

Site Access Evaluation





Memorandum

Date: September 26, 2025

To: Shoshana Lutz, EMC Planning Group Inc.

From: Robert Del Rio, T.E., Luis Descanzo

Subject: Site Access Evaluation for the Proposed Hippo Harvest Agricultural Facility at 2370 Shore Road in San Benito County, California

Hexagon Transportation Consultants, Inc. has completed a site access evaluation for the proposed Hippo Harvest agricultural production and processing facility at 2370 Shore Road (APNs 013-050-025, 013-050-024) in San Benito County, California. The project site is located on Shore Road between Frazier Lake Road and Lake Road (see Figure 1). Upon full buildout, the facility would consist of up to 28 acres of greenhouse cultivation and a 45,000 square-foot (s.f.) processing facility (see Figure 2).

Access to the facility would be provided via a full access driveway on Shore Road. Upon buildout, a total of 58 passenger-vehicle parking spaces, three semi-trailer truck parking spaces, and 5 truck loading docks would be provided on-site. It is anticipated that 30 employees would work on-site during each of the two daily shifts, from 6:00 AM to 2:30 PM and from 11:30 AM to 8:00 PM, between Monday and Saturday.

The methodology, results, and conclusions of the analysis are discussed below.

Scope of Study

The purpose of the study is to estimate the amount of additional traffic that would be added to the roadway system as a result of the proposed facility and operations (hereafter referred to as the proposed project). The study includes a review of the proposed project site access point to identify any potential deficiencies or safety issues related to the project access point and its effects on Shore Road. The site access analysis includes the following:

- An evaluation of sight distances at the project access point along Shore Road.
- An assessment of projected queuing at the project access point.
- An evaluation of collision history along Shore Road in the area of their intersection.
- An evaluation of heavy vehicle turning movement requirements to and from the project access point.
- A qualitative evaluation of the warrants for channelized left and right turns at the project access point along Shore Road.

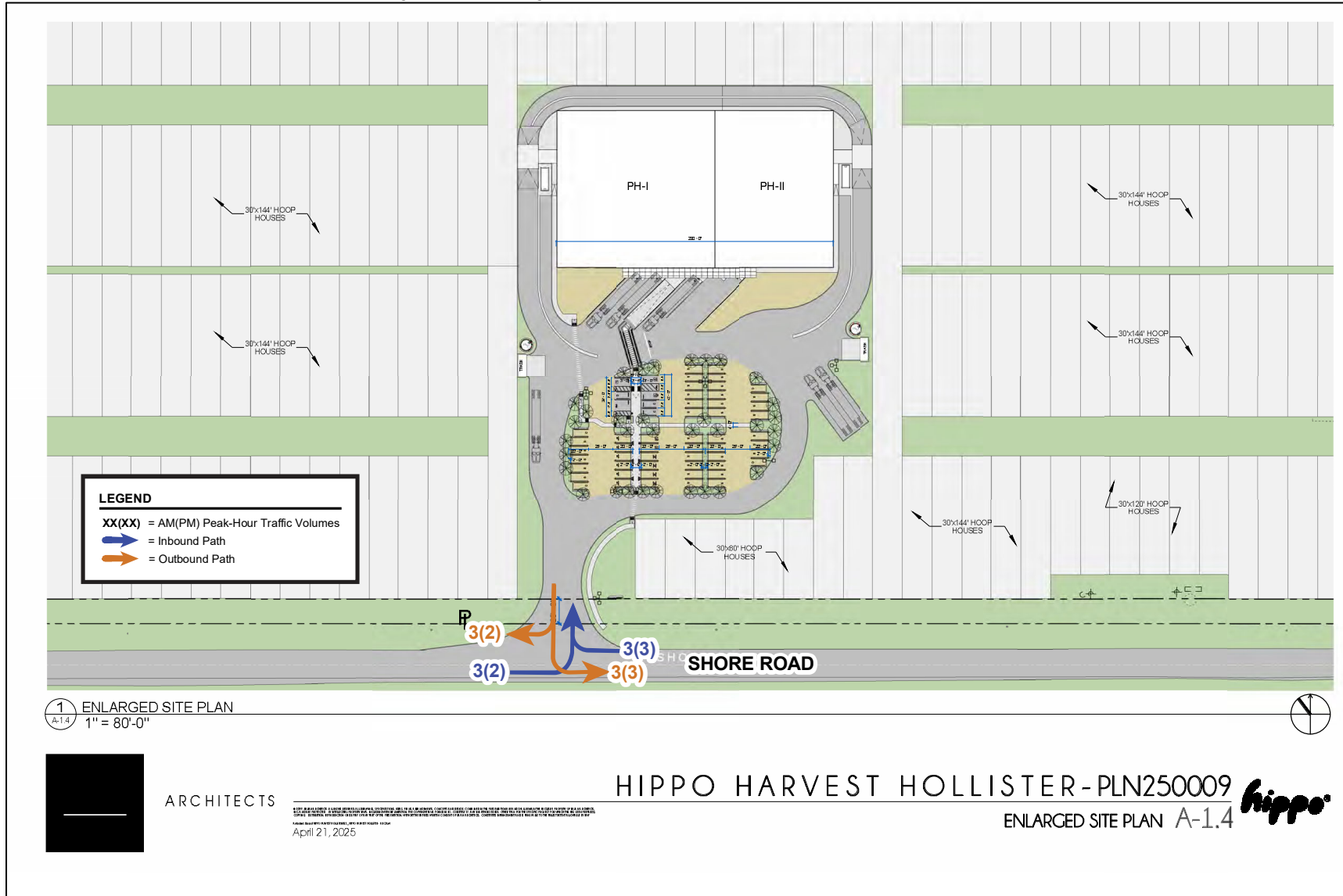
Study Peak-Hours

Based on 24-hour traffic counts collected on September 4, 2025, the segment of Shore Road along the project frontage has a weekday morning peak-hour which occurs between 5:00 AM and 7:00 AM and an afternoon peak-hour which occurs between 3:00 PM and 5:00 PM. It is during these time periods that the most congested traffic conditions occur on an average weekday.

Figure 1
Project Site Location



Figure 2
Site Plan and Peak-Hour Trips at Project Driveway



Project Trip Generation Estimates

Employee Trips

The trip generation estimates are based on information provided by the project applicant in regard to planned number of employees and truck trips site operations at project buildout. The project is expected to have up to 30 employees during each of the two planned work shifts. Based on data provided by the applicant, approximately 30% of the company’s workforce currently carpool together at an existing facility elsewhere. Therefore, it is assumed that at least ten employees during each shift (1/3 of all employees) will carpool to work while the remaining employees will drive alone. Overall, up to 20 passenger vehicles are expected to enter and exit the project site before and after each work shift, resulting in 80 daily trips by employees.

There are two proposed daily shifts, from 6:00 AM to 2:30 PM and from 11:30 AM to 8:00 PM. All inbound trips before the first shift, up to 20 trips, will occur during the AM peak-hour (5:00 AM to 7:00 AM) along Shore Road. Outbound trips after the first shift, and all trips associated with the second shift will occur outside of the PM peak-hour (3:00 PM to 5:00 PM) along Shore Road.

Truck Trips

Additionally, the project expects up to 22 truck trips daily consisting of 10 outbound deliveries (20 trips) and one inbound delivery (2 trips). The analysis assumes that truck arrivals and departures would occur throughout the proposed operating hours of the facility (7:00 AM to 6:00 PM).

As shown on Table 1, it is estimated that the project would generate 22 inbound and 2 outbound peak-hour trips during the AM peak-hour and 1 inbound and 1 outbound peak-hour trips during the PM peak-hour, with a total of 102 daily trips. The estimated trips at the project driveway are shown on Figure 2.

**Table 1
Project Trip Generation**

Land Use	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
		In	Out	Total	In	Out	Total
Proposed Land Uses							
Trucks - Outbound Deliveries ¹	20	1	1	2	1	1	2
Trucks - Inbound Deliveries ²	2	1	1	2	0	0	0
Employees (Passenger Vehicles) ³	80	20	0	20	0	0	0
Total Trips	102	22	2	24	1	1	2

Source: Proposed project operations at full buildout provided by applicant.

¹ Up to 58 outbound deliveries are anticipated each work week (6 days), which equates to approximately 10 outbound deliveries daily. Assumes deliveries will be made throughout operating hours (7am-6pm), which equates to approximately 1 delivery (2 trips) per hour.

² Up to 4 inbound deliveries are anticipated each work week, which equates to approximately 1 inbound delivery daily. Assumes the inbound delivery will occur during the AM peak hour.

³ A total of 30 employees would arrive each shift (6am-2:30pm; 11:30am-8pm). Assuming that at least 1/3 of employees opt to carpool/vanpool, no more than 20 passenger vehicles or vans would arrive before and after each shift. Inbound trips before the first shift will arrive during the AM peak-hour.

Site Access

The evaluation of site access is based on the site plan prepared by Balian Architects dated April 21, 2025. Site access was evaluated to determine the adequacy of the site's access point with regard to the following: traffic volume, geometric design, and sight distance. Site access was evaluated in accordance with generally accepted traffic engineering standards and transportation planning principles. The collision history and turn lane warrants were also evaluated near the project access point.

Project Access Point

The site plan shows that vehicular access to the project would be provided by a single full-access driveway on Shore Road. At Shore Road, the project driveway is approximately 35 feet wide at its narrowest point.

Inbound and outbound left and right turns will be permitted at the project access point. No significant inbound and outbound queues are expected to form at the driveway due to low volumes peak-hours. A maximum of 22 inbound trips would enter the driveway during the AM peak-hour, which equates to only one inbound trip every three minutes. A maximum of 2 outbound trips would exit the driveway during the AM peak-hour, which equates to only one outbound trip every 30 minutes. Based on the traffic counts collected on September 4, 2025, the estimated total peak-hour volume for both directions of traffic along Shore Road is 844 vehicles and 723 vehicles in the AM and PM peak-hours respectively. Due to the relatively low volumes on Shore Road, there should be adequate gaps in traffic flow and the project trips would not have a noticeable effect on traffic flow along Shore Road.

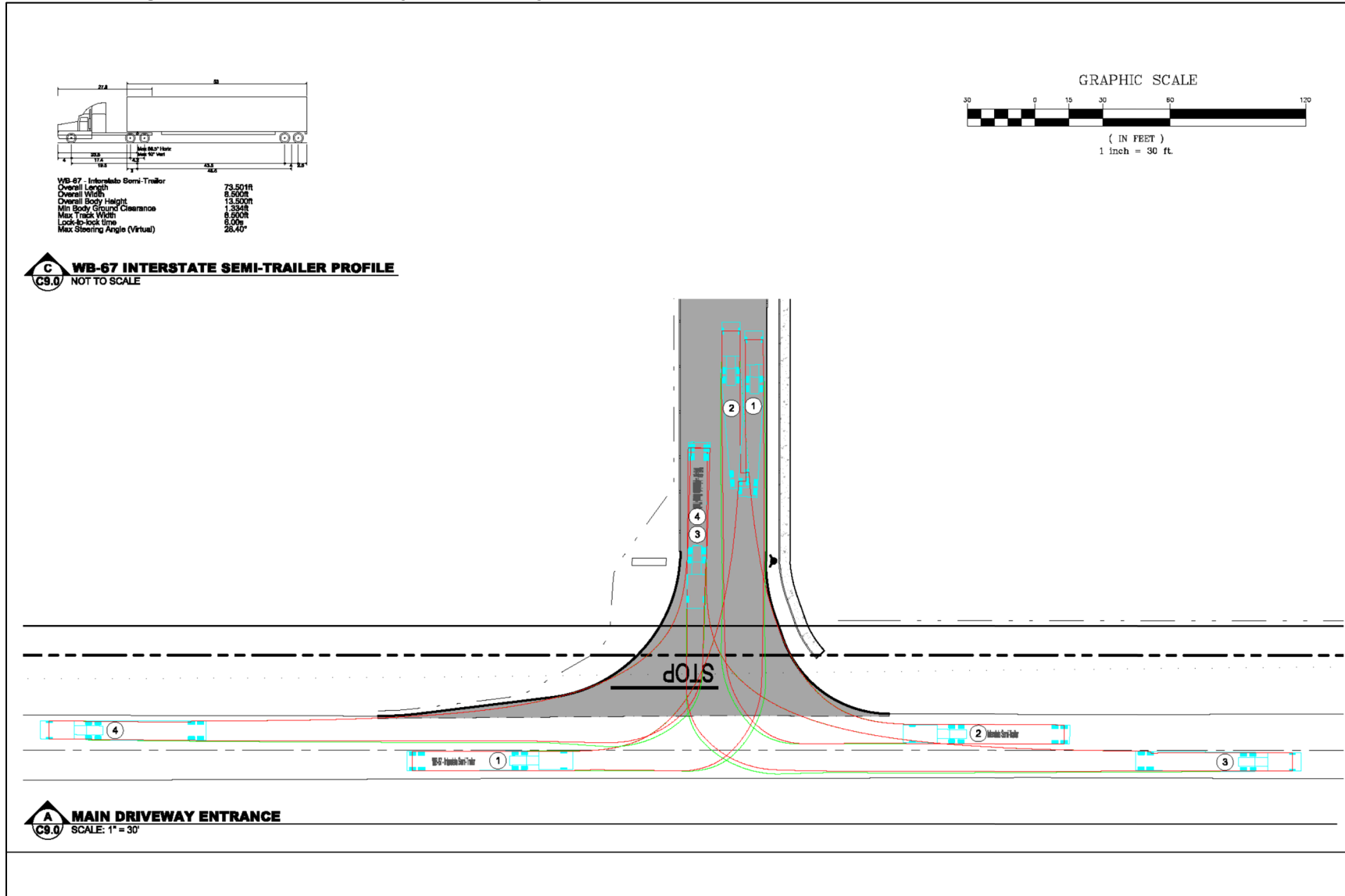
Truck Access

The site access for the vehicle path of the truck turning movements were also analyzed. Turning templates for semi-trailer trucks (WB-67 design vehicle) show that trucks would be able to maneuver on and off of Shore Road via left and right turns to and from the east and west (see Figure 4). Also, the turning templates show that trucks are not expected to encroach into the opposing lanes to complete their turning movements.

Sight Distance

Sight distance was checked at the project access point. Sight distance recommendations vary depending on the roadway speeds. Based on a design speed of 55 miles per hour (mph), the Caltrans recommended stopping sight distance for the project driveway is 500 feet. Shore Road does not have any roadway curves within 1,000 feet of the project access point that would interfere with visibility for drivers at the driveway. Therefore, there is adequate sight distance for vehicles entering and exiting the project site.

Figure 4
Truck Turning Movements at the Project Driveway



Collision History

A review of collision data collected from the Statewide Integrated Traffic Records System (SWITRS) indicates that two collisions have occurred on Shore Road between Frazier Lake Road and Lake Road over a five-year span between January 1, 2020, through December 31, 2024. The violations of the two reported collisions were a rear-end collision due to unsafe speeds (one incident) and improper turning (one incident). Table 2 provides a summary of the collision evaluation. The measured collision rate is based on the collisions on Shore Road from Frazier Lake Road to Lake Road. The measured collision rate was compared to the average collision rate published in Caltrans' *2023 Crash Data on California State Highways* (the latest available report) for a similar roadway classification. Note that for the five-year period from 2020 through 2024, this study segment of Shore Road had a measured collision rate of 0.20 collisions per million vehicle miles (MVM), which is lower than the comparable average collision rate of 1.09 collisions per MVM published in the latest Caltrans collision data report.

**Table 2
Road Segment Collision Summary**

Roadway Segment	ADT ¹	Total Collisions ²	Measured Collision Rate ^{3, 4}	Average Collision Rate ^{3, 5}
Shore Road from Frazier Lake Road to Lake Road	8,984	2	0.20	1.09
<p><u>Notes:</u></p> <p>¹ Average daily traffic (ADT) volumes based on a tube count collected September 4, 2025.</p> <p>² Collision data obtained from the SWITRS database and covers a five-year period (01/01/2020 to 12/31/2024) on Shore Road from Frazier Lake Road to Lake Road.</p> <p>³ All collision rates expressed in collisions per million vehicles miles (MVM) within the roadway segment.</p> <p>⁴ Measured collision rates are for the period of 01/01/2020 to 12/31/2024 and are based on the total collisions that occurred and the volume within the road segment.</p> <p>⁵ Average collision rate is for a conventional two lane or less highway in a rural area. Source: 2023 Collision Data on California State Highways.</p>				

Turn Lane Warrants

The turn lane warrants were evaluated for left and right turns at the project access point. This evaluation is based on the guidelines outlined in the Caltrans Highway Design Manual (HDM), the CA MUTCD, and the National Cooperative Highway Research Program (NCHRP) Report 457.

According to Section 405.2 and 405.3 of the Caltrans HDM, in rural areas a history of high speed rear-end collisions may warrant the addition of left and right-turn lanes. The CA MUTCD Section 3B.03 provides conditions for channelization of left turns. According to the CA MUTCD, left turns are channelized if one or more of the following conditions exist: (1) average daily traffic (ADT) volumes exceed 20,000 vehicles per day, (2) for remediation where there is a demonstrated collision problem, or (3) wherever a need is demonstrated through engineering study.

Left-Turn Lane Warrant Evaluation

The NCHRP Report 457 titled *Evaluating Intersection Improvements: An Engineering Study Guide* also provides guidance for left turn warrants. According to the NCHRP report, left-turn bays should be provided based on the following guidelines: (1) any median crossover on a divided, high-speed road, (2) when the unstopped approach of a high-speed rural highway intersects with other arterials or collectors, or (3) when the combination of intersection volumes intersect above or to the right of the trend line shown in NCHRP Report 457 Figure 2-5.

The advancing volumes (eastbound Shore Road) and opposing volumes (westbound Shore Road) during the AM peak-hour (5AM-7AM) and the PM peak-hour (3PM-5PM) are plotted in Figures 5 and 6, respectively.

Based on the project trip generation and the assumption that half of the inbound trips arrive from eastbound Shore Road, approximately 11 inbound left-turns would occur at the project driveway during the AM peak-hour. This volume accounts for approximately 11% of the advancing volume (99 eastbound vehicles) during the AM peak-hour. As shown on Figure 5, the AM peak-hour volume is plotted to the left of the line corresponding to 11% of left turns in the advancing volume.

During the PM peak-hour, approximately 1 inbound left-turn would occur at the project driveway. This volume accounts for less than 1% of the advancing volume (562 eastbound vehicles) during the PM peak-hour. As shown on Figure 6, the PM peak-hour volume is plotted to the left of the line corresponding to 1% of left turns in the advancing volume.

Overall, a left-turn treatment is not warranted during the AM or PM peak-hours for the eastbound approach of the driveway.

Right-Turn Lane Warrant Evaluation

Right-turn bays should be considered on the major road of a stop-controlled intersection based on the thresholds shown in NCHRP Report 457 Figure 2-6.

The major road volumes (westbound Shore Road) and right-turn volumes (inbound project trips) during the AM peak-hour (5AM-7AM) and the PM peak-hour (3PM-5PM) are plotted in Figures 7 and 8, respectively.

Figure 5
NCHRP Report 457 Figure 2-5 with AM Peak-Hour (5AM-7AM) Project Volumes Data Point

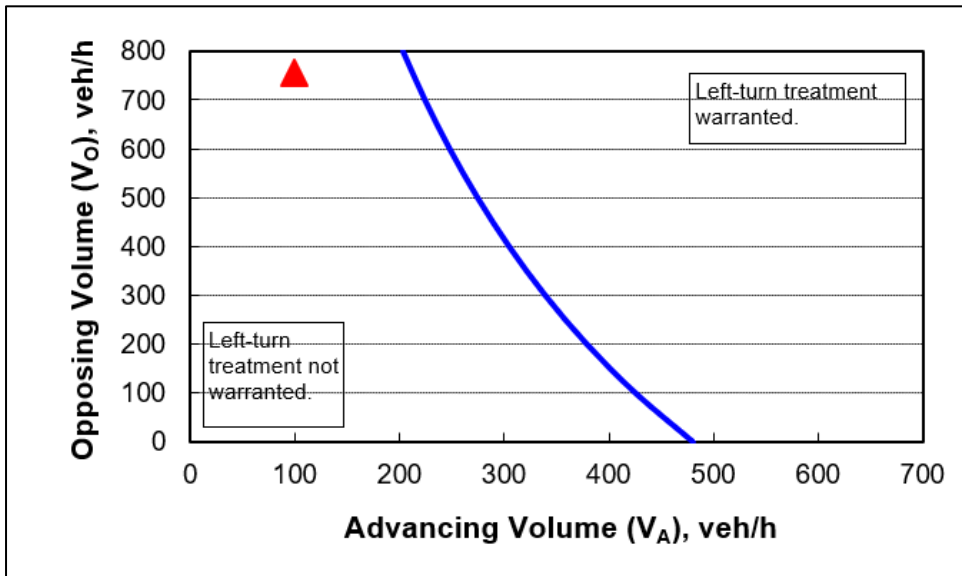


Figure 6
NCHRP Report 457 Figure 2-5 with PM Peak-Hour (3PM-5PM) Project Volumes Data Point

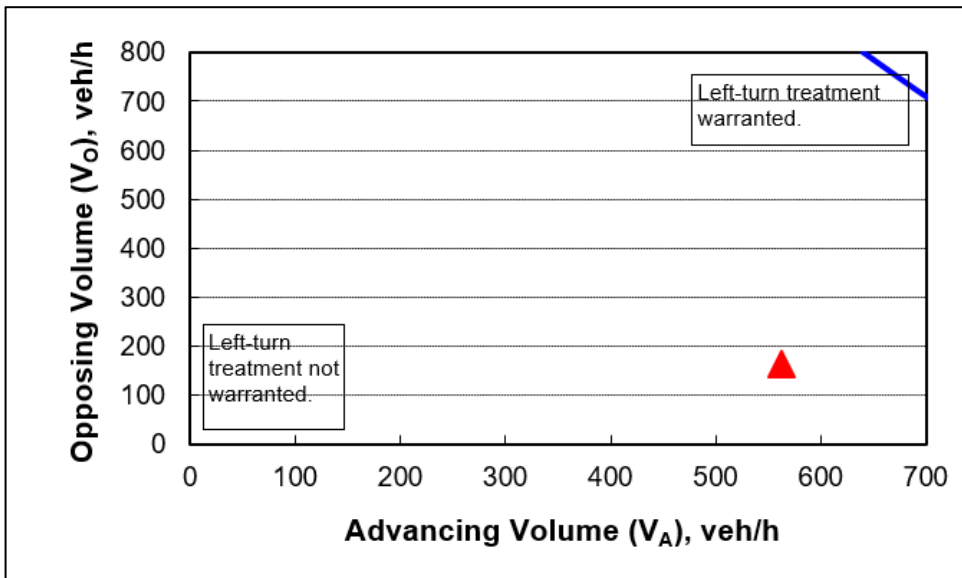


Figure 7
NCHRP Report 457 Figure 2-6 with **AM Peak-Hour (5AM-7AM) Project Volumes Data Point**

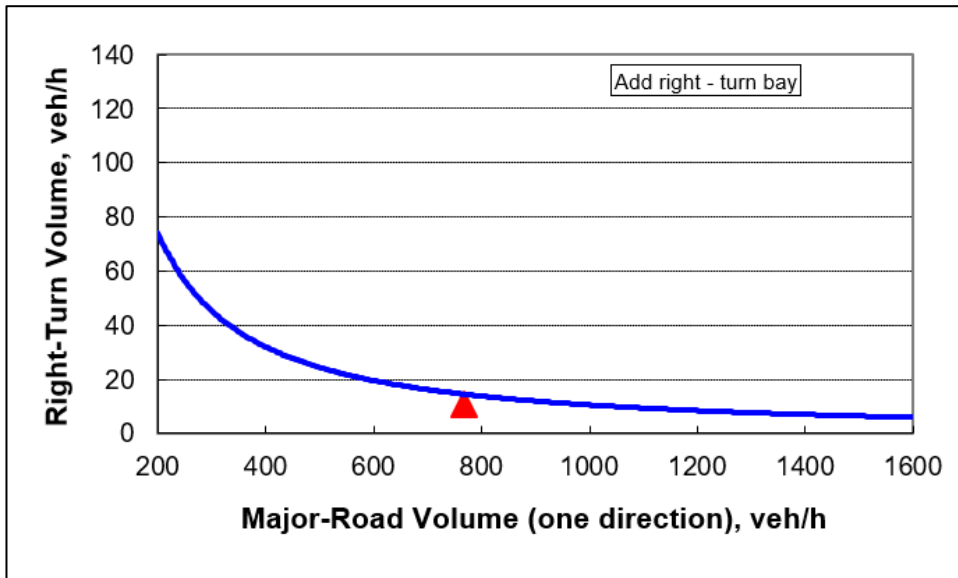
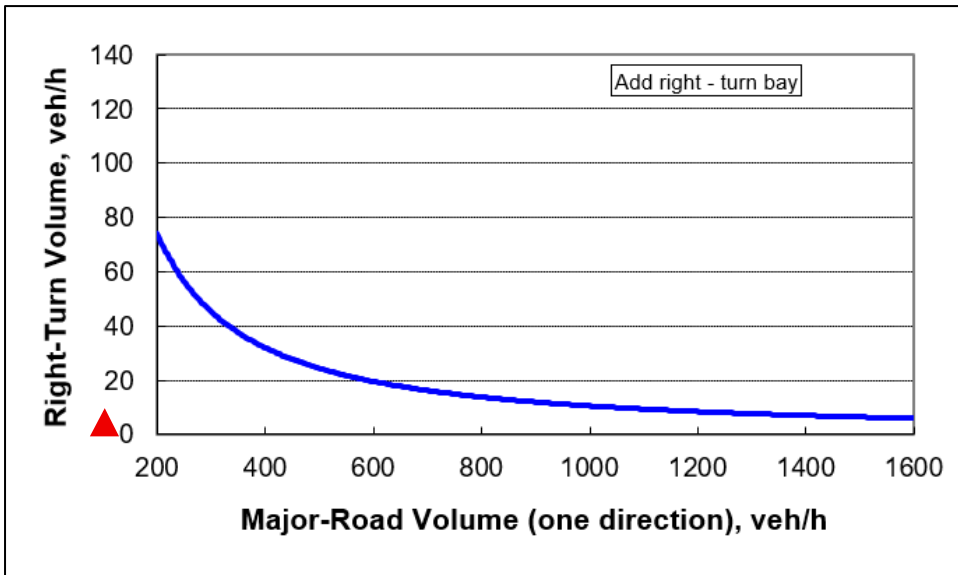


Figure 8
NCHRP Report 457 Figure 2-6 with **PM Peak-Hour (3PM-5PM) Project Volumes Data Point**



Based on the project trip generation the assumption that half of the inbound trips arrive from westbound Shore Road, approximately 11 inbound right-turns would occur at the project driveway during the AM peak-hour. This major road volume is 767 vehicles during the AM peak-hour. As shown on Figure 7, the AM peak-hour volume is plotted to the left of the line corresponding to the road speed of 50 mph.

During the PM peak-hour, approximately 1 inbound right-turn would occur at the project driveway. This major road volume is 163 vehicles during the PM peak-hour. As shown on Figure 8, the PM peak-hour volume is plotted to the left of the line corresponding to the road speed of 50 mph.

Overall, a right-turn treatment is not warranted during the AM or PM peak-hours for the westbound approach of the project driveway.

Other Turn-Lane Warrants

The project site does not meet any of the other criteria for turn lane warrants. The ADT of Shore Road near the project site is 8,980 vehicles per day, which is less than the CA MUTCD guideline of 20,000 ADT. There is no median crossover and no crossing over an arterial or collector at the project site driveway. Additionally, the collision history does not indicate an issue that would be correctable by channelizing turns along Shore Road. Since the guidelines described above are not met, channelization of the left or right turns at the project access point is not recommended.

Conclusions

The results of the transportation study for the 2370 Shore Road project are summarized below.

- The project would generate 24 and 2 new AM and PM peak-hour trips, respectively, with a total of 102 daily trips.
- The project site shows adequate site access and sight distance. There are no queuing nor truck turning issues expected at the project access point.
- The vehicle path drawings show that trucks would be able to adequately maneuver between Shore Road and the project site.
- The collision history on Shore Road between Frazier Lake Road and Lake Road for a five-year span indicates two incidents (one due to unsafe speeds and one due to improper turning).
- The measured collision rate for Shore Road adjacent to the project site for the five-year span from 2020 to 2024, is 0.20 collisions per MVM. The comparable average collision rate published in the latest Caltrans collision data report is 1.09 collision per MVM.
- The guidelines for left and right-turn channelization at the project access point are not met, therefore, channelization of the left or right turns at the project access point is not recommended.

2370 Shore Road Site Access Evaluation
Technical Appendices

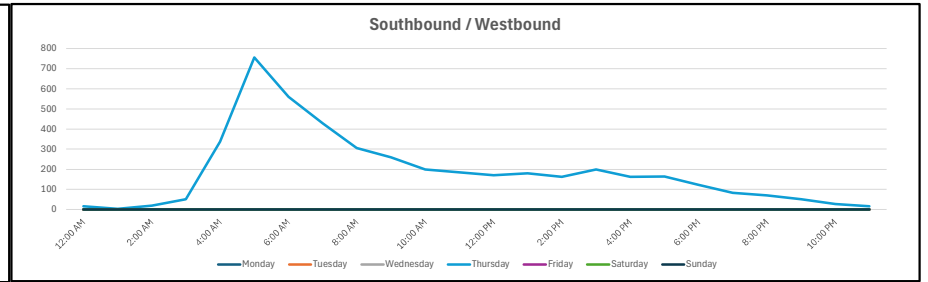
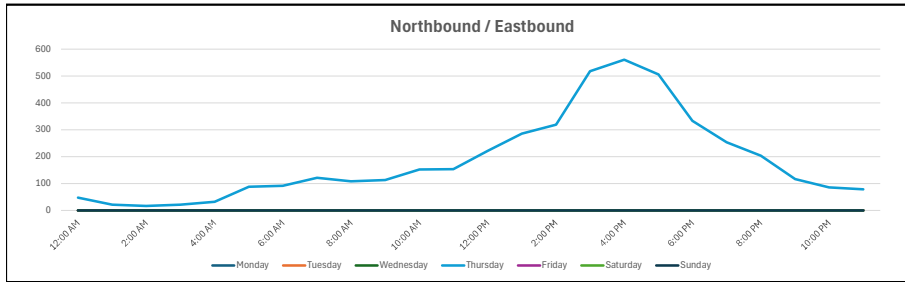
September 26, 2025

Appendix A
24-hour Traffic Count

Vehicle Volume Report - Hourly

Site Description: Shore Rd E.O Frazier Lake Rd
 Site Number: 1
 Start Date: 09/04/2025
 End Date: 09/04/2025

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg			
	9/8/25			9/9/25			9/10/25			9/4/25			9/5/25			9/6/25			9/7/25			Tue-Thu		Mon-Fri		Mon-Sun			
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB
12:00 AM	-	-	-	-	-	-	-	-	-	48	17	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1:00 AM	-	-	-	-	-	-	-	-	-	21	4	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2:00 AM	-	-	-	-	-	-	-	-	-	16	20	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 AM	-	-	-	-	-	-	-	-	-	21	51	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 AM	-	-	-	-	-	-	-	-	-	32	338	370	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5:00 AM	-	-	-	-	-	-	-	-	-	88	756	844	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 AM	-	-	-	-	-	-	-	-	-	92	560	652	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7:00 AM	-	-	-	-	-	-	-	-	-	121	427	548	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8:00 AM	-	-	-	-	-	-	-	-	-	109	306	415	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9:00 AM	-	-	-	-	-	-	-	-	-	113	260	373	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10:00 AM	-	-	-	-	-	-	-	-	-	153	199	352	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11:00 AM	-	-	-	-	-	-	-	-	-	154	185	339	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12:00 PM	-	-	-	-	-	-	-	-	-	222	171	393	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1:00 PM	-	-	-	-	-	-	-	-	-	286	180	466	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2:00 PM	-	-	-	-	-	-	-	-	-	319	162	481	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 PM	-	-	-	-	-	-	-	-	-	518	200	718	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	-	-	-	-	-	-	-	-	-	561	162	723	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5:00 PM	-	-	-	-	-	-	-	-	-	506	164	670	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 PM	-	-	-	-	-	-	-	-	-	333	123	456	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7:00 PM	-	-	-	-	-	-	-	-	-	253	84	337	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8:00 PM	-	-	-	-	-	-	-	-	-	203	70	273	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9:00 PM	-	-	-	-	-	-	-	-	-	117	51	168	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10:00 PM	-	-	-	-	-	-	-	-	-	86	27	113	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11:00 PM	-	-	-	-	-	-	-	-	-	78	17	95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 AM - 9:00 AM	-	-	-	-	-	-	-	-	-	322	1293	1615	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	1585	526	2111	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 AM - 7:00 PM	-	-	-	-	-	-	-	-	-	3487	3099	6586	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12:00 AM - 12:00 AM	-	-	-	-	-	-	-	-	-	4450	4534	8984	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Percent	-	-	-	-	-	-	-	-	-	49.5%	50.5%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
AM Peak	-	-	-	-	-	-	-	-	-	5:00 AM	6:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
PM Peak	-	-	-	-	-	-	-	-	-	4:00 PM	5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Vehicle Classification Report - Hourly

Site Description: Shore Rd E.O Frazier Lake Rd

Site Number: 1

Start Date: 09/04/2025

End Date: 09/04/2025

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

FHWA Vehicle Classification - Total Study														
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Eastbound	4450	9	3481	773	19	22	19	2	1	89	5	21	7	2
<i>Percent</i>	<i>100.0%</i>	<i>0.2%</i>	<i>78.2%</i>	<i>17.4%</i>	<i>0.4%</i>	<i>0.5%</i>	<i>0.4%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>2.0%</i>	<i>0.1%</i>	<i>0.5%</i>	<i>0.2%</i>	<i>0.0%</i>
Westbound	4534	19	3732	351	15	21	221	53	2	54	23	8	3	32
<i>Percent</i>	<i>100.0%</i>	<i>0.4%</i>	<i>82.3%</i>	<i>7.7%</i>	<i>0.3%</i>	<i>0.5%</i>	<i>4.9%</i>	<i>1.2%</i>	<i>0.0%</i>	<i>1.2%</i>	<i>0.5%</i>	<i>0.2%</i>	<i>0.1%</i>	<i>0.7%</i>
Total	8984	28	7213	1124	34	43	240	55	3	143	28	29	10	34
<i>Percent</i>	<i>100.0%</i>	<i>0.3%</i>	<i>80.3%</i>	<i>12.5%</i>	<i>0.4%</i>	<i>0.5%</i>	<i>2.7%</i>	<i>0.6%</i>	<i>0.0%</i>	<i>1.6%</i>	<i>0.3%</i>	<i>0.3%</i>	<i>0.1%</i>	<i>0.4%</i>

Site Description: Shore Rd E.O Frazier Lake Rd
 Site Number: 1
 Start Date: 09/04/2025
 End Date: 09/04/2025

Vehicle Classification Report (Eastbound - 09/04/2025)

Thursday	Total	Eastbound												
		Classes												
9/4/25		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	48	1	39	7	0	0	0	0	0	1	0	0	0	0
1:00 AM	21	1	19	0	0	0	0	0	0	1	0	0	0	0
2:00 AM	16	0	12	3	0	0	0	0	0	1	0	0	0	0
3:00 AM	21	0	17	3	0	0	0	0	0	1	0	0	0	0
4:00 AM	32	0	30	1	0	0	0	0	0	1	0	0	0	0
5:00 AM	88	0	73	7	0	1	5	1	0	0	1	0	0	0
6:00 AM	92	0	75	11	0	1	3	0	0	0	0	2	0	0
7:00 AM	121	0	90	20	4	4	0	0	0	2	0	1	0	0
8:00 AM	109	0	76	29	0	0	1	0	0	3	0	0	0	0
9:00 AM	113	0	74	24	1	2	0	0	0	8	0	3	1	0
10:00 AM	153	1	98	36	0	1	0	0	1	10	0	3	1	2
11:00 AM	154	0	108	32	1	0	1	0	0	9	0	2	1	0
12:00 PM	222	1	155	49	3	1	0	1	0	7	2	3	0	0
1:00 PM	286	1	198	60	4	2	4	0	0	12	0	4	1	0
2:00 PM	319	0	235	74	2	2	0	0	0	4	0	1	1	0
3:00 PM	518	0	411	92	0	1	2	0	0	11	0	0	1	0
4:00 PM	561	0	452	97	1	2	1	0	0	6	1	1	0	0
5:00 PM	506	1	421	75	0	2	1	0	0	4	1	1	0	0
6:00 PM	333	1	286	44	1	0	0	0	0	1	0	0	0	0
7:00 PM	253	0	211	38	2	1	0	0	0	1	0	0	0	0
8:00 PM	203	0	173	25	0	2	0	0	0	3	0	0	0	0
9:00 PM	117	1	99	15	0	0	1	0	0	1	0	0	0	0
10:00 PM	86	0	64	20	0	0	0	0	0	2	0	0	0	0
11:00 PM	78	1	65	11	0	0	0	0	0	0	0	0	1	0
6:00 AM - 9:00 AM	322	0	241	60	4	5	4	0	0	5	0	3	0	0
3:00 PM - 6:00 PM	1585	1	1284	264	1	5	4	0	0	21	2	2	1	0
6:00 AM - 7:00 PM	3487	5	2679	643	17	18	13	1	1	77	4	21	6	2
12:00 AM - 12:00 AM	4450	9	3481	773	19	22	19	2	1	89	5	21	7	2
Percent	100%	0.2%	78.2%	17.4%	0.4%	0.5%	0.4%	0.0%	0.0%	2.0%	0.1%	0.5%	0.2%	0.0%

Site Description: Shore Rd E.O Frazier Lake Rd
 Site Number: 1
 Start Date: 09/04/2025
 End Date: 09/04/2025

Vehicle Classification Report (Westbound - 09/04/2025)

Thursday	Total	Westbound												
		Classes												
9/4/25		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	17	0	13	3	0	0	1	0	0	0	0	0	0	0
1:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	20	0	16	2	0	0	0	0	0	1	0	1	0	0
3:00 AM	51	0	42	2	0	0	6	0	0	1	0	0	0	0
4:00 AM	338	0	260	17	0	1	45	8	0	3	1	0	0	3
5:00 AM	756	3	639	42	0	4	44	14	0	3	1	1	1	4
6:00 AM	560	3	461	36	1	1	43	5	0	4	2	0	0	4
7:00 AM	427	3	360	29	2	0	21	6	0	1	1	0	1	3
8:00 AM	306	0	256	27	1	2	9	5	0	3	0	1	0	2
9:00 AM	260	1	206	21	0	1	18	2	1	5	0	1	0	4
10:00 AM	199	0	154	21	2	1	9	6	0	2	1	0	0	3
11:00 AM	185	1	130	27	2	2	7	1	0	4	6	1	1	3
12:00 PM	171	0	139	19	0	0	4	1	0	4	1	1	0	2
1:00 PM	180	2	146	21	3	1	4	0	0	3	0	0	0	0
2:00 PM	162	0	141	15	1	1	0	0	0	3	1	0	0	0
3:00 PM	200	5	164	17	2	2	0	1	0	3	4	1	0	1
4:00 PM	162	0	143	10	0	3	0	1	0	2	3	0	0	0
5:00 PM	164	0	145	13	0	1	1	0	0	3	0	0	0	1
6:00 PM	123	0	112	6	0	0	0	1	0	3	0	0	0	1
7:00 PM	84	0	62	13	0	0	3	1	0	3	1	1	0	0
8:00 PM	70	0	57	8	0	0	2	1	0	1	1	0	0	0
9:00 PM	51	0	48	0	0	1	0	0	0	1	0	0	0	1
10:00 PM	27	1	22	1	0	0	3	0	0	0	0	0	0	0
11:00 PM	17	0	12	1	1	0	1	0	1	1	0	0	0	0
6:00 AM - 9:00 AM	1293	6	1077	92	4	3	73	16	0	8	3	1	1	9
3:00 PM - 6:00 PM	526	5	452	40	2	6	1	2	0	8	7	1	0	2
6:00 AM - 7:00 PM	3099	15	2557	262	14	15	116	29	1	40	19	5	2	24
12:00 AM - 12:00 AM	4534	19	3732	351	15	21	221	53	2	54	23	8	3	32
Percent	100%	0.4%	82.3%	7.7%	0.3%	0.5%	4.9%	1.2%	0.0%	1.2%	0.5%	0.2%	0.1%	0.7%

Vehicle Speed Report - Hourly

Site Description: Shore Rd E.O Frazier Lake Rd
Site Number: 1
Start Date: 09/04/2025
End Date: 09/04/2025

Total Study Speed Summary		
	Eastbound	Westbound
Average Speed	48.7 mph	45.8 mph
50th Percentile	48.7 mph	46.0 mph
85th Percentile	53.9 mph	50.6 mph
95th Percentile	57.7 mph	53.8 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Eastbound	4450	0	1	4	4	6	39	175	792	1651	1289	379	80	19	6	3	2	0	0	0	0
Percent	100.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.9%	3.9%	17.8%	37.1%	29.0%	8.5%	1.8%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Westbound	4534	0	1	4	2	29	92	380	1331	1842	707	117	19	6	2	1	0	1	0	0	0
Percent	100.0%	0.0%	0.0%	0.1%	0.0%	0.6%	2.0%	8.4%	29.4%	40.6%	15.6%	2.6%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	8984	0	2	8	6	35	131	555	2123	3493	1996	496	99	25	8	4	2	1	0	0	0
Percent	100.0%	0.0%	0.0%	0.1%	0.1%	0.4%	1.5%	6.2%	23.6%	38.9%	22.2%	5.5%	1.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: Shore Rd E.O Frazier Lake Rd
 Site Number: 1
 Start Date: 09/04/2025
 End Date: 09/04/2025

Vehicle Speed Report (Eastbound - 09/04/2025)

Thursday		Eastbound																			
9/4/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	48	0	0	0	0	0	0	5	14	8	14	4	3	0	0	0	0	0	0	0	0
1:00 AM	21	0	0	0	0	0	0	1	3	7	6	1	2	1	0	0	0	0	0	0	0
2:00 AM	16	0	0	0	0	0	0	0	1	6	4	3	1	1	0	0	0	0	0	0	0
3:00 AM	21	0	0	0	0	0	0	1	1	4	11	3	1	0	0	0	0	0	0	0	0
4:00 AM	32	0	0	0	0	0	0	1	3	12	11	3	2	0	0	0	0	0	0	0	0
5:00 AM	88	0	0	0	0	0	0	3	23	25	27	5	4	1	0	0	0	0	0	0	0
6:00 AM	92	0	0	0	0	0	0	3	11	23	38	14	2	1	0	0	0	0	0	0	0
7:00 AM	121	0	0	0	0	0	2	12	22	44	25	8	3	3	1	1	0	0	0	0	0
8:00 AM	109	0	0	2	2	0	1	6	12	38	38	7	1	1	1	0	0	0	0	0	0
9:00 AM	113	0	0	1	0	1	0	12	20	35	31	12	1	0	0	0	0	0	0	0	0
10:00 AM	153	0	0	0	0	1	0	6	33	58	45	8	2	0	0	0	0	0	0	0	0
11:00 AM	154	0	0	0	0	0	3	2	28	64	44	10	2	1	0	0	0	0	0	0	0
12:00 PM	222	0	0	0	0	0	5	7	50	75	61	18	5	1	0	0	0	0	0	0	0
1:00 PM	286	0	0	0	0	1	15	20	55	106	69	13	5	2	0	0	0	0	0	0	0
2:00 PM	319	0	1	1	2	2	6	17	60	129	64	29	6	2	0	0	0	0	0	0	0
3:00 PM	518	0	0	0	0	0	1	22	112	210	137	35	1	0	0	0	0	0	0	0	0
4:00 PM	561	0	0	0	0	0	1	14	105	227	158	47	7	1	1	0	0	0	0	0	0
5:00 PM	506	0	0	0	0	0	0	12	78	208	161	39	7	0	0	0	1	0	0	0	0
6:00 PM	333	0	0	0	0	0	2	12	34	120	107	47	10	1	0	0	0	0	0	0	0
7:00 PM	253	0	0	0	0	0	3	4	33	81	98	26	4	1	2	0	1	0	0	0	0
8:00 PM	203	0	0	0	0	1	0	8	46	71	54	20	2	0	0	1	0	0	0	0	0
9:00 PM	117	0	0	0	0	0	0	5	22	43	34	7	4	1	0	1	0	0	0	0	0
10:00 PM	86	0	0	0	0	0	0	0	15	29	29	9	2	1	1	0	0	0	0	0	0
11:00 PM	78	0	0	0	0	0	0	2	11	28	23	11	3	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	322	0	0	2	2	0	3	21	45	105	101	29	6	5	2	1	0	0	0	0	0
3:00 PM - 6:00 PM	1585	0	0	0	0	0	2	48	295	645	456	121	15	1	1	0	1	0	0	0	0
6:00 AM - 7:00 PM	3487	0	1	4	4	5	36	145	620	1337	978	287	52	13	3	1	1	0	0	0	0
12:00 AM - 12:00 AM	4450	0	1	4	4	6	39	175	792	1651	1289	379	80	19	6	3	2	0	0	0	0
Percent	100%	0.0%	0.0%	0.1%	0.1%	0.1%	0.9%	3.9%	17.8%	37.1%	29.0%	8.5%	1.8%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	48.7 mph																				
85th Percentile	53.9 mph																				
95th Percentile	57.7 mph	Average Speed	48.66 mph																		

Site Description: Shore Rd E.O Frazier Lake Rd
 Site Number: 1
 Start Date: 09/04/2025
 End Date: 09/04/2025

Vehicle Speed Report (Westbound - 09/04/2025)

Thursday		Westbound																			
9/4/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	17	0	0	0	0	0	1	2	8	5	0	1	0	0	0	0	0	0	0	0	0
1:00 AM	4	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	20	0	0	0	0	0	0	1	2	4	7	4	2	0	0	0	0	0	0	0	0
3:00 AM	51	0	0	0	0	0	0	0	8	15	20	7	1	0	0	0	0	0	0	0	0
4:00 AM	338	0	0	0	0	0	2	12	71	109	102	30	9	2	1	0	0	0	0	0	0
5:00 AM	756	0	0	0	0	0	13	67	285	310	77	2	1	1	0	0	0	0	0	0	0
6:00 AM	560	0	0	0	0	0	5	58	221	216	51	7	0	1	0	0	0	1	0	0	0
7:00 AM	427	0	0	0	1	18	32	39	65	183	72	17	0	0	0	0	0	0	0	0	0
8:00 AM	306	0	0	0	0	1	10	10	71	145	61	8	0	0	0	0	0	0	0	0	0
9:00 AM	260	0	1	0	0	1	3	24	58	130	38	4	1	0	0	0	0	0	0	0	0
10:00 AM	199	0	0	3	0	3	4	22	47	81	34	4	1	0	0	0	0	0	0	0	0
11:00 AM	185	0	0	0	0	0	0	10	58	77	37	3	0	0	0	0	0	0	0	0	0
12:00 PM	171	0	0	0	1	0	1	9	53	77	25	4	1	0	0	0	0	0	0	0	0
1:00 PM	180	0	0	0	0	0	1	21	58	67	30	2	0	1	0	0	0	0	0	0	0
2:00 PM	162	0	0	0	0	0	10	11	56	62	20	3	0	0	0	0	0	0	0	0	0
3:00 PM	200	0	0	1	0	2	1	22	71	75	26	2	0	0	0	0	0	0	0	0	0
4:00 PM	162	0	0	0	0	1	2	25	47	68	17	2	0	0	0	0	0	0	0	0	0
5:00 PM	164	0	0	0	0	0	1	9	45	88	17	3	1	0	0	0	0	0	0	0	0
6:00 PM	123	0	0	0	0	2	1	7	37	49	25	2	0	0	0	0	0	0	0	0	0
7:00 PM	84	0	0	0	0	0	0	14	21	29	15	4	0	0	1	0	0	0	0	0	0
8:00 PM	70	0	0	0	0	0	2	8	25	22	9	4	0	0	0	0	0	0	0	0	0
9:00 PM	51	0	0	0	0	0	1	6	10	17	16	1	0	0	0	0	0	0	0	0	0
10:00 PM	27	0	0	0	0	1	1	3	7	6	3	2	2	1	0	1	0	0	0	0	0
11:00 PM	17	0	0	0	0	0	1	0	5	6	4	1	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1293	0	0	0	1	19	47	107	357	544	184	32	0	1	0	0	0	1	0	0	0
3:00 PM - 6:00 PM	526	0	0	1	0	3	4	56	163	231	60	7	1	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	3099	0	1	4	2	28	71	267	887	1318	453	61	4	2	0	0	0	1	0	0	0
12:00 AM - 12:00 AM	4534	0	1	4	2	29	92	380	1331	1842	707	117	19	6	2	1	0	1	0	0	0
Percent	100%	0.0%	0.0%	0.1%	0.0%	0.6%	2.0%	8.4%	29.4%	40.6%	15.6%	2.6%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	46.0 mph																				
85th Percentile	50.6 mph																				
95th Percentile	53.8 mph	Average Speed	45.78 mph																		