	3554	Patton Way	SOUTH OF	Hageman Road		436	2-WAY	35.40091	-119.08329												1				3554	15	07	29	4,816
BAK	NS	2416	Pin Oak Park Blvd	SOUTH OF	White Lane		277	2-WAY	35.31806	-119.09861												9				2416	15	01	22	3,083
BAK	NS	2417	Pin Oak Park Blvd	NORTH OF	White Lane		278	2-WAY	35.31889	-119.09825		1										9				2417	15	01	21	2,527
BAK	EW	336	Pioneer Drive	BETWEEN	Brentwood Drive AND SR 184 (Morning Drive)			2-WAY	35.3689	-118.92015			X									1	X		06F251115000	336	15	06	25	3,215
BAK	EW	1803	Pioneer Drive	EAST OF	Morning Drive			2-WAY	35.36892	-118.91319									X			2	X			1803	15	02	18	4,035
BAK	EW	335	Pioneer Drive	BETWEEN	Oswell Street AND Brentwood Drive			2-WAY	35.36884	-118.92833			X									1	X		06F251110000	335	15	06	25	4,268
BAK	EW	2419	Planz Road	WEST OF	Akers Road		281	2-WAY	35.32498	-119.04808												9				2419	15	05	20	10,197
BAK	EW	696	Planz Road	WEST OF	H Street		284	2-WAY	35.32492	-119.02213												9				696	15	01	27	8,003
BAK	EW	697	Planz Road	EAST OF	H Street		285	2-WAY	35.32492	-119.02039												9				697	15	01	27	9,713
BAK	EW	695	Planz Road	WEST OF	Hughes Lane		283	2-WAY	35.32494	-119.03071												9				695	15	01	27	10,145
BAK	EW	2418	Planz Road	WEST OF	Stine Road		280	2-WAY	35.32506	-119.05752												9				2418	15	05	12	6,016
BAK	EW	698	Planz Road	WEST OF	Union Avenue		286	2-WAY	35.32494	-119.00451												2				698	15	01	27	3,683
BAK	EW	2678	Planz Road	WEST OF	Wible Road		282	2-WAY	35.32495	-119.03943												2				2678	15	05	12	11,465
BAK	EW	699	Planz Road	WEST OF	Coy Avenue		287	2-WAY	35.32492	-119.00155		1										9				699	15	05	12	1,064
BAK	NS	701	Q Street	SOUTH OF	20th Street		408	2-WAY	35.37673	-119.01061												9				701	16	01	26	6,992
BAK	NS	702	Q Street	NORTH OF	24th Street		410	2-WAY	35.38123	-119.01059												9				702	16	01	26	7,292
BAK	NS	703	Q Street	NORTH OF	28th Street		411	2-WAY	35.38579	-119.01055												9				703	16	01	28	7,566
BAK	NS	704	Q Street	NORTH OF	30th Street		412	2-WAY	35.38697	-119.01055												9				704	16	01	26	8,322
BAK	NS	705	Q Street	NORTH OF	34th Street		413	2-WAY	35.39115	-119.01051												9				705	16	01	26	5,988
BAK	NS	700	Q Street	SOUTH OF	Truxtun Avenue		407	2-WAY	35.37273	-119.01064												9				700	16	01	26	8,681
BAK	NS	706	Quantico Avenue	NORTH OF	Brundage Lane		288	2-WAY	35.35594	-118.95866		1										9				706	15	07	16	1,899
BAK	NS	1821	Quantico Avenue	SOUTH OF	California Avenue			2-WAY	35.36766	-118.95862		1							X			2	X			1821	15	07	16	2,274
BAK	NS	343	Quinn Road	BETWEEN	Saco Road AND Petrol Road			2-WAY	35.4463	-119.08286	X		X									1	X		06F317100000	343	15	07	16	3,177
BAK	NS	707	Rancheria Road	NORTH OF	SR 178		438	2-WAY	35.41738	-118.83182		1	X									1			06F319100000	707	15	06	30	352
BAK	NS	3421	Real Road	NORTH OF	Chester Lane		291	2-WAY	35.36574	-119.04342												2				3421	15	05	12	6,804
BAK	NS	2436	Real Road	NORTH OF	Palm Street		290	2-WAY	35.36186	-119.04344												9				2436	15	05	12	7,399
BAK	NS	2435	Real Road	NORTH OF	Stockdale Highway		289	2-WAY	35.35488	-119.04347												9				2435	15	02	18	6,296
BAK	NS	2102	Real Road (SOUTH)	NORTH OF	Ming Avenue		294	2-WAY	35.33996	-119.04339												9				2102	15	05	12	9,795
BAK	NS	2432	Real Road (SOUTH)	SOUTH OF	Reeder Avenue		292	2-WAY	35.32546	-119.04338												9				2432	15	05	13	4,015
BAK	NS	2207	Real Road (SOUTH)	SOUTH OF	Stockdale Highway		295	2-WAY	35.35389	-119.04339			X									9			06F288108000	2207	15	05	19	20,334
BAK	NS	2433	Real Road (SOUTH)	NORTH OF	Wilson Road		293	2-WAY	35.33272	-119.04338												9				2433	15	05	12	6,904
BAK	EW	3555	Reina Road	BETWEEN	Jewetta Avenue AND Allen Road			2-WAY	35.41245	-119.13703		1										9				3555	15	01	27	3,144
BAK	NS	2437	Reliance Drive	NORTH OF	Panama Lane		296	2-WAY	35.29649	-119.08332		1										9				2437	15	10	20	2,978
BAK	NS	344	Renfro Road	BETWEEN	SR 58 (Rosedale Highway) AND Hageman Road			2-WAY	35.39136	-119.16328		1	X									1	X		06WL01120000	344	15	06	16	2,755
BAK	NS	3769	Renfro Road	NORTH OF	Stockdale Highway		439	2-WAY	35.35475	-119.1632			X									1			06WL01100000	3769	15	06	17	5,660
BAK	EW	2438	Ridge Oak Drive	EAST OF	Old River Road		297	2-WAY	35.329776	-119.110274		1										9				2438	15	10	20	2,195
BAK	NS	2431	Riverlakes Drive	NORTH OF	Hageman Road		456	2-WAY	35.40123	-119.09774												9				2431	15	02	17	6,851
BAK	EW	346	Roberts Lane	BETWEEN	Airport Drive AND Chester Avenue			2-WAY	35.40865	-119.03072			X									1	X		06F265110000	346	15	06	30	17,810
BAK	EW	4364	Rosedale Hwy	WEST OF	Allen Road			2-WAY	35.38348	-119.14665						x						9				4364	15	01	14	23,031
BAK	EW	4365	Rosedale Hwy	EAST OF	Allen Road			2-WAY	35.38351	-119.14442						x						9				4365	15	01	14	21,239
BAK	EW	4366	Rosedale Hwy	WEST OF	Calloway Drive			2-WAY	35.3834	-119.11089						x						9				4366	15	01	14	30,078
BAK	EW	4367	Rosedale Hwy	EAST OF	Calloway Drive			2-WAY	35.3834	-119.10931						x						9				4367	15	01	14	33,039
BAK	EW	4368	Rosedale Hwy	WEST OF	Fruitvale Avenue			2-WAY	35.38328	-119.07536						x						9				4368	15	01	15	35,395
BAK	EW	4369	Rosedale Hwy	EAST OF	Fruitvale Avenue			2-WAY	35.38326	-119.07242						x						9				4369	15	01	14	40,705
BAK	EW	1863	Round Mountain Road	EAST OF	China Grade Loop			2-WAY	35.42773	-118.9647		1	X	X	Bak							1	X		06F318100000	1863	15	07	14	2,594
BAK	NS	2118	Sabodan Street	SOUTH OF	I 5			2-WAY	35.03031	-118.97591	X										X	7	X			2118	15	06	30	987
BAK	NS	359	Saco Road	BETWEEN	Imperial Street AND Seventh Standard Road			2-WAY	35.44932	-119.09694	X		X									1	X		06F315100000	359	15	09	09	2,291
BAK	NS	2439	SAN DIMAS ST	NORTH OF	34TH				-119.0082345	35.39132813												9				2439				
BAK	NS	1879	Santa Fe Way	SOUTH OF	Seventh Standard Road			2-WAY	35.44024	-119.19747				X	Bak							4				1879	15	06	29	7,469
BAK	NS	2440	Scarlet Oak Blvd	SOUTH OF	Ming Avenue		299	2-WAY	35.3392	-119.10614												9				2440	15	07	21	3,436
BAK	EW	2441	Sillect Avenue	EAST OF	Buck Owens Boulevard		417	2-WAY	35.38612	-119.04273			X									9			06F323100000	2441	15	07	29	6,427
BAK	NS	3557	Sillect Avenue	NORTH OF	Gilmore Avenue		440	2-WAY	35.38981	-119.03743		1										1				3557	15	07	28	2,659
BAK	EW	361	Snow Road	BETWEEN	Coffee Road AND Allen Road			2-WAY	35.42694	-119.11832			X									1	X		06F268090000	361	15	08	27	6,273
BAK	EW	2104	Snow Road	WEST OF	Fruitvale Avenue			2-WAY	35.42699	-119.07776									X			2	X			2104	15	08	20	7,703
BAK	EW	145	South Half Moon Drive	BETWEEN	Ashe Road AND Pullman Way		300	2-WAY	35.32249	-119.07961			X									1			06WL26100000	145	15	08	19	3,515
BAK	EW	2442	South Laurelglen Blvd	WEST OF	Gosford Road		301	2-WAY	35.32518	-119.09262												9				2442	15	08	20	4,653
BAK	EW	2443	South Laurelglen Blvd	EAST OF	Gosford Road		302	2-WAY	35.32519	-119.09153												9				2443	15	08	19	4,527
BAK	NS	2444	South Laurelglen Blvd	SOUTH OF	Willford Court		303	2-WAY	35.32868	-119.08507		1										9				2444	15	08	19	2,760
BAK	NS	362	Sparks Street	BETWEEN	Pacheco Road AND Fairview Road			2-WAY	35.30696	-118.99425		1	X									1	X		06F298100000	362	15	07	30	1,377
BAK	NS	1937	Sterling Road	SOUTH OF	Edison Highway			2-WAY	35.36374	-118.94089		1							X			2	X			1937	15	01	14	1,564
BAK	NS	90	Stine Road	BETWEEN	Harris Road AND Panama Lane		304	2-WAY	35.29965	-119.05668			X									2			06F285090000	90	15	06	09	15,584
BAK	NS	3433	Stine Road	BETWEEN	Hosking Avenue AND McKee Road			2-WAY	35.27855	-119.05667												9				3433	15	06	10	5,442
BAK	NS	2681	Stine Road	NORTH OF	Ming Avenue		310	2-WAY	35.33998	-119.05021												2				2681	15	06	17	9,934
BAK	NS	87	Stine Road	BETWEEN	Panama Lane AND McKee Road		442	2-WAY	35.28434	-119.05667			X									1			06F285070000	87	15	06	09	15,402
BAK	NS	1943	Stine Road	NORTH OF	SR 223 (Bear Mountain Boulevard)			2-WAY	35.21209	-119.05694		1		X	Bak							4				1943	15	06	09	401
BAK	NS	88	Stine Road	BETWEEN	White Lane AND Harris Road		305	2-WAY	35.31455	-119.05667			X									9			06F285100000	88	15	06	09	20,266
BAK	NS	47	Stine Road	BETWEEN	White Lane AND New Stine Road		307	2-WAY	35.32077	-119.05669			X									9			06F285102000	47	15	06	09	21,012
BAK	NS	89	Stine Road	BETWEEN	White Lane AND Pacheco Road		306	2-WAY	35.31505	-119.05667			X									9			06F285101000	89	15	06	09	24,024
BAK	NS	3434	Stine Road	NORTH OF	Wilson Road		309	2-WAY	35.33278	-119.05536												9				3434	15	07	02	7,501
BAK	NS	91	Stine Road	BETWEEN	Wilson Road AND Planz Road		308	2-WAY	35.32768	-119.05667			X									9			06F285103000	91	15	06	09	19,943
BAK	EW	2447	Stockdale Highway	WEST OF	Allen Road		311	2-WAY	35.35429	-119.14635			X									9			06F248095000	2447	15	02	24	16,354
BAK	EW	175	Stockdale Highway	BETWEEN	Allen Road AND Arvin-Edison Canal			2-WAY	35.35419	-119.14243									X			9	X			175	15	02	24	17,988
BAK	EW	2214	Stockdale Highway	WEST OF	Ashe Road		316	2-WAY	35.35432	-119.07416			X									9			06F248110000	2214	15	02	18	38,023
BAK	EW	3772	Stockdale Highway	WEST OF	Buena Vista Road		312	2-WAY	35.34906	-119.1279			X									2			06F248100000	3772	15	02	18	17,970
BAK	EW	2450	Stockdale Highway	WEST OF	California Avenue		317	2-WAY	35.35424	-119.062			X									9			06F248112000	2450	15	02	18	42,774
BAK	EW	3436	Stockdale Highway	EAST OF	California Avenue		318	2-WAY	35.35422	-119.0604												1				3436	15	02	18	35,577
BAK	EW	2449	Stockdale Highway	WEST OF	Coffee Road		314	2-WAY	35.35437	-119.09325			X									9			06F248105000	2449	15	02	18	31,728
BAK	EW	2682	Stockdale Highway	EAST OF	Coffee Road			2-WAY	35.35435	-119.09059									X			2	X			2682	15	02	18	36,154
BAK	EW	738	Stockdale Highway	WEST OF	Don Hart Drive East		313	2-WAY	35.35441	-119.10177			X									9			06F248104000	738	15	02	25	30,097
BAK	EW	2213	Stockdale Highway	WEST OF	El Rio Drive		315	2-WAY	35.35435	-119.08377			X									9			06F248107000	2213	15	02	17	36,563
BAK	EW	2524	Stockdale Highway	WEST OF	I 5			2-WAY	35.35494	-119.33918		1			Ker		X					5				2524	15	02	19	1,307
BAK	EW	2525	Stockdale Highway	EAST OF	I 5			2-WAY	35.35486	-119.3315					Ker		X					5				2525	15	02	19	5,526
BAK	EW	2215	Stockdale Highway	EAST OF	Montclair Street		319	2-WAY	35.3542	-119.05403			X									9			06F248114000	2215	15	02	18	36,613
BAK	EW	2212	Stockdale Highway	WEST OF	Old River Road		443	2-WAY	35.35308	-119.11546			X									9			06F248103000	2212	15	02	18	28,579
BAK	EW	2451	Stockdale Highway	EAST OF	Real Road		320	2-WAY	35.35415	-119.04299			X									1			06F248115000	2451	15	02	18	26,017
BAK	EW	1949	Stockdale Highway	EAST OF	SR 43 (Enos Lane)			2-WAY	35.35439	-119.24921																1949	15	02	19	7,715
BAK	EW	746	Sumner Street	WEST OF	Baker Street		321	2-WAY	35.37706	-118.99354												9				746	15	01	15	4,528
BAK	EW	747	Sumner Street	EAST OF	Baker Street		322	2-WAY	35.37677	-118.99231												9				747	15	01	14	5,265
BAK	EW	192	Truxtun Avenue	EAST OF	A Street		328	2-WAY	35.37338	-119.02878			X									1			06F252110300	192	15	08	03	24,033
BAK	EW	756	Truxtun Avenue	EAST OF	Chester Avenue		331	2-WAY	35.37333	-119.01814			X									1			06F252112000	756	15	08	24	20,201
BAK	EW	2685	Truxtun Avenue	EAST OF	Coffee Road		323	2-WAY	35.36198	-119.09088			X									1			06F252100000	2685	15	08	12	17,107
BAK	EW	2454	Truxtun Avenue	WEST OF	Empire Drive		324	2-WAY	35.37297	-119.0487			X									9			06F252103000	2454	15	08	13	46,573
BAK	EW	93	Truxtun Avenue	EAST OF	F Street		329	2-WAY	35.37335	-119.02263			X									9			06F252110500	93	15	08	13	22,954
BAK	EW	755	Truxtun Avenue	EAST OF	H Street		330	2-WAY	35.37334	-119.02053			X									9			06F252110700	755	15	08	13	20,460
BAK	EW	3874	Truxtun Avenue	WEST OF	Myrtle Street		327	2-WAY	35.37339	-119.03489			X									1			06F252110000	3874	15	08	13	25,824
BAK	EW	2456	Truxtun Avenue	WEST OF	Oak Street		326	2-WAY	35.37351	-119.03939												9				2456	15	08	13	44,962
BAK	EW	94	Truxtun Avenue	BETWEEN	Q Street AND L Street		332	2-WAY	35.37332	-119.01439			X									1			06F252112030	94	15	08	13	19,960
BAK	EW	95	Truxtun Avenue	BETWEEN	Union Avenue AND Q Street		333	2-WAY	35.37329	-119.0069			X									2			06F252112050	95	15	08	13	15,805
BAK	EW	2455	Truxtun Avenue	WEST OF	Westwind Drive		325	2-WAY	35.37378	-119.04315												9				2455	15	08	13	48,505
BAK	EW	760	Truxtun Avenue (EAST)	EAST OF	Beale Avenue		335	2-WAY	35.37324	-118.99014												9				760	15	08	13	9,679

BAK	EW	759	Truxtun Avenue (EAST)	EAST OF	Tulare Street		334	2-WAY	35.37332	-118.99681												9					759	15	08	13	12,863
BAK	NS	3092	Union Avenue	BETWEEN	Bernard Street AND Columbus Street		339	2-WAY	35.39697	-119.00286			X									9			06F297119000		3092	15	03	11	16,797
BAK	NS	99	Union Avenue	BETWEEN	Bernard Street AND Monterey Street		338	2-WAY	35.38774	-119.00287			X									9			06F297117000		99	15	02	12	26,263
BAK	NS	2687	Union Avenue	SOUTH OF	California Avenue			2-WAY	35.36695	-119.00294								X				2	X				2687	15	03	11	32,603
BAK	NS	1993	Union Avenue	SOUTH OF	Ming Avenue			2-WAY	35.33845	-119.00302									X			9					1993	15	08	26	22,033
BAK	NS	762	Union Avenue	SOUTH OF	Monterey Street		337	2-WAY	35.38226	-119.00269			X									9			06F297115000		762	15	02	12	23,368
BAK	NS	3641	Union Avenue	NORTH OF	SR 223 (Bear Mountain Boulevard)			2-WAY	35.21198	-119.00321				X	Bak							4					3641	15	02	12	2,608
BAK	NS	98	Union Avenue	SOUTH OF	Planz Road		340	2-WAY	35.32407	-119.00304			X									9			06F297105000		98	15	03	11	17,935
BAK	NS	1994	Union Avenue (South)	SOUTH OF	Belle Terrace			2-WAY	35.34557	-119.00301								X				2	X				1994	15	03	11	32,026
BAK	NS	1991	Union Avenue (South)	NORTH OF	Panama Lane			2-WAY	35.29726	-119.00309								X				2	X				1991	15	06	17	13,613
BAK	EW	769	University Avenue	EAST OF	Columbus Street		345	2-WAY	35.40509	-118.94919												9					769	15	06	23	3,887
BAK	EW	766	University Avenue	EAST OF	Haley Street		342	2-WAY	35.40488	-118.97517												9					766	15	06	24	5,278
BAK	EW	767	University Avenue	EAST OF	Mount Vernon Avenue		343	2-WAY	35.40496	-118.96647												9					767	15	06	23	5,102
BAK	EW	765	University Avenue	EAST OF	River Boulevard		341	2-WAY	35.40173	-118.98429		1										9					765	15	06	23	2,073
BAK	EW	768	University Avenue	EAST OF	Wenatchee Avenue		344	2-WAY	35.40502	-118.95786												2					768	15	06	23	3,368
BAK	NS	3781	Verdugo Lane	NORTH OF	Hageman Road		457	2-WAY	35.3986	-119.1189			X									1			06F276120000		3781	15	08	27	6,481
BAK	NS	377	Verdugo Lane	BETWEEN	SR 58 (Rosedale Highway) AND Glenn Street			2-WAY	35.38044	-119.11898		1	X									1	X		06F276090000		377	15	08	25	2,861
BAK	EW	772	Virginia Avenue	EAST OF	Dr. Martin Luther King Jr. Boulevard		347	2-WAY	35.36122	-118.98464		1										9					772	15	07	23	2,608
BAK	EW	771	Virginia Avenue	EAST OF	King Street		346	2-WAY	35.36118	-118.99352												9					771	15	07	30	3,121
BAK	EW	2006	Virginia Avenue	EAST OF	Mount Vernon Avenue			2-WAY	35.36135	-118.96641								X				2	X				2006	15	07	22	3,711
BAK	NS	147	Washington Street	BETWEEN	Feliz Drive AND Brundage Lane			2-WAY	35.35288	-118.97641		1	X									1	X		06F302090000		147	15	07	15	2,296
BAK	EW	148	Watts Drive	BETWEEN	Madison Street AND Cottonwood Road			2-WAY	35.33221	-118.99151			X									1	X		06F246130000		148	15	06	24	2,987
BAK	EW	149	Watts Drive	EAST OF	Union Avenue		348	2-WAY	35.3322	-119.00174			X									1			06F246120000		149	15	07	22	4,690
BAK	NS	774	Wenatchee Street	SOUTH OF	University Avenue		349	2-WAY	35.40456	-118.95868		1										9					774	15	06	23	2,409
BAK	NS	775	Wenatchee Street	NORTH OF	University Avenue		350	2-WAY	35.4054	-118.95868		1										9					775	15	06	23	2,640
BAK	NS	2471	Westwind Drive	NORTH OF	Truxtun Avenue		351	2-WAY	35.37442	-119.04254												9					2471	15	07	21	4,025
BAK	EW	2233	Westwold	WEST OF	Gosford Road		467	2-WAY	35.33018	-119.09258		1										9					2233	15	07	22	2,827
BAK	EW	3194	White Lane	BETWEEN	Allen Road AND Old River Road		352	2-WAY	35.32516	-119.12609			X									1			06F244090000		3194	15	06	09	18,870
BAK	EW	101	White Lane	BETWEEN	Central Branch Kern Island Canal & Cottonwood		366	2-WAY	35.31768	-118.995926			X									1			06F244125000		101	15	06	09	6,125
BAK	EW	31	White Lane	BETWEEN	Gosford Road AND Wilson Road		356	2-WAY	35.31822	-119.08286			X									2			06F244095000		31	15	06	09	29,459
BAK	EW	787	White Lane	EAST OF	H Street		364	2-WAY	35.31766	-119.02024			X									9			06F244109000		787	15	06	09	17,044
BAK	EW	61	White Lane	BETWEEN	H Street AND Hughes Lane		363	2-WAY	35.31766	-119.02281			X									9			06F244108000		61	15	06	10	23,087
BAK	EW	788	White Lane	EAST OF	Monitor Street		365	2-WAY	35.31767	-119.01069												9					788	15	06	09	12,751
BAK	EW	3093	White Lane	EAST OF	Old River Road		353	2-WAY	35.32521	-119.10888			X									9			06F244093000		3093	15	06	10	24,636
BAK	EW	32	White Lane	BETWEEN	Old River Road AND Gosford Road		354	2-WAY	35.31993	-119.10094			X									9			06F244094000		32	15	06	09	20,241
BAK	EW	30	White Lane	BETWEEN	Pin Oak Boulevard AND Gosford Road		355	2-WAY	35.31825	-119.09546			X									9			06F244094500		30	15	06	09	27,233
BAK	EW	193	White Lane	BETWEEN	SR 99 AND Hughes Lane		362	2-WAY	35.31767	-119.03095			X									9			06F244107000		193	15	06	09	30,022
BAK	EW	4	White Lane	BETWEEN	SR 99 AND Wible Road		361	2-WAY	35.31768	-119.03856			X									9			06F244106000		4	15	06	11	43,182
BAK	EW	2475	White Lane	EAST OF	Stine Road		359	2-WAY	35.31802	-119.05583			X									9			06F244105000		2475	15	06	09	36,403
BAK	EW	5	White Lane	BETWEEN	Stine Road AND Wilson Road		357	2-WAY	35.31813	-119.06362			X									1			06F244100000		5	15	06	09	34,059
BAK	EW	373	White Lane	WEST OF	Union Avenue			2-WAY	35.31768	-119.00409			X					X				2	X		06F244110000		373	15	06	09	11,862
BAK	EW	3438	White Lane	WEST OF	Wible Road			2-WAY	35.31769	-119.03964								X				2	X				3438	15	06	10	39,082
BAK	EW	2478	White Oak Drive	EAST OF	Old River Road		367	2-WAY	35.33491	-119.11259		1										9					2478	15	06	17	1,609
BAK	NS	2481	Wible Road	SOUTH OF	Harris Road		369	2-WAY	35.3027	-119.03896												9					2481	15	08	19	14,922
BAK	NS	3620	Wible Road	NORTH OF	Ming Avenue		375	2-WAY	35.33983	-119.03895												1					3620	15	08	19	15,394
BAK	NS	798	Wible Road	BETWEEN	Ming Avenue AND Wilson Road		374	2-WAY	35.33575	-119.03896			X									9			06F289110000		798	15	08	19	21,616
BAK	NS	2482	Wible Road	SOUTH OF	Pacheco Road		370	2-WAY	35.3098	-119.03895												9					2482	15	08	19	18,978
BAK	NS	33	Wible Road	BETWEEN	Pacheco Road AND White Lane		371	2-WAY	35.31428	-119.03896			X									1			06F289102000		33	15	08	19	22,039
BAK	NS	100	Wible Road	BETWEEN	SR 119 (Taft Highway) AND Arvin-Edison Canal		458	2-WAY	35.28283	-119.03895			X									9			06F289090000		100	15	08	20	10,396
BAK	NS	2034	Wible Road	NORTH OF	SR 223 (Bear Mountain Boulevard)			2-WAY	35.21223	-119.03922		1		X	Bak							4					2034	15	08	20	954
BAK	NS	34	Wible Road	BETWEEN	White Lane AND Wilson Road		372	2-WAY	35.3261	-119.03904			X									9			06F289105000		34	15	08	19	15,797
BAK	NS	2226	Wible Road	SOUTH OF	Wilson Road		373	2-WAY	35.33162	-119.03896												9					2226	15	08	19	12,589
BAK	EW	2489	Wilson Road	EAST OF	Akers Road		380	2-WAY	35.33227	-119.04719												9					2489	15	06	25	12,198
BAK	EW	2039	Wilson Road	EAST OF	Chester Avenue			2-WAY	35.33219	-119.01213								X				2	X				2039	15	08	20	5,005
BAK	EW	151	Wilson Road	BETWEEN	Edgemont Drive AND New Stine Road		377	2-WAY	35.33169	-119.06082			X									1			06F246100000		151	15	06	25	8,517
BAK	EW	806	Wilson Road	EAST OF	H Street		383	2-WAY	35.33218	-119.02062												9					806	15	06	25	8,647
BAK	EW	805	Wilson Road	EAST OF	Hughes Lane		382	2-WAY	35.3322	-119.02943												9					805	15	06	25	10,243
BAK	EW	2488	Wilson Road	EAST OF	New Stine Road		378	2-WAY	35.33224	-119.05756												9					2488	15	06	25	12,785
BAK	NS	2486	Wilson Road	SOUTH OF	Planz Road		376	2-WAY	35.32461	-119.06573												9					2486	15	06	25	7,961
BAK	EW	2490	Wilson Road	EAST OF	Wible Road		381	2-WAY	35.33221	-119.03857												9					2490	15	06	25	14,577
BAK	EW	2630	Wilson Road	WEST OF	Wible Road			2-WAY	35.33222	-119.04015								X				2	X				2630	15	06	25	12,641
BOR	NS	2120	Borax Road	SOUTH OF	SR 58			2-WAY	35.00442	-117.70326		1									X	7	X				2120	15	12	03	667
BOR	NS	1258	Borax Road	NORTH OF	SR 58 (Bakersfield Highway)			2-WAY	35.00847	-117.70331		1									X	7	X				1258	15	12	03	1,436
BOR	NS	1260	Boron Avenue	NORTH OF	Twenty Mule Team Road			2-WAY	35.00037	-117.64974		1										8		S671T			1260	15	12	03	1,606
BOR	EW	1985	Twenty Mule Team Road	WEST OF	Boron Avenue			2-WAY	34.99969	-117.652		1										8		S320M			1985	15	12	03	1,701
BOR	EW	4135	Twenty Mule Team Road	EAST OF	Boron Avenue			2-WAY	34.99942	-117.64707		1		X	Ker							3	X				4135	15	12	03	1,561
CAL	EW	872	California City Blvd	WEST OF	Baron Boulevard			2-WAY	35.12562	-118.0294												10					872	14	12	03	6,383
CAL	EW	2705	California City Blvd	EAST OF	Baron Boulevard			2-WAY	35.12597	-117.9518		1			Cal	X						6			06W267105000		2705	15	12	03	6,690
CAL	NS	873	California City Blvd	SOUTH OF	Redwood Boulevard			2-WAY	35.11596	-117.93487		1		X	Cal							4	X				873	15	12	03	2,750
CAL	EW	3899	California City Blvd	EAST OF	SR 14			2-WAY	35.125483	-118.101112				X	Cal							4	X				3899	15	12	03	6,343
CAL	NS	4130	California City Blvd	SOUTH OF	Tamarack Avenue			2-WAY	35.11071	-117.92841		1										10					4130	15	12	03	2,823
CAL	NS	877	Neuralia Road	NORTH OF	California City Boulevard			2-WAY	35.12657	-117.98564		1			Cal	X						6					877	15	12	08	2,267
CAL	NS	4004	Neuralia Road	AT	Lindbergh Boulevard			2-WAY	35.14772	-117.98586		1										10					4004	15	12	08	1,021
CAL	NS	4129	Neuralia Road	SOUTH OF	Philips Road			2-WAY	35.19133	-117.9858		1		X	Cal							4	X				4129	15	12	08	1,003
CAL	EW	2956	North Loop Blvd	WEST OF	Conklin Boulevard			2-WAY	35.13325	-117.95337	X				Cal	X						6					2956	15	12	03	2,778
CAL	NS	1828	Randsburg Cutoff Road	NORTH OF	SR 58			2-WAY	35.12005	-118.17625		1		X	Ker							3					1828	15	12	03	1,998
CAL	NS	3887	Randsburg Mojave Road	NORTH OF	Twenty Mule Team Parkway			2-WAY	35.15589	-117.90552		1		X	Cal							4					3887	15	12	03	11
CAL	EW	2989	Redwood Blvd	WEST OF	Hacienda Boulevard			2-WAY	35.11134	-117.96151	X				Cal	X						6					2989	15	12	03	2,059
CAL	EW	2957	South Loop Blvd	WEST OF	Conklin Boulevard			2-WAY	35.11858	-117.95302	X				Cal	X						6					2957	15	12	03	713
CAL	NS	4127	Twenty Mule Team Parkway	NORTH OF	Randsburg Mojave Road			2-WAY	35.14642	-117.90543		1		X	Cal							4	X				4127	15	12	08	797
CAL	EW	4128	Twenty Mule Team Parkway	WEST OF	San Bernardino County Line			2-WAY	35.245331	-117.63753		1		X	Ker							3	X				4128	14	01	08	584
DEL	NS	1283	Browning Road	SOUTH OF	County Line Road			2-WAY	35.78802	-119.2231			X	X	Ker							1	X		06Z218200000		1283	15	03	04	3,906
DEL	NS	202	Browning Road	BETWEEN	County Line Road AND SR 155 (Garces Highway)			2-WAY	35.77476	-119.22315		1	X									1	X		06Z218100000		202	15	03	04	1,933
DEL	NS	3299	Browning Road	SOUTH OF	Pond Road			2-WAY	35.715048	-119.223087				X	Del							4					3299	15	03	04	3,012
DEL	NS	1323	Casey Avenue	NORTH OF	Cecil Avenue			2-WAY	35.780922	-119.294285	X			X	Ker							3					1323	15	10	21	1,282
DEL	EW	903	Cecil Avenue	BETWEEN	Browning Road AND Randolph Street			2-WAY	35.77587	-119.22725																	903	15	10	27	9,948
DEL	EW	1326	Cecil Avenue	EAST OF	Casey Avenue			2-WAY	35.77581	-119.29083												8		S104E			1326	15	10	29	4,829
DEL	EW	4208	Cecil Avenue	WEST OF	Ellington Street			2-WAY	35.775914	-119.253995			X	X	Del							1	X		06Z221090000		4208	15	10	07	17,272
DEL	EW	1327	Cecil Avenue	WEST OF	Famoso Porterville Highway			2-WAY	35.77615	-119.12893				X	Del				X			4	X				1327	15	09	02	1,923
DEL	EW	907	Cecil Avenue	BETWEEN	Randolph Street AND Glenwood Street			2-WAY	35.77587	-119.23996			X	X	Del							1	X		06Z221130000		907	15	10	07	19,946
DEL	EW	3881	Cecil Avenue	EAST OF	SR 43			2-WAY	35.77566	-119.34065		1		X	Del							4	X				3881	15	10	28	1,498
DEL	NS	3249	Corcoran Road	SOUTH OF	County Line Road			2-WAY	35.78711	-119.57904		1		X	Ker							3	X				3249	15	10	28	685
DEL	EW	1378	County Line Road	EAST OF	Driver Road			2-WAY	35.79049	-119.20224												8		S100E			1378	15	03	11	3,455
DEL	NS	3281	Driver Road	SOUTH OF	County Line Road			2-WAY	35.78622	-119.20536		1		X	Ker							3	X				3281	15	01	13	717
DEL	NS	3291	Driver Road	SOUTH OF	Pond Road			2-WAY	35.7153	-119.20513		1		X	Del							4	X				3291	15	01	13	1,252
DEL	NS	199	Ellington Street	BETWEEN	9th Avenue AND 11th Avenue			2-WAY	35.7685	-119.25135			X									1	X		06Z212105000		199	15	10	06	6,025
DEL	NS	908	Ellington Street	BETWEEN	9th Avenue AND 8th Avenue			2-WAY	35.76627	-119.25086															06Z212102000		908	15	10	07	4,761
DEL	NS	1461	Famoso Porterville Highway	NORTH OF	Cecil Avenue			2-WAY	35.77708	-119.12313												8		S341AZ			1461	15	03	12	4,210
DEL	NS	3282	Famoso Porterville Highway	SOUTH OF	County Line Road			2-WAY	35.78914	-119.11566		1															3282	14	11	19	2,813
DEL	EW	3235	First Avenue	WEST OF	Ellington Street			2-WAY	35.75776	-119.24956		1		X	Del							4	X				3235	15	12	16	1,988
DEL	EW	3216	First Avenue	EAST OF	Fremont Street			2-WAY	35.75776	-119.24677		1		X	Del							4	X				3216	15	10	06	1,469
DEL	NS	913	Freemont Street	SOUTH OF	9th Avenue			2-WAY	35.76646	-119.24956		1													06Z213102000		913	15	10	06	2,033
DEL	NS	200	Freemont Street	BETWEEN	9th Avenue AND 11th Avenue			2-WAY	35.76879	-119.2501		1	X									1	X		06Z213105000		200	15	10	06	2,432
DEL	EW	1485	Garces Hwy	WEST OF	Albany Street			2-WAY	35.7614	-119.259		1			x	x					x	6					1485	15	03	11	5,894
DEL	EW	298	Garces Hwy	BETWEEN	Corcoran Road AND Wildwood Road			2-WAY	35.76087	-119.52359		1	X									1	X		06Z224080000		298	15	03	10	576
DEL	EW	3898	Garces Hwy	EAST OF	SR 43			2-WAY	35.76123	-119.3369		1		X	Del							4	X				3898	15	01	13	1,563

DEL	NS	197	Garzoli Avenue	BETWEEN	Pond Road AND Schuster Road			2-WAY	35.7251	-119.2407		1	X										1	X		06W268102000	197	15	03	05	1,265
DEL	NS	198	Garzoli Avenue	SOUTH OF	Woollomes Avenue			2-WAY	35.74328	-119.24383		1	X										1	X		06W268110000	198	15	03	05	1,491
DEL	NS	921	Girard Street	NORTH OF	21st Avenue			2-WAY	35.7859	-119.2497				X	Ker								3	X			921	15	10	27	7,297
DEL	NS	1545	Hiett Avenue	NORTH OF	Cecil Avenue			2-WAY	35.77851	-119.26739		1		X	Ker								3				1545	15	03	10	2,455
DEL	NS	201	Lexington Street	BETWEEN	Woollomes Avenue AND SR 155 (Garces Highway)			2-WAY	35.75399	-119.24076			X										1	X		06Z215100000	201	15	03	12	5,316
DEL	NS	933	Norwalk Street	BETWEEN	County Line Road AND 29th Avenue			2-WAY	35.78626	-119.24095		1		X	Ker								3				933	15	10	21	2,268
DEL	EW	1811	Pond Road	WEST OF	Famoso Porterville Highway			2-WAY	35.71799	-119.16265		1		X	Del								4				1811	15	10	20	878
DEL	EW	4024	Pond Road	EAST OF	SR 43			2-WAY	35.71778	-119.32484		1		X	Del								4	X			4024	15	10	29	3,358
DEL	EW	3217	Pond Road	WEST OF	SR 99			2-WAY	35.71805	-119.23896				X	Del								4	X			3217	15	10	28	4,821
DEL	EW	4025	Pond Road	EAST OF	SR 99			2-WAY	35.71805	-119.23341				X	Del								4	X			4025	15	10	28	5,622
DEL	NS	4222	Quinn Road	SOUTH OF	County Line Road			2-WAY	35.785579	-119.080694	X			X	Ker								3				4222	15	10	21	298
DEL	NS	936	Randolph Street	BETWEEN	County Line Road AND 20th Avenue			2-WAY	35.78517	-119.23202				X	Ker								3				936	15	10	08	5,516
DEL	EW	3305	Schuster Road	EAST OF	SR 43			2-WAY	35.73233	-119.33251	X			X	Del								4				3305	15	10	29	230
DEL	NS	3257	Scofield Avenue	SOUTH OF	County Line Road			2-WAY	35.78675	-119.40108	X			X	Ker								3				3257	15	10	29	37
DEL	NS	1890	Scofield Road	NORTH OF	Kimberlina Road			2-WAY	35.56192	-119.40289	X												8		277Y		1890	15	10	29	1,840
DEL	NS	3307	Stradley Avenue	SOUTH OF	Pond Road			2-WAY	35.714785	-119.258601	X			X	Del								4				3307	15	10	28	685
DEL	NS	3882	Wallace Road	SOUTH OF	County Line Road			2-WAY	35.785759	-119.16969	X			X	Ker								3	X			3882	15	10	22	636
DEL	EW	3901	Whisler Road	EAST OF	Wallace Road			2-WAY	35.6457	-119.15804	X			X	McF								4	X			3901	15	10	21	58
DEL	EW	2046	Woollomes Avenue	WEST OF	Famoso Porterville Highway			2-WAY	35.74703	-119.14841	X			X	Del								4				2046	15	10	22	313
DEL	EW	203	Woollomes Avenue	BETWEEN	SR 99 AND Lexington Street			2-WAY	35.7469	-119.24216			X	X	Del								1	X		06Z226100000	203	15	03	12	13,140
DEL	EW	4209	Woollomes Avenue	WEST OF	SR-99 Ramps				-119.24438	35.74689				X	Del								4	X			4209				
DEL	EW	2045	Woollomes Avenue	EAST OF	Stradley Avenue			2-WAY	35.7469	-119.258													8		S112E		2045	15	10	28	4,308
DEL	NS	3284	Zachary Avenue	SOUTH OF	County Line Road			2-WAY	35.78627	-119.18745	X			X	Ker								3				3284	15	10	20	1,253
GLEN	NS	1566	Jack Ranch Road	SOUTH OF	Tulare Co Line				-118.72202	35.73175				X	Ker								3	X			1566	14	01	24	728
LAM	EW	311	McKee Road	BETWEEN	SR 184 (Main Street) AND Lilly Street			2-WAY	35.27427	-118.91238		1	X										1	X		06Z328100000	311	15	04	21	585
LAM	NS	352	San Diego Street	BETWEEN	Di Giorgio Road AND Hall Road			2-WAY	35.25642	-118.91883		1	X										1	X		06Z321100000	352	15	04	21	2,491
LEB	NS	1386	Cuddy Valley Road	NORTH OF	Frazier Mountain Park Road			2-WAY	34.82302	-119.00818													8		S364F		1386	14	01	23	3,614
LEB	EW	1474	Frazier Mountain Park Road	WEST OF	Lebec Road			2-WAY	34.81788	-118.89125				X									8	X	S368G		1474	14	03	19	12,634
LEB	EW	1473	Frazier Mountain Park Road	EAST OF	Monterey Trail			2-WAY	34.82041	-118.94473											X		9				1473	15	09	02	5,209
LEB	EW	1472	Frazier Mountain Park Road	WEST OF	Monterey Trail			2-WAY	34.82109	-118.94831													8		S368F		1472	14	01	22	4,778
LEB	EW	1514	Grapevine Road (East)	EAST OF	I 5			2-WAY	34.94058	-118.92892		1											8		397AX		1514	14	07	15	2,835
LEB	NS	1622	Lebec Road	NORTH OF	Frazier Mountain Park Road			2-WAY	34.819764	-118.88487													8		S393S		1622	14	12	17	3,004
LEB	EW	1384	Mil Potrero Highway	NORTH OF	Frontier Road			2-WAY	34.84392	-119.08579		1		X	Ker								3				1384	14	07	16	2,011
LEB	EW	1704	Mt. Pinos Way	WEST OF	Frazier Mountain Park Road			2-WAY	34.82006	-118.93687		1											8		S366G		1704	14	07	15	1,559
LIS	EW	1257	Bodfish Canyon Road	EAST OF	Lake Isabella Boulevard			2-WAY	35.59545	-118.49009		1											8		154H		1257	14	12	28	1,919
LIS	EW	1299	Burlando Road	EAST OF	Lakeview Drive			2-WAY	35.70841	-118.44891	X												8		S495Z		1299	14	06	03	4,612
LIS	NS	1309	Callente Bodfish Road	WEST OF	Bealville Road			2-WAY	35.28823	-118.62937		1			Mtn	X							6				1309	15	02	24	85
LIS	NS	1311	Callente Bodfish Road	SOUTH OF	Kern River Canyon Road			2-WAY	35.58909	-118.49582		1											8		S483Y		1311	15	03	04	2,286
LIS	EW	1432	Elizabeth Norris	WEST OF	Lake Isabella Boulevard			2-WAY	35.6095	-118.48495											X						1432	14	12	17	2,521
LIS	EW	1443	Erskine Creek Road	EAST OF	Lake Isabella Boulevard			2-WAY	35.6165	-118.47621													8		148J		1443	14	12	18	3,701
LIS	NS	1573	Jawbone Canyon Road	NORTH OF	SR 14			2-WAY	35.30364	-118.00726	X				Mtn	X							6				1573	15	12	08	214
LIS	NS	2934	Kelso Creek Road	SOUTH OF	SR 178			2-WAY	35.66699	-118.26566	X				Mtn	X							6				2934	14	06	03	583
LIS	NS	1589	Kelso Valley Road	SOUTH OF	SR 178			2-WAY	35.659981	-118.293314	X				Mtn	X							6				1589	14	01	16	901
LIS	EW	1594	Kernville Road	WEST OF	Sierra Way			2-WAY	35.75539	-118.41863													8		S146J		1594	14	06	03	6,223
LIS	NS	1617	Lake Isabella Blvd.	SOUTH OF	Elizabeth Norris Road			2-WAY	35.60797	-118.48413													8		S485Z		1617	14	07	15	7,376
LIS	NS	1618	Lake Isabella Blvd.	NORTH OF	Erskine Creek Road			2-WAY	35.619211	-118.476861					Mtn	X							6				1618	14	12	17	8,397
LIS	NS	1914	Sierra Way	NORTH OF	Kernville Road			2-WAY	35.75659	-118.41823		1	X	X	Ker								1	X	S521Z	06W262115000	1914	14	02	26	2,411
LIS	NS	1912	Sierra Way	NORTH OF	SR 178			2-WAY	35.65889	-118.32279		1			Mtn	X							6				1912	14	02	26	944
LIS	EW	2937	Wofford Blvd	EAST OF	Bristlecone Drive			2-WAY	35.70845	-118.44709					Mtn	X							6				2937	14	02	05	4,159
LOST	EW	3247	Annette Road	EAST OF	Meng Road			2-WAY	35.65474	-120.17455	X			X	Ker								3	X			3247	14	01	16	52
LOST	NS	3248	Baker Road	SOUTH OF	County Line Road			2-WAY	35.784259	-119.974545	X			X	Ker								3				3248	14	06	17	58
LOST	EW	1252	Bitterwater Valley Road	East of	SLO County Line			2-WAY	-120.07805	35.55933	X			X	Ker								3				1252	15	12	16	61
LOST	NS	2837	King Road	BETWEEN	Twisselman Road AND County Line			2-WAY	35.76215	-119.86768	X		X	X	Ker								1	X		06WM93100000	2837	15	12	17	586
LOST	NS	1639	Lost Hills Road	SOUTH OF	SR 46 (Paso Robles Highway)			2-WAY	35.61546	-119.68988													8		S213Y		1639	15	12	17	3,992
MAR	NS	3339	Fresno Street	NORTH OF	SR 166 (Maricopa Highway)			2-WAY	35.05873	-119.39767	X			X	Mar								4				3339	14	06	18	135
MAR	EW	3323	Gardner Field Road	WEST OF	Lake Station Road			2-WAY	35.13004	-119.37007		1		X	Taf								4	X			3323	14	04	24	1,224
MAR	EW	1928	Lake Road	EAST OF	Gardner Field Road			2-WAY	35.12306	-119.35793	X			X	Taf								4				1928	14	02	06	803
MAR	EW	3340	Union Street	WEST OF	SR 33 (California Street)			2-WAY	35.06218	-119.40213	X			X	Mar								4				3340	14	07	10	438
MAR	NS	2023	Western Minerals Road	SOUTH OF	Elkhorn Street			2-WAY	35.05456	-119.39494	X			X	Mar								4				2023	14	09	18	180
MCF	NS	1281	Browning Road	South of	Peterson Road			2-WAY	-119.22306	35.69106				X	McF								4	X			1281	15	05	05	1,903
MCF	NS	204	Browning Road	BETWEEN	Sherwood Avenue AND Elmo Highway			2-WAY	35.68135	-119.22312		1	X										1	X		06G404100000	204	15	05	05	2,127
MCF	NS	1414	Driver Road	NORTH OF	Famoso Road			2-WAY	35.60719	-119.20437		1				x							6				1414	15	05	07	1,698
MCF	NS	3290	Driver Road	SOUTH OF	Peterson Road			2-WAY	35.70037	-119.20489		1		X	McF								4	X			3290	15	01	13	902
MCF	NS	1415	Driver Road	SOUTH OF	Whisler Road			2-WAY	35.64244	-119.20458		1		X	McF								4				1415	15	03	04	891
MCF	EW	1438	Elmo Highway	EAST OF	SR 43			2-WAY	35.6886	-119.32233		1		X	McF								4	X			1438	15	03	04	403
MCF	EW	3294	Elmo Highway	EAST OF	SR 99			2-WAY	35.68897	-119.22494		1		X	McF								4	X			3294	15	05	05	2,556
MCF	EW	3312	Elmo Highway	WEST OF	SR 99			2-WAY	35.68895	-119.23292		1		X	McF								4	X			3312	15	05	05	2,051
MCF	NS	4150	Famoso Porterville Highway	NORTH OF	Famoso Road			2-WAY	35.60888	-119.21004				X	McF								4	X			4150	15	05	28	35
MCF	NS	3286	Famoso Porterville Highway	SOUTH OF	Peterson Road			2-WAY	35.70025	-119.22301		1		X	McF								4	X			3286	15	02	24	2,273
MCF	NS	299	Garzoli Avenue	BETWEEN	Elmo Highway AND Pond Road			2-WAY	35.70462	-119.24081		1	X	X	McF								1	X		06W268101000	299	15	05	05	1,625
MCF	EW	3288	Kimberlina Road	WEST OF	SR 99			2-WAY	35.55848	-119.20004				X	Was								4	X			3288	15	03	03	4,891
MCF	NS	4212	Kyte Avenue	SOUTH OF	Peterson Road			2-WAY	35.70057	-119.13375	X			X	McF								4				4212	15	03	04	51
MCF	NS	3289	Kyte Avenue	SOUTH OF	Whisler Avenue			2-WAY	35.64227	-119.13358	X			X	McF								4	X			3289	15	05	07	618
MCF	NS	3296	Melcher Road	SOUTH OF	Peterson Road			2-WAY	35.70034	-119.27636	X			X	McF								4				3296	15	03	04	204
MCF	NS	3300	Melcher Road	SOUTH OF	Pond Road			2-WAY	35.71475	-119.27651	X			X	Del								4	X			3300	15	01	13	446
MCF	EW	342	Perkins Avenue	BETWEEN	Mount Arbor Street AND Bowman Avenue			2-WAY	35.68174	-119.21573	X		X										1	X		06G397115000	342	15	05	05	378
MCF	EW	3201	Peterson Road	EAST OF	SR 43			2-WAY	35.70324	-119.32599	X			X	McF								4	X			3201	15	05	06	305
MCF	EW	3302	Peterson Road	WEST OF	Wallace Road			2-WAY	35.703439	-119.176057	X			X	McF								4	X			3302	15	05	06	299
MCF	EW	3301	Sherwood Avenue	WEST OF	Kyte Road			2-WAY	35.67467	-119.13822	X			X	McF								4	X			3301	15	03	04	582
MCF	EW	4026	Sherwood Avenue	EAST OF	Mount Arbor Avenue			2-WAY	35.67447	-119.21895		1	X										1	X		06G395115000	4026	15	03	05	1,907
MCF	EW	3313	Sherwood Avenue	EAST OF	San Juan Street			2-WAY	35.67447	-119.22409				X	McF								4	X			3313	14	10	01	5,995
MCF	EW	1902	Sherwood Avenue	EAST OF	SR 43			2-WAY	35.674143	-119.323024	X			X	McF								4	X			1902	15	05	06	855
MCF	EW	3314	Sherwood Avenue	WEST OF	SR 99			2-WAY	35.67447	-119.22976				X	McF								4	X			3314	15	05	05	7,502
MCF	NS	4151	Wallace Road	SOUTH OF	Pond Road			2-WAY	35.71482	-119.16939	X			X	Del								4	X			4151	15	01	13	81
MCF	NS	3308	Wallace Road	SOUTH OF	Whisler Road			2-WAY	35.64217	-119.16904	X			X	McF								4	X			3308	15	03	05	401
MCF	EW	3309	Whisler Road	EAST OF	SR 99			2-WAY	35.64555	-119.21506		1		X	McF								4	X			3309	15	05	06	1,573
MCF	EW	3310	Whisler Road	WEST OF	SR 99			2-WAY	35.64551	-119.22499		1		X	McF								4	X			3310	15	05	06	2,355
MCK	EW	1838	Reward Road	EAST OF	SR 58			2-WAY	35.3118	-119.7088	X			X	Ker								3	X			1838	14	02	26	396
MOJ	NS	2938	Airport Blvd	NORTH OF	SR 58			2-WAY	35.04601	-118.15781		1										X	7	X			2938	15	12	01	2,996
MOJ	EW	1224	Backus Road	WEST OF	SR 14			2-WAY	34.951802	-118.16618		1			Ker	X							6				1224	15	12	01	1,731
MOJ	NS	2970	Cameron Road	NORTH OF	Rocky Court			2-WAY	35.08757	-118.31713	X				Ker		X						5				2970	15	12	01	92
MOJ	NS	1552	Holt Street	SOUTH OF	Oak Creek Road			2-WAY	35.05444	-118.185458		1											8		S551T		1552	15	12	01	1,102
MOJ	EW	2922	Inyo Street	EAST OF	L Street			2-WAY	35.05299	-118.17048		1										X	7	X			2922	15	12	01	1,198
MOJ	NS	1697	Mojave Tropico Road	NORTH OF	Backus Road			2-WAY	34.95183	-118.21245				X	Ker								3	X			1697	15	12	01	185
MOJ	NS	1695	Mojave Tropico Road	NORTH OF	Rosamond Boulevard			2-WAY	34.86473	-118.22905	X												8		541S		1695	15	08	13	2,500
MOJ	EW	4145	Oak Creek Road	WEST OF	Koch Street			2-WAY	35.05304	-118.19583		1		X	Ker								3	X			4145	15	12	01	1,592
MOJ	EW	2924	Seven Queen Road	EAST OF	SR 14			2-WAY	34.9955	-118.15765	X											X	7	X			2924	15	12	01	435
PMC	NS	267	Cerro Noroeste Road	NORTH OF	Ventura County Line			2-WAY	34.87571	-119.29193	X		X	X	Ker								1	X		06W250100200	267	14	07	15	123
PMC	EW	1435	Elkhorn Grade Road	WEST OF	SR 33			2-WAY	35.0401	-119.42533	X			X	Ker								3				1435	14	07	16	443
RID	EW	1216	Athel Street	WEST OF	US 395			2-WAY	35.681243	-117.847003	X			X	Ker								3				1216	15	12	08	86
RID	EW	214	Bowman Road	BETWEEN	China Grade Boulevard AND Forest Knoll Street			2-WAY	35.60803	-117.66131		1	X										1	X		06Z594105000	214	15	02	17	2,697
RID	EW	1263	Bowman Road	WEST OF	Gateway Boulevard			2-WAY	35.60806	-117.65387		1											8		S152M		1263	15	08	12	3,001
RID	EW	4104	Bowman Road	EAST OF	US 395			2-WAY	35.607772	-117.741921		1		X	Rid								4	X			4104	15	08	20	542
RID	NS	4105	Brown Road	SOUTH OF	Bowman Road			2-WAY	35.58522	-117.79014	X			X	Ker								3				4105	15	12	08	125
RID	NS	1279	Brown Road	NORTH OF	US 395			2-WAY	35.67511	-117.82065	X												8		629Z		1279	15	12	08	1,606
RID	EW	1280	Brown Road	EAST OF	US 395			2-WAY	35.77635	-117.87083	X			X	Ker								3	X			1280	15	12	08	68

RID	NS	4113	Brown Road	SOUTH OF	US 395				2-WAY	35.66073	-117.8164	X			X	Ker							3	X			4113	15	12	08	1,362
RID	EW	1304	Butte Avenue	EAST OF	Redrock Randsburg Road				2-WAY	35.36816	-117.65579	X			X	Ker							3				1304	15	12	08	75
RID	NS	1348	China Lake Blvd	NORTH OF	US 395				2-WAY	35.56032	-117.71373		1		X	Rid							4	X			1348	15	12	08	2,409
RID	NS	210	China Lake Blvd (Inner Lane)	BETWEEN	Downs Street AND Upjohn Avenue				2-WAY	35.606456	-117.671283			X									1	X		06Z584105000	210	15	02	17	10,985
RID	NS	209	China Lake Blvd (Outside Lane)	BETWEEN	Downs Street AND Springer Avenue				2-WAY	35.59421	-117.68975			X									1	X		06Z584100000	209	15	02	17	3,307
RID	NS	956	College Heights Blvd	BETWEEN	Franklin Avenue AND Dolphin Avenue				2-WAY	35.59873	-117.6704					Rid	X						6				956	14	04	15	3,565
RID	NS	206	Downs	BETWEEN	Upjohn Avenue AND Ridgecrest Boulevard				2-WAY	35.61671	-117.68785			X									1	X		06Z582106000	206	15	02	17	7,849
RID	NS	2713	French	BETWEEN	SR 178 (China Lake Boulevard) AND Drummond Avenue				2-WAY	35.62613	-117.66773			X									1	X		06Z591100000	2713	14	01	23	4,373
RID	EW	289	Garlock Road	BETWEEN	Redrock Randsburg Road AND US 395				2-WAY	35.42048	-117.74224	X		X	X	Ker							1	X		06WV30100000	289	15	12	08	1,170
RID	NS	1494	Gateway Blvd	BETWEEN	Cl.03M N/Bowman Rd and SHWY 178				2-WAY	-117.65232	35.61562		X										1	X		06Z587100000	1494	13	11	19	2,643
RID	EW	4101	Joberg Roiad	WEST OF	US 395				2-WAY	35.37887	-117.65089	X			X	Ker							3				4101	15	12	08	165
RID	NS	208	Norma Street	BETWEEN	Church Avenue AND Ridgecrest Boulevard				2-WAY	35.62061	-117.67944			X									1	X		06Z583105000	208	14	04	16	7,381
RID	NS	978	Richmond Rd	SOUTH OF	Upjohn Avenue				2-WAY	35.614008	-117.648179		1	X									1	X		06WV35102000	978	14	04	16	2,217
RID	EW	2940	Ridgecrest Blvd	EAST OF	Brady Street				2-WAY	35.62251	-117.70364		1			Rid	X						6				2940	14	04	16	2,114
RID	EW	979	Ridgecrest Blvd	BETWEEN	China Lake Boulevard AND Norma Street				2-WAY	35.62249	-117.67469			X									1	X		06Z592105000	979	14	10	07	8,450
RID	EW	1840	Ridgecrest Blvd	EAST OF	Jacks Ranch Road				2-WAY	35.6225	-117.72124		1										8		148M		1840	14	10	02	2,700
RID	EW	1892	Searles Station Cutoff	EAST OF	US 395				2-WAY	35.48528	-117.63763	X			X	Ker							3				1892	15	12	08	252
RID	EW	215	Springer Avenue	BETWEEN	China Lake Boulevard AND Mahan Street				2-WAY	35.593448	-117.693825	X		X									1	X		06Z596100000	215	15	02	17	498
RID	EW	4223	Springer Avenue	EAST OF	Lumill Street				2-WAY	35.59335	-117.63936	X			X	Ker							3	X			4223	15	08	18	31
RID	EW	213	Upjohn	BETWEEN	Sunset Street AND China Lake Boulevard				2-WAY	35.61523	-117.67832			X									1	X		06Z593100000	213	14	04	16	5,644
ROS	NS	1159	100th Street West	SOUTH OF	Rosamond Boulavard				2-WAY	34.86272	-118.30897		1		X	Ker							3				1159	15	08	11	201
ROS	NS	1161	15th Street West	NORTH OF	Franklin Avenue				2-WAY	34.865751	-118.158297												8		557AS		1161	15	08	12	4,130
ROS	NS	1162	170th Street West	SOUTH OF	Rosamond Boulevard				2-WAY	34.86017	-118.43237	X			X	Ker							3				1162	15	08	12	720
ROS	NS	1164	20th Street West	SOUTH OF	Rosamond Boulevard				2-WAY	34.863137	-118.16712	X			X	Ker							3				1164	15	06	03	4,203
ROS	NS	1167	25th Street West	NORTH OF	Rosamond Boulevard				2-WAY	34.865075	-118.175963												8		553S		1167	15	08	12	4,025
ROS	NS	1172	60th Street West	SOUTH OF	Rosamond Boulevard				2-WAY	34.862246	-118.237984		1		X	Ker							3				1172	15	08	12	1,358
ROS	NS	1182	80th Street West	SOUTH OF	Rosamond Boulevard				2-WAY	34.860765	-118.273338		1		X	Ker							3				1182	15	08	12	207
ROS	NS	246	90th Street West	SOUTH OF	Rosamond Boulevard				2-WAY	34.85896	-118.29098		1	X	X	Ker							1	X		06W264090000	246	15	08	12	1,417
ROS	EW	1185	A Street	WEST OF	10th Street				2-WAY	35.136805	-119.466423			X									8	X	S272D	06G377105000	1185	16	01	20	3,457
ROS	EW	1219	Avenue A	WEST OF	20th Street West				2-WAY	34.820524	-118.16869												8		S368K		1219	15	08	11	3,210
ROS	EW	1223	Backus Road	EAST OF	Tehachapi Willow Springs Road				2-WAY	34.94984	-118.28698		1			Ker	X						6				1223	15	06	02	1,051
ROS	EW	1857	Rosamond Blvd	EAST OF	90th Street West				2-WAY	34.86367	-118.28971		1									X	7	X			1857	15	08	12	1,295
ROS	EW	3894	Rosamond Blvd	WEST OF	Eagle Way				2-WAY	34.86414	-118.17956										X		9				3894	15	09	02	16,429
ROS	EW	1861	Rosamond Blvd	EAST OF	Sierra Highway				2-WAY	34.86436	-118.16224												8		S356K		1861	15	09	02	16,233
ROS	EW	1859	Rosamond Blvd	WEST OF	SR 14				2-WAY	34.86414	-118.17547				X	Ker							3	X			1859	15	06	02	20,091
ROS	EW	349	Rosamond Blvd	BETWEEN	SR 14 AND Sierra Highway				2-WAY	34.86429	-118.16624			X	X	Ker							1	X		06W263110000	349	15	06	02	22,492
ROS	NS	1909	Sierra Hwy	SOUTH OF	Rosamond Boulevard				2-WAY	34.863167	-118.163126												8		S557S		1909	15	08	26	4,112
ROS	NS	1910	Sierra Hwy	NORTH OF	Rosamond Boulevard				2-WAY	34.86606	-118.16319		1		X	Ker							3	X			1910	15	08	27	2,202
SHA	EW	2561	7th Standard Road	EAST OF	I 5				2-WAY	35.4423	-119.454					Ker			X				5				2561	15	06	10	5,802
SHA	EW	242	7th Standard Road	BETWEEN	SR 43 AND Magnolia Avenue				2-WAY	35.44191	-119.29309			X									1	X		06W257105000	242	15	06	10	5,503
SHA	EW	230	Ash Street	BETWEEN	Nickel Street AND Birch Street				2-WAY	35.49621	-119.27351	X		X									1	X		06Z648110000	230	15	06	11	843
SHA	NS	1237	Beech Avenue	NORTH OF	Seventh Standard Road				2-WAY	35.44533	-119.26116		1									X	7	X			1237	15	01	13	790
SHA	NS	220	Beech Avenue	BETWEEN	SR 43 AND Lerdo Highway				2-WAY	35.49692	-119.26056		1	X									1	X		06Z642100000	220	10	00	00	2,642
SHA	NS	4055	Beech Avenue	SOUTH OF	State Avenue				2-WAY	35.5031	-119.26048		1	X									1	X		06Z642105000	4055	15	01	14	1,501
SHA	EW	1298	Burbank Street	EAST OF	Santa Fe Way				2-WAY	35.47065	-119.22322	X										X	7	X			1298	15	10	22	250
SHA	NS	1305	Buttonwillow Drive	SOUTH OF	SR 58				2-WAY	35.39705	-119.47415	X		X									1	X		06W251120000	1305	15	10	21	397
SHA	EW	227	Central Avenue	BETWEEN	Lerdo Highway AND Tulare Avenue				2-WAY	35.5034	-119.27385		1	X									1	X		06Z646100000	227	15	06	11	2,798
SHA	NS	2115	Cherry Avenue	SOUTH OF	Los Angeles Street				2-WAY	35.492	-119.24283	X										X	7	X			2115	15	08	09	786
SHA	NS	1331	Cherry Avenue	NORTH OF	Seventh Standard Road				2-WAY	35.44607	-119.24345	X			X	Sha							4				1331	15	06	10	591
SHA	EW	216	Lerdo Highway	EAST OF	Beech Avenue				2-WAY	35.49978	-119.26016			X									1	X		06Z644105000	216	15	01	22	11,053
SHA	EW	226	Lerdo Highway	BETWEEN	Beech Avenue AND State Route 99				2-WAY	35.49973	-119.21509			X									1	X		06Z644115000	226	15	01	22	10,104
SHA	EW	2567	Lerdo Highway	WEST OF	I 5				2-WAY	35.499742	-119.540998					Ker			X				5				2567	15	05	06	4,391
SHA	EW	3250	Lerdo Highway	EAST OF	I 5				2-WAY	35.500764	-119.521607		1		X	Sha							4	X			3250	15	05	05	2,494
SHA	EW	223	Lerdo Highway	BETWEEN	Poplar Avenue AND Schnaidt Street				2-WAY	35.49987	-119.29102			X									1	X		06Z644098000	223	15	01	22	3,925
SHA	EW	224	Lerdo Highway	BETWEEN	Schnaidt Street AND SR 43				2-WAY	35.49984	-119.27948			X									1	X		06Z644100000	224	15	03	03	6,043
SHA	EW	225	Lerdo Highway	BETWEEN	SR 43 AND Beech Avenue				2-WAY	35.49979	-119.26393			X									1	X		06Z644101000	225	15	01	13	9,927
SHA	EW	3580	Lerdo Highway	WEST OF	SR 99				2-WAY	35.49973	-119.1679				X	Sha							4	X			3580	15	03	03	17,294
SHA	EW	1632	Lerdo Highway	EAST OF	SR 99 Off Ramp				2-WAY	35.49961	-119.15725												8		S180E		1632	15	03	03	5,705
SHA	EW	4065	Los Angeles Avenue	WEST OF	Shafter Avenue				2-WAY	35.49259	-119.28167			X									1	X		06Z647111000	4065	15	06	11	5,085
SHA	NS	1643	Magnolia Avenue	NORTH OF	Seventh Standard Road				2-WAY	35.4445	-119.36813	X			X	Sha							4	X			1643	15	02	25	1,042
SHA	NS	218	Mannel Avenue	BETWEEN	Lerdo Highway AND Tulare Avenue				2-WAY	35.5031	-119.26935		1	X									1	X		06Z641100000	218	15	06	11	2,394
SHA	EW	1676	Merced Avenue	EAST OF	Rowlee Road				2-WAY	35.52865	-119.47044	X			X	Sha							4	X			1676	15	01	27	253
SHA	NS	1813	Poplar Avenue	SOUTH OF	Merced Avenue				2-WAY	35.52527	-119.29573	X			X	Sha							4				1813	15	01	28	252
SHA	NS	3228	Poplar Avenue	NORTH OF	Pheasant Run Drive				2-WAY	35.49878	-119.29612		1										10				3228	15	01	27	1,601
SHA	NS	3263	Poplar Avenue	NORTH OF	Seventh Standard Road				2-WAY	35.446606	-119.296669	X			X	Sha							4	X			3263	15	01	27	497
SHA	NS	1881	Scaroni Avenue	NORTH OF	Seventh Standard Road				2-WAY	35.44877	-119.31437		1		X	Sha							4				1881	15	01	15	354
SHA	NS	217	Schnaidt Street	BETWEEN	Los Angeles Street AND Mark Avenue				2-WAY	35.49944	-119.28718		1	X									1	X		06Z636100000	217	15	01	28	2,261
SHA	NS	1897	Shafter Avenue	NORTH OF	Orange Street				2-WAY	35.48116	-119.27855												8		S305Y		1897	15	01	28	3,007
SHA	NS	1896	Shafter Avenue	NORTH OF	Seventh Standard Road				2-WAY	35.446777	-119.278914		1		X	Sha							4				1896	15	01	27	1,359
SHA	NS	3229	Shafter Avenue	NORTH OF	Tulare Avenue				2-WAY	35.50813	-119.27821		1										10				3229	15	01	27	2,667
SHA	EW	222	Tulare Avenue	BETWEEN	Shafter Avenue AND Beech Avenue				2-WAY	35.50706	-119.26959		1	X									1	X		06Z643100000	222	15	01	28	2,129
SHA	NS	4111	Wildwood Road	NORTH OF	McCombs Road				2-WAY	35.62139	-119.43775	X			X	Was							4	X			4111	15	06	10	745
SHA	NS	2116	Zachary Avenue	NORTH OF	Fanucchi Way				2-WAY	35.44461	-119.18967	X										X	7	X			2116	15	01	13	787
SHA	NS	3265	Zachary Avenue	SOUTH OF	Lerdo Highway				2-WAY	35.49468	-119.1881		1									X	7	X			3265	15	01	13	360
SHA	NS	3311	Zachary Avenue	SOUTH OF	Peterson Road				2-WAY	35.69517	-119.18695	X			X	McF							4				3311	15	01	14	347
SHA	NS	4221	Zerker Road	SOUTH OF	County Line Road				2-WAY	35.785843	-119.151961	X			X	Ker							3				4221	15	02	18	82
SHA	NS	1204	Zerker Road	SOUTH OF	Seventh Standard Road				2-WAY	35.43769	-119.15423			X	X	Bak							1	X		06WM86120000	1204	15	02	18	5,592
SHA	NS	2049	Zerker Road	NORTH OF	Seventh Standard Road				2-WAY	35.44884	-119.15415												10				2049	15	01	27	3,372
TAF	NS	1003	10th Street	NORTH OF	SR 33 (Kern Street)				2-WAY	35.145616	-119.465153												10				1003	16	01	20	9,298
TAF	NS	1006	10th Street	SOUTH OF	SR 33 (Kern Street)				2-WAY	35.144327	-119.465151					Taf	X						6				1006	16	01	20	9,470
TAF	NS	1010	4th Street	BETWEEN	Front Street AND Ash Street				2-WAY	35.14367	-119.456			X									1	X		06G383110000	1010	16	01	20	3,893
TAF	NS	3331	4th Street	SOUTH OF	SR 33 (Kern Street)				2-WAY	35.14191	-119.45685												10				3331	16	01	20	3,808
TAF	NS	3321	Airport Road	NORTH OF	Cedar Street				2-WAY	35.15812	-119.42439		1		X	Taf							4	X			3321	16	01	20	705
TAF	NS	1018	Airport Road	BETWEEN	SR 119 (Taft Highway) AND Ash Street				2-WAY	35.14637	-119.43877		1	X									1	X		06G374110000	1018	16	01	20	579
TAF	EW	1209	Ash Street (Taft)	EAST OF	North Lincoln Street				2-WAY	35.151311	-119.464389		1										8		S276D		1209	16	01	19	1,714
TAF	EW	256	Bear Mtn. Blvd	BETWEEN	Hill Road AND I 5				2-WAY	35.2092	-119.18582		1	X									1	X		06WM67115000	256	15	02	17	1,384
TAF	EW	3332	Cadet Road	EAST OF	Petroleum Club Road				2-WAY	35.10093	-119.39285	X			X	Taf							4	X			3332	16	01	20	775
TAF	EW	1021	Center Street	BETWEEN	10th Street AND SR 33				2-WAY	35.14086	-119.45872		1	X									1	X		06G375100000	1021	16	01	19	1,502
TAF	EW	4153	Center Street	EAST OF	6th Street				2-WAY	35.14123	-119.45984		1										10				4153	16	01	20	2,111
TAF	NS	1023	Church Street	BETWEEN	A Street AND Lassen Street				2-WAY	35.14135	-119.47102		1	X									1	X		06G380100000	1023	16	01	20	1,393
TAF	NS	1025	Church Street	NORTH OF	Pilgrim Avenue				2-WAY	35.140251	-119.471014		1										10				1025	16	01	20	1,350
TAF	NS	4052	Elk Hills Road	SOUTH OF	Buttonwillow Drive				2-WAY	35.34479	-119.46866		1	X									1	X		06W251106000	4052	15	01	15	1,379
TAF	NS	285	Elk Hills Road	BETWEEN	SR 119 (Taft Highwa) AND Valley West Road				2-WAY	35.198969	-119.445619		1	X		Ker			X				1	X		06W251100000	285	15	01	15	1,587
TAF	EW	2759	Gardner Field Road	BETWEEN	SR 119 (Taft Highway) AND Industrial Way				2-WAY	35.1369	-119.44347		1	X									1	X		06G376115000	2759	14	04	24	1,789
TAF	NS	293	Harrison Street	NORTH OF	Cedar Street				2-WAY	35.15546	-119.45632			X		Taf	X						1	X	S265V	06G382110000	293	16	01	19	5,184
TAF	NS	1029	Hillard Street	SOUTH OF	SR 33 (Kern Street)				2-WAY	35.14618	-119.47221												10				1029	16	01	19	2,905
TAF	NS	305	Lierly Ave	BETWEEN	Wood Street AND Oak Street				2-WAY	35.13502	-119.46223	X		X									1	X		06G382100000	305	16	01	20	821
TAF	NS	1721	Lincoln Street	SOUTH OF	Midway Road				2-WAY	35.17889	-119.46548				X	Taf							4				1721	16	01	20	4,134
TAF	EW	1033	Main Street	BETWEEN	10th Street AND SR 33				2-WAY	35.13984	-119.45858		1	X									1	X		06G376100000	1033	16	01	19	1,779
TAF	NS	3319	Midoil Road	SOUTH OF	3rd Street				2-WAY	35.17448	-119.53805	X			X	Ker							3	X			3319	16	01	20	403
TAF	EW	1681	Midoil Road	WEST OF	Terrace Drive				2-WAY	35.13766	-119.48297	X			X	Taf							4	X			1681	16	01	20	730
TAF	EW	1684	Midway Road	WEST OF	SR 119 (Taft Highway)				2-WAY	35.18061	-119.45803										X		9								
TAF	EW	1683	Midway Road	EAST OF	SR 33				2-WAY	35.18022	-119.52447												9				1683	16	01	20	2,997
TAF	NS	1720	North Lincoln Street	NORTH OF	Ash Street				2-WAY	35.15222	-119.46516												8		S263V		1720	16	01	19	6,325
TAF	EW	3336	Petroleum Club Road	EAST OF	SR 33				2-WAY	35.12631	-119.43378	X			X	Taf							4				3336	16	01	20	659
TAF	NS	238	South 10th Street	BETWEEN	Wood Street AND A Street				2-WAY	35.13463	-119.46499			X									1	X		06G381100000	238	16	01	20	6,667

TAF	NS	1002	10th Street	AT	Center Street			2-WAY	35.142884	-119.465132												10				1002	16	01	19	9,931
TEH	EW	4070	Banducci Road	EAST OF	Longhorn Lane			2-WAY	35.09473	-118.64589		1		X	Ker							3				4070	15	11	17	918
TEH	EW	1229	Banducci Road	WEST OF	Pellisier Road			2-WAY	35.09461	-118.57871												8		292H		1229	15	11	17	3,721
TEH	EW	4071	Banducci Road	SOUTH OF	Sarida Avenue			2-WAY	35.09431	-118.56948		1		X	Ker							3	X			4071	15	11	17	1,891
TEH	NS	1232	Bealville Road	NORTH OF	SR 58 (Bakersfield Highway)			2-WAY	35.26801	-118.6296	X				Mtn	X						6				1232	15	11	03	594
TEH	NS	4072	Bear Valley Road	SOUTH OF	Buttercup Court			2-WAY	35.14692	-118.57674				X	Ker							3				4072	15	11	17	6,991
TEH	EW	1375	Country Club Drive	WEST OF	Woodford Tehachapi Road			2-WAY	35.14872	-118.49619		1										8		278H		1375	15	11	03	2,776
TEH	EW	1387	Cummings Valley Road	WEST OF	Bear Valley Road			2-WAY	35.1309	-118.57741		1		X	Ker							3	X			1387	15	11	17	2,888
TEH	EW	1388	Cummings Valley Road	EAST OF	Bear Valley Road			2-WAY	35.13098	-118.57249												8		282H		1388	15	11	17	8,514
TEH	EW	4226	Cummings Valley Road	WEST OF	Pelliser Road			2-WAY	35.130597	-118.605039		1			Ker	X						6				4226	15	11	17	63
TEH	NS	196	Curry	BETWEEN	Pinon Street AND Valley Boulevard			2-WAY	35.12047	-118.45001			X		Teh	X						1	X		06WV03105000	196	15	03	04	4,935
TEH	NS	4076	Deertrail Drive	SOUTH OF	SR 223 (Bear Mountain Boulevard)			2-WAY	35.20867	-118.73021	X			X	Ker							3				4076	14	05	07	686
TEH	NS	2927	Dennison Road	NORTH OF	Tehachapi Boulevard			2-WAY	35.13194	-118.432121		1									X	7	X			2927	15	11	03	2,010
TEH	EW	1499	Giraudo Road	WEST OF	Pellisier Road			2-WAY	35.12345	-118.60509	X				Ker	X						6				1499	15	11	17	469
TEH	NS	1501	Golden Hills Blvd	NORTH OF	S.H. 202			2-WAY	-118.4859246	35.12494246												8		16H27		1501	15	11	03	1,556
TEH	NS	1503	Golden Star Blvd	NORTH OF	Golden Hills Boulevard			2-WAY	35.13427	-118.48896	X											8		17H038		1503	15	11	03	1,030
TEH	EW	4081	Highline Road	WEST OF	Adalante Street			2-WAY	35.10939	-118.49616				X	Teh							4	X			4081	15	11	17	4,013
TEH	EW	1546	Highline Road	EAST OF	Banducci Road			2-WAY	35.10944	-118.51974												8		S288H		1546	15	11	17	3,498
TEH	EW	1548	Highline Road	WEST OF	Tehachapi Willow Springs Road			2-WAY	35.109629	-118.39989					Teh	X				X		6				1548	15	12	02	2,750
TEH	EW	4092	Highline Road	EAST OF	Tucker Road			2-WAY	35.10947	-118.46582				X	Teh							4				4092	15	12	01	4,008
TEH	NS	1039	Mill Street	SOUTH OF	SR 58			2-WAY	35.1376	-118.45128				X	Teh							4	X			1039	15	11	05	4,940
TEH	EW	1733	Oak Creek Road	WEST OF	SR 14			2-WAY	35.05692	-118.18051												8		S308K		1733	15	11	05	3,317
TEH	EW	1731	Oak Creek Road	EAST OF	Tehachapi Willow Springs Road			2-WAY	35.050066	-118.352125		1									X	7	X			1731	15	11	05	1,263
TEH	NS	1876	Sand Canyon Road	NORTH OF	Tehachapi Boulevard			2-WAY	35.11286	-118.32384	X				Teh	X						6				1876	15	12	01	869
TEH	NS	1932	Stallion Springs Road	SOUTH OF	Comanche Point Road			2-WAY	35.09141	-118.65141		1										8		451AT		1932	15	11	03	2,103
TEH	EW	1043	Tehachapi Blvd	EAST OF	Mountain View Avenue			2-WAY	35.13208	-118.45855					Teh	X						6				1043	15	11	05	11,381
TEH	EW	4094	Tehachapi Blvd	EAST OF	SR 58			2-WAY	35.12691	-118.40877				X	Teh							4	X			4094	15	11	05	11,777
TEH	EW	4096	Tehachapi Blvd	WEST OF	SR 58			2-WAY	35.12763	-118.41386				X	Teh							4	X			4096	15	11	05	5,023
TEH	EW	1966	Tehachapi Blvd	WEST OF	Tehachapi Willow Springs Road			2-WAY	35.1254	-118.39782												8		S282J		1966	15	11	05	3,650
TEH	NS	4085	Tehachapi Willow Springs	SOUTH OF	Highline Road			2-WAY	35.10354	-118.39678				X	Teh							4	X			4085	15	12	01	3,497
TEH	NS	364	Tehachapi Willow Springs	BETWEEN	Highline Road AND SR 58			2-WAY	35.116175	-118.396614			X	X	Ker							1	X		06W264110000	364	15	12	01	2,517
TEH	NS	4086	Tehachapi Willow Springs	BETWEEN	Oak Creek Road AND Cameron Canyon Road			2-WAY	35.052282	-118.358976											X	7	X			4086	15	12	01	3,913
TEH	NS	1046	Tucker Road	NORTH OF	Highline Road			2-WAY	35.110082	-118.467801												8		S487V		1046	15	12	01	3,697
TEH	EW	2928	Valley Blvd	EAST OF	Clearview Street			2-WAY	35.12431	-118.44304					Teh	X						6				2928	15	11	17	4,982
TEH	NS	2024	Westwood Blvd	EAST OF	Golden Hills Boulevard			2-WAY	35.12795	-118.4851												8		17H002		2024	15	11	03	3,209
TEH	NS	2041	Woodford Tehachapi Road	SOUTH OF	SR 202			2-WAY	35.12231	-118.49488		1									X	7	X			2041	15	02	04	1,487
TEH	NS	2042	Woodford Tehachapi Road	NORTH OF	SR 202			2-WAY	35.1256	-118.49485		1			Teh	X						6				2042	15	02	04	3,050
WAS	EW	1061	5th Street	BETWEEN	Palm Avenue AND Barker Place			2-WAY	35.59699	-119.34198		1	X									1	X		06Z678100000	1061	15	10	29	1,942
WAS	EW	1175	7th Standard Road	EAST OF	Buttonwillow Drive			2-WAY	35.44236	-119.47033					Ker		X					5				1175	15	10	20	2,737
WAS	NS	260	Annin Avenue	BETWEEN	McCombs Road AND Gromer Avenue			2-WAY	35.61277	-119.33578	X		X									1	X		06Z683105000	260	15	12	15	733
WAS	NS	1247	Benner Avenue	SOUTH OF	Pond Road			2-WAY	35.71459	-119.31189	X			X	Del							4				1247	15	02	05	171
WAS	EW	3317	Broadway	EAST OF	Randall Road			2-WAY	35.17959	-119.53934	X			X	Ker							3	X			3317	14	03	26	1,487
WAS	NS	232	Central Avenue	BETWEEN	7th Street AND SR 46 (Paso Robles Highway)			2-WAY	35.598	-119.35812		1	X									1	X		06Z671105000	232	15	12	15	3,111
WAS	NS	231	Central Avenue	BETWEEN	Filburn Street AND 7th Street			2-WAY	35.58738	-119.35817		1	X									1	X		06Z671100000	231	15	12	15	1,936
WAS	EW	2572	Famoso Road	WEST OF	Famoso Porterville Highway			2-WAY	35.60202	-119.208735												8		S152E		2572	15	05	28	3,041
WAS	EW	1465	Famoso Road	WEST OF	Granite Road			2-WAY	35.6249	-119.00013		1			Mtn	X						6				1465	15	05	28	835
WAS	EW	237	Filburn	BETWEEN	SR 43 AND Griffith Avenue			2-WAY	35.57975	-119.33771			X									1	X		06Z682100000	237	15	12	15	3,362
WAS	NS	234	G Street	BETWEEN	6th Street AND Filburn Street			2-WAY	35.58978	-119.33245	X		X									1	X		06Z676100000	234	15	12	16	847
WAS	EW	3205	Jackson Avenue	WEST OF	SR 43			2-WAY	35.57248	-119.33711	X			X	Was							4	X			3205	15	10	21	132
WAS	EW	3204	Kimberlina Road	EAST OF	Rowlee Road			2-WAY	35.55767	-119.46984		1		X	Was							4	X			3204	15	12	17	885
WAS	EW	3218	Kimberlina Road	WEST OF	SR 43			2-WAY	35.55798	-119.33587				X	Was							4	X			3218	15	12	16	4,349
WAS	EW	3315	Lerdo Highway	EAST OF	Lost Hills Road			2-WAY	35.49924	-119.68191										X		9				3315	15	12	16	4,458
WAS	EW	3261	Lerdo Highway	WEST OF	Scofield Avenue			2-WAY	35.500343	-119.408771		1		X	Sha							4	X			3261	15	12	15	2,892
WAS	NS	3877	Magnolia Avenue	SOUTH OF	Kimberlina Road			2-WAY	35.55403	-119.36737	X			X	Was							4	X			3877	15	10	21	629
WAS	NS	3266	Magnolia Avenue	SOUTH OF	Merced Avenue			2-WAY	35.52213	-119.36761	X			X	Sha							4	X			3266	15	12	15	436
WAS	EW	320	McCombs Road	BETWEEN	Annin Avenue AND SR 43			2-WAY	35.61603	-119.3341	X		X									1	X		06Z684100000	320	15	05	28	1,662
WAS	EW	3219	McCombs Road	EAST OF	Rowlee Road			2-WAY	35.61582	-119.46419	X			X	Was							4	X			3219	15	02	03	452
WAS	EW	3220	McCombs Road	EAST OF	SR 43			2-WAY	35.61612	-119.32183	X			X	Was							4	X			3220	15	02	03	357
WAS	EW	3267	Merced Avenue	WEST OF	SR 43			2-WAY	35.52905	-119.30967	X			X	Sha							4	X			3267	15	05	28	561
WAS	NS	4215	Palm Avenue	SOUTH OF	Kimberlina Road			2-WAY	35.55409	-119.34966		1		X	Was							4	X			4215	15	12	16	1,355
WAS	NS	4214	Palm Avenue	NORTH OF	McCombs Road			2-WAY	35.621277	-119.349029		1		X	Was							4	X			4214	15	12	17	1,064
WAS	NS	3268	Palm Avenue	SOUTH OF	Merced Avenue			2-WAY	35.5222	-119.34997		1		X	Sha							4	X			3268	15	12	16	1,043
WAS	NS	1766	Palm Avenue (Shafter-Wasco)	NORTH OF	Kimberlina Road			2-WAY	35.56072	-119.34959		1										8		S289Y		1766	15	12	15	2,887
WAS	NS	341	Pegasus Drive	BETWEEN	Norris Road AND Merle Haggard Drive			2-WAY	35.42981	-119.06433			X	X	Bak							1	X		06F314100000	341	15	10	20	5,738
WAS	EW	236	Poso Avenue	BETWEEN	Central Avenue AND Palm Avenue			2-WAY	35.587	-119.35324		1	X									1	X		06Z681100000	236	15	12	16	1,789
WAS	NS	3256	Rowlee Road	SOUTH OF	County Line Road			2-WAY	35.78584	-119.472197		1		X	Ker							3				3256	15	10	28	102
WAS	NS	1864	Rowlee Road	NORTH OF	Lerdo Highway			2-WAY	35.50426	-119.47472		1										8		S261Y		1864	15	10	20	1,904
WAS	NS	3270	Santa Fe Way	NORTH OF	Seventh Standard Road			2-WAY	35.442846	-119.200612				X	Sha							4	X			3270	15	10	20	9,568
WAS	NS	3271	Santa Fe Way	SOUTH OF	SR 43			2-WAY	35.4901	-119.25832										X		9				3271	15	08	26	9,391
WAS	NS	1889	Scofield Avenue	SOUTH OF	Kimberlina Road			2-WAY	35.5551	-119.40292	X			X	Was							4	X			1889	15	10	21	414
WAS	NS	3221	Scofield Avenue	NORTH OF	McCombs Road			2-WAY	35.62164	-119.40231	X			X	Was							4	X			3221	15	12	16	550
WAS	NS	3223	Scofield Avenue	SOUTH OF	Merced Avenue			2-WAY	35.52173	-119.40334	X			X	Sha							4	X			3223	15	10	21	361
WAS	EW	2568	Twisselman Road	WEST OF	I 5			2-WAY	35.7319	-119.743	X				Ker		X					5				2568	15	10	29	456
WAS	EW	2569	Twisselman Road	EAST OF	I 5			2-WAY	35.731989	-119.735024	X				Ker		X					5				2569	15	10	28	74
WAS	NS	3226	Wasco Avenue	SOUTH OF	Merced Avenue			2-WAY	35.5246	-119.33206	X			X	Sha							4	X			3226	15	10	22	285
WAS	NS	2744	Wasco Avenue	BETWEEN	Poso Avenue & SR 46 (Paso Robles Highway)			2-WAY	35.59252	-119.32827		1	X									1	X		06Z675100000	2744	15	10	21	2,401
WAS	NS	3225	Wasco Avenue	NORTH OF	Standard Road			2-WAY	35.44641	-119.3327	X			X	Sha							4	X			3225	15	10	21	39
WAS	EW	2028	Whisler Road	EAST OF	SR 43			2-WAY	35.64506	-119.32666		1		X	McF							4	X			2028	15	10	21	1,424
WAS	NS	2037	Wildwood Road	SOUTH OF	Kimberlina Road			2-WAY	35.55416	-119.43871	X			X	Was							4				2037	15	10	29	284
WAS	NS	4109	Wildwood Road	SOUTH OF	Merced Avenue			2-WAY	35.521801	-119.439203	X			X	Sha							4				4109	15	10	29	426
BAK	NS	1478	Fruitvale Avenue	NORTH OF	SR 58 (Rosedale Highway)		supplemental 1	2-WAY	35.38608	-119.07433												8		S351X		1478	15	06	23	12,750
CAL	NS	1316	California City Blvd	NORTH OF	SR 58		supplemental 1	2-WAY	35.01488	-117.9169		1		x	x	x						6				1316	15	12	03	2,911
CAL	NS	4247	Randsburg Mojave Road	NORTH OF	Hooker Driver		supplemental 1	2-WAY	35.137332	-117.928992		1		x	x	x						6				4247	15	12	03	998
DEL	EW	4278	11th Avenue	WEST OF	Albany Street		supplemental 1	2-WAY	35.76847	-119.25914		1			x	x						6				4278	15	10	07	6,393
DEL	EW	4279	11th Avenue	EAST OF	Albany Street		supplemental 1	2-WAY	35.76849	-119.25803		1			x	x						6				4279	15	10	06	6,088
DEL	EW	879	11th Avenue	BETWEEN	Albany Street AND High Street		supplemental 1	2-WAY	35.76946	-119.25205		1			x	x						6				879	15	10	06	7,488
DEL	EW	4349	11th Avenue	EAST OF	Fremont Street		supplemental 1	2-WAY	35.76973	-119.24996		1			x	x						6				4349	15	10	08	9,910
DEL	EW	4276	11th Avenue	WEST OF	Hiett Avenue		supplemental 1	2-WAY	35.76861	-119.26818		1			x	x						6				4276	15	10	07	1,502
DEL	EW	4277	11th Avenue	EAST OF	Hiett Avenue		supplemental 1	2-WAY	35.76863	-119.26646		1			x	x						6				4277	15	10	07	2,896
DEL	EW	4280	11th Avenue	WEST OF	High Street		supplemental 1	2-WAY	35.77012	-119.2477		1			x	x						6				4280	15	10	06	10,723
DEL	EW	4281	11th Avenue	EAST OF	High Street		supplemental 1	2-WAY	35.77023	-119.24699		1			x	x						6				4281	15	10	06	6,350
DEL	EW	4284	11th Avenue	WEST OF	Jefferson Street		supplemental 1	2-WAY	35.77049	-119.24491		1			x	x						6				4284	15	10	06	5,332
DEL	EW	4285	11th Avenue	EAST OF	Jefferson Street		supplemental 1	2-WAY	35.77062	-119.24418		1			x	x						6				4285	15	10	07	4,548
DEL	EW	4286	11th Avenue	WEST OF	Lexington Street		supplemental 1	2-WAY	35.77091	-119.24229		1			x	x						6				4286	15	10	06	4,507
DEL	EW	4282	11th Avenue	WEST OF	Main Street		supplemental 1	2-WAY	35.77035	-119.24621		1			x	x						6				4282	15	10	06	5,988
DEL	EW	4283	11th Avenue	EAST OF	Main Street		supplemental 1	2-WAY	35.77043	-119.24563		1			x	x						6				4283	15	10	06	5,278
DEL	EW	4288	11th Avenue	WEST OF	Randolph Street		supplemental 1	2-WAY	35.77185	-119.23236		1			x	x						6				4288	15	10	06	3,662
DEL	EW	880	11th Avenue	BETWEEN	Randolph Street AND High Street		supplemental 1	2-WAY	35.77148	-119.23897		1			x	x						6				880	15	10	06	4,812
DEL	EW	4253	20th Avenue	WEST OF	Browning Road		supplemental 1	2-WAY	35.78316	-119.22354		1			x	x						6				4253	15	10	08	2,994
DEL	EW	4248	20th Avenue	WEST OF	Norwalk Street		supplemental 1	2-WAY	35.78314	-119.24134		1			x	x						6				4248	15	10	08	4,307
DEL	EW	4249	20th Avenue	EAST OF	Norwalk Street		supplemental 1	2-WAY	35.78314	-119.24049		1			x	x						6				4249	15	10	08	6,008
DEL	EW	4250	20th Avenue	EAST OF	Princeton Street		supplemental 1	2-WAY	35.78315	-119.23605		1			x	x						6				4250	15	10	08	5,979
DEL	EW	4251	20th Avenue	WEST OF	Randolph Street		supplemental 1	2-WAY	35.78316	-119.2323		1			x	x						6				4251	15	10	06	4,780
DEL	EW	4252	20th Avenue	EAST OF	Randolph Street		supplemental 1	2-WAY	35.78316	-119.23163		1			x	x						6				4252	15	10	07	5,411
DEL	EW	4347	21st Avenue	EAST OF	High Street		supplemental 1	2-WAY	35.78478	-119.25045		1			x	x					x	6				4347	15	10	07	3,669
DEL	EW	4327	6th Avenue	EAST OF	Lexington Street		supplemental 1	2-WAY	35.76502	-119.24043		1			x	x						6				4327	15	10	06	2,597

DEL	EW	4314	9th Avenue	WEST OF	Browning Road	supplemental 1		2-WAY	35.76863	-119.22398		1			x	x					6				4314	15	10	07	2,483
DEL	EW	4315	9th Avenue	EAST OF	Browning Road	supplemental 1		2-WAY	35.76862	-119.22228		1			x	x					6				4315	15	18	08	949
DEL	EW	4307	9th Avenue	EAST OF	High Street	supplemental 1		2-WAY	35.7676	-119.24634		1			x	x					6				4307	15	10	07	5,057
DEL	EW	4309	9th Avenue	EAST OF	Jefferson Street	supplemental 1		2-WAY	35.76801	-119.24371		1			x	x					6				4309	15	10	06	4,095
DEL	EW	4310	9th Avenue	WEST OF	Lexington Street	supplemental 1		2-WAY	35.76833	-119.24169		1			x	x					6				4310	15	10	27	3,887
DEL	EW	4311	9th Avenue	EAST OF	Lexington Street	supplemental 1		2-WAY	35.76846	-119.24097		1			x	x					6				4311	15	10	27	4,395
DEL	EW	4308	9th Avenue	EAST OF	Main Street	supplemental 1		2-WAY	35.76781	-119.24501		1			x	x					6				4308	15	10	07	4,976
DEL	EW	4312	9th Avenue	WEST OF	Randolph Street	supplemental 1		2-WAY	35.76863	-119.23235		1			x	x					6				4312	15	10	07	4,043
DEL	EW	4313	9th Avenue	EAST OF	Randolph Street	supplemental 1		2-WAY	35.76862	-119.23157		1			x	x					6				4313	15	10	07	4,111
DEL	NS	4291	Albany Street	NORTH OF	11th Avenue	supplemental 1		2-WAY	35.76898	-119.25853		1			x	x					6				4291	15	03	10	5,900
DEL	NS	4292	Albany Street	SOUTH OF	11th Avenue	supplemental 1		2-WAY	35.7678	-119.25851		1			x	x					6				4292	15	03	10	5,370
DEL	NS	890	Albany Street	BETWEEN	20th Avenue AND Cecil Avenue	supplemental 1		2-WAY	35.78005	-119.25858		1			x	x					6				890	15	03	10	5,379
DEL	NS	4263	Albany Street	NORTH OF	Cecil Avenue	supplemental 1		2-WAY	35.77649	-119.2585		1			x	x					6				4263	15	03	10	5,216
DEL	NS	4264	Albany Street	SOUTH OF	Cecil Avenue	supplemental 1		2-WAY	35.77531	-119.25849		1			x	x					6				4264	15	03	10	5,083
DEL	NS	888	Albany Street	BETWEEN	County Line Road AND 20th Avenue	supplemental 1		2-WAY	35.78648	-119.2587		1			x	x				x	6				888	15	03	10	3,999
DEL	NS	4341	Albany Street	NORTH OF	SR 155 (Garces Highway)	supplemental 1		2-WAY	35.76187	-119.25853		1			x	x				x	6				4341	15	03	10	4,732
DEL	NS	4342	Albany Street	SOUTH OF	SR 155 (Garces Highway)	supplemental 1		2-WAY	35.7611	-119.25847		1			x	x				x	6				4342	15	03	10	5,331
DEL	NS	895	Browning Road	NORTH OF	20th Avenue	supplemental 1		2-WAY	35.78413	-119.22312		1		x	x	x				x	6				895	15	03	04	6,031
DEL	NS	4324	Browning Road	NORTH OF	9th Avenue	supplemental 1		2-WAY	35.76919	-119.22321		1			x	x					6				4324	15	03	04	6,369
DEL	NS	4325	Browning Road	WEST OF	9th Avenue	supplemental 1		2-WAY	35.76799	-119.22313		1			x	x					6				4325	15	03	05	5,709
DEL	NS	4275	Browning Road	NORTH OF	Cecil Avenue	supplemental 1		2-WAY	35.77649	-119.22322		1			x	x				x	6				4275	15	03	03	7,091
DEL	EW	4255	Cecil Avenue	WEST OF	Albany Street	supplemental 1		2-WAY	35.77591	-119.25895		1			x	x					6				4255	15	10	06	9,973
DEL	EW	4256	Cecil Avenue	EAST OF	Albany Street	supplemental 1		2-WAY	35.77589	-119.25795		1			x	x					6				4256	15	10	06	11,951
DEL	EW	4254	Cecil Avenue	EAST OF	Hiett Avenue	supplemental 1		2-WAY	35.77586	-119.26538		1			x	x					6				4254	15	10	07	7,713
DEL	EW	4012	Cecil Avenue	WEST OF	High Street	supplemental 1		2-WAY	35.7759	-119.25005		1			x	x					6				4012	15	10	29	20,420
DEL	EW	900	Cecil Avenue	BETWEEN	Lexington Street AND Jefferson Street	supplemental 1		2-WAY	35.77587	-119.2442		1			x	x					6				900	15	10	29	17,295
DEL	EW	899	Cecil Avenue	WEST OF	Main Street	supplemental 1		2-WAY	35.77587	-119.24765		1			x	x					6				899	15	10	27	17,188
DEL	EW	4257	Cecil Avenue	EAST OF	Main Street	supplemental 1		2-WAY	35.77589	-119.24645		1			x	x					6				4257	15	10	28	17,688
DEL	EW	901	Cecil Avenue	BETWEEN	Norwalk Street AND Lexington Street	supplemental 1		2-WAY	35.77587	-119.24181		1			x	x					6				901	15	10	27	15,716
DEL	EW	4258	Cecil Avenue	WEST OF	Randolph Street	supplemental 1		2-WAY	35.77589	-119.23298		1			x	x					6				4258	15	10	27	13,040
DEL	EW	902	Cecil Avenue	BETWEEN	Randolph Street AND Norwalk Street	supplemental 1		2-WAY	35.77587	-119.2361		1			x	x					6				902	15	10	27	13,071
DEL	NS	4293	Clinton Street	NORTH OF	11th Avenue	supplemental 1		2-WAY	35.76925	-119.25524		1			x	x					6				4293	15	03	12	797
DEL	NS	4294	Clinton Street	SOUTH OF	11th Avenue	supplemental 1		2-WAY	35.76852	-119.25507		1			x	x					6				4294	15	03	12	927
DEL	NS	4265	Clinton Street	SOUTH OF	Cecil Avenue	supplemental 1		2-WAY	35.77555	-119.25671		1			x	x					6				4265	15	03	12	1,193
DEL	NS	4343	Clinton Street	NORTH OF	SR 155 (Garces Highway)	supplemental 1		2-WAY	35.76165	-119.25348		1			x	x				x	6				4343	15	03	12	738
DEL	EW	4235	County Line Road	WEST OF	Albany Street	supplemental 1		2-WAY	35.790436	-119.260484		1		x		x				x	6				4235	15	03	10	4,448
DEL	EW	4240	County Line Road	WEST OF	Browning Road	supplemental 1		2-WAY	35.79041	-119.2238		1		x		x				x	6				4240	15	03	11	6,426
DEL	EW	4241	County Line Road	EAST OF	Browning Road	supplemental 1		2-WAY	35.79043	-119.22303		1		x		x				x	6				4241	15	03	11	5,097
DEL	EW	4236	County Line Road	WEST OF	Girard Street	supplemental 1		2-WAY	35.79039	-119.24997		1		x		x				x	6				4236	15	03	11	12,991
DEL	EW	4237	County Line Road	EAST OF	High Street	supplemental 1		2-WAY	35.790442	-119.252105		1		x		x				x	6				4237	15	03	12	9,452
DEL	EW	4238	County Line Road	WEST OF	Norwalk Street	supplemental 1		2-WAY	35.79041	-119.24113		1		x		x				x	6				4238	15	03	10	12,688
DEL	EW	4239	County Line Road	WEST OF	Randolph Street	supplemental 1		2-WAY	35.7904	-119.2327		1		x		x				x	6				4239	15	03	10	10,721
DEL	NS	4295	Ellington Street	NORTH OF	11th Avenue	supplemental 1		2-WAY	35.76995	-119.25175		1			x	x					6				4295	15	10	07	5,356
DEL	NS	4296	Ellington Street	SOUTH OF	11th Avenue	supplemental 1		2-WAY	35.76688	-119.2515		1			x	x					6				4296	15	10	06	6,031
DEL	NS	4266	Ellington Street	SOUTH OF	Cecil Avenue	supplemental 1		2-WAY	35.7755	-119.25302		1			x	x					6				4266	15	17	07	8,652
DEL	NS	4344	Ellington Street	SOUTH OF	SR 155 (Garces Highway)	supplemental 1		2-WAY	35.76109	-119.24968		1			x	x				x	6				4344	15	10	07	5,147
DEL	NS	4345	Freemont Street	SOUTH OF	SR 155 (Garces Highway)	supplemental 1		2-WAY	35.76107	-119.2483		1			x	x				x	6				4345	15	10	06	2,048
DEL	EW	4336	Garces Hwy	EAST OF	Albany Street	supplemental 1		2-WAY	35.76137	-119.25818		1			x	x				x	6				4336	15	03	10	5,734
DEL	EW	4337	Garces Hwy	WEST OF	Clinton Street	supplemental 1		2-WAY	35.76138	-119.25375		1			x	x				x	6				4337	15	03	11	7,033
DEL	EW	4338	Garces Hwy	EAST OF	Clinton Street	supplemental 1		2-WAY	35.76138	-119.25309		1			x	x				x	6				4338	15	03	11	7,115
DEL	EW	4339	Garces Hwy	WEST OF	Ellington Street	supplemental 1		2-WAY	35.76138	-119.25006		1			x	x				x	6				4339	15	03	11	8,359
DEL	EW	4334	Garces Hwy	WEST OF	Hiett Avenue	supplemental 1		2-WAY	35.76136	-119.26757		1			x	x					6				4334	15	03	10	3,495
DEL	EW	4335	Garces Hwy	EAST OF	Hiett Avenue	supplemental 1		2-WAY	35.76137	-119.26699		1			x	x				x	6				4335	15	03	10	6,004
DEL	NS	4348	Girard Street	SOUTH OF	20th Avenue	supplemental 1		2-WAY	35.78284	-119.24977		1			x	x				x	6				4348	15	10	27	4,801
DEL	NS	4243	Girard Street	SOUTH OF	County Line Road	supplemental 1		2-WAY	35.78978	-119.24916		1		x	x	x				x	6				4243	15	10	08	9,012
DEL	NS	4289	Hiett Avenue	NORTH OF	11th Avenue	supplemental 1		2-WAY	35.76926	-119.26737		1			x	x					6				4289	15	03	10	2,697
DEL	NS	4290	Hiett Avenue	SOUTH OF	11th Avenue	supplemental 1		2-WAY	35.76798	-119.26738		1			x	x					6				4290	15	03	10	2,839
DEL	NS	4262	Hiett Avenue	SOUTH OF	Cecil Avenue	supplemental 1		2-WAY	35.77526	-119.26741		1			x	x					6				4262	15	03	10	2,375
DEL	NS	4022	Hiett Avenue	SOUTH OF	County Line Road	supplemental 1		2-WAY	35.78923	-119.26764		1			x	x				x	6				4022	15	03	10	1,784
DEL	NS	4340	Hiett Avenue	NORTH OF	SR 155 (Garces Highway)	supplemental 1		2-WAY	35.76166	-119.26732		1			x	x				x	6				4340	15	03	11	2,751
DEL	NS	4297	High Street	NORTH OF	11th Avenue	supplemental 1		2-WAY	35.77069	-119.24738		1			x	x					6				4297	15	03	12	11,275
DEL	NS	4298	High Street	SOUTH OF	11th Avenue	supplemental 1		2-WAY	35.76957	-119.24712		1			x	x					6				4298	15	03	11	12,636
DEL	NS	923	High Street	SOUTH OF	21st Avenue	supplemental 1		2-WAY	35.78275	-119.25081				X	Ker						3	X			923	15	03	12	4,189
DEL	NS	4316	High Street	NORTH OF	9th Avenue	supplemental 1		2-WAY	35.76798	-119.24674		1			x	x					6				4316	15	03	10	12,133
DEL	NS	4317	High Street	SOUTH OF	9th Avenue	supplemental 1		2-WAY	35.76734	-119.24659		1			x	x					6				4317	15	03	12	8,760
DEL	NS	4267	High Street	NORTH OF	Cecil Avenue	supplemental 1		2-WAY	35.77672	-119.24934		1			x	x					6				4267	15	03	12	11,679
DEL	NS	4268	High Street	SOUTH OF	Cecil Avenue	supplemental 1		2-WAY	35.77522	-119.24842		1			x	x					6				4268	15	03	12	11,221
DEL	NS	4346	High Street	SOUTH OF	Main Street	supplemental 1		2-WAY	35.75785	-119.244		1			x	x				x	6				4346	15	03	12	2,865
DEL	NS	4301	Jefferson Street	NORTH OF	11th Avenue	supplemental 1		2-WAY	35.77089	-119.24468		1			x	x					6				4301	15	03	12	4,835
DEL	NS	4302	Jefferson Street	SOUTH OF	11th Avenue	supplemental 1		2-WAY	35.77022	-119.24453		1			x	x					6				4302	15	10	08	3,585
DEL	NS	4270	Jefferson Street	SOUTH OF	Cecil Avenue	supplemental 1		2-WAY	35.7753	-119.2457		1			x	x					6				4270	15	10	08	3,579
DEL	NS	4303	Lexington Street	NORTH OF	11th Avenue	supplemental 1		2-WAY	35.77128	-119.24203		1			x	x					6				4303	15	10	27	5,297
DEL	NS	4304	Lexington Street	SOUTH OF	11th Avenue	supplemental 1		2-WAY	35.77069	-119.24189		1			x	x					6				4304	15	10	27	6,390
DEL	NS	4330	Lexington Street	NORTH OF	6th Avenue	supplemental 1		2-WAY	35.76539	-119.24081		1			x	x					6				4330	15	10	27	8,033
DEL	NS	4331	Lexington Street	SOUTH OF	6th Avenue	supplemental 1		2-WAY	35.76471	-119.24081		1			x	x					6				4331	15	10	27	7,795
DEL	NS	4320	Lexington Street	NORTH OF	9th Avenue	supplemental 1		2-WAY	35.7687	-119.24142		1			x	x					6				4320	15	10	27	6,736
DEL	NS	4321	Lexington Street	SOUTH OF	9th Avenue	supplemental 1		2-WAY	35.76802	-119.24127		1			x	x					6				4321	15	10	27	7,376
DEL	NS	930	Lexington Street	BETWEEN	Balboa Avenue AND Woollomes Avenue	supplemental 1		2-WAY	35.75222	-119.24075		1			x	x				x	6				930	15	10	27	9,458
DEL	NS	4271	Lexington Street	SOUTH OF	Cecil Avenue	supplemental 1		2-WAY	35.77555	-119.24301		1			x	x					6				4271	15	10	27	4,324
DEL	NS	4299	Main Street	NORTH OF	11th Avenue	supplemental 1		2-WAY	35.77064	-119.24599		1			x	x					6				4299	15	10	07	3,512
DEL	NS	4300	Main Street	SOUTH OF	11th Avenue	supplemental 1		2-WAY	35.76997	-119.24585		1			x	x					6				4300	15	10	07	3,086
DEL	NS	4318	Main Street	NORTH OF	9th Avenue	supplemental 1		2-WAY	35.76807	-119.2544		1			x	x					6				4318	15	10	07	3,604
DEL	NS	4319	Main Street	SOUTH OF	9th Avenue	supplemental 1		2-WAY	35.76746	-119.24526		1			x	x					6				4319	15	10	07	3,998
DEL	NS	4269	Main Street	SOUTH OF	Cecil Avenue	supplemental 1		2-WAY	35.77552	-119.24713		1			x	x					6				4269	15	10	06	2,802
DEL	NS	934	Norwalk Street	BETWEEN	20th Avenue AND Cecil Avenue	supplemental 1		2-WAY	35.77983	-119.2409		1			x	x					6				934	15	03	12	4,852
DEL	NS	4272	Norwalk Street	NORTH OF	Cecil Avenue	supplemental 1		2-WAY	35.77626	-119.24089		1			x	x					6				4272	15	10	21	3,749
DEL	NS	4245	Princeton Street	SOUTH OF	County Line Road	supplemental 1		2-WAY	35.79017	-119.23647				x	x	x				x	6				4245	13	06	27	3,754
DEL	NS	4305	Randolph Street	NORTH OF	11th Avenue	supplemental 1		2-WAY	35.77232	-119.232		1			x	x					6				4305	15	10	08	8,926
DEL	NS	4306	Randolph Street	SOUTH OF	11th Avenue	supplemental 1		2-WAY	35.77124	-119.23199		1			x	x					6				4306	15	10	08	8,736
DEL	NS	4332	Randolph Street	NORTH OF	6th Avenue	supplemental 1		2-WAY	35.76535	-119.23198		1			x	x					6				4332	15	10	08	5,833
DEL	NS	4333	Randolph Street	SOUTH OF	6th Avenue	supplemental 1		2-WAY	35.7647	-119.23199		1			x	x					6				4333	15	10	08	5,223
DEL	NS	4322	Randolph Street	NORTH OF	9th Avenue	supplemental 1		2-WAY	35.76909	-119.23205		1			x	x					6				4322	15	10	08	8,730
DEL	NS	4273	Randolph Street	NORTH OF	Cecil Avenue	supplemental 1		2-WAY	35.77672	-119.23202		1			x	x				x	6				4273	15	10	07	8,332
DEL	NS	4274	Randolph Street	SOUTH OF	Cecil Avenue	supplemental 1		2-WAY	35.77539	-119.23201		1			x	x				x	6				4274	15	10	27	8,677
DEL	NS	4260	Timmons Avenue	SOUTH OF	Cecil Avenue	supplemental 1		2-WAY	35.77567	-119.27185		1				x					6				4260	15	10	27	2,190
MCF	EW	4234	Elmo Highway	WEST OF	Garzoli Avenue	supplemental 1		2-WAY	35.68876	-119.24175		1			X	X					4				4234	15	05	05	781
MCF	NS	4233	Mast Avenue	NORTH OF	Hanawalt Avenue	supplemental 1		2-WAY	35.6601	-119.23208		1			X	X					4				4233	15	05	05	1,240
TAF	EW	1009	2nd Street	BETWEEN	Williams Way AND Bell Avenue	supplemental 1		2-WAY	35.14734	-119.44899		1		x	x	x					4				1009	16	01	19	842
TAF	NS	1014	6th Street	BETWEEN	SR 33 (Kern Street) AND San Emidio Street	supplemental 1		2-WAY	35.14429	-119.45909		1				x					6				1014	16	01	19	6,032
TAF	EW	1017	Airport Road	EAST OF	SR 119 (Taft Highway)	supplemental 1		2-WAY	35.140798	-119.446795		1				x					6				1017	16	01	19	735
TAF	NS	1031	Atkisson	WEST OF	Bell Avenue	supplemental 1		2-WAY	35.14075	-119.45075		1		x	x	x					4				1031	16	01	20	3,016
TAF	EW	2040	Wood Street	EAST OF	10th Street	supplemental 1		2-WAY	35.13318	-119.46419		1				x					6				2040	16	01	20	2,817
WAS	EW	4228	4th Street	WEST OF	Birch Avenue	supplemental 1		2-WAY	35.59792	-119.34326		1				X					1				4228	15	11	05	566
WAS	EW	1066	7th Street	BETWEEN	Cedar Avenue AND Poplar Avenue	supplemental 1		2-WAY	35.59428	-119.34426		1				X					1				1066	15	10	21	3,890
WAS	EW	1080	9th Place	BETWEEN	Broadway Street AND D Street	supplemental 1		2-WAY	35.59065	-119.33738		1				X					1				1080	15	12	15	257
WAS	EW	1071	9th Place	BETWEEN	Maple Avenue AND Rosewood Avenue	supplemental 1		2-WAY	35.59065	-119.34646		1				X					1				1071	15	10	21	928

WAS	NS	4351	Broadway	SOUTH OF	10th Place	supplemental 1		2-WAY	35.58955	-119.33821		1				X					1				4351	15	10	20	1,292
WAS	NS	4229	Broadway	SOUTH OF	3rd Street	supplemental 1		2-WAY	35.5981	-119.33814		1				X					1				4229	15	11	05	1,934
WAS	NS	4231	D Street	NORTH OF	9th Street	supplemental 1		2-WAY	35.59185	-119.33642		1				X					1				4231	15	12	16	2,191
WAS	NS	1107	Griffith Avenue	BETWEEN	Sunset Street AND 9th Place	supplemental 1		2-WAY	35.5911	-119.34043		1				X					1				1107	15	10	21	2,698
WAS	NS	4230	Palm Avenue	SOUTH OF	Sunset Street	supplemental 1		2-WAY	35.59173	-119.3493		1				X					1				4230	15	12	15	4,824

Appendix C [Available on CD on request]

Call Box Usage Statistics

Appendix D

Statewide Call Box Guidelines

Statewide Call Box Guidelines

A set of motorist aid guidelines were originally developed by California Highway Patrol (CHP) and Caltrans to guide statewide consistency of the call box systems, which are developed and operated on a county-by-county basis. Updated guidelines developed by CHP, Caltrans and the various SAFE agencies from around the state are currently contained in the document titled "CHP/Caltrans Call Box and Motorist Aid Guidelines", dated May 2005.

The guidelines outline the roles and responsibilities of the various agencies involved in providing motorist aid services in California. The guidelines also provide guidance on the physical aspects –spacing and design of call box systems and individual call box sites. Several sections pertinent to this analysis are extracted from the Statewide Guideline and are presented below with some key words underlined.

Site Requirement

- Within spacing requirements, call box locations will be selected to have minimal impact on normal highway operation. A call box will not be located where there is less than an eight (8) foot shoulder. Any exceptions shall be reviewed and approved by the local district at Caltrans.

Call Box Spacing

- Within the guidelines, call box spacing should ensure motorist safety by providing the closest feasible spacing to reduce both pedestrian and vehicle exposure time. Closer spacing also contributes to congestion relief by providing faster notification and clearing of disabled vehicles from the roadway.

- Variation in terrain, available revenue, urban/rural characteristics, and proximity for roadside services are factors in the decision of spacing between call boxes. In order to allow flexibility and still maintain consistency in these installations, the county SAFEs should adhere to the following suggested spacing guidelines:

ADT	SUGGESTED SPACING
Lower than 40,000	3.2 km or more (2.00 mi or more)
40,000 to 75,000	1.6 km to 3.2 km (1.00 mi to 2.00 mi)
75,000 to 100,000	0.8 km to 1.6 km (0.50 mi to 1.00 mi)
Higher than 100,000	0.8 km or less (0.50 mi or less)

- A reasonable spacing on rural highways with low ADTs may be based on geometric and economic needs. Other factors may include the cellular coverage area and isolation. Spacing does not constitute a system of call boxes but rather a service.

These call boxes should only be placed in an area where adequate safe clearance from the roadway is available.

- On Caltrans toll bridges, call boxes should be spaced between 600 to 1,200 feet, depending on whether or not adequate shoulders are provided. Special situations and deviations from this should be discussed with the district liaison.

Call Box Removal, Relocation and Repairs

- There may be factors, including, but not limited to, significant decreases in annual call volume, administrative issues, and operational issues, that warrant the need to remove call boxes on a systemwide basis. The SAFE will develop a systemwide call box removal plan that shall include a list of recommended call box sites to be removed, the resulting spacing between remaining adjacent sites, and justification for removal. If call boxes are being removed as a result of low call box usage, call box usage data for each call box shall also be provided. However, it should be noted that a call box may be removed due to systemwide decrease in call volume. The SAFE shall submit the call box removal plan to the CHP and Caltrans for review and approval. With the exception of removals for construction, a removal that is planned or in existence for more than six months is considered a permanent removal and requires an approved removal plan.

- A SAFE does not need to submit a removal plan to the CHP and Caltrans for the removal of individual call boxes. However, removals greater than 10% of the number of installed call boxes on any one corridor does require a removal plan.

- Should a call box be taken out of service for repair or temporarily removed due to roadway construction, its pair shall be bagged or temporarily removed. Any exceptions shall be reviewed and approved by the local district at Caltrans.

- Along freeways, expressways, and divided conventional highways, call boxes shall be removed from both sides of the roadway to maintain call box pairing.

Appendix E

REQUEST FOR PROPOSAL

Kern Regional Traffic Count Study

Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301
(661) 861-2191

Additional background information on this proposal can be found on the Kern COG website:
www.kerncog.org
refer to tab:
"Working with Kern COG"

REQUEST FOR PROPOSAL

Kern Regional Traffic Count Study

Proposals Due Monday, March 28, 2016

INTRODUCTION AND BACKGROUND

The Kern Council of Governments (Kern COG) requests bids from qualified contractors to conduct a traffic count study of Kern County, California.

Established in 2005, this ongoing study monitors traffic counts for approximately 1000 locations on locally maintained roads in Kern County, California. Developed in response to recommendations for the 2000 Kern COG Model Update Contract, Kern COG has established a long-term regional traffic count monitoring program. The goal of the program is to provide more consistent and frequent traffic counts and vehicle mix information while eliminating duplication of effort in counting programs between the Kern COG member agencies and Caltrans. A comprehensive description and complete list of tasks and products are included in this request for bids.

The study is an annual program that is renewable annually up to 5 years.

See the Required Proposal Form for additional details on the anticipated tasks required for this project.

Since the 1970s Kern COG has performed surveys for the Caltrans Highway Performance Monitoring System (HPMS). The system keeps track of a variety of data on federal, state and local routes including traffic volume, vehicle mix, and posted speeds. In 1995, Kern COG began a traffic counter loan program for its member agencies in support of the annual HPMS survey and other traffic count needs. Kern COG formerly maintained an inventory of 42 traffic counters that were loaned to member agencies for performing quarterly and annual counts as well as special counts.

In 2001 at the Transportation Modeling Committee (TMC), a subcommittee of the TTAC Transportation Modeling Subcommittee, attendees discussed and supported the creation of a regional transportation monitoring program. Representatives on the committee were present for the City of Bakersfield Public Works and Planning Departments and the Kern County Roads Department.

In response to these developments Kern COG has developed a Regional Transportation Monitoring Improvement Plan (RTMIP) for the regional traffic count program. Both the Final Report and the associated Traffic Count Location List (Appendix B) and locations maps are posted on the website http://www.kerncog.org/cms/working-with-kern-cog/request-for-proposals. The most recent effort in that program included the update of the regional traffic count website (http://kerncog.ms2soft.com/tcds/tsearch.asp?loc=Kerncog&mod=).

The goal of the program is to provide more consistent and frequent count data and to eliminate duplication of effort in counting programs between the member jurisdictions and Caltrans.

PURPOSE AND OBJECTIVES OF RFP

The proposed program will produce and publish data on the web for the following purposes:

- Calibration of the Kern COG regional transportation model
- Monitor directional splits for calibration of the Kern COG peak hour model
- Predict commodity flow and freight movements
- Monitor speed data for posted speed limit change analysis
- Monitor recurring unsafe speed locations additional speed enforcement activity signalization safety improvement analysis
- Federally mandated Highway Performance Monitoring System
- Planning, design and construction of federal aid projects
- Apportionment or allocation of federal funds
- Air Quality, Environmental impact analysis

The undertaking of pavement maintenance and research and the supporting of Strategic Highway Research Program (SHRP)

SCOPE OF SERVICES – REQUIRED PROPOSAL FORM:

SHEET 1 OF 2

(**Exhibit A**- Description of Work): The Contractor shall furnish all labor, tools, traffic data collection equipment, mapping software, distribution media, and incidentals necessary to collect, process and report traffic counts on arterial and collector road segments. By bidding on this contract, the Contractor certifies his/her ability to perform the following: 1) Collect, process and report 24 and 48 hour short count and vehicle classification control traffic count data as described in this Proposal; 2) Meet all schedules and timelines for contract deliverables; 3) Obtain appropriate permits and licenses from various agencies involved; and 4) Furnish GPS coordinates of each count when needed with the accuracy of 1 meter or better and specify the coordinate system used.

For motorized counts, computerized counters will be setup on the day prior to the day of the count and will be picked up the morning after the count to ensure a full 24-hour or 48-hour count (midnight to midnight). Entering (approach) volume counts will be taken at locations where driveway and other turning movements will not adversely affect counts. Counts will be conducted according to the Kern COGs' protocol on Tuesday, Wednesday, and Thursday. All counts must be reported in MS2 or mutually accepted template formats. A traffic count locations list will be provided, and appropriate data from this list is to be entered into the template for each count. A sample of this list(s) and the template(s) are on http://www.kerncog.org/cms/working-with-kern-cog/request-for-proposals. ***Performance Bond, Insurance and Disadvantaged Business Enterprise (DBE) Goals are required.**

1. The undersigned, as bidder, declares that the only persons or parties interested in this proposal as principals are those named herein; that this proposal is made without collusion with any other person, firm or corporation; and the bidder has carefully examined the Notice to Bidders, the proposed form of contract, and the special provisions therein referred to, and proposes and agrees, if this proposal is accepted, that the bidder will contract with the Kern Council of Governments to provide all necessary labor, materials, tools or equipment in the time and manner, and in full payment therefore, and at the prices shown below.
2. Kern Council of Governments hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.
3. The bid of any contractor who is currently in default with Kern Council of Governments on a contract already awarded may be accepted; however, bidder understands that any costs associated with default will be paid prior to award or deducted from the proceeds of newly awarded contract.
4. If the bidder is awarded the contract and refuses to sign the contract presented for signature within the time and manner required, the bidder will be liable to Kern Council of Governments for actual damages resulting to the Department therefrom or 10% of the amount bid, whichever is less. Contractor will be placed on a default status. Default is defined as (1) being within a period of liquidated damages on uncompleted work, or (2) under notice to begin or complete a contract where work has not commenced or was suspended without cause, or (3) where contract is terminated for contractor failing to perform services required by the contract in a satisfactory manner.
5. a. After award of contract and execution of the contract, should the contractor fail to commence work within five (5) working days after notification of the starting date, or suspend work for a period of five (5) continuous working days after work has begun, Kern Council of Governments may provide five (5) calendar days written notice, posted at the job site or mailed to the contractor, to timely prosecute and complete the work or the contract may be terminated and liquidated damages of $500.00 may be assessed for administrative costs for rebidding the work or awarding the work to another contractor.
   b. In addition, the Contractor shall be liable to Kern Council of Governments for the difference between the Contractor's bid price and the actual cost of performing the work by the second low bidder or by another contractor.

BUSINESS NAME (PRINT OR TYPE)		DATE
BY (MUST BE SIGNED BY AUTHORIZED PERSON)	TITLE	BUSINESS PHONE
BUSINESS ADDRESS (STREET/P.O. BOX, CITY, STATE, ZIP)		FAX NUMBER

ADDRESS WHERE EQUIPMENT MAY BE INSPECTED (IF APPLICABLE) (STREET, CITY, STATE, ZIP)		
STATE CONTRACTOR'S LICENSE BOARD NO.:	STATE CONTRACTOR'S LICENSE BOARD CLASSIFICATION:	FEDERAL I.D NO./SOCIAL SECURITY NO.:

REQUIRED PROPOSAL FORM (Continued)

SHEET 2 OF 2

TASKS – COUNT TYPE:	COST PER SITE:	NO. OF SITES/ STATIONS	TOTAL COST:
1. Locate, Setup, Collect, Process, and Report 24-hour Traffic Counts (both directions). [700 Sites/1-8 lanes]	**$_____ (Per Site)**	**x 700 Sites**	**$_____**
2. Locate, Setup, Collect, Process, and Report Vehicle Control Station Counts (7 days, 24 hours, both directions). [5 sites/1-8 lanes].	**$_____ 7 days/ 24hours per day (4 times/ year- possibly quarterly)**	**x 16 Sites (140 days/ year) (16 locations x 7 days x 4 times/ year)**	**$_____**
3. Locat Setup, ollect, rocess, Report 2 our Vehic Classific on T ffic Count both dir tions). [300 es/1-8 lan]	**$_____ (P Site)**	**x 300 S s**	**$_____**
4. Loca Setup, Co ect, ocess and Repo 48-ho Traffi Counts (bo dir tions). Sites/1	**$_____ (r Site)**	**x 5 Site**	**$_____**
5. Locate, Setup, Collect, Process, and Report 48-hour Vehicle Classification Traffic Counts. [5 sites]	**$_____ (Per Site)**	**x 5 Sites**	**$_____**

6. **Segment Ped & Bike Count Including:** • Pedestrians • Bikes • Wheel Chairs • Motorized Bikes (if possible to identify or will be classified as a standard bike) • Other Class Type Easily Identified (upon request in advance) • Mid-Block Marked Crosswalk or Illegal street crossing in the area of the segment count • On-Off Bus (upon request if in segment count area) • On-Off Train (upon request in advance if in segment area and with authorization to set up camera(s) in platform area) or **can be done as a separate count (additional charge) in conjunction with a segment ped & bike count(s)** The data will be counted and separated as (1) side of street, (2) travel on sidewalk, (3) travel on street without a bike lane, (4) travel on the street with a bike lane and (5) travel off-street with a designated bike-ped-equestrian path. Also, provide optional costs for direction of travel or study at an intersection and video delivery.	**$____ x 24 (Per hour per Site)**	**x 40 Sites**	
		TOTAL BID	**$_____**

(1) THE ABOVE QUANTITIES ARE ESTIMATES ONLY AND ARE GIVEN AS A BASIS FOR COMPARISON OF BIDS. NO GUARANTEE IS MADE OR IMPLIED AS TO THE EXACT QUANTITY THAT WILL BE REQUESTED FOR EACH TYPE OF COUNT.

(2) IN CASE OF DISCREPANCY BETWEEN THE UNIT PRICE AND THE TOTAL SET FORTH FOR A UNIT BASIS ITEM, THE UNIT PRICE SHALL PREVAIL.

(3) ANY BID MAY BE REJECTED IF IT IS UNREASONABLE AS TO PRICE. UNREASONABLENESS OF PRICE INCLUDES NOT ONLY THE TOTAL PRICE OF THE BID, BUT PRICES FOR INDIVIDUAL LINE ITEMS AS WELL.

SUPPLEMENTAL PROVISIONS

A. Contractor shall contact and coordinate with all local jurisdictions in the placement of Automated Traffic Recorders (ATRs) within each traffic count segment. Contractor shall keep himself/herself fully informed of all existing and future State laws, and county and municipal ordinances and regulations, which in any manner affect those engaged or employed in the work to be performed. Contractor shall identify the ATR device type, year and model prior to collecting any count under this contract. In addition, Contractor shall test all traffic counters to document their error rate, and Contractor shall self-certify all equipment in use to be functional and accurate within 30 days of contract execution and prior to the start of traffic counts. Contractor shall be responsible for the daily inspection of ATR devices for proper operations deployment and correct any deficiencies. No part of the 24-hour traffic counts may contain data collected within any weekend, weekday holiday, or

extended weekend formed by a Federal, State or Local holiday; nor can counts be taken during the 24-hour period before or after said holidays.

B. DETAILED TRAFFIC COUNT SCHEDULE

Within 30 calendar days of contract execution, Contractor shall prepare and submit to the Contract Manager for approval a detailed traffic count schedule in either a spreadsheet using the MS Excel 2013 format or other mutually agreed format. The schedule shall contain the following:

Traffic count dates and exact site locations by street name, from and to location, and jurisdiction for each of the segments.

For each count date for all segments, identify the name and mobile phone number of the designated Field Supervisor in charge of the count crews oversight, and inspection of ATRs.

Contractor shall not modify the detailed traffic count schedule without prior written approval from the Contract Manager.

C. PRELIMINARY ATR EQUIPMENT TESTING

Within 30 calendar days of contract execution, Contractor shall perform the following:

Conduct preliminary testing of all ATRs used on this project prior to the start of conducting traffic counts.

Submit written proof and results of all ATR preliminary equipment testing to the Contract Manager including ATR serial number.

Self-certify all equipment in use for this project to be functional and accurate. Submit self-certification in writing to the Contract Manager.

D. Monthly Progress Reports

Contractor shall submit a monthly progress report due the first working day of each month to the Contract Manager by electronic mail (e-mail) on the status of the contract. The monthly report shall be submitted in the MSWord version 2013 or the MS Excel version 2013 format and contain all of the following items.

1) Number and exact location of counts taken and any scheduled locations for which data was not obtained. A new schedule of count dates will be provided for data that was not obtained per the original schedule. The report must include any changes to the contract schedule, which will require approval by the Contract Manager.

2) Date and time of equipment setout, daily inspection and pick up of equipment.

3) Log sheet identifying field supervisor, date, time and results of inspections and the ATR serial number used.

COORDINATION

Kern COG is solely responsible and will be the sole point of contact for all contractual matters related to this project. The consultant shall take direction only from Kern COG and shall regularly inform Kern COG of project progress, any outstanding issues, and all project related matters.

Participating entities may also offer suggestions and/or recommendations regarding the project or elements of the project. While Kern COG enjoys a close relationship with and has considerable confidence in the capabilities of these other parties, the consultant shall not act on any suggestions, solicited or unsolicited, without obtaining specific direction from Kern COG. Unless otherwise directed, all oral and written communication shall be directed only to Kern COG. Any distribution of project related communication and information will be at the discretion of Kern COG.

The selected consultant will best demonstrate the ability to deliver quality work on schedule and in a cost-effective manner, consistent with the tasks and deliverables in this RFP.

All data, maps and all other materials prepared or collected under this contract will become the property of Kern COG.

SCHEDULE

Activity	**Date**
Request for Proposals Released	Tuesday, February 23, 2016
Last Day to Submit Written Questions	Tuesday, March 8, 2016
Deadline for Proposal Submittal	Monday, March 28, 2016
Selection Process	From March 29 to March 31, 2016
Final Cost Proposal & Scope Due	Friday, April 8, 2016
Kern COG Board Approval	Thursday, April 21, 2016
Notice to Proceed	Friday, July 1, 2016

These dates are subject to change. Schedule updates will be posted on the Kern COG website: www.kerncog.org refer to tab: “Working with Kern COG.”

PROPOSAL REQUIREMENTS

A Technical Selection Committee of representatives from Kern COG and Kern County will select the contractor based on the lowest bid, qualifications, references, and the committee’s evaluation to ensure the best value for the resources available.

One reproducible, five copies, and one electronic copy of the proposal must be received at Kern Council of Governments Monday, March 28, 2016. Proposals not received by that date and time will not be considered.

Provide contact and email address

Proposers shall provide a contact person and email address to be used in responding to questions and for notification of updated RFP information.

RFP ORGANIZATION

In order to simplify the review process and maximize the degree of comparative analysis, the proposal should be organized in the following manner:

A. Transmittal letter

The transmittal letter should be signed by an official authorized to bind the consultant contractually and will contain a statement to the effect that the proposal is a firm offer for 90 days. The letter accompanying the proposal will also provide the following: name, title, address, and telephone number of individuals with the authority to negotiate and contractually bind the company. The transmittal shall contain a statement of understanding of the RFP.

B. Management Approach

This section should describe the firm's management approach. Designate by name the project manager to be employed who will oversee the project. No substitutions of the identified project manager will be allowed without prior approval of Kern COG Project Manager.

i. Project Budget

Kern COG has budgeted a maximum of $71,967 (Seventy ONE THOUSAND NINE HUNDRED SIXTY SEVEN DOLLARS) in fiscal year 2016-17 for this study.

C. Insurance Requirements

Without limiting Kern COG's right to obtain indemnification from the consultant or any third parties, the consultant, at its sole expense, shall maintain in full force and affect the following insurance policies throughout the term of the contract:

1. Worker's Compensation in the amount required by law.

2. Commercial general liability insurance, including contractual liability coverage, covering all of its actions under this contract with limits of not less than $2,000,000 combined single limit for bodily injury and property damage or $1,000,000 per person and per occurrence for bodily injury and $1,000,000 per each occurrence for property damage and $2,000,000 aggregate.

3. Commercial automobile liability coverage with the same limits as the commercial general liability insurance described above, covering all owned, hired, and non-owned automobiles and any

other vehicle or equipment used by Consultant or its agents in performance of this contract.

4. Worker's compensation insurance as required by law.

All policies of insurance mentioned above shall be placed with insurers admitted to do business in California and with current "Best's Key Rating Guide" rating of no less than an A-, VII. The commercial general liability and automobile liability policies shall contain endorsements naming the Kern Council of Governments, its officers, employees, agents and governing body and each member thereof, as additional insureds and providing for a legal defense, if such is requested, for all such additional insureds. In addition, all policies of insurance mentioned above shall not be canceled or reduced until thirty (30) days after Kern COG receives notice of such cancellation or reduction. A signed copy of a certificate or certificates of insurance evidencing each of the coverages and requirements for the policies of insurance mentioned above, and evidencing each of the endorsements described herein, shall be submitted to Kern COG prior to Consultant performing any work under this contract.

In the event the consultant fails to keep in effect at all times insurance coverage as herein provided, Kern COG may, in addition to other remedies it may have, suspend or terminate the contract upon the occurrence of such event.

D. Disadvantaged Business Enterprise (DBE) Certification

It is the policy of Kern COG, the California State Department of Transportation and the U.S. Department of Transportation, that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR Part 23, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with local, state or federal funds.

Consultant shall ensure that DBEs, as defined in 49 CFR Part 23, have the maximum opportunity to participate in the performance of this contract. In this regard, Consultant shall take all necessary and reasonable steps to ensure that DBEs have the maximum opportunity to compete for and to perform subcontracts arising out of this contract. Failure to carry out the requirements of this paragraph shall constitute a breach of contract and may result in termination of this contract or such other remedy Kern COG may deem appropriate.

During the period of this contract, the Consultant shall maintain records of all applicable subcontracts advertised and entered into germane to this contract, documenting the opportunity given to DBEs to participate in this contract, actual DBE participation, and records of materials purchased from DBE suppliers. Such documentation shall show the name and business address of each DBE subcontractor or vendor, and the total dollar amount actually paid each DBE subcontractor or vendor. Upon completion of the contract, a summary of these records shall be prepared

and certified correct by the Consultant, and shall be furnished to Kern COG.

E. Conflicts of Interest

The prospective contractor shall disclose any financial, business, or other relationship with Kern COG, or other entities such as the other MPOs involved in this project, that may have an outcome on the selection.

F. SUMMARY OF QUALIFICATIONS

Proposals shall include a summary of the firm's qualifications, including resumes of assigned staff.

G. Signing of Proposal/Authorization to Negotiate

The proposal shall be signed by an official authorized to bind the proposer and shall contain a statement to the effect that the proposal is a firm offer for a 90-day period. The proposal shall also provide the following: name, title, address, and telephone number of individuals with authority to negotiate and contractually bind the company.

H. Attachments

Attachments to be included at the end of the proposal are as follows (as attached herein):

- Attachment A: Title VI Assurance
- Attachment B: Required Proposal Form

PROPOSAL SUBMITTAL

1. Preparation of Proposal

The proposal shall be formatted in accordance with the requirements specified on **Page 5** in the Section titled "Proposal Requirements" of this RFP. Proposal forms shall be executed by an authorized signatory as described herein. All proposals shall be prepared by and at the expense of the proposer.

2. Examination of RFP Document

The proposer shall be solely responsible for examining, with appropriate care, the RFP, including Required Proposal Form and any addenda issued during the proposal period. The proposer shall also be responsible for informing itself with respect to any and all conditions, which may in any way affect the amount or nature of the proposal or the performance of the work in the event the proposer is selected. Failure of the proposer to examine and inform itself in this manner shall be at the proposer's own risk and no relief for error or omission shall be given.

3. Submission of Proposal/Period of Acceptance

One reproducible master, five copies, and one electronic copy of all proposals must be delivered to Kern COG no later than 4:00 p.m. PST, Monday, March 28, 2016**.** Proposals will not be accepted after 4:00 p.m. PST. Postmarks will not be accepted. Proposals should be delivered to:

Ahron Hakimi, Executive Director
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

All proposals will remain firm for a period of ninety (90) days following the final date for submission. All proposals will become the sole property of Kern COG and a part of its official records without obligation on the part of Kern COG.

This RFP is not to be construed as a contract of commitment on the part of Kern COG. Kern COG reserves the right to reject all proposals, to seek additional information from each proposer, or to issue another RFP, if deemed appropriate.

4. Modification or Withdrawal of Proposals

Any proposal received before the date and time specified above for receipt of proposals may be withdrawn or modified by written request of the proposer. To be considered, however, the modified proposal must be received by the proposal due date and time specified previously.

All verbal modifications to these conditions or provisions are ineffective for proposal evaluation purposes. Only written changes issued by proposers to Kern COG are authorized and binding.

5. Rejection of Proposals

Failure to meet the requirements for the request for proposals will be cause for rejection of the proposal. Kern COG may reject any proposal if it is conditional, incomplete, or contains irregularities or inordinately high cost rates. Kern COG may waive an immaterial deviation in a proposal. Waver of an immaterial deviation shall in no way modify the Request for Proposals document or excuse the proposer from full compliance with the contract requirements if the proposer is awarded the contract.

CONSULTANT SELECTION

The actual award of the contract will be by the Kern COG Transportation Planning and Policy Committee (tentatively set for the Thursday, April 21, 2016 meeting). Proposal opening does not constitute the awarding of a contract. The contract is not in force until it is awarded by Kern COG and executed by the Kern COG designees. A subcommittee of the PSC will evaluate, interview and recommend the selected consultant to the Kern COG Transportation Planning and Policy Committee for approval.

PROPOSER OBJECTIONS

A proposer may object to any of the terms or provisions set forth in the RFP's Scope of Work or to the selection of a particular proposer on the grounds that Kern COG's procedures, the provisions of this RFP, or applicable provisions of federal, state, or local law have been violated or inaccurately or inappropriately applied by submitting Kern COG a written explanation of the basis for the objection. Deadlines for submittal of objections are:

- No later than two weeks prior to the date proposals are due, for objections to RFP provisions; or
- Within three working days after the date on which contract award is authorized or the date the proposer is notified that it was not selected, whichever is later, for objections to proposer selection.

If the proposer does not state any objections, Kern COG will assume that the RFP Scope of Work is acceptable to the proposer and have been fully factored into its response. If the proposer intends to negotiate with Kern COG concerning any part of the Scope of Work the proposer finds objectionable, the proposer must provide specific language in its response that will address or cure its objections.

KERN COG RIGHTS

Kern COG may investigate the qualifications of any proposer under consideration, require confirmation of information furnished by a proposer, and require additional evidence of qualifications to perform the work described in this RFP.

Kern COG reserves the right to:

- Reject any or all of the proposals if it deems such action is in the public interest;
- Issue subsequent Requests for Proposals;
- Cancel the entire Request for Proposal;
- Remedy technical errors in the Request for Proposals process;
- Appoint an evaluation committee to review the proposals and make the selection based upon the written proposal only;
- Seek the assistance of outside technical experts in proposal evaluation;
- Approve or disapprove the use of particular subcontractors;
- Establish a short list of proposers eligible for interviews after review of written proposals;
- Negotiate with some, all, or none of the respondents to the RFP;
- Solicit best and final offers from all or some of the proposers;
- Award a contract to one or more proposers;
- Accept an offer other than the lowest price offer; and
- Waive informalities and irregularities in proposals and the bid process.

This RFP does not commit Kern COG to enter into a contract, nor does it obligate Kern COG to pay for any costs incurred in preparation and submission of proposals or in anticipation of a contract. All proposals will be subject to public disclosure as required by the California Public Records Act.

Kern COG reserves the right to investigate the qualifications of all firms under consideration to confirm any part of the information furnished by a proposer, or to require other evidence of managerial, financial, or other capabilities which are considered necessary for the successful performance of the contract.

RFP QUESTIONS

All questions on the RFP should be submitted in writing via email to:

eflickinger@kerncog.org

Ed Flickinger Project Manager
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

All questions shall be submitted no later than March 8, 2016. Written Questions submitted by March 8, 2016 will be answered and posted at http://www.kerncog.org refer to tab: "Working with Kern COG."

Attachment A

TITLE VI ASSURANCE

Kern Council of Governments, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-4 and Title 49, Code of Federal Regulations, department of Transportation, Subtitle A, Office of the Secretary, Part 21 Nondiscrimination in Federally Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority businesses enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or nation origin in consideration of an award.