



AGENDA ITEM: 14D

DATE: September 11, 2025
TO: Board of Directors
FROM: Daniel Haggard, Roads Supervisor
SUBJECT: Accept the Bear Valley Road Pavement Rehabilitation Project Alternative Study Prepared by Provost & Pritchard and Direct the General Manager to Solicit Proposals for the Design of Construction Documents

SUGGESTED ACTION

Discuss the report and provide direction to staff.

STRATEGIC PLAN COMPLIANCE

The recommendation complies with the BVCSD Strategic Plan: *Effective Infrastructure & Asset Management*.

FISCAL IMPACT

The fiscal impact of the report depends upon which alternative is chosen. Alternative A will cost approximately \$5.2 million, Alternative B \$7.6 million, and Alternative C \$6.3 million. A blended approach of Alternative A and Alternative C will cost between \$5.2 million and \$6.3 million dollars.

ENVIRONMENTAL REVIEW

The report does not require a California Environmental Quality Act (CEQA) review; however, the design of the project may require it.

BACKGROUND

In 2017, paving improvements were performed on large portions of Bear Valley Road and Cumberland Road between the entrance gate and Lower Valley Road. Bear Valley Road between St Elmo Court and Lower Valley Road received a cold-in-place recycle of the existing pavement and a 0.17 ft cap of hot mix asphalt. Bear Valley Road between the entrance gate and St Elmo Court and between Lower Valley Road and Cumberland Road received a 0.17 ft cold mill and a 0.17 ft cap of hot mix asphalt. A small percentage of the road received a full removal and replacement of 0.50 ft of hot mix asphalt over compacted native. A review of the current road surface condition shows several areas of failing structural section and surface cracking ranging from light to heavy.

Staff observed early on that sections of the new roadway had major premature failures along the entirety of Bear Valley Road and Cumberland Road due to substandard roadway

design. The District contracted Provost & Pritchard to begin a study on soils conditions to determine conditions and R-values, traffic counts to determine each area's Traffic Index, pavement condition to determine current pavement distress types, and a topographical survey to determine roadway degrees.

Results from the field and lab studies provided insights into the best possible construction methods to perform on the roadway, which were discussed at the Infrastructure Committee meeting on August 21, 2025.

Currently, two portions of Bear Valley Road are being considered for complete reconstruction of the pavement and underlying materials, specifically from the entrance gate to Oakflat Drive and from Bay Court to Martingale Way. This reconstruction will encompass approximately 1.65 centerline miles.

Provost & Pritchard provided the District with 3 alternatives to the areas requiring reconstruction.

1. HMA/Soil Cement
2. HMA/Aggregate Base
3. Full Depth HMA

Additionally, water services, which include main line replacement and service line replacement, will be performed preceding the road reconstruction efforts to safeguard underground water utilities and protect the integrity of the newly paved roadway.

ANALYSIS

Alternative A – HMA/Soil Cement

This alternative consists of the following elements.

- A. Hot Mix Asphalt (HMA) over Soil Cement is the alternative proposed by Soil Engineers Inc. within their attached pavement investigation.
- B. For a Traffic Index of 10.0, the proposed road section would be 0.55 ft of hot mix asphalt placed over 1.40 ft of compacted soil cement. The total road section would be 1.95 ft thick.
- C. HMA/Soil Cement would have the following benefits:
 - i. Soil cement can be produced on-site using locally available materials, reducing transportation costs and time. This option would not require as many material trucks traveling to and from the project site of work since the base material would consist of recycled pavement, underlying soil, and cement. This option would require the least number of delivery trucks bringing materials to the site.

- ii. Soil cement is resistant to weathering, erosion, and damage caused by heavy traffic or freeze-thaw cycles.
- iii. Soil cement strength and other performance measures gradually improve with age.
- iv. HMA/Soil Cement represents the most cost-effective solution for road construction of all the options presented in this report.
- v. There is no requirement to compact subgrade materials with this option. This results in lower reconstruction costs and better protection for underlying water pipes.

D. HMA/Soil Cement would have the following challenges:

- i. The existing pavement surface and underlying soil would need to be pulverized and ground to a depth of 1.95 feet, which is 0.55 ft clear of the minimum depth (2.5ft) for 4-inch, 6-inch, and 8-inch diameter transite pipe and just over 1 ft clear of the minimum depth (3.0ft) for 10-inch and 12-inch diameter transite pipe. This puts the lowest plane of pulverization as little as 0.55 feet (or 6.6 inches) above the 4-inch, 6-inch, and 8-inch diameter transite pipe with little or no clearance provided for the 2.0 feet deep (or 24 inch) water services. This option represents the closest any road excavation equipment will get to the top of existing water pipe.
- ii. All road reconstruction options will require some type of vibratory compactive effort for the full thickness of the replacement road section. Soil cement is no exception. There is genuine concern that any vibratory compaction over the transite pipes will result in cracks, leaks, or damage to the water mains. According to the Soil Cement specifications provided by SEI, the contractor will be allowed to compact the full thickness of 1.4 ft (or 16.8 inches) of soil cement in one lift, but only if they can demonstrate that compaction can be made. If not, it is estimated the contractor will compact the soil cement in two 0.7 ft lifts (or 8.4 inches). This places vibratory compaction as close as 1.25 feet above the transite water pipe. The risk of this is unknown, but it is assumed that the risk to the transite pipes will increase the closer vibratory compaction gets to the pipes.
- iii. Soil Cement will require time to cure before it can be exposed any heavy-duty truck loading. Portions of the road that are curing cannot be paved over nor exposed to traffic until the following conditions are met:
 - The specifications provided by SEI indicate that soil cement shall be microcracked between 48 and 56 hours of compaction. Microcracking in soil-cement construction refers to the controlled creation of a network of fine, hairline cracks in a cement-treated base layer during the early stages of construction. This technique is used to mitigate the formation of larger, more detrimental shrinkage cracks that can occur in soil-cement pavement bases. By inducing these microcracks, the stress buildup from cement hydration and drying shrinkage is relieved, reducing the risk of

reflective cracking through the asphalt surface layer.

- The specifications provided by SEI indicate the first layer of HMA shall be placed less than 7 days after the soil cement is compacted. 3. Together this indicates that there will be approximately 3-7 days between soil cement compaction and base layer paving. This may present challenges in areas where alternate routes for traffic detours is limited.

Alternative B – HMA/Aggregate Base

This alternative consists of the following elements.

- A. Hot Mix Asphalt over Aggregate Base (Class 2) is the most common method to construct new roads. The practice has been well established within all local agencies within the State of California.
- B. For a Traffic Index of 10.0, the proposed road section was determined to be 0.75 ft of hot mix asphalt placed over 1.10 ft of compacted class 2 aggregate base over 1 ft of ripped and recompacted native subgrade material. The total road section would be 2.85 ft thick. If the subgrade materials only need to be proofrolled, then the total section of HMA and aggregate base would be 1.85 feet.
- C. HMA/Aggregate Base would have the following benefits:
 - i. HMA/Aggregate Base is a well-established method of street construction with a long history of use in the State of California and the immediate region around Bear Valley Springs.
- D. HMA/Aggregate Base would have the following challenges:
 - i. This option may require the additional costs for ripping and recompacting the existing subgrade materials. This represents an additional construction cost that may not be considered in other options for reconstruction. The need for recompacting would be based on in place density of the existing soil, determined by a compaction test.
 - ii. HMA/Aggregate Base would require significantly more delivery trucks than other options under consideration. This option will require trucks to haul off demolished street and subgrade materials as well as hauling in aggregate base and asphalt.
 - iii. HMA / Aggregate Base will require vibratory compaction. Where that starts will depend on how the road subgrade is prepared.
 - If the subgrade materials are ripped and recompacted for 1.0 feet, then the required road section of 2.85 feet exceeds the minimum depth (2.5ft) for 4-inch, 6-inch, and 8-inch diameter transite pipe and very close to the minimum depth (3.0ft) for 10-inch and 12-inch diameter transite pipe. With HMA/Aggregate Base / Recompacted Subgrade, vibratory compaction of

subgrade materials is estimated to start at 0.5 ft below the bottom of the base or 2.35 feet below the road surface. This is within 0.15 feet of the top of pipe for 4-inch, 6-inch, and 8-inch transite pipe and within 0.65 feet of the top of pipe for 10-inch and 12-inch transite pipe.

- If the subgrade materials are proofrolled (quality control measure where a heavy vehicle, like a loaded water truck, is driven over a prepared subgrade to identify weak or unstable areas before paving) only, then the required road section of 1.85 feet comes within 0.65 ft of the minimum depth (2.5ft) for 4-inch, 6-inch, and 8-inch diameter transite pipe and within 1.15 feet of the minimum depth (3.0ft) for 10-inch and 12-inch diameter transite pipe. With HMA/Aggregate Base / Proofrolled Subgrade, vibratory compaction of subgrade materials is estimated to start at the bottom of the base or 1.85 feet below the road surface. This is within 0.65 feet of the top of pipe for 4-inch, 6-inch, and 8-inch transite pipe and within 1.15 feet of the top of pipe for 10-inch and 12-inch transite pipe.
 - Of all the options considered, HMA/Aggregate Base will require vibratory compaction the closest to the existing pipe. Subgrade compactive methods will need to be modified in the immediate area of the existing water pipes.
- iv. HMA/Aggregate Base is significantly more expensive than other options under consideration by this report.

Alternative C – Full Depth HMA

- A. Full Depth Hot Mix Asphalt is a common method to reconstruct existing asphalt roads or construct new roads in areas where road section depth is limited or where the agency desires to finish reconstruction quickly and return the road to public use.
- B. For a Traffic Index of 10.0, the proposed road section was determined to be 1.15 ft of hot mix asphalt placed over 1 ft of ripped and recompacted native material. The total road section would be 2.15 ft thick. If the subgrade materials only need to be proofrolled, then the total road section of HMA only is 1.15 feet.
- C. Full depth HMA would have the following benefits:
- i. With Full Depth HMA / Proofrolled Subgrade, replacement paving can begin as soon as existing road materials are removed, and the subgrade is proofrolled. Contractors should be able to demolish and remove existing street materials and replace with hot mix asphalt with a minimal amount of time between demo and replacement.
 - ii. Replacement paving can begin immediately, therefore, this option represents the shortest necessary construction time for the full project.
 - iii. Replacement paving can usually be available for use by the public within 6

hours of being placed. This option will allow the residents and business owners to drive over newly paved areas which provides more flexibility for construction traffic control.

- iv. Full depth HMA will require vibratory compaction. Where that starts will depend on how the road subgrade is prepared. 4. Full depth HMA / Proofrolled Subgrade will require vibratory compaction at the subgrade level (1.15ft deep) if soft or unwanted subgrade materials are encountered and their replacement is required. This places vibratory compaction a minimum of 1.35 feet above the 4-inch, 6-inch, and 8-inch diameter transite pipe and 1.85 feet above 10-inch and 12-inch diameter transite pipe.
- v. Full depth HMA would require less material delivery trucks than the HMA/Aggregate Base option.
- vi. Full Depth HMA costs are less than HMA/Aggregate Base costs with better benefits regarding traffic control, time for construction, and number of delivery trucks, and potentially less risk to the existing transite water pipes.

D. Full depth HMA would have the following challenges:

- i. Due to the high cost of hot mix asphalt, full depth HMA option is more expensive than HMA/Soil Cement.
- ii. Full depth HMA would require twice the amount of delivery trucks required for the HMA/Soil Cement option since full depth HMA will require double the amount of both material removed and material delivered.
- iii. Full depth HMA / Compacted Subgrade will require one foot of the subgrade materials to be ripped and compacted prior to the placement of HMA. Under this situation, vibratory compaction is estimated to start 0.85 feet above the top of 4- inch, 6-inch, and 8-inch transite pipes and 1.35 feet above the top of 10-inch or 12-inch transite pipes.
- iv. Full depth HMA/Compacted Subgrade will require additional funding and construction time to rip and recompact the subgrade materials.
- v. In all options, existing water pipes will be under the proposed paving. For the full depth HMA option, any future water pipe repairs or connections will require any repair personnel to cut through a thicker section of asphalt (1.15 ft) to make the repairs or connections.

After deliberations, the Infrastructure Committee recommended the following.

1. Utilize Alternative A: Soil Stabilization in the area Bear Valley Road between Bay Court and Martingale Way to split up the location of Bear Valley Road between the entrance gate (Brown Lane) and Oakflat Road.
2. Utilize Alternative C: Full Depth HMA from the entrance of Bear Valley Road to Cumberland.
3. Utilize Alternative A: Soil Stabilization in the proceeding area from Cumberland

Road to Oakflat Road.

Due to mandatory curing time and difficulties to residents resulting from roadway traffic closures, the option to perform Full Depth HMA from the entrance gate to Cumberland Road is the most accommodating to inbound and outbound traffic. This will provide the public with the least possible disruption to their commute and still provide the same amount of structural durability as alternative options.

The methods proposed were found to provide the best structural capacity, with minimal disruption to motorists at the most cost-effective option.

RECOMMENDED MOTION

“I move that the Board accept the Bear Valley Road Valley Road Pavement Rehabilitation Project Alternative Study prepared by Provost & Pritchard and direct the General Manager to solicit proposals for the design of construction documents based on the recommended alternatives including the replacement of District-owned water lines in those sections of roads.”

ATTACHMENTS

- Attachment A: Provost & Pritchard Bear Valley Road Pavement Rehabilitation & Preservation Alternatives Study
- Attachment B: Infrastructure Committee Report

**BEAR VALLEY COMMUNITY SERVICES DISTRICT
BEAR VALLEY ROAD PAVEMENT
REHABILITATION & PRESERVATION
ALTERNATIVES STUDY**

**TEHACHAPI, CA
AUGUST 2025**

PREPARED FOR:
BEAR VALLEY COMMUNITY SERVICES DISTRICT
28999 S. LOWER VALLEY RD., TEHACHAPI, CA 93561

PREPARED BY:
PROVOST & PRITCHARD CONSULTING GROUP
1518 MILL ROCK WAY, SUITE 100, BAKERSFIELD, CA 93311

**PROVOST &
PRITCHARD**

COPYRIGHT 2023 BY PROVOST & PRITCHARD CONSULTING GROUP ALL RIGHTS RESERVED

Provost & Pritchard Consulting Group expressly reserves its common law copyright and other applicable property rights to this document. This document is not to be reproduced, changed, or copied in any form or manner whatsoever, nor are they to be assigned to a third party without first obtaining the written permission and consent of Provost & Pritchard Consulting Group. In the event of unauthorized reuse of the information contained herein by a third party, the third party shall hold the firm of Provost & Pritchard Consulting Group harmless, and shall bear the cost of Provost & Pritchard Consulting Group's legal fees associated with defending and enforcing these rights.

**REPORT PREPARED FOR:
BEAR VALLEY COMMUNITY SERVICES DISTRICT**

**CONTACT:
DAVE N COMMONS
661-805-9255**

**REPORT PREPARED BY:
PROVOST & PRITCHARD CONSULTING GROUP**

**CONTACT:
IAN PARKS
661-616-5900**

TABLE OF CONTENTS

1	Introduction	1
2	Existing Conditions	1
2.1	Background	1
2.2	General Description.....	1
2.3	Pavement Condition Assessment	2
2.4	Topographical Survey	3
2.5	Traffic Counts	3
3	Field and Laboratory Investigations	4
4	Design Alternatives	5
4.1	Complete Road Reconstruction:.....	5
4.2	Road Surface Preservation & Restoration	12
5	Cost Estimates	15
5.1	Complete Road Reconstruction.....	15
5.2	Road Surface Preservation & Restoration	15
6	Comparison of Reconstruction Alternatives	16
7	Preservation Alternatives	16
8	Recommendations	17

1 INTRODUCTION

The purpose of this evaluation is to investigate the condition of Bear Valley Road within the limits defined by the District and develop alternative rehabilitation and preservation strategies. Additionally, it is desired to replace the existing water service laterals from the main water line which runs along Bear Valley Road.

2 EXISTING CONDITIONS

2.1 BACKGROUND

The original Bear Valley Road was mapped and constructed in the early 1970s with Tracts 3417 and 3430. It is a two-lane road that connects directly Cummings Valley Road to the south which eventually connects to State Hwy 202 and the City of Tehachapi. To the northwest, Bear Valley Road provides access to numerous residential lots and commercial uses within Bear Valley Springs. The community has a gated entrance on Bear Valley Road near its intersection with Brown Road located approximately 1 mile north of Cummings Valley Road.

From the gated entrance, Bear Valley Road meanders northwesterly into the Bear Valley Springs Area for roughly 5.5 miles before it turns southerly and becomes Cumberland Road. Cumberland Road then turns southeasterly towards Bear Valley Road, eventually intersecting with it roughly 1 mile west of the entrance gates at Brown Road.

The original street plans for Tract 3430 were approved in October of 1970. Per the plans, all streets were graded and paved with 0.25 ft of Road Mix Asphalt Surfacing (RMAS). No underlying base or other aggregates or materials are called for.

Bear Valley Road is owned and maintained by the Bear Valley Community Services District (BVCS D). In 2016, paving improvements were performed on large portions of Bear Valley Road and Cumberland Road between the gated entrance and Lower Valley Road. Bear Valley Road between St Elmo Court and Lower Valley Road received a cold-in-place recycle of the existing pavement and a 0.17 ft cap of hot mix asphalt. Bear Valley Road between the entrance gates and St Elmo Court and between Lower Valley Road and Cumberland Road received a 0.17 ft cold mill and a 0.17 ft cap of hot mix asphalt. A small percentage of the road received a full removal and replacement of 0.50 ft of hot mix asphalt over compacted native. A review of the current road surface condition shows several areas of failing structural section and surface cracking ranging from light to heavy.

2.2 GENERAL DESCRIPTION

PROJECT LIMITS

The limits of this study of Bear Valley Road are generally from the entrance gates to Lower Valley Road, representing 4.8 miles. As part of this study preliminary layouts were prepared and are attached.

Bear Valley Road is a mountainous two-lane paved road approximately 30 feet wide for most of the alignment. Eastbound and westbound traffic separate near the entrance gates to make room for a median island and small guard office.

For the purposes of the study, Bear Valley Road between the entrance gates and Lower Valley Road was divided into four regions:

- Bear Valley Road between the entrance gates (Brown Lane) and Oakflat Road
- Bear Valley Road between Oakflat Road and Bay Court
- Bear Valley Road between Bay Court and Martingale Way
- Bear Valley Road between Martingale Way and Lower Valley Road

2.3 PAVEMENT CONDITION ASSESSMENT

Road conditions for Bear Valley Road between the entrance gates (Brown Lane) and Oakflat Road:

- The pavement surface is in various states of deterioration, from moderately cracked to heavily cracked.
- In some areas, transverse cracking occurs at roughly 20ft to 40 ft intervals. Transverse cracking appears perpendicular to the direction of traffic. Transverse cracking is usually caused by temperature changes causing the asphalt to expand and contract. It can also be caused by a lack of pavement strength, moisture infiltration, and excessive traffic loads.
- There are several areas of pavement deformation, mainly rutting along the wheel paths. This was observed during site investigation.
- In other areas, the road has both transverse cracking and heavy alligator cracking. Alligator cracking is caused by traffic volumes that exceed the structural capacity of the road. Alligator cracking is occurring at locations consistent with wheel paths in each lane and expanding beyond the wheel path locations over time. Alligator cracking is also expanding from the transverse crack locations.
- The road has been repaired multiple times for potholes, and the location of the potholes appears to be consistent with heavy alligator cracking and wheel locations within the in lanes.

Road Conditions for Bear Valley Road between Oakflat Road and Bay Court:

- The pavement surface is in various states of deterioration, from cracked to heavily cracked. There are long stretches of road that consist of transverse cracks only with sporadic alligator cracking.
- Transverse cracking occurs at roughly 30ft to 50 ft intervals.
- There is some longitudinal cracking at various locations. Longitudinal cracking is parallel to the direction of traffic and is usually caused by excessive traffic loads, temperature changes, and a lack of pavement strength.
- Alligator cracking is still primarily located in the lane wheel locations. Alligator cracking appears to be expanding from the longitudinal cracks. Alligator cracking exists at numerous locations along this portion of Bear Valley Road but is more prevalent towards the eastern and western ends.

Road Conditions for Bear Valley Road between Bay Court and Martingale Way:

- The pavement surface is in various states of deterioration, from cracked to moderately cracked. The deterioration is similar to Bear Valley Road between the entrance gates and Oakflat Road.
- Transverse cracking occurs at roughly 25ft to 40 ft intervals.
- There is more longitudinal cracking in this portion of Bear Valley Road than observed elsewhere. Longitudinal crack locations appear to be consistent with wheel paths in the lanes.
- Alligator cracking is present and appears to be expanding from the longitudinal cracks. Alligator cracking is not as dense as previous sections of Bear Valley Road.
- Deformation/rutting occurs along this stretch and was observed to be severe at various locations.

Road Conditions for Bear Valley Road between Martingale Way and Lower Valley Road:

- The pavement surface is in various states of deterioration, from cracked to heavily cracked.
- The road surface between Martingale Way and Lower Valley Road shows signs of transverse cracking and longitudinal cracking. Transverse cracking occurs at roughly 20 ft to 50 ft intervals. Longitudinal cracking is present at or near the wheel location in the lane. There does not appear to be a significant amount of alligator cracking.

- South of Lower Valley Road, the road surface has transverse cracking at 30 to 60 ft intervals. There is a longitudinal crack along the road crown. There is extensive alligator cracking especially near Cub Lake.

2.4 TOPOGRAPHICAL SURVEY

A topographical survey was performed along the entire length of the study area. The survey included the use of conventional surveying methods and an aerial drone. The purpose of the survey was to establish base maps upon which a preliminary design for pavement restoration or repairs could be made to evaluate various options for pavement restoration or repairs, and prepare preliminary cost estimates.

The topographical survey and base maps are of sufficient quality that they can be used to develop road improvement plans. The aerial photographs from the drone are of sufficient resolution and quality that pavement cracking can be viewed and utility locations verified.

For the most part, Bear Valley Road appears to be a crowned road that allows rainfall to sheet flow from the road center to the edges. There are locations where the road is superelevated. Rainfall will sheet flow across the full width of the pavement towards the inside of the curve in these situations.

Bear Valley Road is a mountainous road, with numerous turns of varying degrees and radii. It also begins at a lower elevation and gains altitude as it heads into the hills of the region.

- Bear Valley Road between the entrance gates and Oakflat Road has one or two portions that are close to flat. The remainder of this portion has a running slope close to 6% gaining altitude as it heads northwesterly.
- Between Oak Flat Road and Bay Court, the road continues increasing elevation until it peaks halfway between Plateau Court and Stacy Court. The road then heads downhill at a running slope between 2% to 6%. The road flattens out and begins to head back uphill approximately 400ft east of Serra Place. There appears to be a drainage channel that runs north/south across the road at this location.
- Between Bay Court and Martingale Way, the road heads consistently downhill at a slope between 6% and 12%. The road begins to flatten out to a 3% running slope at it approaches Martingale Way.
- Between Martingale Way and Lower Valley Road the road continues heading downhill at a running slope between 2% and 3%. The road eventually flattens out to a depressed area roughly 400 feet long located 425 to 825 feet north of Lower Valley Road (adjacent to Cub Lake).

2.5 TRAFFIC COUNTS

Traffic counts were performed for Bear Valley Road at three separate locations: between the entrance gates (Brown Lane) and Oakflat Road, between Oakflat Road and Bay Court, & between Bay Court and Martingale Way. Each count was performed over a six-day period from March 26 to March 31, 2025. Traffic was counted and classified by vehicle type ranging from motorcycles to multi-axle trucks. The data was analyzed to determine average daily traffic volumes and truck use. In turn, this data is used to determine road section requirements for each design alternative discussed herein. The % truck trips are categorized into 5 separate categories from 2 axle heavy duty trucks to 5 axle semi-truck and trailer.

The counts performed provided the following traffic data for Bear Valley Road:

SUMMARY OF TRAFFIC COUNTS	
BEAR VALLEY ROAD SECTION	2025 AVERAGE DAILY TRAFFIC (VPD)
ENTRANCE GATES TO OAKFLAT DRIVE	6,118
OAKFLAT DRIVE TO BAY COURT	3,560
BAY COURT TO MARTINGALE WAY	3,181

The traffic data was analyzed to calculate the Traffic Index for each portion of Bear Valley Road. Traffic Index (TI) is a number used by road designers to determine the thickness of asphalt and aggregate base layers in road design. Numbers usually range between 4 and 12 for local roads. A TI of 4 indicates a small number of trucks per day whereas a TI of 12 indicates heavy use by trucks. Based on the traffic count data, the following traffic indices were calculated for current (2025) traffic volumes:

SUMMARY OF TRAFFIC INDICES	
BEAR VALLEY ROAD SECTION	2025 TRAFFIC INDEX (TI)
ENTRANCE GATES TO OAKFLAT DRIVE	10.0
OAKFLAT DRIVE TO BAY COURT	9.5
BAY COURT TO MARTINGALE WAY	9.0

3 FIELD AND LABORATORY INVESTIGATIONS

A geotechnical investigation was conducted by Soils Engineering Inc. (SEI) in April of 2025. SEI core drilled the existing pavement surface of Bear Valley Road. The purpose of the core drills was to measure the thickness of the existing pavement and to identify and evaluate materials below the existing pavement.

- SEI core drilled Bear Valley Road in seven (7) different locations between the entrance gates and Oakflat Road. This area was previously identified as an area the BVCS D was prioritizing for reconstruction.
- SEI core drilled Bear Valley Road in three (3) different locations between Bay Court and Martingale Way. This area was also previously identified as an area the BVCS D was prioritizing for reconstruction.
- The thickness of the existing asphalt varied between four (4) and six (6) inches. One core sample provided an asphalt thickness at nine (9) inches.
- All cores provided underlying base thicknesses ranging between two (2) to four (4) inches.
- SEI did not perform any core drills in Bear Valley Road between Oakflat Drive & Bay Court. The BVCS D did not identify this as an area that necessarily requires full road reconstruction at this time.
- SEI did not perform any core drills in Bear Valley Road between Martingale Way and Lower Valley Road. The BVCS D did not identify this as an area that necessarily requires full road reconstruction at this time.

R-Values of underlying soils were determined from five (5) of the core locations. Three locations were between the entrance gates and OakFlat Road, two locations were between Bay Court and Martingale Way. Like traffic indices (TI), R-Values of underlying soils are used by road designers to determine the thickness of asphalt and aggregate base layers in road design. R-Value is a measurement of how well the underlying

soils resist vehicular loads. Higher values are indicative of stronger materials upon which to build a road. Lower R-Values indicate lower strength and the need for a thicker layer of aggregate base under paving materials. The presence of clay in the soil can have a detrimental impact on the soil's ability to resist vehicular loads.

- Four of the ten cores identified the subgrade as clayey-sand. The remaining six cores identified the subgrade as silty-sand.
- The in-place R-Values of the underlying soils ranged between 23 and 46 with three of the five samples in the 23-28 range. All test results that were in the 23-28 range were where the subgrade was identified as clayey-sand.

In addition, the report from SEI offered an option to reconstruct the existing road using full depth recycling with the addition of cement. Full depth recycling is a method of road reconstruction whereby the existing pavement material is pulverized and mixed with underlying soils to create a comingled road base. Cement (either liquid or powder) is then incorporated into the comingled road base to increase its strength. Once complete, the comingled road base with cement (together called soil cement) can be paved over as if it were an aggregate road base. Based on tests of the sample materials pulled from the pavement cores, SEI determined adding 4% cement to the comingled materials would create an adequate soil cement road base. The report provided various options for road sections depending on the traffic index used for road design. The option of asphalt over cement soil is included in the list of recommendations for those portions of Bear Valley Road proposed for reconstruction.

The complete pavement investigation report from SEI is attached.

4 DESIGN ALTERNATIVES

4.1 COMPLETE ROAD RECONSTRUCTION:

Currently, two portions of Bear Valley Road are being considered for complete reconstruction of the pavement and underlying materials, specifically from the entrance gates to Oakflat Drive and from Bay Court to Martingale Way. There are several strategies available for these road segments and each has their own list of considerations to review. For the most part, each design needs to consider:

- Traffic Index (TI) of the proposed reconstructed road.
 - Existing and future traffic and truck volumes justify using a Traffic Index (TI) of 10.0 for all portions of Bear Valley Road.
- R-Value of the underlying soils
 - The lowest R-Value found in a soils investigation is typically used for design of a road section. For Bear Valley Road, the lowest R-Value discovered is 23.
- Existing subgrade condition
 - Bear Valley Road was originally constructed using 0.25 ft of RMAS over native soil. There is no underlying aggregate base shown in the road section and there is no subgrade compaction standard listed. Any reconstruction of Bear Valley Road would remove whatever subgrade was compacted for the original road section.
 - The plans for the 2016 repair to Bear Valley Road do not show a need to compact or recompact native subgrade materials.
- Existing pavement condition and salvageability
 - Significant portions of the existing pavement surface within the areas proposed for reconstruction are heavily cracked and dilapidated. The measured thickness of the asphalt and aggregate base sections are inadequate for the traffic volumes measured or anticipated in the future. Replacing or overlaying the existing asphalt with a fresh layer

of pavement will not mitigate the issues of the underlying soils or lack of aggregate base materials.

- Access to & from private homes & business during construction
 - Bear Valley Road is one of two main access roads between the residents and commercial interests within the Bear Valley Springs Area and greater Kern County. Several streets that intersect with Bear Valley Road are essentially cul-de-sacs with no other connecting streets available for use as an alternate route. Any construction activity within Bear Valley Road must accommodate public traffic with temporary traffic control.
- Construction time
 - Any reconstruction efforts will be disruptive to the community at large. Choosing a construction method that reduces the necessary time for construction is beneficial.
 - The proposed construction passes closely by various residential homes and through neighborhoods. Due to the noise levels of construction activity, night-time construction, when traffic will be light, is not considered to be a viable option.
- Construction costs
 - Road reconstruction costs are a significant mitigating factor considering the budgetary restraints of the District.
- Preserving and protecting existing underground water infrastructure.
 - The Bear Valley Community Services District operates the water system that services the residents and commercial businesses on Bear Valley Road and beyond. All portions of Bear Valley Road scheduled for reconstruction have at least one or two water pipes under the existing pavement running parallel to the road centerline.
 - Plans provided by the district indicate the water pipes were constructed of transite as far back as 1970. Plans indicate the minimum depths of the water pipe range from 30 inches (or 2.5ft) deep for 4-inch, 6-inch, or 8-inch diameter pipes and 36 inches (or 3.0ft) deep for 10-inch or 12-inch diameter pipes. Water services are installed at a minimum of 24 inches (or 2.0 ft). All minimum depths are measured from the top of the road surface.
 - According to the American Water Works Association (AWWA), transite pipe has an estimated life span of 65 – 105 years for installations on the west coast.¹ The pipes within Bear Valley Road installed around 1971 would have 54 years of service as of 2025. Several conditions affect the actual life span such as quality of pipe manufacture, conditions of the soil, qualities of the water transported, and how the water system is operated. Transite pipe failures tend to increase with age, often starting with small leaks potentially leading to sudden, catastrophic breaks. A study of the quantity and locations of transite pipe leaks, repairs, and/or replacements should be performed before investing in significant road improvements over existing 50+ year old transite pipe.
 - If it is determined to construct road improvements over existing water pipes, additional measures should be considered during construction to protect the pipes in place. The measures would include, but not be limited to, extensive potholing to ensure the pipes are below the plane of construction, limit use of vibratory compaction equipment over the top of the pipes and discussions with the contractor to limit exposure and equipment near the pipe.

With these considerations in mind, the following road section reconstruction alternatives have been evaluated and reviewed. An illustration showing the alternatives can be seen on page 15 and explanation of each is below.

¹ Buried No Longer – Confronting America’s Water Infrastructure Challenge, American Water Works Association, 2012 (<https://urbanwaterslearningnetwork.org/wp-content/uploads/2017/08/AmericanWaterWorksBuriedNoLonger2017.pdf>)

ALTERNATIVE A – HMA/SOIL CEMENT

- A. Hot Mix Asphalt (HMA) over Soil Cement is the alternative proposed by Soil Engineers Inc. within their attached pavement investigation.
- B. For a Traffic Index of 10.0, the proposed road section would be 0.55 ft of hot mix asphalt placed over 1.40 ft of compacted soil cement. The total road section would be 1.95 ft thick.
- C. HMA/Soil Cement would have the following benefits:
 - i. Soil cement can be produced on-site using locally available materials, reducing transportation costs and time. This option would not require as many material trucks traveling to and from the project site of work since the base material would consist of recycled pavement, underlying soil, and cement. This option would require the least number of delivery trucks bringing materials to the site.
 - ii. Soil cement is resistant to weathering, erosion, and damage caused by heavy traffic or freeze-thaw cycles.
 - iii. Soil cement strength and other performance measures gradually improve with age.
 - iv. HMA/Soil Cement represents the most cost-effective solution for road construction of all the options presented in this report.
 - v. There is no requirement to compact subgrade materials with this option. This results in lower reconstruction costs and better protection for underlying water pipes.
- D. HMA/Soil Cement would have the following challenges:
 - i. The existing pavement surface and underlying soil would need to be pulverized and ground to a depth of 1.95 feet, which is 0.55 ft clear of the minimum depth (2.5ft) for 4-inch, 6-inch, and 8-inch diameter transite pipe and just over 1 ft clear of the minimum depth (3.0ft) for 10-inch and 12-inch diameter transite pipe. This puts the lowest plane of pulverization as little as 0.55 feet (or 6.6 inches) above the 4-inch, 6-inch, and 8-inch diameter transite pipe with little or no clearance provided for the 2.0 feet deep (or 24 inch) water services. This option represents the closest any road excavation equipment will get to the top of existing water pipe.
 - ii. All road reconstruction options will require some type of vibratory compactive effort for the full thickness of the replacement road section. Soil cement is no exception. There is genuine concern that any vibratory compaction over the transite pipes will result in cracks, leaks, or damage to the water mains. According to the Soil Cement specifications provided by SEI, the contractor will be allowed to compact the full thickness of 1.4 ft (or 16.8 inches) of soil cement in one lift, but only if they can demonstrate that compaction can be made. If not, it is estimated the contractor will compact the soil cement in two 0.7 ft lifts (or 8.4 inches). This places vibratory compaction as close as 1.25 feet above the transite water pipe. The risk of this is unknown, but it is assumed that the risk to the transite pipes will increase the closer vibratory compaction gets to the pipes.
 - iii. Soil Cement will require time to cure before it can be exposed any heavy-duty truck loading. Portions of the road that are curing cannot be paved over nor exposed to traffic until the following conditions are met:
 - 1. The specifications provided by SEI indicate that soil cement shall be microcracked between 48 and 56 hours of compaction. Microcracking in soil-cement construction refers to the controlled creation of a network of

fine, hairline cracks in a cement-treated base layer during the early stages of construction. This technique is used to mitigate the formation of larger, more detrimental shrinkage cracks that can occur in soil-cement pavement bases. By inducing these microcracks, the stress buildup from cement hydration and drying shrinkage is relieved, reducing the risk of reflective cracking through the asphalt surface layer.

2. The specifications provided by SEI indicate the first layer of HMA shall be placed less than 7 days after the soil cement is compacted.
3. Together this indicates that there will be approximately 3-7 days between soil cement compaction and base layer paving.

This may present challenges in areas where alternate routes for traffic detours is limited.

- iv. In all options, existing water pipes will be under the proposed paving. For the HMA/Soil Cement option any future water pipe repairs or connections will require the contractor to cut through the asphalt then excavate the soil cement subgrade materials. The project would need to ensure these soil cement subgrade materials are at least machine excavatable once placed and covered with HMA.

ALTERNATIVE B – HMA/AGGREGATE BASE

- A. Hot Mix Asphalt over Aggregate Base (Class 2) is the most common method to construct new roads. The practice has been well established within all local agencies within the State of California.
- B. For a Traffic Index of 10.0, the proposed road section was determined to be 0.75 ft of hot mix asphalt placed over 1.10 ft of compacted class 2 aggregate base over 1 ft of ripped and recompacted native subgrade material. The total road section would be 2.85 ft thick. If the subgrade materials only need to be proofrolled, then the total section of HMA and aggregate base would be 1.85 feet.
- C. HMA/Aggregate Base would have the following benefits:
 - i. HMA/Aggregate Base is a well-established method of street construction with a long history of use in the State of California and the immediate region around Bear Valley Springs.
- D. HMA/Aggregate Base would have the following challenges:
 - i. This option may require the additional costs for ripping and recompacting the existing subgrade materials. This represents an additional construction cost that may not be considered in other options for reconstruction. The need for recompacting would be based on in place density of the existing soil, determined by a compaction test.
 - ii. HMA/Aggregate Base would require significantly more delivery trucks than other options under consideration. This option will require trucks to haul off demolished street and subgrade materials as well as hauling in aggregate base and asphalt.
 - iii. HMA / Aggregate Base will require vibratory compaction. Where that starts will depend on how the road subgrade is prepared.
 1. If the subgrade materials are ripped and recompacted for 1.0 feet, then the required road section of 2.85 feet exceeds the minimum depth (2.5ft) for 4-inch, 6-inch, and 8-inch diameter transite pipe and very close to the

- minimum depth (3.0ft) for 10-inch and 12-inch diameter transite pipe. With HMA/Aggregate Base / Recompacted Subgrade, vibratory compaction of subgrade materials is estimated to start at 0.5 ft below the bottom of the base or 2.35 feet below the road surface. This is within 0.15 feet of the top of pipe for 4-inch, 6-inch, and 8-inch transite pipe and within 0.65 feet of the top of pipe for 10-inch and 12-inch transite pipe.
2. If the subgrade materials are proofrolled (quality control measure where a heavy vehicle, like a loaded water truck, is driven over a prepared subgrade to identify weak or unstable areas before paving) only, then the required road section of 1.85 feet comes within 0.65 ft of the minimum depth (2.5ft) for 4-inch, 6-inch, and 8-inch diameter transite pipe and within 1.15 feet of the minimum depth (3.0ft) for 10-inch and 12-inch diameter transite pipe. With HMA/Aggregate Base / Proofrolled Subgrade, vibratory compaction of subgrade materials is estimated to start at the bottom of the base or 1.85 feet below the road surface. This is within 0.65 feet of the top of pipe for 4-inch, 6-inch, and 8-inch transite pipe and within 1.15 feet of the top of pipe for 10-inch and 12-inch transite pipe.
 3. Of all the options considered, HMA/Aggregate Base will require vibratory compaction the closest to the existing pipe. Subgrade compactive methods will need to be modified in the immediate area of the existing water pipes.
 - iv. HMA/Aggregate Base is significantly more expensive than other options under consideration by this report.

ALTERNATIVE C – FULL DEPTH HMA

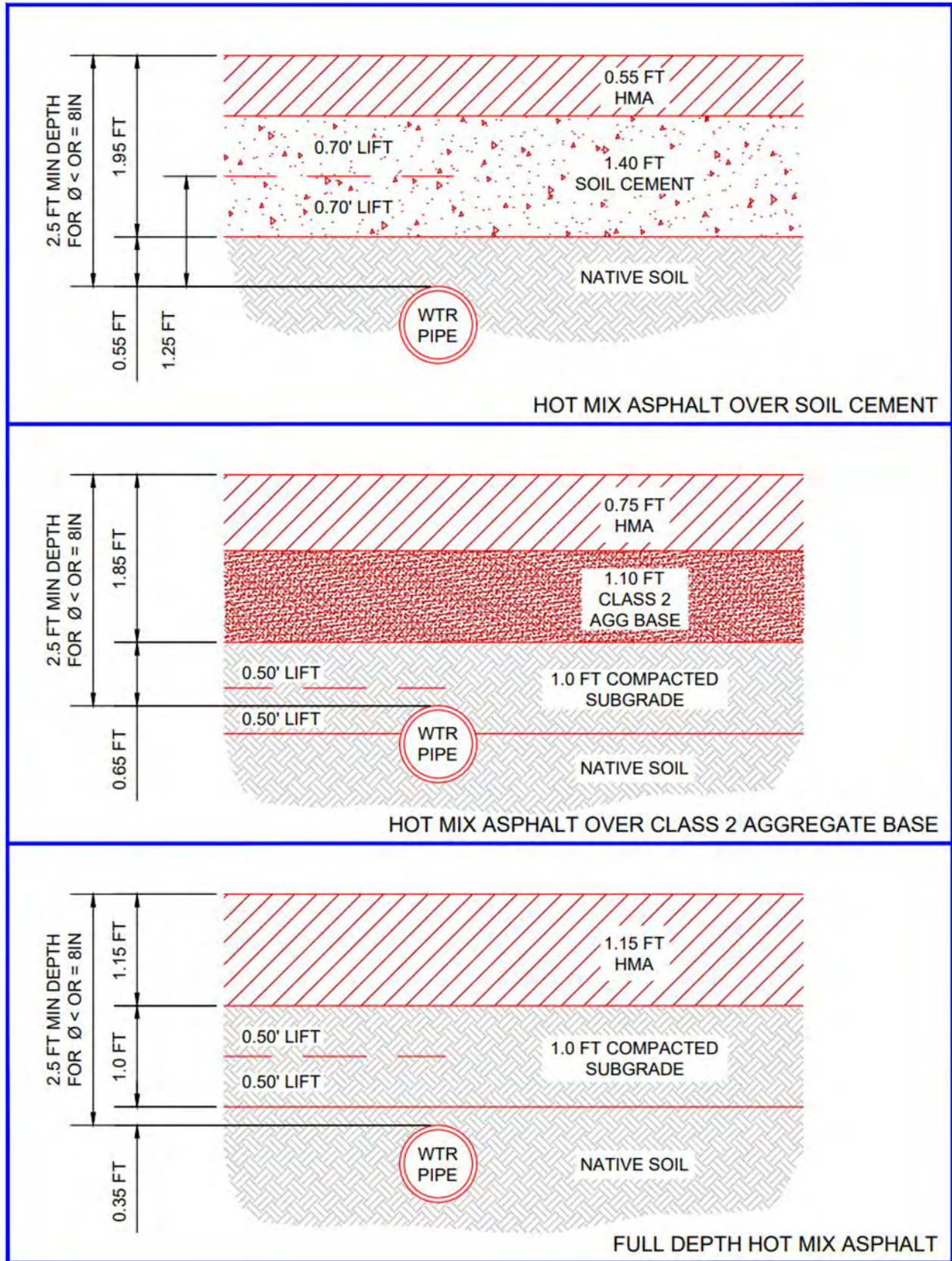
- A. Full Depth Hot Mix Asphalt is a common method to reconstruct existing asphalt roads or construct new roads in areas where road section depth is limited or where the agency desires to finish reconstruction quickly and return the road to public use.
- B. For a Traffic Index of 10.0, the proposed road section was determined to be 1.15 ft of hot mix asphalt placed over 1 ft of ripped and recompacted native material. The total road section would be 2.15 ft thick. If the subgrade materials only need to be proofrolled, then the total road section of HMA only is 1.15 feet.
- C. Full depth HMA would have the following benefits:
 - i. With Full Depth HMA / Proofrolled Subgrade, replacement paving can begin as soon as existing road materials are removed, and the subgrade is proofrolled. Contractors should be able to demolish and remove existing street materials and replace with hot mix asphalt with a minimal amount of time between demo and replacement.
 - ii. Replacement paving can begin immediately, therefore, this option represents the shortest necessary construction time for the full project.
 - iii. Replacement paving can usually be available for use by the public within 6 hours of being placed. This option will allow the residents and business owners to drive over newly paved areas which provides more flexibility for construction traffic control.
 - iv. Full depth HMA will require vibratory compaction. Where that starts will depend on how the road subgrade is prepared.
4. Full depth HMA / Proofrolled Subgrade will require vibratory compaction at the subgrade level (1.15ft deep) if soft or unwanted subgrade materials are encountered and their replacement is required. This places vibratory

compaction a minimum of 1.35 feet above the 4-inch, 6-inch, and 8-inch diameter transite pipe and 1.85 feet above 10-inch and 12-inch diameter transite pipe.

- v. Full depth HMA would require less material delivery trucks than the HMA/Aggregate Base option.
- vi. Full Depth HMA costs are less than HMA/Aggregate Base costs with better benefits regarding traffic control, time for construction, and number of delivery trucks, and potentially less risk to the existing transite water pipes.

D. Full depth HMA would have the following challenges:

- i. Due to the high cost of hot mix asphalt, full depth HMA option is more expensive than HMA/Soil Cement.
- ii. Full depth HMA would require twice the amount of delivery trucks required for the HMA/Soil Cement option since full depth HMA will require double the amount of both material removed and material delivered.
- iii. Full depth HMA / Compacted Subgrade will require one foot of the subgrade materials to be ripped and compacted prior to the placement of HMA. Under this situation, vibratory compaction is estimated to start 0.85 feet above the top of 4-inch, 6-inch, and 8-inch transite pipes and 1.35 feet above the top of 10-inch or 12-inch transite pipes.
- iv. Full depth HMA/Compacted Subgrade will require additional funding and construction time to rip and recompact the subgrade materials.
- v. In all options, existing water pipes will be under the proposed paving. For the full depth HMA option, any future water pipe repairs or connections will require any repair personnel to cut through a thicker section of asphalt (1.15 ft) to make the repairs or connections.



4.2 ROAD SURFACE PRESERVATION & RESTORATION

Bear Valley Road from Oakflat Drive to Bay Court and Martingale Way to Lower Valley Road are the two portions of Bear Valley Road being considered for preservation or restoration of the existing asphalt surfacing. There are several strategies available for these road segments and each has their own list of considerations to review. For the most part, each option needs to consider the existing pavement condition and the goals and expectations of the surface preservation strategy.

- Road Conditions for Bear Valley Road between Oakflat Road and Bay Court & between Martingale Way to Lower Valley Road
 - The pavement surface is in various states of deterioration, from cracked to heavily cracked. There are long stretches that consist of transverse cracks with sporadic alligator cracking. Alligator cracking is primarily located in the lane wheel locations. Alligator cracking appear to be expanding from the longitudinal cracks.
 - Transverse cracking occurs at roughly 30ft to 50 ft intervals.
 - There is some longitudinal cracking at various locations. Longitudinal cracking is parallel to the direction of traffic and is usually caused by excessive traffic loads, temperature changes, and a lack of pavement strength.
- Goals and expectations of road surface preservation and restoration:
 - The goal of preserving and restoring existing road pavement is to prevent further damage to the road section by moisture intrusion. Moisture intrusion through surface cracks coupled with vehicular traffic causes deterioration of the road section necessitating expensive road repairs.
 - Preservation and restoration of the existing surfacing does not add strength or load carrying capacity to the road section. These efforts should be understood as a temporary repair necessary to delay further deterioration and preserve the roadway until such time when budget and priorities are such that roadway reconstruction can be accomplished. It should be noted that the length that the preservation will be effective is hard to predict.
- Access to & from private homes & business during construction
 - As stated above, any preservation work shall be coordinated with the residents to maintain access.
- Preservation Options:
 1. Crack Sealing
 - a. Crack Sealing is a preventative maintenance technique to seal cracks to prevent moisture penetrating asphalt surface. Cracks are often machine routed, cleaned, then filled with a hot rubberized asphalt that adheres to the routed surface.
 - b. Crack sealing is generally recommended for pavements with a crack density of less than 20 percent (LF of crack per SF of road surface).
 - c. Crack sealing alone would have the following benefits:
 - i. Crack sealing alone would have Crack sealing would clean and fill cracks in the road surface and prevent moisture intrusion from causing further road deterioration for the cracks identified and addressed.
 - ii. Crack Sealing costs are dependent on how much the road is cracked. Costs are usually \$1.00 per foot of sealed crack Assuming 4 to 8 continuous cracks on a mile of road 30 ft wide, this equates to between \$21,000 to \$42,000 per mile.

- d. Crack sealing alone would have the following challenges:
 - i. While crack sealing is an effective treatment for cracks, it is not for roads with extensive surface damage requiring pavement repairs like patching or resurfacing.
 - ii. Crack sealing does not enhance the properties of the road surface.
 - iii. Crack sealing does not address potholes, continued rutting, or other issues.
 - iv. Crack sealing does not enhance the structural section of an existing road.
 - v. The appearance of the finished surface will not be uniform and may not be aesthetically pleasing to the public. It is noted that it was observed that the District appears to have a functional crack sealant program which is extremely beneficial to roadway preservation.

Note: Crack sealing was listed as an option to be included in the following preservation techniques, it is not considered a viable option alone.

2. Slurry Seal

- a. Slurry seal is a preventative pavement maintenance treatment where fine aggregate is mixed with asphalt emulsion then spread onto the road surface.
- b. Polymers may be added to the asphalt emulsion to enhance its performance.
- c. Slurry seal will have the following benefits:
- d. The process will seal minor cracks, improve surface friction, and increase the ability of the road to resist moisture intrusion.
- e. Slurry seal is cost effective. Slurry seal is estimated to cost \$45,000 per lane mile (5280 ft x 12 ft). It is less expensive than micro surfacing and significantly less expensive than asphalt overlay.
- f. Slurry seal will have the following challenges:
 - i. Slurry seal is not suitable for roads with severe cracking, potholes, or structural problems.
 - ii. Slurry seal can take up to 4-6 hours to cure, during which time traffic should be prevented from using the treated surface.
 - iii. Slurry Seals do not enhance the structural section of an existing road.

3. Micro Surfacing

- a. Microsurfacing is a surface restoration and maintenance sealing treatment similar to a slurry seal. Micro surfacing consists of the application of asphalt emulsion, aggregate and polymers.
- b. Pavements that are ideal candidate for micro surfacing have low to moderate levels of distress. Any surface cracks or potholes should be analyzed to determine if they should be filled or repaired prior to micro surfacing efforts.
- c. Micro surfacing would provide the following benefits:
 - i. Micro surfacing benefits include extending the life of existing pavements by preventing moisture intrusion into the road section, improving road friction, and eliminating surface irregularities.
 - ii. Micro surfacing is cost effective, approximately \$50,000 to \$60,000 per lane-mile. It is usually more expensive than a slurry seal or chip seal but significantly less expensive than a hot mix asphalt overlay.
 - iii. Micro surfacing can extend the life of an existing road by several years depending on use. Average performance life is 5 to 7 years depending on the quality of the original street.

- iv. Micro surfacing will essentially create a new pavement surface with a new wearing course. The resulting surface will be free of cracks, potholes, and visible defects.
 - d. Micro surfacing would have the following challenges.
 - i. Micro surfacing should not be used on road with structural defects as evidenced by severe alligator cracking, on-going rutting, bumps, depressions, or a significant number of potholes.
 - ii. Micro surfacing will require any existing pavement failures to be addressed separately prior to micro surfacing. Cracks will need to be filled, potholes fixed, and striping removed. Alternatively, paving surface can be replaced.
 - iii. Micro surfacing does not enhance the structural section of an existing road.
 - 4. Chip Seal
 - a. Chip Seal is a multi-step pavement surface treatment where the road is first coated with a layer of asphaltic emulsion, then covered by a thin layer of aggregate. Aggregates are then pushed into the asphaltic emulsion using rollers. Excess or loose aggregates are then swept from the road surface.
 - b. Chip Seals will have the following benefits:
 - i. Chip Seal benefits include extending the life of existing pavements by preventing moisture intrusion into the road section and improving road friction.
 - ii. Chip Seals are cost effective, and are estimated to cost \$40,000 per lane-mile.
 - c. Chip Seals will have the following challenges:
 - i. Chip seals are best suited for roads in relatively good condition. It is not meant for roads in a distressed condition. Cracks in the original pavement surface will eventually migrate to the new surface. This will require additional maintenance.
 - ii. The aggregate used in the chip seal can become easily dislodged by snow plows. Damages areas will require additional maintenance.
 - iii. There are potential liability issues for stone damage with chip seals due to loose or excess aggregates. This damage occurs primarily to windshields, headlights, and radiators, but claims are reported for paint damage as well.
 - iv. Chip seals do not enhance the structural section of an existing road.
 - 5. Hot Mix Asphalt Overlay
 - a. Hot mix asphalt overlay is a pavement treatment normally reserved for roads with minor to moderate levels of distress. The process involves grinding and removing portions of the existing asphalt surface where necessary, coating the resulting surface with asphalt emulsion, then spreading a thin layer of hot mix asphalt over the road, essentially creating a new road surface. The new surface is rolled and compacted as it cools and hardens. The final road surface is usually higher than the original grade surface. The difference is equal to the thickness of the overlay.
 - b. Hot Mix Asphalt Overlay will have the following benefits:
 - i. There are a significant number of contractors that can perform this type of road maintenance work.
 - ii. Hot mix asphalt will essentially create a new pavement surface
 - iii. Hot mix asphalt overlay can help correct surface drainage issues by raising the road crown and increasing cross slope.

- iv. Hot mix asphalt will essentially create a new pavement surface with a new wearing course. The resulting surface will be free of cracks, potholes, and visible defects.
- v. Hot mix asphalt overlays tend to last longer than surface treatments. Under good conditions, a well maintained overlay can last 10-15 years.
- c. Hot Mix Asphalt Overlay will have the following challenges:
 - i. Hot mix asphalt overlays are more expensive than other options under consideration. It is estimated that a single lane mile (5,280ft x 12ft) will cost \$90,000 for a 0.15ft overlay and \$120,000 for a 0.20ft overlay.
 - ii. Although a hot mix overlay adds thickness to the road, the benefit to the structural section is considered minimal to none. The resulting road section comprised of new asphalt over existing dilapidated road section would still be insufficient for current measured traffic volumes.
 - iii. Cracks in the original pavement surface will eventually migrate to the new surface. This will require additional maintenance and eventually complete road reconstruction.
 - iv. Overlaying existing roads where asphalt dikes are located will require the contractor to mill the existing road surface for the additional paving, or alter the pavement thickness at the edges. These are additional costs.
 - v. Hot mix asphalt overlay will require significantly more material delivery trucks than other options presented here. At an estimated 1,500 tons per day, overlays would require 61 delivery trucks per day.
 - vi. Hot mix asphalt overlays will require more traffic control due to the length of the paving operation and the presence of numerous material delivery trucks.

5 COST ESTIMATES

Following is a summary of the total cost estimates for each alternative described above. The detailed estimate for the road reconstruction options is attached to this report.

5.1 COMPLETE ROAD RECONSTRUCTION

OPTION	ESTIMATED COST W/ 25% CONTINGENCY
HOT MIX ASPHALT / SOIL CEMENT	\$5.2 MILLION
HOT MIX ASPHALT / AGGREGATE BASE	\$7.6 MILLION
FULL DEPTH HOT MIX ASPHALT	\$6.3 MILLION

5.2 ROAD SURFACE PRESERVATION & RESTORATION

Following is a summary of the cost estimate for each alternative described above.

OPTION	ESTIMATED COST W/ 25% CONTINGENCY
SLURRY SEAL	\$433,000
MICRO SURFACING (W/O CRACK SEALING)	\$626,000
CHIP SEAL (W/O CRACK SEALING)	\$464,000
HMA OVERLAY, 0.20 FT	\$1,155,000

6 COMPARISON OF RECONSTRUCTION ALTERNATIVES

The following table shows a comparison matrix for the reconstruction options.

CRITERIA	HMA/SOIL CEMENT	HMA/AGGREGATE BASE	FULL DEPTH HMA
PROJECT COST	\$5.2 MILLION	\$7.6 MILLION	\$6.3 MILLION
STRUCTURAL CAPACITY	CONSIDERED EQUAL		
CONSTRUCTION TIME	SECOND LOWEST	HIGHEST	LOWEST
MAINTENANCE OUTLOOK	10-20 YEARS	10-20 YEARS	10-20 YEARS
LONG TERM DURABILITY	10-20 YEARS	10-20 YEARS	10-20 YEARS
MINIMUM DEPTH TO WATER LINE	0.55 FT	-0.35 FT	0.35 FT

All reconstruction options represent a significant improvement over the existing condition and a substantial long-term investment for the community. The structural capacity of each option is considered the minimum required for a Traffic Index of 10.0. HMA/Soil Cement represents the most economical option. HMA/Soil Cement will require some creative traffic control to keep traffic from driving on soil cement base while it cures. This inconvenience may be offset by the reduced number of trucks the HMA/Soil Cement option requires. Full Depth HMA can be performed the quickest assuming the subgrade materials do not require compaction. HMA/Soil Cement and Full Depth HMA both will have vibratory compaction equipment roughly 0.85-1.25 feet above the minimum depth of the existing transite water pipes. HMA/Soil Cement will have equipment pulverizing the existing road and underlying soils to 0.55 ft above the minimum depth of water pipe. Any risk to the existing pipes can be mitigated by potholing and depth checking the existing water before pulverizing the road. Long-term maintenance is estimated to be about the same for each option. However, HMA/Soil Cement may have an advantage over other options due to the soil cement’s natural resistance to moisture infiltration. HMA/Aggregate Base is the most expensive option, requires the most trucks, represents the greatest risk to damaging the existing transite water system due to exposure and vibratory compaction, and doesn’t offer any substantial benefits over the other two options.

7 COMPARISON OF PRESERVATION ALTERNATIVES

A review of the preservation alternatives is not as straightforward as the comparison of reconstruction alternatives since they each have different application types and resultant outcomes. A summary of the three options is as follows:

1. Slurry seal: A slurry seal application on Bear Valley Road, in the existing condition may not add much benefit. The goal is to extend the life of the roadway. With the excessive distress, a slurry seal would offer minimal benefits as it would not necessarily preclude water intrusion for a longer period of time and would deteriorate quicker than other alternatives.
2. Micro surfacing: Micro surfacing appears to be a good alternative for preservation of Bear Valley Road with the current distress condition. Water intrusion should be kept to a minimum for a longer period of time and would offer a better wearing surface for drivers.
3. Chip Seal: Chip seals would be a similar situation as slurry seal with less protection from water intrusion than micro surfacing. Chip seals may also be problematic with snow plow operation dislodging the aggregate placed with chip seals.

8 RECOMMENDATIONS

A final recommendation will be developed based on evaluation of the information and data presented in the report and consultation with the Bear Valley CSD. The selected approach will balance cost, performance, constructability, and long-term maintenance goals for the District.

APPENDIX

APPENDIX A: GEOTECHNICAL REPORT

April 24, 2025

Provost & Pritchard Consulting Group

455 W. Fir Avenue
Clovis, CA 93611

Attention: Mr. Jeffrey S Dorn

Subject: Report: Pavement Investigation
Project: Bear Valley CSD Pavement Rehabilitation
Location: Bear Valley Road, Bear Valley Springs, Kern County, CA

Dear Mr. Dorn:

Soils Engineering, Inc. (SEI) has conducted a pavement investigation for the Bear Valley CSD Pavement Rehabilitation Project located in Bear Valley Springs, California. Our scope of work included sampling subgrade materials, determining the thickness of existing pavement sections, laboratory testing, engineering analyses, and preparation of this report.

BACKGROUND

Currently, the proposed improvements for the project are to reconstruct two segments along Bear Valley Road: 1) approximately 6,300 ft segment between Brown Lane & Oakflat Drive and 2) approximately 2,300 ft segment between Bay Court & Martingale Way.

FIELD INVESTIGATION

SEI measured the thickness of the pavement section and sampled the subgrade materials at ten (10) locations along Bear Valley Road in Bear Valley Springs, CA. Boring locations can be found in the Sampling Location Maps, Figures 1 and 2. The boring logs enclosed provide a more detailed description of the materials encountered.

SEI has presented the locations and existing pavement sections measured during the investigation on Table 1, *Existing Pavement Sections*.

Table 1, Existing Pavement Sections				
ID	Location	AC Thickness (inches)	Base Thickness (inches)	Sub-grade Soil Description
B-1	See Figure 1	4	4	CLAYEY SAND
B-2	See Figure 1	4	4	SILTY SAND
B-3	See Figure 1	9	-	SILTY SAND
B-4	See Figure 2	6	-	CLAYEY SAND
B-5	See Figure 2	6	2	SILTY SAND
B-6	See Figure 2	6	2	SILTY SAND
B-7	See Figure 2	4	3	CLAYEY SAND
B-8	See Figure 2	4	4	CLAYEY SAND
B-9	See Figure 2	6	2	SILTY SAND
B-10	See Figure 2	6	2	SILTY SAND

LABORATORY TESTING

Testing performed in our laboratory showed R-Values ranging from 23-46. For design purposes, a R-Value of 23 was used. R-Value test results are presented in Figures B-1 through B-5.

The samples were prepared using a cement content of 4% and 5%. Two samples were prepared for each cement percentage. Samples were molded using ASTM D698 test method. Samples were oven cured and capped before testing. The test results are the average of the two samples and can be found in Table 2. SEI recommends 4% cement for a 350-psi compressive strength.

TABLE 2		
SOIL CEMENT COMPRESSIVE STRENGTH		
Location	% cement added	
	4%	5%
Compressive Strength (psi)		
B-1, B-3, B-8, & B-10 @ 0-3' Composite	365	375

CONCLUSION AND RECOMMENDATIONS

Cement Treated

SEI has provided the recommended HMA thickness below calculated using a R-Value of 23 and compression strength of 350 psi.

HMA Pavement Sections with soil cement:

TI of 6	0.30 feet of HMA and 1.00 feet of Soil Cement
TI of 7	0.35 feet of HMA and 1.00 feet of Soil Cement
TI of 8	0.40 feet of HMA and 1.10 feet of Soil Cement
TI of 9	0.45 feet of HMA and 1.30 feet of Soil Cement
TI of 10	0.55 feet of HMA and 1.40 feet of Soil Cement

SEI recommends the contractor grind the existing asphalt pavement section to soil-cement design grade, then pulverize the existing material and mix with cement. The soil cement should be compacted to at least 95% of the maximum dry density per ASTM D1557. If unstable soil condition should occur during construction, SEI recommends replacing the unstable material with a minimum of two feet of Class II aggregate base or to a depth necessary to achieve stable condition. The aggregate base should be brought to optimum moisture content and compacted to 95% relative compaction of ASTM D1557.

Cement shall be applied at a rate of not less than 4 percent based on the in-place dry unit weight of soil and for the depth of subgrade treatment shown on the plans. For estimating purposes, an in-place dry unit weight of soil of 125 pcf should be used as a basis for the application rate.

FDR with cement should be performed in accordance with Full Depth Recycling – Cement Specification attached.

CLOSING

We appreciate the opportunity to provide our services. Please don't hesitate to contact our office should you have any questions.

Respectfully submitted,
SOILS ENGINEERING, INC.



On Man Lau, M.Sc., P.E., G.E.
Engineering Manager



Attachments: Boring Location Maps
Logs
Laboratory Testing
Full Depth Recycling – Cement Specification

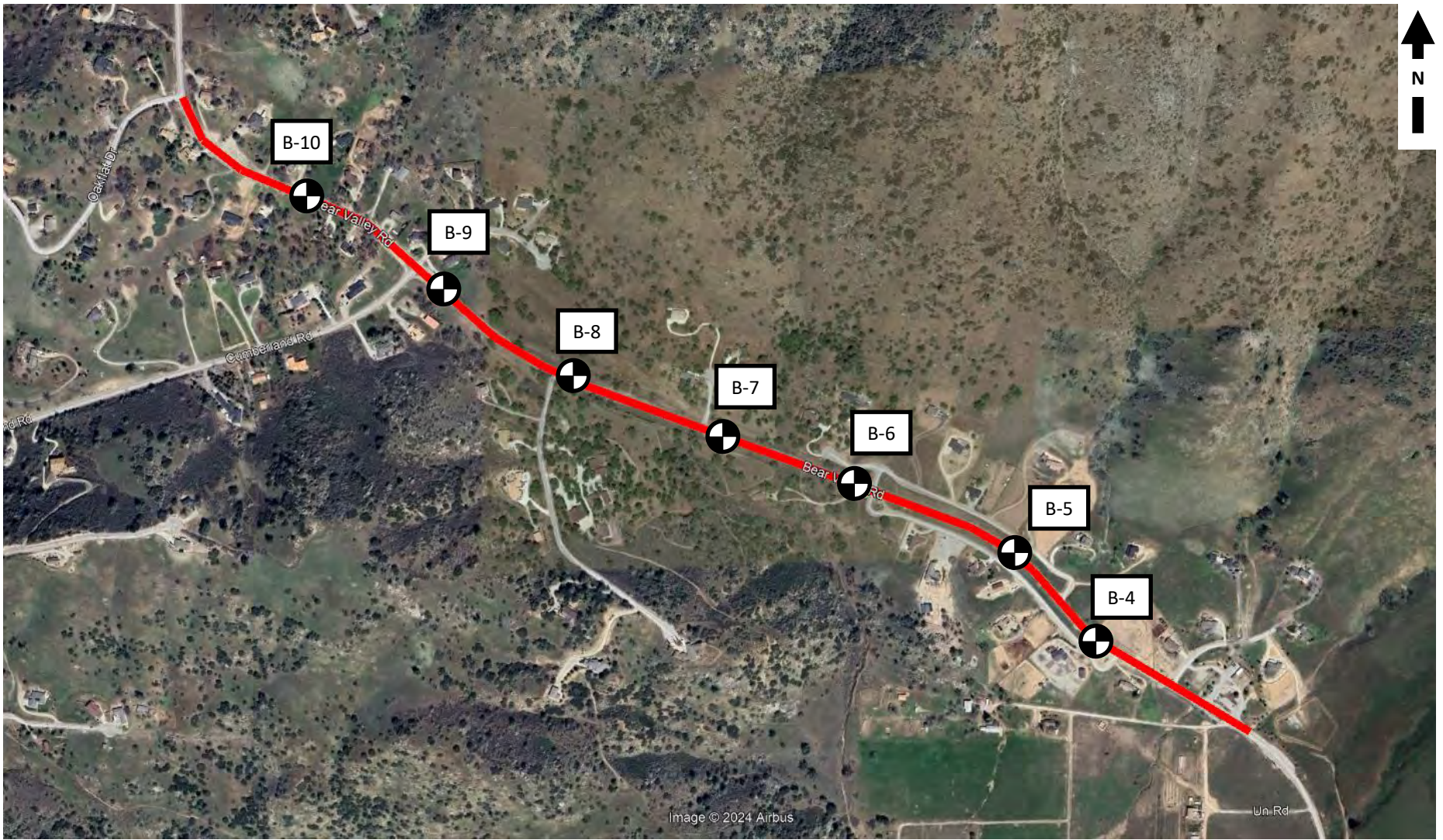



Source: Google Earth 2024



Bear Valley CSD-Area 2
Proposed Boring Location Map

Figure 1



 Approximate Boring Location

Source: Google Earth 2024



Bear Valley CSD-Area 1
Boring Location Map

Figure 2



LOG OF TEST BORING BORING B-1

PROJECT: *Bear Valley CSD Pavement Rehabilitation*
 BORING DATE: *03/27/25*
 BORING LOCATION: *See Boring Location Map, Figure 1*
 DRILL METHOD: *4.25" I.D. Hollow-Stem Auger*
 DESCRIPTION: *Geotechnical Engineering Services*
 DEPTH TO WATER - ∇ : *N/A* CAVING - \blacktriangleright : *N/A*

FILE NO: *20246*
 ELEV.:
 START: *03/27/25*
 FINISH: *03/27/25*
 LOGGER: *MW*

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Description	Remarks	Density pcf	Moisture %
0		GM	Approx. 4 inches of asphaltic concrete (2 inches of new underlain by 2 inches of old).			
2		SC	Approx. 4 inches of aggregate base. CLAYEY SAND: brown, damp, fine to coarse sand.			
4			BOTTOM.			
6						
8						
10						
12						
14						

Eastbound.

Figure Number 2



LOG OF TEST BORING BORING B-2

PROJECT: Bear Valley CSD Pavement Rehabilitation
BORING DATE: 03/27/25
BORING LOCATION: See Boring Location Map, Figure 1
DRILL METHOD: 4.25" I.D. Hollow-Stem Auger
DESCRIPTION: Geotechnical Engineering Services
DEPTH TO WATER - : N/A **CAVING -** : N/A

FILE NO: 20246
ELEV.:
START: 03/27/25
FINISH: 03/27/25
LOGGER: MW

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Description	Remarks	Density pcf	Moisture %
0		GM	Approx. 4 inches of asphaltic concrete (2 inches of new underlain by 2 inches of old).			
2		SM	Approx. 4 inches of aggregate base. SILTY SAND: brown, damp, fine to coarse sand, trace clay.			
4			BOTTOM.			
6						
8						
10						
12						
14						

Eastbound.

Figure Number 3



LOG OF TEST BORING BORING B-3

PROJECT: Bear Valley CSD Pavement Rehabilitation
BORING DATE: 03/27/25
BORING LOCATION: See Boring Location Map, Figure 1
DRILL METHOD: 4.25" I.D. Hollow-Stem Auger
DESCRIPTION: Geotechnical Engineering Services
DEPTH TO WATER - : N/A **CAVING -** : N/A

FILE NO: 20246
ELEV.:
START: 03/27/25
FINISH: 03/27/25
LOGGER: MW

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Description	Remarks	Density pcf	Moisture %
0		SM	<p>Approx. 9 inches of asphaltic concrete (2 inches of new underlain by 7 inches of old). No visible aggregate base.</p> <p>SILTY SAND: brown, dry to damp, fine to coarse sand.</p>			
2			BOTTOM.			
4						
6						
8						
10						
12						
14						

Eastbound.

Figure Number 4



LOG OF TEST BORING BORING B-4

PROJECT: Bear Valley CSD Pavement Rehabilitation
BORING DATE: 04/03/25
BORING LOCATION: See Boring Location Map, Figure 1
DRILL METHOD: 4.25" I.D. Hollow-Stem Auger
DESCRIPTION: Geotechnical Engineering Services
DEPTH TO WATER - : N/A **CAVING -** : N/A



FILE NO: 20246
ELEV.:
START: 04/03/25
FINISH: 04/03/25
LOGGER: MW

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Description	Remarks	Density pcf	Moisture %
0		SC	Approx. 6 inches of asphaltic concrete (2 inches of new with petromat underlain by 4 inches of old). No visible aggregate base.			
2			CLAYEY SAND: brown, damp, fine to coarse sand.			
4			BOTTOM.			
6						
8						
10						
12						
14						

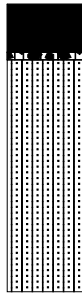
Westbound.



LOG OF TEST BORING BORING B-6

PROJECT: Bear Valley CSD Pavement Rehabilitation
BORING DATE: 04/03/25
BORING LOCATION: See Boring Location Map, Figure 1
DRILL METHOD: 4.25" I.D. Hollow-Stem Auger
DESCRIPTION: Geotechnical Engineering Services
DEPTH TO WATER -  : N/A **CAVING -**  : N/A

FILE NO: 20246
ELEV.:
START: 04/03/25
FINISH: 04/03/25
LOGGER: MW

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Description	Remarks	Density pcf	Moisture %
0		GM	Approx. 6 inches of asphaltic concrete.			
2		SM	Approx. 2 inches of aggregate base. SILTY SAND: light yellowish brown, dry to damp, fine grained.			
4			BOTTOM.			
6						
8						
10						
12						
14						

Westbound.

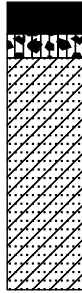
Figure Number 6



LOG OF TEST BORING BORING B-7

PROJECT: Bear Valley CSD Pavement Rehabilitation
BORING DATE: 03/27/25
BORING LOCATION: See Boring Location Map, Figure 1
DRILL METHOD: 4.25" I.D. Hollow-Stem Auger
DESCRIPTION: Geotechnical Engineering Services
DEPTH TO WATER - : N/A **CAVING -** : N/A

FILE NO: 20246
ELEV.:
START: 03/27/25
FINISH: 03/27/25
LOGGER: MW

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Description	Remarks	Density pcf	Moisture %
0		GM SC	Approx. 4 inches of asphaltic concrete (2 inches of new underlain by 2 inches of old).			
2			Approx. 3 inches of aggregate base.			
4			CLAYEY SAND: brown, dry to damp, fine to coarse sand.			
6			BOTTOM.			
8						
10						
12						
14						

Westbound.

Figure Number 8



LOG OF TEST BORING BORING B-8

PROJECT: *Bear Valley CSD Pavement Rehabilitation*
 BORING DATE: *03/27/25*
 BORING LOCATION: *See Boring Location Map, Figure 1*
 DRILL METHOD: *4.25" I.D. Hollow-Stem Auger*
 DESCRIPTION: *Geotechnical Engineering Services*
 DEPTH TO WATER - ∇ : *N/A* CAVING - \blacktriangleright : *N/A*

FILE NO: *20246*
 ELEV.:
 START: *03/27/25*
 FINISH: *03/27/25*
 LOGGER: *MW*

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Description	Remarks	Density pcf	Moisture %
0		GM	Approx. 4 inches of asphaltic concrete (2 inches of new underlain by 2 inches of old).			
2		SC	Approx. 4 inches of aggregate base, or potential oil sand.			
4			CLAYEY SAND: brown, dry to damp, fine to coarse sand. BOTTOM.			
6						
8						
10						
12						
14						

Westbound.

KEY TO SYMBOLS

Symbol Description

Strata symbols



Paving



Silty gravel



Clayey sand



Silty sand

Notes:

1. Ten (10) exploratory borings were drilled between 03/27/2025 and 04/03/2025 using an 8-inch outside diameter hollow-stem auger.
2. No free groundwater was encountered to the maximum depth drilled of 3'.
3. Boring locations are shown on the Boring Location Map, Figure 1.
4. These logs are subject to the limitations, conclusions, and recommendations in this report.
5. Results of tests conducted on samples recovered are reported on the logs.

Provost & Pritchard Consulting Group

Geotechnical Engineering Services
 Bear Valley CSD Pavement Rehabilitation
 Bear Valley Springs, CA

SEI File No. 25-20246
 April 24, 2025

TABLE 1

TEST LOCATION	USCS	% < # 200	CONSOLIDATION				DIRECT SHEAR		E.I.	MINIMUM RESISITIVITY	ATTERBERG LIMITS			R-VALUE @ 300 psi		MAXIMUM DENSITY	
			C _c	C _s	S.P. (psf)	HV %	C, (ksf)	F.A.			LL	PL	PI	R.V.	E.P. (psi)	MDD (pcf)	O.M.
B-1 @ 0-3'	SC	38												28	0.06		
B-3 @ 0-3'	SM	36												46	-		
B-4 @ 0-3'	SC	28												24	0.02		
B-8 @ 0-3'	SC	37												23	0.07		
B-10 @ 0-3'	SM	26												46	-		

CONSOLIDATION
 C_c - Compression Index
 C_s - Swell Index
 S.P. (psf) - Swell Pressure
 HV % - Heave Percentage / Collapse

E.I. - EXPANSION INDEX
ATTERBERG LIMITS
 LL - Liquid Limit
 PL - Plastic Limit
 PI - Plasticity Index

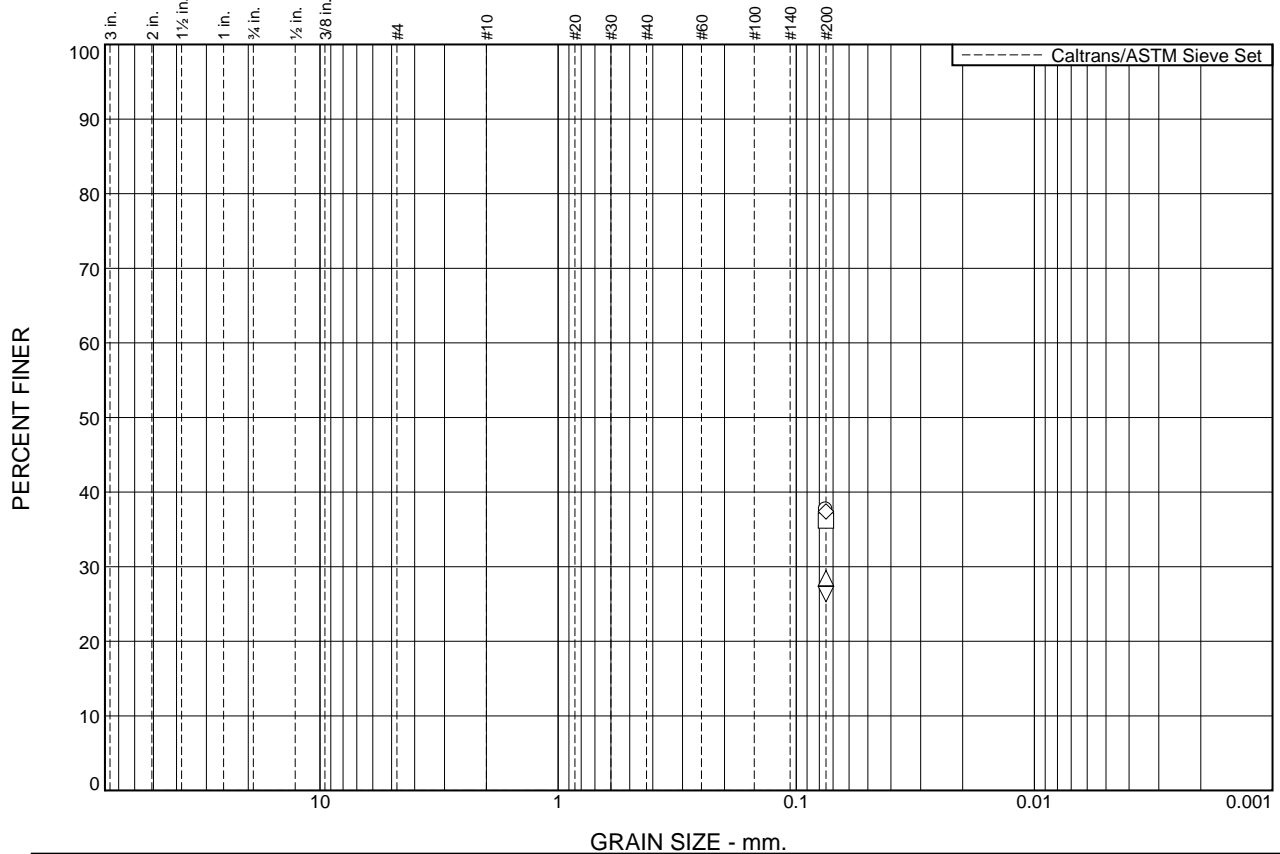
DIRECT SHEAR
 C (ksf) - Cohesion
 F.A. - Friction Angle

RESISTANCE VALUE (R-VALUE)
 RV - R-Value @ 300 psi
 EP - Expansion Press @ 300 psi
MINIMUM RESISITIVITY - (ohm-cm)

MAXIMUM DENSITY
 MDD (pcf) - Max Dry Density
 O.M. - Optimum Moisture

SOILS ENGINEERING, INC.

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
○						38	
□						36	
△						28	
◇						37	
▽						26	

SOIL DATA					
SYMBOL	SOURCE	SAMPLE NO.	DEPTH (ft.)	Material Description	USCS
○			0-3	CLAYEY SAND (B-1)	SC
□			0-3	SILTY SAND (B-3)	SM
△			0-3	CLAYEY SAND (B-4)	SC
◇			0-3	CLAYEY SAND (B-8)	SC
▽			0-3	SILTY SAND (B-10)	SM

SOILS ENGINEERING, INC.

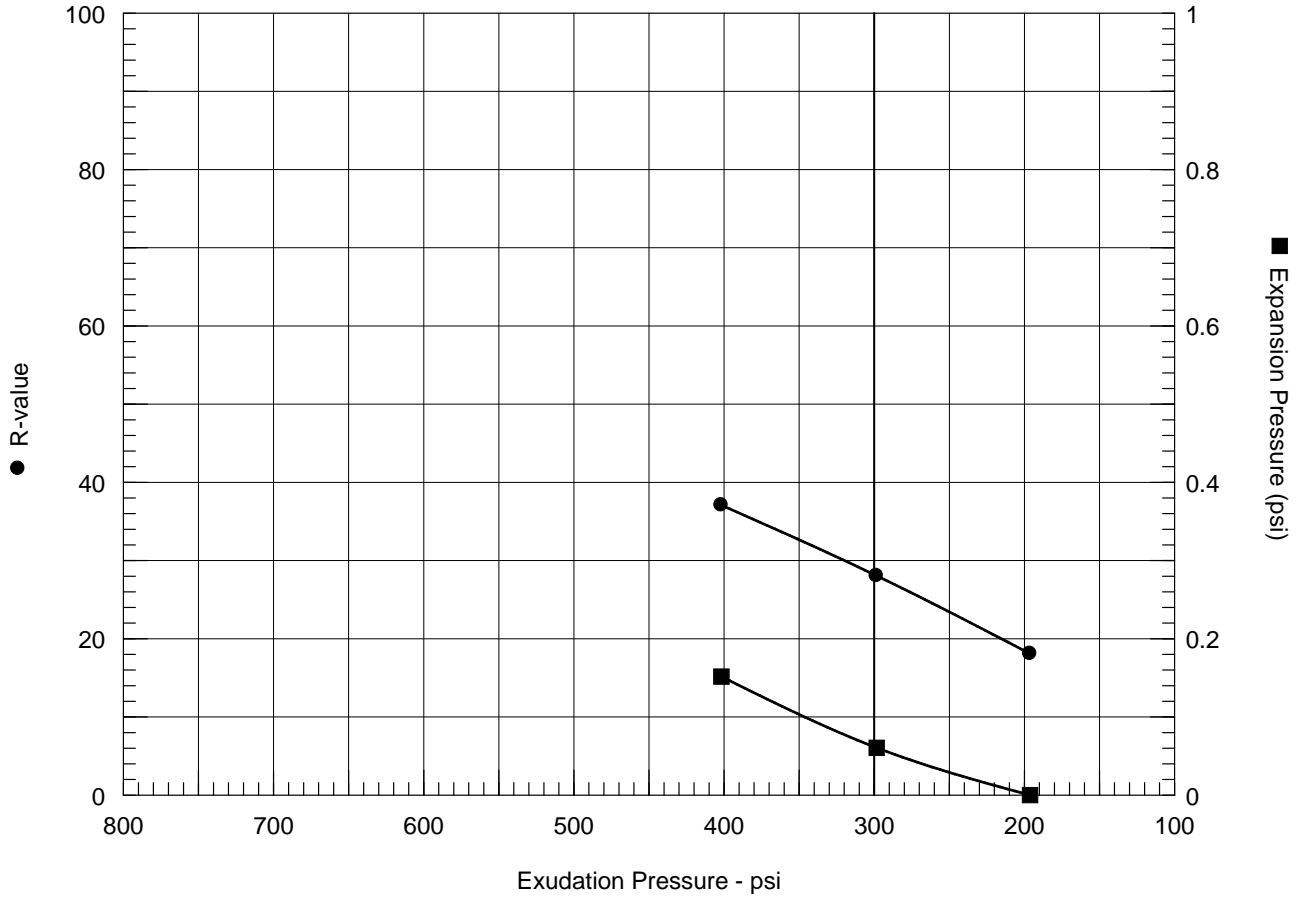
Client: Provost & Pritchard Consulting Group
Project: Bear Valley CSD Pavement Rehabilitation

Project No.: 20246

Figure A-1

Tested By: RC

R-VALUE TEST REPORT



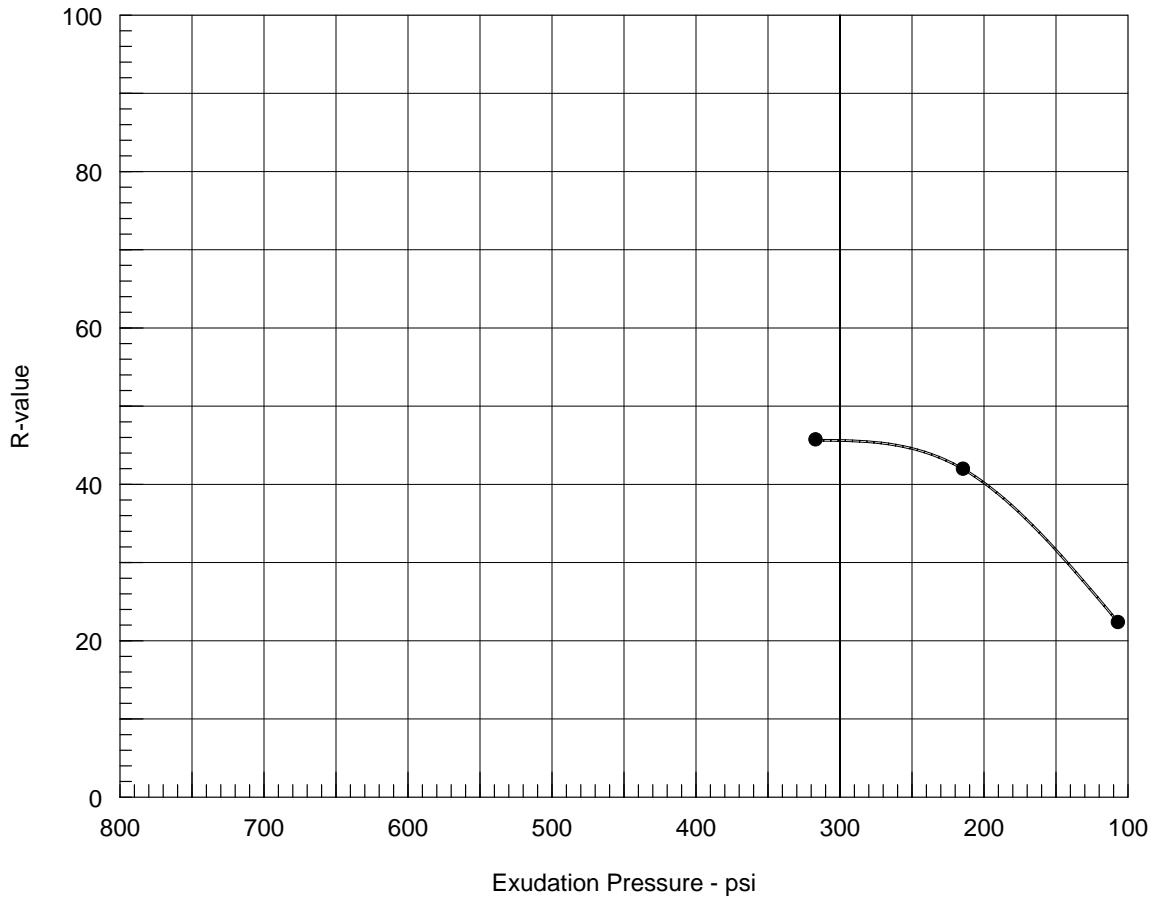
Resistance R-Value and Expansion Pressure - Cal Test 301

No.	Compact. Pressure psi	Density pcf	Moist. %	Expansion Pressure psi	Horizontal Press. psi @ 160 psi	Sample Height in.	Exud. Pressure psi	R Value	R Value Corr.
1	350	129.8	10.5	0.15	68	2.38	402	40	37
2	120	126.7	11.5	0.06	88	2.43	298	29	28
3	70	123.1	12.7	0.00	108	2.51	196	18	18

Test Results	Material Description
<p>R-value at 300 psi exudation pressure = 28</p> <p>Exp. pressure at 300 psi exudation pressure = 0.06 psi</p>	CLAYEY SAND
<p>Project No.: 20246</p> <p>Project: Bear Valley CSD Pavement Rehabilitation</p> <p>Location: B-1 @ 0-3</p> <p>Depth: 0-3</p> <p>Date: 4/24/2025</p>	<p>Tested by: RC</p> <p>Checked by:</p> <p>Remarks: 3/31/2025</p>
<p>R-VALUE TEST REPORT</p> <h2 style="margin: 0;">SOILS ENGINEERING, INC.</h2>	

Figure B-1

R-VALUE TEST REPORT

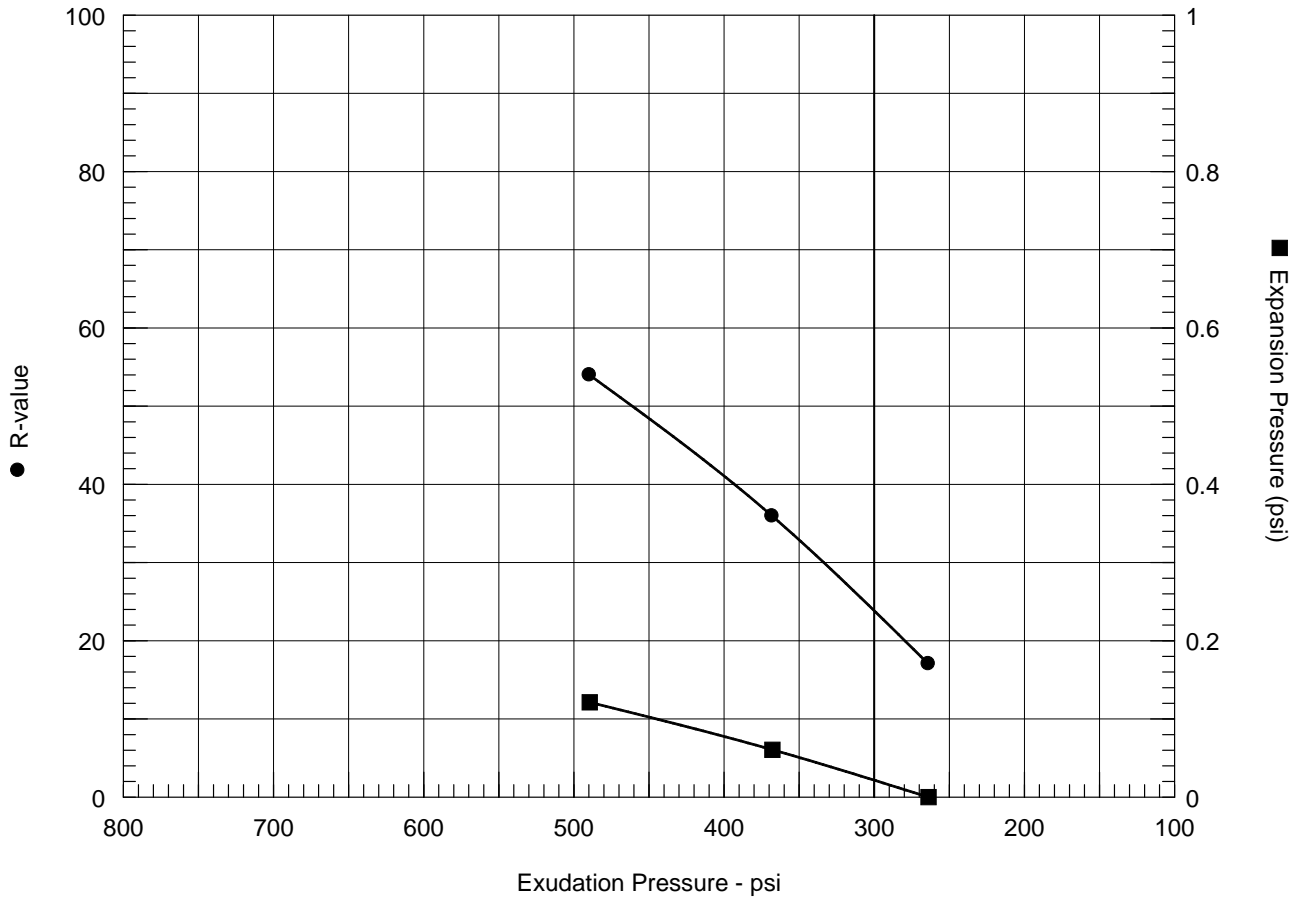


Resistance R-Value and Expansion Pressure - Cal Test 301

No.	Compact. Pressure psi	Density pcf	Moist. %	Expansion Pressure psi	Horizontal Press. psi @ 160 psi	Sample Height in.	Exud. Pressure psi	R Value	R Value Corr.
1	350	126.8	10.1	0.00	54	2.42	316	48	46
2	310	124.3	11.9	0.00	62	2.48	214	42	42
3	60	120.4	12.9	0.00	98	2.51	106	22	22

Test Results	Material Description
R-value at 300 psi exudation pressure = 46	SILTY SAND
Project No.: 20246 Project: Bear Valley CSD Pavement Rehabilitation Location: B-3 @ 0-3 Depth: 0-3 Date: 4/24/2025	Tested by: RC Checked by: Remarks: Test Date: 3/31/2025
R-VALUE TEST REPORT SOILS ENGINEERING, INC.	Figure B-2

R-VALUE TEST REPORT



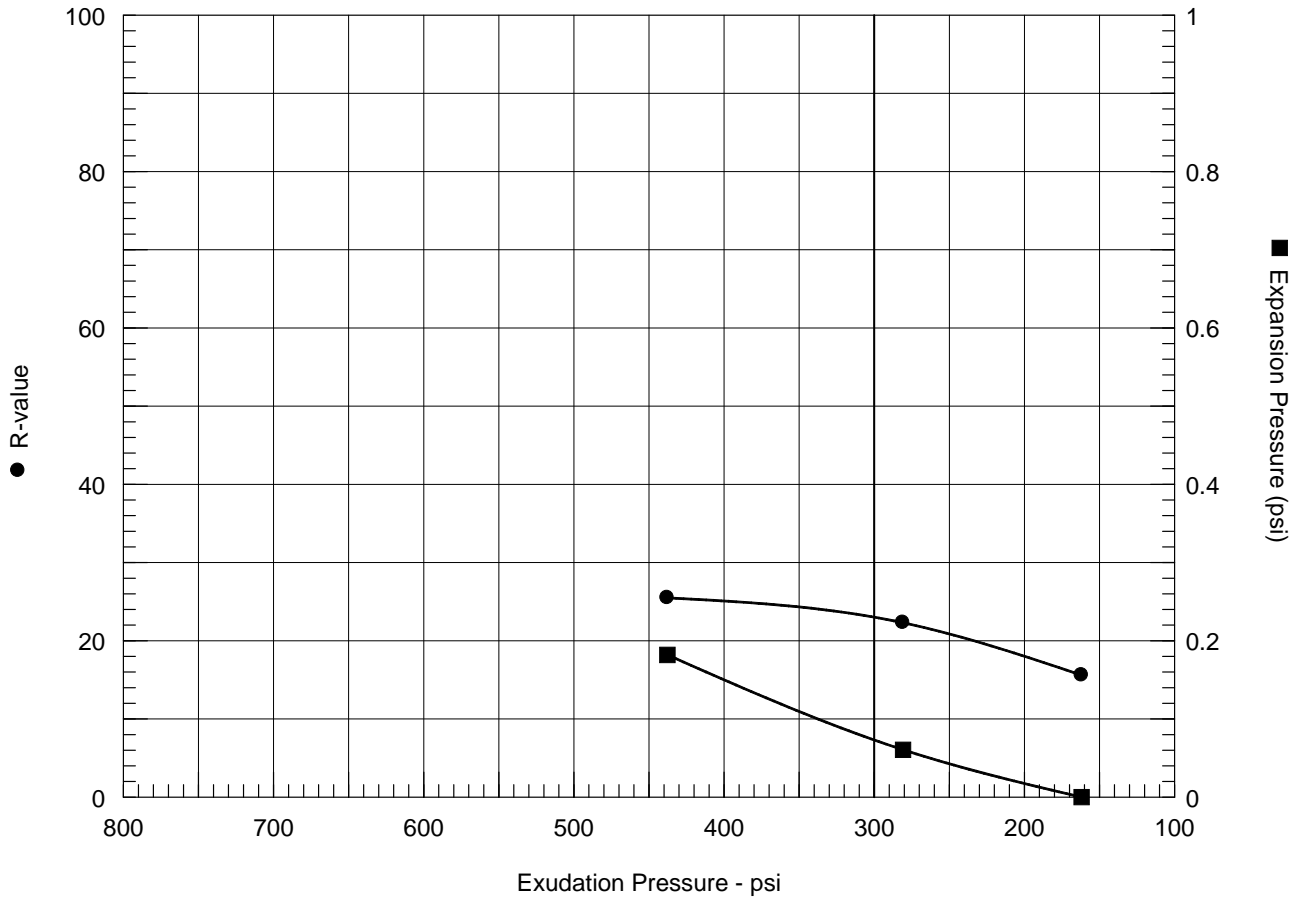
Resistance R-Value and Expansion Pressure - Cal Test 301

No.	Compact. Pressure psi	Density pcf	Moist. %	Expansion Pressure psi	Horizontal Press. psi @ 160 psi	Sample Height in.	Exud. Pressure psi	R Value	R Value Corr.
1	350	131.2	8.9	0.12	47	2.40	489	57	54
2	350	129.1	10.0	0.06	74	2.42	368	38	36
3	220	124.3	11.1	0.00	108	2.37	264	19	17

Test Results	Material Description
<p>R-value at 300 psi exudation pressure = 24</p> <p>Exp. pressure at 300 psi exudation pressure = 0.02 psi</p>	CLAYEY SAND
<p>Project No.: 20246</p> <p>Project: Bear Valley CSD Pavement Rehabilitation</p> <p>Location: B-4 @ 0-3</p> <p>Depth: 0-3</p> <p>Date: 4/24/2025</p>	<p>Tested by: RC</p> <p>Checked by:</p> <p>Remarks: Test Date: 04/03/2025</p>
<p>R-VALUE TEST REPORT</p> <h2 style="margin: 0;">SOILS ENGINEERING, INC.</h2>	

Figure B-3

R-VALUE TEST REPORT



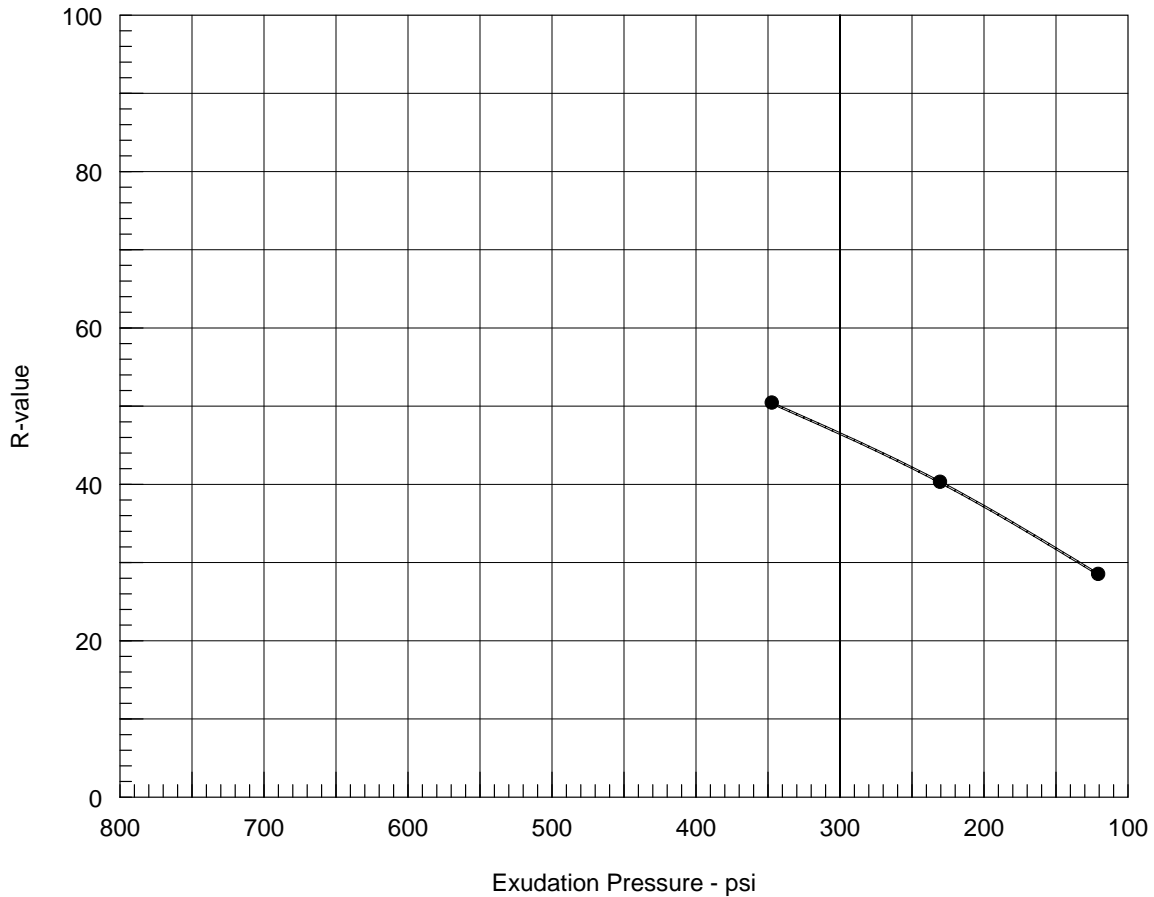
Resistance R-Value and Expansion Pressure - Cal Test 301

No.	Compact. Pressure psi	Density pcf	Moist. %	Expansion Pressure psi	Horizontal Press. psi @ 160 psi	Sample Height in.	Exud. Pressure psi	R Value	R Value Corr.
1	120	128.1	10.8	0.18	92	2.38	438	28	25
2	90	124.4	11.9	0.06	100	2.44	281	23	22
3	50	123.6	13.0	0.00	111	2.43	162	16	16

Test Results	Material Description
<p>R-value at 300 psi exudation pressure = 23</p> <p>Exp. pressure at 300 psi exudation pressure = 0.07 psi</p>	CLAYEY SAND
<p>Project No.: 20246</p> <p>Project: Bear Valley CSD Pavement Rehabilitation</p> <p>Location: B-8 @ 0-3</p> <p>Depth: 0-3</p> <p>Date: 4/24/2025</p>	<p>Tested by: RC</p> <p>Checked by:</p> <p>Remarks: Test Date: 03/31/2025</p>
<p>R-VALUE TEST REPORT</p> <h2 style="margin: 0;">SOILS ENGINEERING, INC.</h2>	

Figure B-4

R-VALUE TEST REPORT



Resistance R-Value and Expansion Pressure - Cal Test 301

No.	Compact. Pressure psi	Density pcf	Moist. %	Expansion Pressure psi	Horizontal Press. psi @ 160 psi	Sample Height in.	Exud. Pressure psi	R Value	R Value Corr.
1	300	133.0	8.0	0.00	48	2.40	347	53	50
2	230	129.4	10.1	0.00	63	2.42	230	42	40
3	100	126.7	11.1	0.00	87	2.44	120	30	28

Test Results	Material Description
--------------	----------------------

R-value at 300 psi exudation pressure = 46	SILTY SAND
--	------------

Project No.: 20246 Project: Bear Valley CSD Pavement Rehabilitation Location: B-10 @ 0-3 Depth: 0-3 Date: 4/24/2025	Tested by: RC Checked by: Remarks: Test Date: 03/31/2025
--	--



Soils Engineering, Inc.
 4400 Yeager Way, Bakersfield, CA 93313
 Ph: (661) 831-5100 / Fax: (661) 831-2111

Report No: PTR:25-2533-01

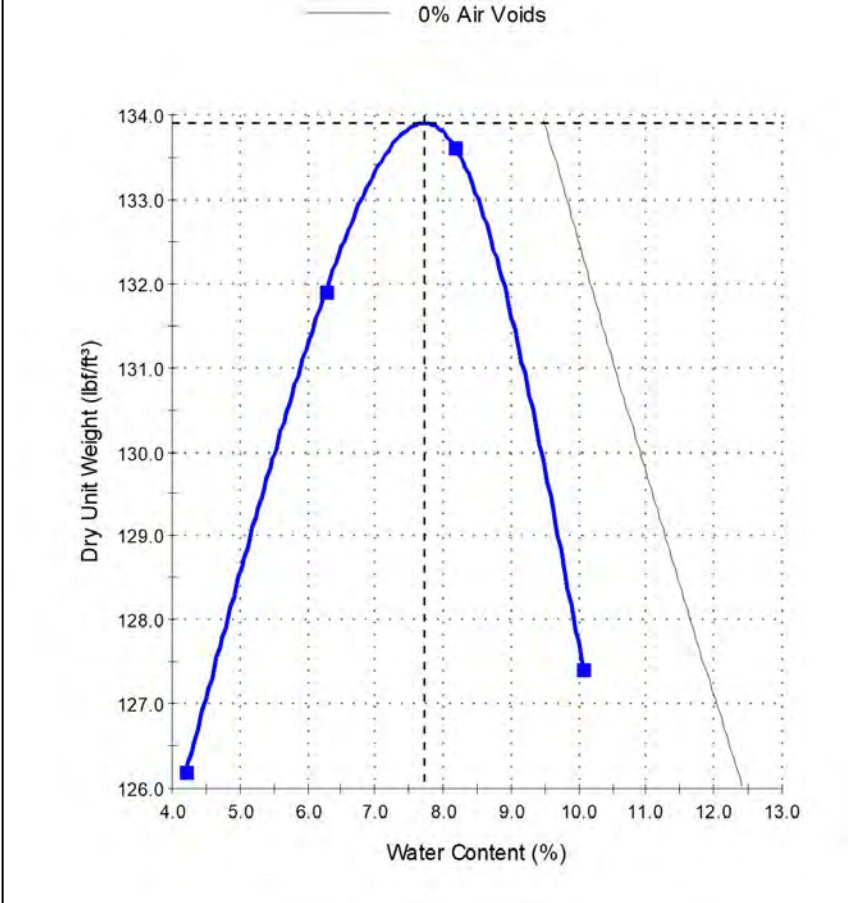
Proctor Report

Client: PROVOST AND PRITCHARD **CC:**
Project: Bear Valley CSD Pavement Rehabilitation
Location: Bear Valley Road, Tehachapi, Kern County, CA
Jurisdiction:
SEI No: 20246

Sample Details

Sample ID: 25-2533-01 **Date Sampled:** 4/9/2025
Sampling Method: Sampled per ASTM D75
Source:
Specification:
Location: B-1, B-3, B-8 & B-9 @ 0-3'

Dry Unit Weight - Water Content Relationship



Test Results

ASTM D 698

Maximum Dry Unit Weight (lb/ft³): 133.9
Optimum Water Content (%): 7.7
 Method: B
 Preparation Method: Moist
 Rammer Type: Mechanical
 Specific Gravity (Fines): 2.70
 Tested By: Ramon Cardenas
 Date Tested: 4/9/2025
 Visual Description: SILTY SAND; dark brown, trace of clay, cohesive, trace of gravel.

Comments



Soils Engineering, Inc.
 4400 Yeager Way, Bakersfield, CA 93313
 Ph: (661) 831-5100 / Fax: (661) 831-2111

Report No: SCS:25-2533-01

Soil-Cement Report

Client: PROVOST AND PRITCHARD **CC:**
Project: Bear Valley CSD Pavement Rehabilitation
Location: Bear Valley Road, Tehachapi, Kern County, CA
Jurisdiction:
SEI No: 20246

Sample Details

Sample ID: 25-2533-01 **Date Sampled:** 4/9/2025
Supplier: **Material:**
Sampling Method: Sampled per ASTM D75 **Specification:**
Location: B-1, B-3, B-8 & B-9 @ 0-3'
Tested By:

Tests Results

Maximum Dry Density (pcf): **Optimum Moisture Content (%):**
Moisture Procedure: Method A **Date Molded:** 4/10/2025
Time Molded: **Molding Method:**
Drying Temperature (°C):

Compressive Strength of Soil-Cement Cylinders ASTM D 1633

Specimen ID	Date Tested	Age (Days)	Diameter (in)	Height (in)	Area (in ²)	Molding MC (%)	Test MC (%)	Type of Cap	Ultimate Load (lbf)	Compressive Strength (psi)	Required Strength (psi)	Dry Unit Wgt (pcf)
25-2533-01\1	04/17/25	7	4.02	5.47	12.69	7.7			3285	260		99.9
25-2533-01\2	04/17/25	7	4.01	4.72	12.63	7.7			5965	470		123.9
Average 7 Day Compressive Strength (psi)										365		
											Dry Unit Weight (pcf)	111.9

Notes

Specimen(s) molded to ASTM D 559/D 560
 Specimen(s) cured to ASTM D 1632
 Water Content in accordance with ASTM D 2216
 Capping: B = Bonded, U = Unbonded; ASTM D 1632

Remarks

4% cement



Soils Engineering, Inc.
 4400 Yeager Way, Bakersfield, CA 93313
 Ph: (661) 831-5100 / Fax: (661) 831-2111

Report No: SCS:25-2533-02

Soil-Cement Report

Client: PROVOST AND PRITCHARD **CC:**
Project: Bear Valley CSD Pavement Rehabilitation
Location: Bear Valley Road, Tehachapi, Kern County, CA
Jurisdiction:
SEI No: 20246

Sample Details

Sample ID: 25-2533-02 **Date Sampled:**
Supplier: **Material:**
Sampling Method: **Specification:**
Location: B-1, B-3, B-8 & B-9 @ 0-3'
Tested By:

Tests Results

Maximum Dry Density (pcf): **Optimum Moisture Content (%):**
Moisture Procedure: Method A **Date Molded:** 4/10/2025
Time Molded: **Molding Method:**
Drying Temperature (°C):

Compressive Strength of Soil-Cement Cylinders ASTM D 1633

Specimen ID	Date Tested	Age (Days)	Diameter (in)	Height (in)	Area (in ²)	Molding MC (%)	Test MC (%)	Type of Cap	Ultimate Load (lbf)	Compressive Strength (psi)	Required Strength (psi)	Dry Unit Wgt (pcf)
25-2533-02\1	04/17/25	7	4.00	4.70	12.57	7.7			5185	415		114.3
25-2533-02\2	04/17/25	7	4.00	4.70	12.57	7.7			4190	335		117.1
Average 7 Day Compressive Strength (psi)										375		
											Dry Unit Weight (pcf)	115.7

Notes

Specimen(s) molded to ASTM D 559/D 560
 Specimen(s) cured to ASTM D 1632
 Water Content in accordance with ASTM D 2216
 Capping: B = Bonded, U = Unbonded; ASTM D 1632

Remarks

5% cement

FULL-DEPTH RECYCLING—CEMENT



This sample specification for full-depth recycling-cement is provided as a guide for design professionals. Specific projects will have conditions that may require modifications to this document. For project-specific assistance, reach out to info@rsa-california.com.

1-1 GENERAL

1-1.1 Summary

Constructing an FDR—cement base includes:

1. Pulverizing existing asphalt concrete pavement and underlying materials
2. Mixing with water, cement, and if specified, supplementary aggregate
3. Grading and compacting the mixture
4. Finishing, curing, and microcracking the FDR—cement layer

1-1.2 Definitions

Lot: 1,000 or 2,000 sq yd of FDR—cement. Department to determine lot size depending on project needs.

1-1.3 General Submittals

The Department shall determine if the Contractor performing the FDR—cement needs to conduct a Just-In-Time Training (JITT) for this project. If required, the training shall consist of a formal joint training class on the process, required special equipment, placement and compaction methods, and quality control. Construction operations for FDR—cement shall not begin until the Contractor's and the Department's personnel have completed the JITT. The JITT training class shall be conducted at a location convenient for both the Contractor and the Department. The JITT class shall be completed not more than 7 days before the start of the FDR—cement process. The class shall be held during normal working hours. The Contractor shall provide a JITT instructor experienced in the construction methods, materials, and test methods associated with the construction of FDR—cement projects.

1-1.4 Mix Design

Submit each FDR—cement mix design at least five calendar days before starting FDR—cement operations.

Develop a mix design for each materials sampling location. The mix design must produce FDR—cement with an unconfined compressive strength from 300 to 600 psi, determined at 7 days under ASTM D1633, Method A, with the exceptions shown in FDR—cement Quality Characteristic Requirements table 2-1.1.

Notify the Engineer at least 2 business days before sampling.

Use materials from the specified FDR—cement mixing depth. If any portion of existing asphalt concrete pavement is to be removed before pulverizing, remove that portion of asphalt concrete pavement from the samples used in the mix design. If additional samples of subgrade material are needed, sampling locations can be excavated outside the edge of pavement to variable dimensions.

Before opening the mix design sampling locations to traffic, backfill sampling locations by replacing and compacting with an authorized material or minor HMA.

Each mix design submittal must include:

1. Area represented by the mix design by beginning and ending stations
2. Gradation of the mixture before the addition of cement
3. Cement content in percent by weight of the dry mixture and in lb/sq yd surface application rate
4. Supplementary aggregate in percent by weight of the dry mixture, if supplementary aggregate is specified
5. Moisture content of the material when mixing, relative to OMC
6. Test results and any worksheets, photographs, and graphs
7. Unconfined compressive strength test results
8. Moisture-density curve of the material at the specified cement content
9. Certificate of compliance for cement

1-1.5 General Quality Assurance

Relative compaction must be determined under California Test 231 and the following:

1. The maximum compacted thickness of a single layer shall be limited to that thickness the contractor can demonstrate using his equipment and method of operation will provide the required compacted density throughout the treated layer to the satisfaction of the Engineer. No layer thickness shall exceed 18 inches.
2. Correction for oversize material does not apply.
3. Use the laboratory wet test maximum density closest in proximity to the lot to determine relative compaction. If the relative compaction for a lot is less than 95 percent in accordance with ASTM D1557, allowances for an additional curve and recalculation of the relative compaction can be made by the Engineer.

1-1.6 Quality Control Sampling and Testing

Test the quality characteristics of FDR—cement shown in the following table:

FDR—Cement Quality Characteristic Sampling Locations and Testing Frequencies

Quality characteristic	Test method	Minimum sampling and testing frequency	Sampling location
Aggregate gradation	California Test 202	Test strip and 1 per 2 lots	Loose mix after pulverizing and mixing
Moisture content	California Test 226	Test strip and 2 per day ^a	Loose mix after pulverizing and mixing ^b
Unconfined compressive strength	ASTM D1633	Test strip and 1 per 2 lots	
Laboratory maximum wet density	California Test 216	Test strip and 2 per day	Same location as California Test 231
Relative compaction ^c	California Test 231	Test strip and 1 per lot	Compacted mix

^aIf test fails, minimum test frequency is 1 per lot.

^bSample immediately after mixing is complete.

^cVerify the moisture content reading made under California Test 231 with California Test 226.

1-1.7 Acceptance Criteria

The engineer accepts FDR—cement based on the following table:

FDR—Cement Requirements for Acceptance

<i>Quality characteristic</i>	<i>Test method</i>	<i>Value</i>
No raveling or loose material	Visual	n/a
Variance	12-foot straightedge	0.05 foot
Cement application rate (lb/sq yd)	Calibrated tray or equal	Mix design rate \pm 5%
Relative compaction (min, %, wet density)	California Test 231	95
FDR—cement thickness	*See below	\pm 0.05 foot

*Verify the thickness at a location determined by, and in the presence of the engineer by one of the following methods:

1. Excavate a test pit that is at least 1 by 1 foot and use phenolphthalein
2. Survey equipment

2-1 MATERIALS

2-1.1 General

The quality characteristics for the FDR—cement must comply with the requirements shown in the following table:

FDR—Cement Quality Characteristic Requirements

Quality characteristic	Test method	Requirement
Aggregate gradation (% passing) ^a Sieve size: 3" 2" 1-1/2"	California Test 202	100 95–100 85–100
Moisture content (%)	California Test 226	Mix design -2% to +3%
Unconfined compressive strength (psi)	ASTM D1633 ^b	300-600 psi
Laboratory maximum wet density (lb/cu ft)	California Test 216	Use for relative compaction calculation
Relative compaction (min, %, wet density) ^c	California Test 231	95

^aPerform aggregate gradation on samples collected from full recycled depth.

^bMethod A, except:

1. Test specimens must be compacted under ASTM D1557, Method A or B.
2. Test specimens must be cured by sealing each specimen with 2 layers of plastic at least 4-mil thick. The plastic must be tight around the specimen. Seal all seams with duct tape to prevent moisture loss. Sealed specimens must be placed in an oven for 7 days at 100 ± 5 degrees F. At the end of the cure period, specimens must be removed from the oven and air-cooled. Duct tape and plastic wrap must be removed before capping. Specimens must not be soaked before testing.

^cVerify the moisture content reading made under California Test 231 with California Test 226.

2-1.2 Cement

All cement to be used or furnished shall conform to ASTM C150 (Type II or Type V Portland cement) or ASTM C595 (Moderate Sulfate {MS} or High Sulfate {HS} resistance). The cement shall be protected from moisture until used and be sufficiently dry to flow freely when handled. Cement shall be furnished in bulk and not exposed until applied to the prepared grade.

2-1.3 Water

Water used for mixing or curing shall be reasonably clean and free of oil, salt, acid, alkali, sugar, vegetable, or other substances harmful to the finished product. Water shall not contain more than 1000 ppm of chlorides (as Cl), nor more than 1000 ppm of sulfates (as SO₄).

2-1.4 Supplementary Aggregate

If a supplementary aggregate is specified, a material submittal shall be provided to the engineer and proven viable through the mix design of the FDR-cement layer.

2-1.5 Asphaltic Emulsion

Asphaltic emulsion must be Grade SS-1h or CSS-1h.

Notify the Engineer if you dilute the asphaltic emulsion with water. The ratio by weight of added water to asphaltic emulsion must not exceed 1 to 1.

2-1.6 Sand Cover

Sand used for sand cover shall be free-flowing and not saturated with water.

2-1.7 Test Pit Backfill Material

Backfill for test pits must be FDR—cement treated material.

3-1 CONSTRUCTION

3-1.1 General

Do not start FDR—cement activities if the ambient air temperature is below 40 degrees F or the road surface is below 40 degrees F. If the ambient air temperature falls below 40 degrees F during FDR—cement activities, you may only compact and finish FDR—cement.

Backfill test pits and compact to 95 percent under California Test 231. After compaction, the repair area must not vary more than 0.05 feet from the adjacent FDR—cement surface.

3-1.2 Equipment

The FDR—cement mixing machine must have independent and interlocked systems for water and must include the following:

1. Digital electronic controller system
2. Pumping system
3. Spray bar system

The cement distributor must have a vacuum or dust suppressant system to minimize airborne cement during the spreading of the cement on the grade.

Storage equipment for water must not leak and must be attached to the FDR—cement mixing machine with a tow bar and hose. The hose must be attached to the bar and must not touch the ground at any time.

3-1.3 Pulverizing

Do not leave a wedge where the pulverizing drum cuts into the existing material. The 1st cut width must use the full width of the pulverizing drum. Subsequent cuts must overlap at least 4 inches. Do not leave a gap of unpulverized material between cuts. If an overlap is less than 4 inches, immediately back up and pulverize the deviation along the correct cut line.

3-1.4 Spreading Materials

Cement shall be applied at a rate of not less than 4 percent based on the in-place dry unit weight of soil and for the depth of subgrade treatment shown on the plans. For estimating purposes, an in-place dry unit weight of soil of 125 pcf should be used as a basis for the application rate.

Spread cement uniformly over the full roadway surface width. Do not spread cement more than 30 minutes before mixing. Do not apply dry cement in windy conditions that will result in dust outside the FDR—cement area. The spread rate must be the mix design rate or the ordered rate in lb/sq yd \pm 5 percent.

3-1.5 Mixing

The overlap requirements for pulverizing also apply to mixing. With each cut, adjust the quantity of water proportionally to the actual cut width. If an overlap is less than 4 inches, immediately back up and pulverize the deviation along the correct line without adding water or cement.

Water must be injected through the mixing machine. The injection rate of mixing water must be sufficient to produce the FDR—cement material mixing moisture content described in the mix design.

3-1.6 Compacting and Grading

Immediately after pulverizing and mixing, compact FDR—cement to the minimum relative compaction. Do not allow more than 2 hours between final mixing of the pulverized material with cement and completion of compaction.

During grading and final compaction with vibratory steel drum rollers, add water to maintain the mixing moisture content as described in the mix design. After final compaction, do not place cement-treated soil to fill low areas in the grade.

3-1.7 Finishing and Curing

After placement and compaction of the FDR—cement section is completed, it shall be protected against drying by curing until covered with the initial layer of pavement surfacing. Curing shall be a bituminous seal, or other method approved by the Engineer. If water/moist curing is selected and approved, a curing plan shall be submitted to the Engineer detailing: a watering schedule, a plan for handling hot, arid, and/or windy weather conditions, and the length of time the material will be cured. If moist curing is used, exposed surfaces of the FDR—cement section shall be kept continuously moist with a fog spray and shall not be allowed to dry out. If bituminous curing is used, it shall consist of liquid asphalt or emulsified asphalt and shall be sufficient to penetrate the FDR—cement surface for proper bonding.

If required, the bituminous curing seal shall be applied in sufficient quantity to provide a continuous membrane over the exposed FDR-cement section at a rate of between 0.10 and 0.25 gallons per square yard of surface with the exact rate determined by the Engineer. It shall be applied as soon as possible after the completion of the final rolling. The surface shall be kept moist until the seal is applied. At the time the

bituminous material is applied, the soil surface shall be dense, shall be free of all loose and extraneous material, and shall contain sufficient moisture to prevent excessive penetration of the bituminous material.

Spread sand cover after asphaltic emulsion is applied. Remove excess sand from the surface by sweeping before opening to traffic.

3-1.8 Microcracking

During the period from 48 to 56 hours after compaction, microcrack the surface by applying 2 to 3 single passes using a 12-ton vibratory steel drum roller at maximum amplitude traveling from 2 to 3 mph.

3-1.9 Paving

Maintain the FDR—cement surface free of ruts, bumps, indentations, raveling, and segregation. Repair damaged FDR—cement material with minor HMA.

Determine the finished FDR—cement thickness before placing HMA. If FDR—cement thickness is less than the specified thickness by more than 0.05 feet, excavate a test pit at least 1 by 1 foot in the vicinity of the non-compliant test pit to determine the extent of the deficient thickness. Remove the FDR—cement material deficient in thickness by cold planing to a depth of 0.2 feet below the finished FDR—cement grade. Replace the planed FDR—cement with the HMA specified for the project and compact.

For each lot of FDR—cement, the HMA layer must be placed within 7 days from final compaction of the FDR—cement base unless otherwise authorized.

The Engineer shall determine whether a prime coat is required. If required, the Contractor shall apply asphaltic emulsion at a rate from 0.03 to 0.05 percent residual binder content immediately before placing HMA.

Do not place HMA until authorized.

4-1 PAYMENT

The pulverization and cement treatment of the existing pavement shall be paid for at the contract unit price per square yard for FDR-cement and shall include costs for all pulverizing, and mixing of the existing pavement and underlying materials; for all water and cement; for all spreading, compacting and trimming to the proper grade as shown on the plans and as specified; for all haul away of all excess pulverized material; for all microcracking, curing, protection and sealing of the FDR-cement section. Additional cement and work required above and beyond the specified amount will be paid on a change order basis.

APPENDIX B: TRAFFIC COUNT DATA AND TI CALCULATIONS

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO001
Site Code:

3/26/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2:00	0	3	4	0	2	0	0	0	0	0	0	0	0	9	2
3:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12	1
4:00	0	47	17	0	13	0	0	0	0	0	0	0	0	77	13
5:00	2	95	21	0	17	0	0	1	0	0	0	0	0	136	18
6:00	1	210	49	3	31	0	0	1	0	0	0	0	0	295	35
7:00	1	201	59	2	22	0	0	1	0	0	0	0	0	286	25
8:00	4	216	78	4	33	1	0	5	1	0	0	0	0	342	44
9:00	0	162	71	0	36	0	0	3	0	0	0	0	0	272	39
10:00	2	159	68	0	36	1	0	3	1	0	0	0	0	270	41
11:00	0	156	68	2	32	1	0	1	1	0	0	0	0	261	37
12:00 PM	1	146	60	2	24	0	1	3	0	0	0	0	0	237	30
1:00	0	155	76	4	33	0	0	6	1	0	0	0	0	275	44
2:00	1	112	52	4	27	0	0	0	0	0	0	0	0	196	31
3:00	0	113	53	0	25	1	0	6	0	0	0	0	0	198	32
4:00	2	130	54	1	28	0	0	2	1	0	0	0	0	218	32
5:00	0	120	31	0	22	0	0	2	0	0	0	0	0	175	24
6:00	0	75	30	0	19	0	0	0	0	0	0	0	0	124	19
7:00	1	45	11	0	9	0	0	1	0	0	0	0	0	67	10
8:00	0	26	6	0	4	0	0	1	0	0	0	0	0	37	5
9:00	0	26	7	0	4	0	0	2	0	0	0	0	0	39	6
10:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5	1
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
Total	15	2215	819	22	419	4	1	38	5	0	0	0	0	3538	489
Percent	0.4%	62.6%	23.1%	0.6%	11.8%	0.1%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%		13.8%
AM Peak	8:00	8:00	8:00	8:00	9:00	8:00		8:00	8:00					8:00	8:00
	4	216	78	4	36	1	*	5	1	*	*	*	*	342	44
PM Peak	4:00	1:00	1:00	1:00	1:00	3:00	12:00 PM	1:00	1:00					1:00	1:00
	2	155	76	4	33	1	1	6	1	*	*	*	*	275	44

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO001
Site Code:

3/27/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
3:00	0	10	3	0	2	0	0	0	0	0	0	0	0	15	2
4:00	0	57	8	0	7	0	0	0	0	0	0	0	0	72	7
5:00	1	107	37	0	21	0	0	0	0	0	0	0	0	166	21
6:00	0	209	49	4	34	0	0	2	0	0	0	0	0	298	40
7:00	1	212	57	1	30	0	0	0	0	0	0	0	0	301	31
8:00	0	211	67	7	17	1	0	9	1	0	0	0	0	313	35
9:00	2	159	68	2	28	0	0	3	1	0	0	0	0	263	34
10:00	0	143	60	0	30	0	0	9	0	0	0	0	0	242	39
11:00	0	156	61	1	21	0	0	5	0	0	0	0	0	244	27
12:00 PM	1	113	67	2	24	0	0	5	0	0	0	0	0	212	31
1:00	1	123	57	1	31	0	0	6	0	0	0	0	0	219	38
2:00	0	110	52	2	30	0	0	5	0	0	0	0	0	199	37
3:00	1	119	62	7	31	0	0	6	0	0	0	0	0	226	44
4:00	0	107	58	2	31	0	0	2	0	0	0	0	0	200	35
5:00	2	102	53	1	21	0	0	3	0	0	0	0	0	182	25
6:00	2	91	39	0	19	1	0	0	0	0	0	0	0	152	20
7:00	1	31	16	0	7	0	0	1	0	0	0	0	0	56	8
8:00	0	28	12	0	10	0	0	0	0	0	0	0	0	50	10
9:00	0	17	14	0	3	0	0	0	0	0	0	0	0	34	3
10:00	0	7	1	0	3	0	0	0	0	0	0	0	0	11	3
11:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4	1
Total	12	2120	844	30	401	2	0	56	2	0	0	0	0	3467	491
Percent	0.3%	61.1%	24.3%	0.9%	11.6%	0.1%	0.0%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%		14.2%
AM Peak	9:00	7:00	9:00	8:00	6:00	8:00		8:00	8:00					8:00	6:00
	2	212	68	7	34	1	*	9	1	*	*	*	*	313	40
PM Peak	5:00	1:00	12:00 PM	3:00	1:00	6:00		1:00						3:00	3:00
	2	123	67	7	31	1	*	6	*	*	*	*	*	226	44

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO001
Site Code:

3/28/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3	2
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6	0
3:00	0	6	4	0	3	0	0	0	0	0	0	0	0	13	3
4:00	1	37	7	0	5	0	0	1	0	0	0	0	0	51	6
5:00	1	85	26	0	15	0	0	0	0	0	0	0	0	127	15
6:00	0	157	50	4	23	0	0	1	0	0	0	0	0	235	28
7:00	0	196	67	1	24	0	0	0	0	0	0	0	0	288	25
8:00	0	186	73	4	27	0	0	4	0	0	0	0	0	294	35
9:00	1	155	59	2	34	0	0	3	0	0	0	0	0	254	39
10:00	0	141	56	3	26	1	0	6	2	0	0	0	0	235	38
11:00	1	161	75	0	27	0	0	0	1	0	0	0	0	265	28
12:00 PM	1	135	63	0	19	0	0	5	1	0	0	0	0	224	25
1:00	1	148	53	2	27	0	0	2	0	0	0	0	0	233	31
2:00	1	124	45	1	23	0	0	3	0	0	0	0	0	197	27
3:00	0	148	56	3	35	0	0	6	0	0	0	0	0	248	44
4:00	0	125	41	3	31	0	0	2	0	0	0	0	0	202	36
5:00	0	96	42	0	18	0	0	1	0	0	0	0	0	157	19
6:00	0	73	18	1	8	0	0	0	0	0	0	0	0	100	9
7:00	0	39	15	0	6	0	0	2	0	0	0	0	0	62	8
8:00	0	37	12	0	3	0	0	0	0	0	0	0	0	52	3
9:00	0	20	4	0	5	0	0	0	0	0	0	0	0	29	5
10:00	0	10	6	0	5	0	0	0	0	0	0	0	0	21	5
11:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7	1
Total	7	2090	775	24	367	1	0	36	4	0	0	0	0	3304	432
Percent	0.2%	63.3%	23.5%	0.7%	11.1%	0.0%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%		13.1%
AM Peak	4:00	7:00	11:00	6:00	9:00	10:00		10:00	10:00		*	*	*	8:00	9:00
	1	196	75	4	34	1	*	6	2	*	*	*	*	294	39
PM Peak	12:00 PM	1:00	12:00 PM	3:00	3:00			3:00	12:00 PM					3:00	3:00
	1	148	63	3	35	*	*	6	1	*	*	*	*	248	44

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO001
Site Code:

3/29/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4	1
1:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0
2:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
3:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8	1
4:00	0	14	1	0	3	0	0	0	0	0	0	0	0	18	3
5:00	0	16	9	0	3	0	0	0	0	0	0	0	0	28	3
6:00	0	47	9	0	13	0	0	1	0	0	0	0	0	70	14
7:00	0	70	22	2	16	0	0	1	0	0	0	0	0	111	19
8:00	0	110	44	0	12	0	0	4	0	0	0	0	0	170	16
9:00	0	147	42	1	23	0	0	1	0	0	0	0	0	214	25
10:00	0	138	60	1	25	1	0	2	0	0	0	0	0	227	29
11:00	0	165	82	4	39	0	0	0	1	0	0	0	0	291	44
12:00 PM	1	148	45	0	30	0	0	2	0	0	0	0	0	226	32
1:00	0	163	58	1	23	0	0	2	0	0	0	0	0	247	26
2:00	1	115	47	0	25	0	0	3	0	0	0	0	0	191	28
3:00	0	109	62	0	15	0	0	4	0	0	0	0	0	190	19
4:00	0	105	37	1	17	0	0	2	0	0	0	0	0	162	20
5:00	2	100	37	0	8	0	0	2	0	0	0	0	0	149	10
6:00	1	70	23	1	8	0	0	1	0	0	0	0	0	104	10
7:00	0	48	20	0	11	0	0	1	0	0	0	0	0	80	12
8:00	0	38	8	0	9	0	0	0	0	0	0	0	0	55	9
9:00	0	37	11	0	2	0	0	0	0	0	0	0	0	50	2
10:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22	0
11:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14	1
Total	5	1681	629	11	285	1	0	26	1	0	0	0	0	2639	324
Percent	0.2%	63.7%	23.8%	0.4%	10.8%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%		12.3%
AM Peak		11:00	11:00	11:00	11:00	10:00		8:00	11:00					11:00	11:00
	*	165	82	4	39	1	*	4	1	*	*	*	*	291	44
PM Peak	5:00	1:00	3:00	1:00	12:00 PM			3:00						1:00	12:00 PM
	2	163	62	1	30	*	*	4	*	*	*	*	*	247	32

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO001
Site Code:

3/30/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3	1
1:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
3:00	0	3	2	0	3	0	0	0	0	0	0	0	0	8	3
4:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13	1
5:00	0	17	6	0	2	0	0	0	0	0	0	0	0	25	2
6:00	0	25	3	0	6	0	0	0	0	0	0	0	0	34	6
7:00	0	46	23	1	7	0	0	2	0	0	0	0	0	79	10
8:00	0	107	38	0	11	0	0	3	0	0	0	0	0	159	14
9:00	0	136	43	0	21	0	0	1	0	0	0	0	0	201	22
10:00	0	161	63	0	28	0	0	2	0	0	0	0	0	254	30
11:00	0	120	43	0	24	0	0	0	0	0	0	0	0	187	24
12:00 PM	0	152	43	1	17	0	0	7	0	0	0	0	0	220	25
1:00	1	113	35	1	15	0	0	2	0	0	0	0	0	167	18
2:00	0	128	44	0	18	0	0	0	0	0	0	0	0	190	18
3:00	0	89	30	1	16	0	0	2	0	0	0	0	0	138	19
4:00	1	79	34	0	12	0	0	1	0	0	0	0	0	127	13
5:00	2	79	30	1	10	0	0	0	0	0	0	0	0	122	11
6:00	0	55	14	0	5	0	0	1	0	0	0	0	0	75	6
7:00	0	46	11	0	5	0	0	0	0	0	0	0	0	62	5
8:00	0	35	7	0	4	0	0	0	0	0	0	0	0	46	4
9:00	0	19	5	0	3	0	0	0	0	0	0	0	0	27	3
10:00	0	7	1	0	3	0	0	1	0	0	0	0	0	12	4
11:00	0	4	3	0	1	0	0	0	0	0	0	0	0	8	1
Total	4	1438	482	5	213	0	0	22	0	0	0	0	0	2164	240
Percent	0.2%	66.5%	22.3%	0.2%	9.8%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%		11.1%
AM Peak		10:00	10:00	7:00	10:00			8:00						10:00	10:00
	*	161	63	1	28	*	*	3	*	*	*	*	*	254	30
PM Peak	5:00	12:00 PM	2:00	12:00 PM	2:00			12:00 PM						12:00 PM	12:00 PM
	2	152	44	1	18	*	*	7	*	*	*	*	*	220	25

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO001
Site Code:

3/31/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
1:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6	1
2:00	0	4	3	0	6	0	0	0	0	0	0	0	0	13	6
3:00	0	8	5	0	3	0	0	0	0	0	0	0	0	16	3
4:00	0	46	22	0	9	0	0	0	0	0	0	0	0	77	9
5:00	1	94	21	0	18	0	0	2	0	0	0	0	0	136	20
6:00	0	202	43	4	27	0	0	1	0	0	0	0	0	277	32
7:00	0	197	68	0	26	0	0	2	1	0	0	0	0	294	29
8:00	2	207	46	4	32	0	0	1	1	0	0	0	0	293	38
9:00	0	174	61	0	32	0	0	1	0	0	0	0	0	268	33
10:00	0	134	69	0	27	1	0	1	1	0	0	0	0	233	30
11:00	1	146	56	1	30	0	0	5	0	0	0	0	0	239	36
12:00 PM	1	144	48	1	24	0	0	3	0	0	0	0	0	221	28
1:00	0	160	46	0	16	0	0	5	0	0	0	0	0	227	21
2:00	2	136	59	0	22	1	0	5	0	0	0	0	0	225	28
3:00	0	132	65	4	21	0	0	4	0	0	0	0	0	226	29
4:00	0	102	39	3	21	0	0	1	0	0	0	0	0	166	25
5:00	0	104	37	1	13	0	0	2	0	0	0	0	0	157	16
6:00	0	40	21	0	13	0	0	1	0	0	0	0	0	75	14
7:00	0	24	11	0	1	0	0	0	0	0	0	0	0	36	1
8:00	0	20	9	0	4	0	0	0	0	0	0	0	0	33	4
9:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0
10:00	0	4	0	0	2	0	0	0	0	0	0	0	0	6	2
11:00	0	2	1	1	2	0	0	1	0	0	0	0	0	7	4
Total	7	2102	732	19	350	2	0	35	3	0	0	0	0	3250	409
Percent	0.2%	64.7%	22.5%	0.6%	10.8%	0.1%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%		12.6%
AM Peak	8:00	8:00	10:00	6:00	8:00	10:00		11:00	7:00		*	*	*	7:00	8:00
	2	207	69	4	32	1	*	5	1	*	*	*	*	294	38
PM Peak	2:00	1:00	3:00	3:00	12:00 PM	2:00		1:00			*	*	*	1:00	3:00
	2	160	65	4	24	1	*	5	*	*	*	*	*	227	29
Grand Total	50	11646	4281	111	2035	10	1	213	15	0	0	0	0	18362	2385
Percent	0.3%	63.4%	23.3%	0.6%	11.1%	0.1%	0.0%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%		13.0%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO001
Site Code:

3/26/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	15	0	0	1	0	0	0	0	0	0	0	0	16	1
1:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
4:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5	1
5:00	0	7	7	0	4	0	0	0	0	0	0	0	0	18	4
6:00	0	25	10	6	5	0	0	3	0	0	0	0	0	49	14
7:00	0	35	15	3	9	0	0	4	0	0	1	0	0	67	17
8:00	2	82	40	2	24	2	0	7	0	0	0	0	0	159	35
9:00	1	88	47	1	31	2	0	6	2	0	0	0	0	178	42
10:00	0	74	46	2	27	1	0	3	1	1	0	0	0	155	35
11:00	1	98	42	1	29	3	1	0	0	0	0	0	0	175	34
12:00 PM	2	147	60	4	26	0	0	5	1	1	0	0	0	246	37
1:00	2	171	64	1	27	1	0	5	0	0	0	0	0	271	34
2:00	0	180	67	0	35	0	0	4	0	0	0	0	0	286	39
3:00	3	209	69	3	30	0	0	2	1	0	0	0	0	317	36
4:00	5	268	77	3	24	1	0	3	0	0	1	0	0	382	32
5:00	4	232	68	0	32	1	0	3	0	0	0	0	0	340	36
6:00	0	195	49	1	28	1	0	3	0	0	0	1	0	278	34
7:00	2	151	39	0	15	0	0	3	0	0	0	0	0	210	18
8:00	0	102	31	0	19	0	0	0	0	0	0	0	0	152	19
9:00	1	73	19	0	11	0	0	0	0	0	0	0	0	104	11
10:00	0	36	15	0	3	0	0	1	0	0	0	0	0	55	4
11:00	0	17	5	0	2	0	0	0	0	0	0	0	0	24	2
Total	23	2223	773	27	383	12	1	52	5	2	2	1	0	3504	485
Percent	0.7%	63.4%	22.1%	0.8%	10.9%	0.3%	0.0%	1.5%	0.1%	0.1%	0.1%	0.0%	0.0%		13.8%
AM Peak	8:00	11:00	9:00	6:00	9:00	11:00	11:00	8:00	9:00	10:00	7:00			9:00	9:00
	2	98	47	6	31	3	1	7	2	1	1	*	*	178	42
PM Peak	4:00	4:00	4:00	12:00 PM	2:00	1:00		12:00 PM	12:00 PM	12:00 PM	4:00	6:00		4:00	2:00
	5	268	77	4	35	1	*	5	1	1	1	1	*	382	39

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO001
Site Code:

3/27/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0
1:00	0	7	0	0	1	0	0	1	0	0	0	0	0	9	2
2:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3	1
3:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
4:00	0	4	2	1	0	0	0	0	0	0	0	0	0	7	1
5:00	0	7	6	0	4	0	0	0	0	0	0	0	0	17	4
6:00	0	16	8	4	6	0	0	1	0	0	0	0	0	35	11
7:00	0	51	19	5	15	1	0	3	2	0	0	0	0	96	26
8:00	0	80	37	5	21	3	0	8	1	0	0	0	0	155	38
9:00	1	86	43	1	28	0	0	6	0	1	0	0	0	166	36
10:00	0	71	38	1	28	0	0	4	1	0	0	0	0	143	34
11:00	0	108	44	2	24	1	0	6	0	0	0	0	0	185	33
12:00 PM	2	111	58	0	21	0	0	2	0	0	0	0	0	194	23
1:00	0	123	53	3	22	0	0	5	0	0	0	0	0	206	30
2:00	2	176	63	6	34	1	0	4	0	0	0	0	0	286	45
3:00	0	239	85	2	41	0	0	6	0	0	0	1	0	374	50
4:00	5	246	78	1	37	0	0	2	0	0	0	0	0	369	40
5:00	1	247	91	0	41	0	0	2	0	0	0	0	0	382	43
6:00	1	182	60	1	38	0	0	3	0	0	0	1	0	286	43
7:00	1	115	37	0	19	0	0	0	0	0	0	0	0	172	19
8:00	0	119	37	0	17	0	0	0	0	0	0	0	0	173	17
9:00	0	73	22	0	6	0	0	2	0	0	0	0	0	103	8
10:00	0	39	15	0	6	0	0	0	0	0	0	0	0	60	6
11:00	0	22	7	0	2	0	0	1	0	0	0	0	0	32	3
Total	13	2144	805	32	412	6	0	56	4	1	0	2	0	3475	513
Percent	0.4%	61.7%	23.2%	0.9%	11.9%	0.2%	0.0%	1.6%	0.1%	0.0%	0.0%	0.1%	0.0%		14.8%
AM Peak	9:00	11:00	11:00	7:00	9:00	8:00		8:00	7:00	9:00				11:00	8:00
	1	108	44	5	28	3	*	8	2	1	*	*	*	185	38
PM Peak	4:00	5:00	5:00	2:00	3:00	2:00		3:00				3:00		5:00	3:00
	5	247	91	6	41	1	*	6	*	*	*	1	*	382	50

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO001
Site Code:

3/28/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0
1:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
2:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
4:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0
5:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0
6:00	0	19	13	4	7	0	0	0	0	0	0	0	0	43	11
7:00	0	47	18	3	10	0	0	1	0	0	0	0	0	79	14
8:00	0	58	29	7	14	0	0	11	0	0	0	0	0	119	32
9:00	1	76	46	1	21	0	0	4	0	0	0	0	0	149	26
10:00	1	71	51	2	21	0	0	2	1	0	0	0	0	149	26
11:00	0	93	42	0	34	0	0	2	0	1	0	0	0	172	37
12:00 PM	0	140	48	2	25	0	0	2	0	0	0	0	0	217	29
1:00	0	106	57	1	16	1	0	6	0	0	0	0	0	187	24
2:00	1	189	48	6	40	0	0	3	0	0	0	0	0	287	49
3:00	0	243	99	3	37	1	0	4	0	0	0	0	0	387	45
4:00	2	230	64	1	43	0	0	3	0	0	0	0	0	343	47
5:00	1	215	62	0	33	0	0	3	0	0	0	0	0	314	36
6:00	0	181	52	0	31	0	0	2	0	0	0	0	0	266	33
7:00	2	113	32	2	20	0	0	1	0	0	0	0	0	170	23
8:00	0	90	26	0	18	0	0	0	0	0	0	0	0	134	18
9:00	0	74	24	0	12	0	0	0	0	0	0	0	0	110	12
10:00	0	53	25	0	11	0	0	2	0	0	0	0	0	91	13
11:00	0	36	8	0	2	0	0	0	0	0	0	0	0	46	2
Total	8	2073	754	32	395	2	0	46	1	1	0	0	0	3312	477
Percent	0.2%	62.6%	22.8%	1.0%	11.9%	0.1%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%		14.4%
AM Peak	9:00	11:00	10:00	8:00	11:00			8:00	10:00	11:00				11:00	11:00
	1	93	51	7	34	*	*	11	1	1	*	*	*	172	37
PM Peak	4:00	3:00	3:00	2:00	4:00	1:00		1:00						3:00	2:00
	2	243	99	6	43	1	*	6	*	*	*	*	*	387	49

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO001
Site Code:

3/29/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	16	2	0	2	0	0	0	0	0	0	0	0	20	2
1:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3	1
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
3:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0
4:00	0	4	2	0	2	0	0	0	0	0	0	0	0	8	2
5:00	0	4	1	0	2	0	0	0	0	0	0	0	0	7	2
6:00	0	6	7	0	3	0	0	0	0	0	0	0	0	16	3
7:00	1	20	12	1	5	0	0	0	0	0	0	0	0	39	6
8:00	0	33	15	3	9	0	0	2	0	0	0	0	0	62	14
9:00	0	47	21	0	19	0	0	4	0	0	0	0	0	91	23
10:00	2	101	23	0	11	0	0	3	1	0	0	0	0	141	15
11:00	1	110	49	2	29	0	0	3	0	0	0	0	0	194	34
12:00 PM	0	132	58	0	22	0	0	1	0	0	0	0	0	213	23
1:00	0	134	42	1	30	0	0	1	0	0	0	0	0	208	32
2:00	0	144	46	2	29	1	0	1	0	0	0	0	0	223	33
3:00	0	153	43	2	32	0	0	7	0	0	0	0	0	237	41
4:00	1	173	65	1	22	0	0	1	0	0	0	0	0	263	24
5:00	1	169	61	0	19	0	0	2	0	0	0	0	0	252	21
6:00	1	122	37	2	22	0	0	0	0	0	0	0	0	184	24
7:00	0	100	31	1	17	0	0	3	0	0	0	0	0	152	21
8:00	0	79	27	0	20	0	0	1	0	0	0	0	0	127	21
9:00	0	69	20	0	14	0	0	0	0	0	0	0	0	103	14
10:00	0	50	16	0	6	0	0	0	0	0	0	0	0	72	6
11:00	0	38	7	0	2	0	0	1	0	0	0	0	0	48	3
Total	7	1714	588	15	318	1	0	30	1	0	0	0	0	2674	365
Percent	0.3%	64.1%	22.0%	0.6%	11.9%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%		13.6%
AM Peak	10:00	11:00	11:00	8:00	11:00			9:00	10:00					11:00	11:00
	2	110	49	3	29	*	*	4	1	*	*	*	*	194	34
PM Peak	4:00	4:00	4:00	2:00	3:00	2:00		3:00						4:00	3:00
	1	173	65	2	32	1	*	7	*	*	*	*	*	263	41

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO001
Site Code:

3/30/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	10	8	0	1	0	0	0	0	0	0	0	0	19	1
1:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9	1
2:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0
3:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5	1
4:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5	1
5:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
6:00	0	8	5	0	2	0	0	0	0	0	0	0	0	15	2
7:00	0	18	1	0	2	0	0	1	0	0	0	0	0	22	3
8:00	0	25	13	0	5	0	0	0	0	0	0	0	0	43	5
9:00	0	52	15	0	9	0	0	0	0	0	0	0	0	76	9
10:00	0	75	27	0	14	0	0	5	0	0	0	0	0	121	19
11:00	0	90	28	0	15	0	0	2	0	0	0	0	0	135	17
12:00 PM	1	148	42	3	19	0	0	2	0	0	0	0	0	215	24
1:00	0	157	57	0	22	0	0	3	0	0	0	0	0	239	25
2:00	2	124	51	0	16	0	0	3	0	0	0	0	0	196	19
3:00	0	149	42	0	18	0	0	1	0	0	0	0	0	210	19
4:00	1	130	29	1	16	0	0	0	0	0	0	0	0	177	17
5:00	0	100	39	1	14	0	0	3	0	0	0	0	0	157	18
6:00	3	111	34	0	13	0	0	4	0	0	0	0	0	165	17
7:00	0	99	23	0	10	0	0	0	0	0	0	0	0	132	10
8:00	0	67	12	0	5	0	0	0	0	0	0	0	0	84	5
9:00	0	45	16	1	6	0	0	1	0	0	0	0	0	69	8
10:00	0	22	7	0	2	0	0	0	0	0	0	0	0	31	2
11:00	0	12	7	0	1	0	0	0	0	0	0	0	0	20	1
Total	7	1464	463	6	193	0	0	25	0	0	0	0	0	2158	224
Percent	0.3%	67.8%	21.5%	0.3%	8.9%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%		10.4%
AM Peak		11:00	11:00		11:00			10:00						11:00	10:00
	*	90	28	*	15	*	*	5	*	*	*	*	*	135	19
PM Peak	6:00	1:00	1:00	12:00 PM	1:00			6:00						1:00	1:00
	3	157	57	3	22	*	*	4	*	*	*	*	*	239	25

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO001
Site Code:

3/31/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0
1:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0
2:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4	1
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
4:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
5:00	0	8	2	1	3	0	0	0	0	0	0	0	0	14	4
6:00	0	16	7	4	3	0	0	0	0	0	0	0	0	30	7
7:00	0	41	14	2	18	0	0	1	0	0	0	0	0	76	21
8:00	0	55	32	3	16	1	0	6	0	0	0	0	0	113	26
9:00	1	90	44	5	21	2	0	2	0	1	0	0	0	166	31
10:00	0	88	29	3	25	0	0	8	0	0	0	0	0	153	36
11:00	1	112	44	1	30	0	0	1	0	0	0	0	0	189	32
12:00 PM	2	102	53	0	18	0	0	2	0	0	0	0	0	177	20
1:00	1	148	52	2	24	0	0	3	0	0	0	0	0	230	29
2:00	1	169	52	4	27	0	0	5	0	0	0	0	0	258	36
3:00	2	235	66	3	31	0	0	3	0	0	0	0	0	340	37
4:00	1	275	79	2	31	0	0	5	0	0	0	0	0	393	38
5:00	0	273	83	1	27	0	0	6	0	1	0	0	0	391	35
6:00	0	165	42	1	24	0	0	2	0	0	1	0	0	235	28
7:00	0	132	35	0	20	0	0	0	0	0	0	0	0	187	20
8:00	0	73	19	0	8	0	0	0	0	0	0	0	0	100	8
9:00	0	59	13	0	5	0	0	2	0	0	0	0	0	79	7
10:00	0	30	12	0	2	0	0	2	0	0	0	0	0	46	4
11:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0
Total	9	2106	685	32	334	3	0	48	0	2	1	0	0	3220	420
Percent	0.3%	65.4%	21.3%	1.0%	10.4%	0.1%	0.0%	1.5%	0.0%	0.1%	0.0%	0.0%	0.0%		13.0%
AM Peak	9:00	11:00	9:00	9:00	11:00	9:00		10:00		9:00				11:00	10:00
	1	112	44	5	30	2	*	8	*	1	*	*	*	189	36
PM Peak	12:00 PM	4:00	5:00	2:00	3:00			5:00		5:00	6:00			4:00	4:00
	2	275	83	4	31	*	*	6	*	1	1	*	*	393	38
Grand Total	67	11724	4068	144	2035	24	1	257	11	6	3	3	0	18343	2484
Percent	0.4%	63.9%	22.2%	0.8%	11.1%	0.1%	0.0%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%		13.5%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO001
Site Code:

3/26/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	18	1	0	1	0	0	0	0	0	0	0	0	20	1
1:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0
2:00	0	4	5	0	2	0	0	0	0	0	0	0	0	11	2
3:00	0	13	3	0	1	0	0	0	0	0	0	0	0	17	1
4:00	0	51	17	0	14	0	0	0	0	0	0	0	0	82	14
5:00	2	102	28	0	21	0	0	1	0	0	0	0	0	154	22
6:00	1	235	59	9	36	0	0	4	0	0	0	0	0	344	49
7:00	1	236	74	5	31	0	0	5	0	0	1	0	0	353	42
8:00	6	298	118	6	57	3	0	12	1	0	0	0	0	501	79
9:00	1	250	118	1	67	2	0	9	2	0	0	0	0	450	81
10:00	2	233	114	2	63	2	0	6	2	1	0	0	0	425	76
11:00	1	254	110	3	61	4	1	1	1	0	0	0	0	436	71
12:00 PM	3	293	120	6	50	0	1	8	1	1	0	0	0	483	67
1:00	2	326	140	5	60	1	0	11	1	0	0	0	0	546	78
2:00	1	292	119	4	62	0	0	4	0	0	0	0	0	482	70
3:00	3	322	122	3	55	1	0	8	1	0	0	0	0	515	68
4:00	7	398	131	4	52	1	0	5	1	0	1	0	0	600	64
5:00	4	352	99	0	54	1	0	5	0	0	0	0	0	515	60
6:00	0	270	79	1	47	1	0	3	0	0	0	1	0	402	53
7:00	3	196	50	0	24	0	0	4	0	0	0	0	0	277	28
8:00	0	128	37	0	23	0	0	1	0	0	0	0	0	189	24
9:00	1	99	26	0	15	0	0	2	0	0	0	0	0	143	17
10:00	0	40	15	0	4	0	0	1	0	0	0	0	0	60	5
11:00	0	19	5	0	2	0	0	0	0	0	0	0	0	26	2
Total	38	4438	1592	49	802	16	2	90	10	2	2	1	0	7042	974
Percent	0.5%	63.0%	22.6%	0.7%	11.4%	0.2%	0.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%		13.8%
AM Peak	8:00	8:00	8:00	6:00	9:00	11:00	11:00	8:00	9:00	10:00	7:00			8:00	9:00
	6	298	118	9	67	4	1	12	2	1	1	*	*	501	81
PM Peak	4:00	4:00	1:00	12:00 PM	2:00	1:00	12:00 PM	1:00	12:00 PM	12:00 PM	4:00	6:00		4:00	1:00
	7	398	140	6	62	1	1	11	1	1	1	1	*	600	78

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO001
Site Code:

3/27/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0
1:00	0	8	0	0	1	0	0	1	0	0	0	0	0	10	2
2:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6	1
3:00	0	13	4	0	2	0	0	0	0	0	0	0	0	19	2
4:00	0	61	10	1	7	0	0	0	0	0	0	0	0	79	8
5:00	1	114	43	0	25	0	0	0	0	0	0	0	0	183	25
6:00	0	225	57	8	40	0	0	3	0	0	0	0	0	333	51
7:00	1	263	76	6	45	1	0	3	2	0	0	0	0	397	57
8:00	0	291	104	12	38	4	0	17	2	0	0	0	0	468	73
9:00	3	245	111	3	56	0	0	9	1	1	0	0	0	429	70
10:00	0	214	98	1	58	0	0	13	1	0	0	0	0	385	73
11:00	0	264	105	3	45	1	0	11	0	0	0	0	0	429	60
12:00 PM	3	224	125	2	45	0	0	7	0	0	0	0	0	406	54
1:00	1	246	110	4	53	0	0	11	0	0	0	0	0	425	68
2:00	2	286	115	8	64	1	0	9	0	0	0	0	0	485	82
3:00	1	358	147	9	72	0	0	12	0	0	0	1	0	600	94
4:00	5	353	136	3	68	0	0	4	0	0	0	0	0	569	75
5:00	3	349	144	1	62	0	0	5	0	0	0	0	0	564	68
6:00	3	273	99	1	57	1	0	3	0	0	0	1	0	438	63
7:00	2	146	53	0	26	0	0	1	0	0	0	0	0	228	27
8:00	0	147	49	0	27	0	0	0	0	0	0	0	0	223	27
9:00	0	90	36	0	9	0	0	2	0	0	0	0	0	137	11
10:00	0	46	16	0	9	0	0	0	0	0	0	0	0	71	9
11:00	0	24	8	0	3	0	0	1	0	0	0	0	0	36	4
Total	25	4264	1649	62	813	8	0	112	6	1	0	2	0	6942	1004
Percent	0.4%	61.4%	23.8%	0.9%	11.7%	0.1%	0.0%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%		14.5%
AM Peak	9:00	8:00	9:00	8:00	10:00	8:00		8:00	7:00	9:00				8:00	8:00
	3	291	111	12	58	4	*	17	2	1	*	*	*	468	73
PM Peak	4:00	3:00	3:00	3:00	3:00	2:00		3:00				3:00		3:00	3:00
	5	358	147	9	72	1	*	12	*	*	*	1	*	600	94

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO001
Site Code:

3/28/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	17	1	0	2	0	0	0	0	0	0	0	0	20	2
1:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0
2:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11	0
3:00	0	9	4	0	3	0	0	0	0	0	0	0	0	16	3
4:00	1	41	9	0	5	0	0	1	0	0	0	0	0	57	6
5:00	1	93	29	0	15	0	0	0	0	0	0	0	0	138	15
6:00	0	176	63	8	30	0	0	1	0	0	0	0	0	278	39
7:00	0	243	85	4	34	0	0	1	0	0	0	0	0	367	39
8:00	0	244	102	11	41	0	0	15	0	0	0	0	0	413	67
9:00	2	231	105	3	55	0	0	7	0	0	0	0	0	403	65
10:00	1	212	107	5	47	1	0	8	3	0	0	0	0	384	64
11:00	1	254	117	0	61	0	0	2	1	1	0	0	0	437	65
12:00 PM	1	275	111	2	44	0	0	7	1	0	0	0	0	441	54
1:00	1	254	110	3	43	1	0	8	0	0	0	0	0	420	55
2:00	2	313	93	7	63	0	0	6	0	0	0	0	0	484	76
3:00	0	391	155	6	72	1	0	10	0	0	0	0	0	635	89
4:00	2	355	105	4	74	0	0	5	0	0	0	0	0	545	83
5:00	1	311	104	0	51	0	0	4	0	0	0	0	0	471	55
6:00	0	254	70	1	39	0	0	2	0	0	0	0	0	366	42
7:00	2	152	47	2	26	0	0	3	0	0	0	0	0	232	31
8:00	0	127	38	0	21	0	0	0	0	0	0	0	0	186	21
9:00	0	94	28	0	17	0	0	0	0	0	0	0	0	139	17
10:00	0	63	31	0	16	0	0	2	0	0	0	0	0	112	18
11:00	0	42	8	0	3	0	0	0	0	0	0	0	0	53	3
Total	15	4163	1529	56	762	3	0	82	5	1	0	0	0	6616	909
Percent	0.2%	62.9%	23.1%	0.8%	11.5%	0.0%	0.0%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%		13.7%
AM Peak	9:00	11:00	11:00	8:00	11:00	10:00		8:00	10:00	11:00				11:00	8:00
	2	254	117	11	61	1	*	15	3	1	*	*	*	437	67
PM Peak	2:00	3:00	3:00	2:00	4:00	1:00		3:00	12:00 PM					3:00	3:00
	2	391	155	7	74	1	*	10	1	*	*	*	*	635	89

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO001
Site Code:

3/29/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	18	3	0	3	0	0	0	0	0	0	0	0	24	3
1:00	0	2	3	0	1	0	0	0	0	0	0	0	0	6	1
2:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0
3:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14	1
4:00	0	18	3	0	5	0	0	0	0	0	0	0	0	26	5
5:00	0	20	10	0	5	0	0	0	0	0	0	0	0	35	5
6:00	0	53	16	0	16	0	0	1	0	0	0	0	0	86	17
7:00	1	90	34	3	21	0	0	1	0	0	0	0	0	150	25
8:00	0	143	59	3	21	0	0	6	0	0	0	0	0	232	30
9:00	0	194	63	1	42	0	0	5	0	0	0	0	0	305	48
10:00	2	239	83	1	36	1	0	5	1	0	0	0	0	368	44
11:00	1	275	131	6	68	0	0	3	1	0	0	0	0	485	78
12:00 PM	1	280	103	0	52	0	0	3	0	0	0	0	0	439	55
1:00	0	297	100	2	53	0	0	3	0	0	0	0	0	455	58
2:00	1	259	93	2	54	1	0	4	0	0	0	0	0	414	61
3:00	0	262	105	2	47	0	0	11	0	0	0	0	0	427	60
4:00	1	278	102	2	39	0	0	3	0	0	0	0	0	425	44
5:00	3	269	98	0	27	0	0	4	0	0	0	0	0	401	31
6:00	2	192	60	3	30	0	0	1	0	0	0	0	0	288	34
7:00	0	148	51	1	28	0	0	4	0	0	0	0	0	232	33
8:00	0	117	35	0	29	0	0	1	0	0	0	0	0	182	30
9:00	0	106	31	0	16	0	0	0	0	0	0	0	0	153	16
10:00	0	67	21	0	6	0	0	0	0	0	0	0	0	94	6
11:00	0	49	9	0	3	0	0	1	0	0	0	0	0	62	4
Total	12	3395	1217	26	603	2	0	56	2	0	0	0	0	5313	689
Percent	0.2%	63.9%	22.9%	0.5%	11.3%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%		13.0%
AM Peak	10:00	11:00	11:00	11:00	11:00	10:00		8:00	10:00					11:00	11:00
	2	275	131	6	68	1	*	6	1	*	*	*	*	485	78
PM Peak	5:00	1:00	3:00	6:00	2:00	2:00		3:00						1:00	2:00
	3	297	105	3	54	1	*	11	*	*	*	*	*	455	61

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO001
Site Code:

3/30/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	12	8	0	2	0	0	0	0	0	0	0	0	22	2
1:00	0	10	4	0	1	0	0	0	0	0	0	0	0	15	1
2:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7	0
3:00	0	7	2	0	4	0	0	0	0	0	0	0	0	13	4
4:00	0	14	2	0	2	0	0	0	0	0	0	0	0	18	2
5:00	0	22	8	0	2	0	0	0	0	0	0	0	0	32	2
6:00	0	33	8	0	8	0	0	0	0	0	0	0	0	49	8
7:00	0	64	24	1	9	0	0	3	0	0	0	0	0	101	13
8:00	0	132	51	0	16	0	0	3	0	0	0	0	0	202	19
9:00	0	188	58	0	30	0	0	1	0	0	0	0	0	277	31
10:00	0	236	90	0	42	0	0	7	0	0	0	0	0	375	49
11:00	0	210	71	0	39	0	0	2	0	0	0	0	0	322	41
12:00 PM	1	300	85	4	36	0	0	9	0	0	0	0	0	435	49
1:00	1	270	92	1	37	0	0	5	0	0	0	0	0	406	43
2:00	2	252	95	0	34	0	0	3	0	0	0	0	0	386	37
3:00	0	238	72	1	34	0	0	3	0	0	0	0	0	348	38
4:00	2	209	63	1	28	0	0	1	0	0	0	0	0	304	30
5:00	2	179	69	2	24	0	0	3	0	0	0	0	0	279	29
6:00	3	166	48	0	18	0	0	5	0	0	0	0	0	240	23
7:00	0	145	34	0	15	0	0	0	0	0	0	0	0	194	15
8:00	0	102	19	0	9	0	0	0	0	0	0	0	0	130	9
9:00	0	64	21	1	9	0	0	1	0	0	0	0	0	96	11
10:00	0	29	8	0	5	0	0	1	0	0	0	0	0	43	6
11:00	0	16	10	0	2	0	0	0	0	0	0	0	0	28	2
Total	11	2902	945	11	406	0	0	47	0	0	0	0	0	4322	464
Percent	0.3%	67.1%	21.9%	0.3%	9.4%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%		10.7%
AM Peak		10:00	10:00	7:00	10:00			10:00						10:00	10:00
	*	236	90	1	42	*	*	7	*	*	*	*	*	375	49
PM Peak	6:00	12:00 PM	2:00	12:00 PM	1:00			12:00 PM						12:00 PM	12:00 PM
	3	300	95	4	37	*	*	9	*	*	*	*	*	435	49

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Brown Lane - Oakflat Drive
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO001
Site Code:

3/31/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0
1:00	0	10	2	0	1	0	0	0	0	0	0	0	0	13	1
2:00	0	6	4	0	7	0	0	0	0	0	0	0	0	17	7
3:00	0	11	5	0	3	0	0	0	0	0	0	0	0	19	3
4:00	0	51	24	0	9	0	0	0	0	0	0	0	0	84	9
5:00	1	102	23	1	21	0	0	2	0	0	0	0	0	150	24
6:00	0	218	50	8	30	0	0	1	0	0	0	0	0	307	39
7:00	0	238	82	2	44	0	0	3	1	0	0	0	0	370	50
8:00	2	262	78	7	48	1	0	7	1	0	0	0	0	406	64
9:00	1	264	105	5	53	2	0	3	0	1	0	0	0	434	64
10:00	0	222	98	3	52	1	0	9	1	0	0	0	0	386	66
11:00	2	258	100	2	60	0	0	6	0	0	0	0	0	428	68
12:00 PM	3	246	101	1	42	0	0	5	0	0	0	0	0	398	48
1:00	1	308	98	2	40	0	0	8	0	0	0	0	0	457	50
2:00	3	305	111	4	49	1	0	10	0	0	0	0	0	483	64
3:00	2	367	131	7	52	0	0	7	0	0	0	0	0	566	66
4:00	1	377	118	5	52	0	0	6	0	0	0	0	0	559	63
5:00	0	377	120	2	40	0	0	8	0	1	0	0	0	548	51
6:00	0	205	63	1	37	0	0	3	0	0	1	0	0	310	42
7:00	0	156	46	0	21	0	0	0	0	0	0	0	0	223	21
8:00	0	93	28	0	12	0	0	0	0	0	0	0	0	133	12
9:00	0	77	13	0	5	0	0	2	0	0	0	0	0	97	7
10:00	0	34	12	0	4	0	0	2	0	0	0	0	0	52	6
11:00	0	14	2	1	2	0	0	1	0	0	0	0	0	20	4
Total	16	4208	1417	51	684	5	0	83	3	2	1	0	0	6470	829
Percent	0.2%	65.0%	21.9%	0.8%	10.6%	0.1%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%		12.8%
AM Peak	8:00	9:00	9:00	6:00	11:00	9:00		10:00	7:00	9:00				9:00	11:00
	2	264	105	8	60	2	*	9	1	1	*	*	*	434	68
PM Peak	12:00 PM	4:00	3:00	3:00	3:00	2:00		2:00		5:00	6:00			3:00	3:00
	3	377	131	7	52	1	*	10	*	1	1	*	*	566	66
Grand Total	117	23370	8349	255	4070	34	2	470	26	6	3	3	0	36705	4869
Percent	0.3%	63.7%	22.7%	0.7%	11.1%	0.1%	0.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%		13.3%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO002
Site Code:

3/26/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	3	1	0	3	0	0	0	0	0	0	0	0	7	3
3:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10	1
4:00	0	24	8	0	10	0	0	0	0	0	0	0	0	42	10
5:00	2	48	12	0	13	0	0	1	0	0	0	0	0	76	14
6:00	0	100	35	4	27	0	0	1	0	0	0	0	0	167	32
7:00	1	105	34	1	18	0	0	2	0	0	0	0	0	161	21
8:00	1	105	47	3	31	1	0	4	0	0	0	0	0	192	39
9:00	1	75	39	0	21	0	0	0	0	0	0	0	0	136	21
10:00	1	84	35	0	24	1	0	1	0	0	0	0	0	146	26
11:00	0	93	39	1	28	1	0	2	0	0	0	0	0	164	32
12:00 PM	0	82	31	1	16	0	1	2	0	0	0	0	0	133	20
1:00	1	72	40	4	22	0	0	3	1	0	0	0	0	143	30
2:00	1	57	32	2	17	0	0	1	0	0	0	0	0	110	20
3:00	0	64	20	0	19	1	0	2	0	0	0	0	0	106	22
4:00	1	65	38	0	20	0	0	2	1	0	0	0	0	127	23
5:00	1	67	22	0	15	0	0	1	0	0	0	0	0	106	16
6:00	0	48	16	0	15	0	0	0	0	0	0	0	0	79	15
7:00	0	31	10	0	3	0	0	1	0	0	0	0	0	45	4
8:00	0	18	4	0	2	0	0	1	0	0	0	0	0	25	3
9:00	0	10	4	0	4	0	0	1	0	0	0	0	0	19	5
10:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	10	1163	469	16	310	4	1	25	2	0	0	0	0	2000	358
Percent	0.5%	58.2%	23.5%	0.8%	15.5%	0.2%	0.1%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%		17.9%
AM Peak	5:00	7:00	8:00	6:00	8:00	8:00		8:00						8:00	8:00
	2	105	47	4	31	1	*	4	*	*	*	*	*	192	39
PM Peak	1:00	12:00 PM	1:00	1:00	1:00	3:00	12:00 PM	1:00	1:00					1:00	1:00
	1	82	40	4	22	1	1	3	1	*	*	*	*	143	30

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO002
Site Code:

3/27/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	1
3:00	0	5	3	0	2	0	0	0	0	0	0	0	0	10	2
4:00	0	30	5	0	6	0	0	0	0	0	0	0	0	41	6
5:00	1	57	21	0	16	0	0	0	0	0	0	0	0	95	16
6:00	0	111	29	4	26	0	0	2	0	0	0	0	0	172	32
7:00	1	103	36	1	27	0	0	0	0	0	0	0	0	168	28
8:00	0	104	41	7	18	1	0	4	1	0	0	0	0	176	31
9:00	2	91	40	1	22	0	0	2	1	0	0	0	0	159	26
10:00	0	72	29	0	18	0	0	5	0	0	0	0	0	124	23
11:00	0	95	38	1	10	0	0	6	1	0	0	0	0	151	18
12:00 PM	0	56	33	0	15	0	0	1	0	0	0	0	0	105	16
1:00	0	71	37	1	20	0	0	2	0	0	0	0	0	131	23
2:00	0	60	21	1	23	0	0	5	0	0	0	0	0	110	29
3:00	0	48	33	5	25	0	0	4	0	0	0	0	0	115	34
4:00	0	56	35	3	16	0	0	2	0	0	0	0	0	112	21
5:00	0	63	42	0	13	0	0	3	0	0	0	0	0	121	16
6:00	0	43	24	0	15	0	0	1	0	0	0	0	0	83	16
7:00	0	19	11	0	5	0	0	2	0	0	0	0	0	37	7
8:00	0	24	9	0	6	0	0	0	0	0	0	0	0	39	6
9:00	0	11	8	0	2	0	0	0	0	0	0	0	0	21	2
10:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8	1
11:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5	1
Total	4	1131	497	24	288	1	0	39	3	0	0	0	0	1987	355
Percent	0.2%	56.9%	25.0%	1.2%	14.5%	0.1%	0.0%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%		17.9%
AM Peak	9:00	6:00	8:00	8:00	7:00	8:00		11:00	8:00					8:00	6:00
	2	111	41	7	27	1	*	6	1	*	*	*	*	176	32
PM Peak		1:00	5:00	3:00	3:00			2:00						1:00	3:00
	*	71	42	5	25	*	*	5	*	*	*	*	*	131	34

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO002
Site Code:

3/28/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3	1
3:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
4:00	1	19	4	0	2	0	0	1	0	0	0	0	0	27	3
5:00	1	49	13	0	9	0	0	0	0	0	0	0	0	72	9
6:00	0	86	26	4	22	0	0	1	0	0	0	0	0	139	27
7:00	0	99	41	1	27	0	0	0	0	0	0	0	0	168	28
8:00	0	83	37	2	25	0	0	3	0	0	0	0	0	150	30
9:00	1	75	38	2	18	0	0	1	0	0	0	0	0	135	21
10:00	0	89	41	3	18	1	0	6	1	0	0	0	0	159	29
11:00	0	81	46	0	22	0	0	0	1	0	0	0	0	150	23
12:00 PM	1	63	30	0	23	0	0	5	0	0	0	0	0	122	28
1:00	0	84	26	1	20	0	0	1	0	0	0	0	0	132	22
2:00	0	63	34	0	20	0	0	3	0	0	0	0	0	120	23
3:00	0	66	28	4	27	0	0	5	0	0	0	0	0	130	36
4:00	0	58	32	2	25	0	0	3	0	0	0	0	0	120	30
5:00	0	49	27	0	9	0	0	1	0	0	0	0	0	86	10
6:00	0	37	7	0	8	0	0	1	0	0	0	0	0	53	9
7:00	0	20	5	0	5	0	0	0	0	0	0	0	0	30	5
8:00	0	23	5	0	4	0	0	0	0	0	0	0	0	32	4
9:00	0	13	3	0	3	0	0	0	0	0	0	0	0	19	3
10:00	0	7	4	0	3	0	0	0	0	0	0	0	0	14	3
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
Total	4	1072	449	19	291	1	0	31	2	0	0	0	0	1869	344
Percent	0.2%	57.4%	24.0%	1.0%	15.6%	0.1%	0.0%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%		18.4%
AM Peak	4:00	7:00	11:00	6:00	7:00	10:00		10:00	10:00					7:00	8:00
	1	99	46	4	27	1	*	6	1	*	*	*	*	168	30
PM Peak	12:00 PM	1:00	2:00	3:00	3:00			12:00 PM						1:00	3:00
	1	84	34	4	27	*	*	5	*	*	*	*	*	132	36

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO002
Site Code:

3/29/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3	1
1:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
2:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0
3:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0
4:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9	1
5:00	0	8	4	0	2	0	0	0	0	0	0	0	0	14	2
6:00	0	28	6	0	6	0	0	0	0	0	0	0	0	40	6
7:00	0	39	19	1	14	0	0	1	0	0	0	0	0	74	16
8:00	0	55	18	0	12	0	0	2	0	0	0	0	0	87	14
9:00	0	63	24	1	20	0	0	1	0	0	0	0	0	109	22
10:00	0	72	34	2	18	0	0	0	0	0	0	0	0	126	20
11:00	1	85	35	1	34	0	0	0	1	0	0	0	0	157	36
12:00 PM	0	81	28	0	32	0	0	2	0	0	0	0	0	143	34
1:00	0	85	32	0	23	0	0	2	0	0	0	0	0	142	25
2:00	0	63	21	0	16	0	0	2	0	0	0	0	0	102	18
3:00	0	52	37	0	9	0	0	1	0	0	0	0	0	99	10
4:00	0	50	19	1	15	0	0	1	0	0	0	0	0	86	17
5:00	0	59	18	0	13	0	0	2	0	0	0	0	0	92	15
6:00	0	40	10	0	6	0	0	1	0	0	0	0	0	57	7
7:00	0	23	9	0	9	0	0	1	0	0	0	0	0	42	10
8:00	0	16	6	0	6	0	0	0	0	0	0	0	0	28	6
9:00	0	12	7	0	4	0	0	0	0	0	0	0	0	23	4
10:00	0	9	6	0	1	0	0	0	0	0	0	0	0	16	1
11:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9	1
Total	1	860	341	6	243	0	0	16	1	0	0	0	0	1468	266
Percent	0.1%	58.6%	23.2%	0.4%	16.6%	0.0%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%		18.1%
AM Peak	11:00	11:00	11:00	10:00	11:00			8:00	11:00					11:00	11:00
	1	85	35	2	34	*	*	2	1	*	*	*	*	157	36
PM Peak		1:00	3:00	4:00	12:00 PM			12:00 PM						12:00 PM	12:00 PM
	*	85	37	1	32	*	*	2	*	*	*	*	*	143	34

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO002
Site Code:

3/30/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
1:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4	1
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
3:00	0	1	2	0	3	0	0	0	0	0	0	0	0	6	3
4:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0
5:00	0	7	4	0	3	0	0	0	0	0	0	0	0	14	3
6:00	0	14	2	0	2	0	0	0	0	0	0	0	0	18	2
7:00	0	31	11	0	8	0	0	1	0	0	0	0	0	51	9
8:00	0	51	26	0	9	0	0	3	0	0	0	0	0	89	12
9:00	1	72	27	0	11	0	0	0	0	0	0	0	0	111	11
10:00	0	98	49	0	19	0	0	0	0	0	0	0	0	166	19
11:00	0	74	21	0	21	0	0	0	0	0	0	0	0	116	21
12:00 PM	0	95	24	3	16	0	0	5	0	0	0	0	0	143	24
1:00	1	58	17	0	10	0	0	1	0	0	0	0	0	87	11
2:00	0	68	16	0	14	0	0	0	0	0	0	0	0	98	14
3:00	0	57	19	1	14	0	0	2	0	0	0	0	0	93	17
4:00	1	41	21	0	12	0	0	0	0	0	0	0	0	75	12
5:00	3	46	24	1	6	0	0	0	0	0	0	0	0	80	7
6:00	0	29	12	0	4	0	0	1	0	0	0	0	0	46	5
7:00	0	28	8	0	9	0	0	0	0	0	0	0	0	45	9
8:00	0	20	7	0	4	0	0	0	0	0	0	0	0	31	4
9:00	0	9	5	0	3	0	0	0	0	0	0	0	0	17	3
10:00	0	4	1	0	2	0	0	1	0	0	0	0	0	8	3
11:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8	1
Total	6	817	301	5	172	0	0	14	0	0	0	0	0	1315	191
Percent	0.5%	62.1%	22.9%	0.4%	13.1%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%		14.5%
AM Peak	9:00	10:00	10:00		11:00			8:00						10:00	11:00
	1	98	49	*	21	*	*	3	*	*	*	*	*	166	21
PM Peak	5:00	12:00 PM	12:00 PM	12:00 PM	12:00 PM			12:00 PM						12:00 PM	12:00 PM
	3	95	24	3	16	*	*	5	*	*	*	*	*	143	24

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO002
Site Code:

3/31/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
2:00	0	3	0	0	3	0	0	0	0	0	0	0	0	6	3
3:00	0	3	3	0	3	0	0	0	0	0	0	0	0	9	3
4:00	0	23	12	0	10	0	0	0	0	0	0	0	0	45	10
5:00	1	49	12	0	16	0	0	1	0	0	0	0	0	79	17
6:00	0	101	38	4	23	0	0	1	0	0	0	0	0	167	28
7:00	0	100	44	0	23	0	0	0	1	0	0	0	0	168	24
8:00	1	92	31	4	19	0	0	2	0	0	0	0	0	149	25
9:00	0	77	29	0	26	0	0	0	0	0	0	0	0	132	26
10:00	1	70	51	0	21	0	1	2	0	0	0	0	0	146	24
11:00	1	72	29	1	27	0	0	2	0	0	0	0	0	132	30
12:00 PM	1	70	30	0	20	0	0	3	0	0	0	0	0	124	23
1:00	0	77	26	0	18	0	0	3	0	0	0	0	0	124	21
2:00	0	63	25	0	27	1	0	6	0	0	0	0	0	122	34
3:00	0	62	32	4	28	0	0	2	0	0	0	0	0	128	34
4:00	0	51	23	2	21	0	0	1	0	0	0	0	0	98	24
5:00	0	49	17	0	14	0	0	2	0	0	0	0	0	82	16
6:00	0	22	16	0	7	0	0	1	0	0	0	0	0	46	8
7:00	0	13	7	0	4	0	0	0	0	0	0	0	0	24	4
8:00	0	12	9	0	4	0	0	0	0	0	0	0	0	25	4
9:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0
10:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6	1
11:00	0	0	0	1	2	0	0	1	0	0	0	0	0	4	4
Total	5	1026	437	16	317	1	1	27	1	0	0	0	0	1831	363
Percent	0.3%	56.0%	23.9%	0.9%	17.3%	0.1%	0.1%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%		19.8%
AM Peak	5:00	6:00	10:00	6:00	11:00		10:00	8:00	7:00					7:00	11:00
	1	101	51	4	27	*	1	2	1	*	*	*	*	168	30
PM Peak	12:00 PM	1:00	3:00	3:00	3:00	2:00		2:00						3:00	2:00
	1	77	32	4	28	1	*	6	*	*	*	*	*	128	34
Grand Total	30	6069	2494	86	1621	7	2	152	9	0	0	0	0	10470	1877
Percent	0.3%	58.0%	23.8%	0.8%	15.5%	0.1%	0.0%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%		17.9%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO002
Site Code:

3/26/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0
1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
4:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
5:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11	1
6:00	0	16	5	5	3	0	0	2	0	0	0	0	0	31	10
7:00	0	25	10	1	6	0	0	3	0	0	0	0	0	45	10
8:00	0	56	25	2	12	0	0	2	0	0	0	0	0	97	16
9:00	1	65	26	0	14	0	0	5	0	0	0	0	0	111	19
10:00	0	50	39	0	7	1	0	1	0	0	0	0	0	98	9
11:00	0	66	32	0	14	0	0	0	0	0	0	0	0	112	14
12:00 PM	0	101	29	6	9	0	0	2	0	0	0	0	0	147	17
1:00	0	118	36	2	11	0	0	3	0	0	0	0	0	170	16
2:00	0	119	37	0	13	0	0	0	0	0	0	0	0	169	13
3:00	1	135	38	0	13	0	0	0	0	0	0	0	0	187	13
4:00	2	173	38	0	11	0	0	2	0	0	0	0	0	226	13
5:00	3	169	41	0	14	0	0	0	0	0	0	0	0	227	14
6:00	1	124	29	0	9	0	0	1	0	0	0	0	0	164	10
7:00	1	83	22	0	6	0	0	0	0	0	0	0	0	112	6
8:00	0	57	13	0	2	0	0	0	0	0	0	0	0	72	2
9:00	1	44	11	0	2	0	0	0	0	0	0	0	0	58	2
10:00	0	24	8	0	0	0	0	1	0	0	0	0	0	33	1
11:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
Total	10	1460	445	16	147	1	0	22	0	0	0	0	0	2101	186
Percent	0.5%	69.5%	21.2%	0.8%	7.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%		8.9%
AM Peak	9:00	11:00	10:00	6:00	9:00	10:00		9:00						11:00	9:00
	1	66	39	5	14	1	*	5	*	*	*	*	*	112	19
PM Peak	5:00	4:00	5:00	12:00 PM	5:00			1:00						5:00	12:00 PM
	3	173	41	6	14	*	*	3	*	*	*	*	*	227	17

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO002
Site Code:

3/27/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0
1:00	0	6	0	0	0	0	0	1	0	0	0	0	0	7	1
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
4:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
5:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0
6:00	0	13	6	4	2	0	0	1	0	0	0	0	0	26	7
7:00	0	37	15	3	8	0	0	3	1	0	0	0	0	67	15
8:00	1	54	20	4	14	1	0	6	2	0	0	0	0	102	27
9:00	0	66	24	0	13	0	0	2	0	0	0	0	0	105	15
10:00	0	61	30	0	12	0	0	1	0	0	0	0	0	104	13
11:00	1	66	25	2	9	1	0	1	0	0	0	0	0	105	13
12:00 PM	1	79	33	0	9	0	0	1	0	0	0	0	0	123	10
1:00	0	83	27	2	7	0	0	0	0	0	0	0	0	119	9
2:00	0	108	44	4	15	0	0	0	0	0	0	0	0	171	19
3:00	1	153	41	2	14	0	0	3	0	0	0	0	0	214	19
4:00	2	150	39	0	11	0	0	0	0	0	0	0	0	202	11
5:00	1	162	43	0	12	0	0	0	0	0	0	0	0	218	12
6:00	0	114	41	1	9	0	0	1	0	0	0	0	0	166	11
7:00	0	79	25	0	2	0	0	0	0	0	0	0	0	106	2
8:00	0	75	19	0	3	0	0	0	0	0	0	0	0	97	3
9:00	0	47	11	0	5	0	0	1	0	0	0	0	0	64	6
10:00	0	22	11	0	2	0	0	0	0	0	0	0	0	35	2
11:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0
Total	7	1417	457	22	147	2	0	21	3	0	0	0	0	2076	195
Percent	0.3%	68.3%	22.0%	1.1%	7.1%	0.1%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%		9.4%
AM Peak	8:00	9:00	10:00	6:00	8:00	8:00		8:00	8:00					9:00	8:00
	1	66	30	4	14	1	*	6	2	*	*	*	*	105	27
PM Peak	4:00	5:00	2:00	2:00	2:00			3:00						5:00	2:00
	2	162	44	4	15	*	*	3	*	*	*	*	*	218	19

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO002
Site Code:

3/28/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0
1:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
4:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
5:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0
6:00	0	12	6	4	1	0	0	0	0	0	0	0	0	23	5
7:00	0	29	14	3	4	0	0	1	0	0	0	0	0	51	8
8:00	0	36	16	2	5	1	0	4	1	0	0	0	0	65	13
9:00	1	58	29	0	12	0	0	2	0	0	0	0	0	102	14
10:00	0	48	29	0	5	0	0	1	2	0	0	0	0	85	8
11:00	0	62	24	0	9	0	0	1	1	0	0	0	0	97	11
12:00 PM	0	94	32	0	10	0	0	1	0	0	0	0	0	137	11
1:00	0	69	32	0	5	0	0	2	0	0	0	0	0	108	7
2:00	0	110	23	4	15	0	0	0	0	0	0	0	0	152	19
3:00	0	164	45	1	18	0	0	1	0	0	0	0	0	229	20
4:00	1	149	39	0	14	0	0	0	0	0	0	0	0	203	14
5:00	1	146	41	0	11	0	0	0	0	0	0	0	0	199	11
6:00	0	122	35	0	13	0	0	0	0	0	0	0	0	170	13
7:00	1	71	15	1	8	0	0	0	0	0	0	0	0	96	9
8:00	0	57	11	0	3	0	0	0	0	0	0	0	0	71	3
9:00	0	40	13	0	0	0	0	0	0	0	0	0	0	53	0
10:00	0	21	14	0	4	0	0	0	0	0	0	0	0	39	4
11:00	0	26	1	0	0	0	0	0	0	0	0	0	0	27	0
Total	4	1344	423	15	137	1	0	13	4	0	0	0	0	1941	170
Percent	0.2%	69.2%	21.8%	0.8%	7.1%	0.1%	0.0%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%		8.8%
AM Peak	9:00	11:00	9:00	6:00	9:00	8:00		8:00	10:00					9:00	9:00
	1	62	29	4	12	1	*	4	2	*	*	*	*	102	14
PM Peak	4:00	3:00	3:00	2:00	3:00			1:00						3:00	3:00
	1	164	45	4	18	*	*	2	*	*	*	*	*	229	20

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO002
Site Code:

3/29/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
4:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
5:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0
6:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7	1
7:00	0	17	11	1	0	0	0	0	0	0	0	0	0	29	1
8:00	0	19	9	2	4	0	0	2	0	0	0	0	0	36	8
9:00	0	29	14	0	9	0	0	2	0	0	0	0	0	54	11
10:00	0	57	17	0	1	0	0	0	1	0	0	0	0	76	2
11:00	0	73	28	1	10	0	0	1	0	0	0	0	0	113	12
12:00 PM	0	97	36	0	8	0	0	0	0	0	0	0	0	141	8
1:00	0	75	24	0	12	0	0	1	0	0	0	0	0	112	13
2:00	0	91	34	0	13	0	0	2	0	0	0	0	0	140	15
3:00	0	98	21	1	11	0	0	1	0	0	0	0	0	132	13
4:00	0	123	27	0	11	0	0	0	0	0	0	0	0	161	11
5:00	1	114	31	0	8	0	0	1	0	0	0	0	0	155	9
6:00	0	81	21	1	9	0	0	0	0	0	0	0	0	112	10
7:00	0	58	12	0	3	0	0	1	0	0	0	0	0	74	4
8:00	0	44	23	0	3	0	0	0	0	0	0	0	0	70	3
9:00	0	44	10	0	3	0	0	0	0	0	0	0	0	57	3
10:00	0	33	11	0	2	0	0	0	0	0	0	0	0	46	2
11:00	0	18	1	0	1	0	0	0	0	0	0	0	0	20	1
Total	1	1097	338	6	110	0	0	11	1	0	0	0	0	1564	128
Percent	0.1%	70.1%	21.6%	0.4%	7.0%	0.0%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%		8.2%
AM Peak		11:00	11:00	8:00	11:00			8:00	10:00					11:00	11:00
	*	73	28	2	10	*	*	2	1	*	*	*	*	113	12
PM Peak	5:00	4:00	12:00 PM	3:00	2:00			2:00						4:00	2:00
	1	123	36	1	13	*	*	2	*	*	*	*	*	161	15

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO002
Site Code:

3/30/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	14	0
1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
2:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
4:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
5:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
6:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0
7:00	0	13	1	0	0	0	0	1	0	0	0	0	0	15	1
8:00	0	32	9	0	1	0	0	0	0	0	0	0	0	42	1
9:00	0	35	11	0	1	0	0	0	0	0	0	0	0	47	1
10:00	0	59	22	0	4	0	0	3	0	0	0	0	0	88	7
11:00	0	61	19	0	6	0	0	0	0	0	0	0	0	86	6
12:00 PM	0	97	24	4	7	0	0	1	0	0	0	0	0	133	12
1:00	0	105	23	0	10	0	0	2	0	0	0	0	0	140	12
2:00	2	87	31	0	6	0	0	1	0	0	0	0	0	127	7
3:00	0	97	27	0	9	0	0	0	0	0	0	0	0	133	9
4:00	1	93	15	0	7	0	0	0	0	0	0	0	0	116	7
5:00	0	58	25	0	6	0	0	2	0	0	0	0	0	91	8
6:00	2	67	13	0	6	0	0	3	0	0	0	0	0	91	9
7:00	0	65	12	0	6	0	0	0	0	0	0	0	0	83	6
8:00	0	43	6	0	3	0	0	0	0	0	0	0	0	52	3
9:00	0	23	11	1	3	0	0	1	0	0	0	0	0	39	5
10:00	0	10	9	0	0	0	0	0	0	0	0	0	0	19	0
11:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14	0
Total	5	995	275	5	75	0	0	14	0	0	0	0	0	1369	94
Percent	0.4%	72.7%	20.1%	0.4%	5.5%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%		6.9%
AM Peak		11:00	10:00		11:00			10:00						10:00	10:00
	*	61	22	*	6	*	*	3	*	*	*	*	*	88	7
PM Peak	2:00	1:00	2:00	12:00 PM	1:00			6:00						1:00	12:00 PM
	2	105	31	4	10	*	*	3	*	*	*	*	*	140	12

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO002
Site Code:

3/31/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0
1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
4:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
5:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11	1
6:00	0	10	5	4	1	0	0	0	1	0	0	0	0	21	6
7:00	0	31	11	0	6	0	0	1	0	0	0	0	0	49	7
8:00	2	29	27	2	8	1	0	4	0	0	0	0	0	73	15
9:00	0	65	17	0	9	1	0	1	0	0	0	0	0	93	11
10:00	0	55	20	1	6	0	0	4	0	0	0	0	0	86	11
11:00	0	69	26	0	13	0	0	0	0	0	0	0	0	108	13
12:00 PM	1	65	35	0	12	0	0	2	0	0	0	0	0	115	14
1:00	1	81	32	0	6	0	0	2	0	0	0	0	0	122	8
2:00	1	103	28	3	8	0	0	1	0	0	0	0	0	144	12
3:00	0	133	42	3	13	0	0	2	0	0	0	0	0	193	18
4:00	1	155	44	0	13	0	0	1	0	0	0	0	0	214	14
5:00	0	167	40	0	14	0	0	1	0	0	0	0	0	222	15
6:00	0	88	33	0	10	0	0	0	0	0	0	0	0	131	10
7:00	0	84	10	0	5	0	0	0	0	0	0	0	0	99	5
8:00	0	42	13	0	1	0	0	0	0	0	0	0	0	56	1
9:00	0	41	5	0	1	0	0	1	0	0	0	0	0	48	2
10:00	0	19	10	0	1	0	0	0	0	0	0	0	0	30	1
11:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
Total	6	1269	402	13	128	2	0	20	1	0	0	0	0	1841	164
Percent	0.3%	68.9%	21.8%	0.7%	7.0%	0.1%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%		8.9%
AM Peak	8:00	11:00	8:00	6:00	11:00	8:00		8:00	6:00					11:00	8:00
	2	69	27	4	13	1	*	4	1	*	*	*	*	108	15
PM Peak	12:00 PM	5:00	4:00	2:00	5:00			12:00 PM						5:00	3:00
	1	167	44	3	14	*	*	2	*	*	*	*	*	222	18
Grand Total	33	7582	2340	77	744	6	0	101	9	0	0	0	0	10892	937
Percent	0.3%	69.6%	21.5%	0.7%	6.8%	0.1%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%		8.6%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO002
Site Code:

3/26/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	13	0	0	1	0	0	0	0	0	0	0	0	14	1
1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
2:00	0	4	1	0	3	0	0	0	0	0	0	0	0	8	3
3:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13	1
4:00	0	26	9	0	10	0	0	0	0	0	0	0	0	45	10
5:00	2	56	14	0	14	0	0	1	0	0	0	0	0	87	15
6:00	0	116	40	9	30	0	0	3	0	0	0	0	0	198	42
7:00	1	130	44	2	24	0	0	5	0	0	0	0	0	206	31
8:00	1	161	72	5	43	1	0	6	0	0	0	0	0	289	55
9:00	2	140	65	0	35	0	0	5	0	0	0	0	0	247	40
10:00	1	134	74	0	31	2	0	2	0	0	0	0	0	244	35
11:00	0	159	71	1	42	1	0	2	0	0	0	0	0	276	46
12:00 PM	0	183	60	7	25	0	1	4	0	0	0	0	0	280	37
1:00	1	190	76	6	33	0	0	6	1	0	0	0	0	313	46
2:00	1	176	69	2	30	0	0	1	0	0	0	0	0	279	33
3:00	1	199	58	0	32	1	0	2	0	0	0	0	0	293	35
4:00	3	238	76	0	31	0	0	4	1	0	0	0	0	353	36
5:00	4	236	63	0	29	0	0	1	0	0	0	0	0	333	30
6:00	1	172	45	0	24	0	0	1	0	0	0	0	0	243	25
7:00	1	114	32	0	9	0	0	1	0	0	0	0	0	157	10
8:00	0	75	17	0	4	0	0	1	0	0	0	0	0	97	5
9:00	1	54	15	0	6	0	0	1	0	0	0	0	0	77	7
10:00	0	26	9	0	0	0	0	1	0	0	0	0	0	36	1
11:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0
Total	20	2623	914	32	457	5	1	47	2	0	0	0	0	4101	544
Percent	0.5%	64.0%	22.3%	0.8%	11.1%	0.1%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%		13.3%
AM Peak	5:00	8:00	10:00	6:00	8:00	10:00		8:00						8:00	8:00
	2	161	74	9	43	2	*	6	*	*	*	*	*	289	55
PM Peak	5:00	4:00	1:00	12:00 PM	1:00	3:00	12:00 PM	1:00	1:00					4:00	1:00
	4	238	76	7	33	1	1	6	1	*	*	*	*	353	46

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO002
Site Code:

3/27/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0
1:00	0	7	0	0	0	0	0	1	0	0	0	0	0	8	1
2:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3	1
3:00	0	7	3	0	2	0	0	0	0	0	0	0	0	12	2
4:00	0	32	6	0	6	0	0	0	0	0	0	0	0	44	6
5:00	1	63	23	0	16	0	0	0	0	0	0	0	0	103	16
6:00	0	124	35	8	28	0	0	3	0	0	0	0	0	198	39
7:00	1	140	51	4	35	0	0	3	1	0	0	0	0	235	43
8:00	1	158	61	11	32	2	0	10	3	0	0	0	0	278	58
9:00	2	157	64	1	35	0	0	4	1	0	0	0	0	264	41
10:00	0	133	59	0	30	0	0	6	0	0	0	0	0	228	36
11:00	1	161	63	3	19	1	0	7	1	0	0	0	0	256	31
12:00 PM	1	135	66	0	24	0	0	2	0	0	0	0	0	228	26
1:00	0	154	64	3	27	0	0	2	0	0	0	0	0	250	32
2:00	0	168	65	5	38	0	0	5	0	0	0	0	0	281	48
3:00	1	201	74	7	39	0	0	7	0	0	0	0	0	329	53
4:00	2	206	74	3	27	0	0	2	0	0	0	0	0	314	32
5:00	1	225	85	0	25	0	0	3	0	0	0	0	0	339	28
6:00	0	157	65	1	24	0	0	2	0	0	0	0	0	249	27
7:00	0	98	36	0	7	0	0	2	0	0	0	0	0	143	9
8:00	0	99	28	0	9	0	0	0	0	0	0	0	0	136	9
9:00	0	58	19	0	7	0	0	1	0	0	0	0	0	85	8
10:00	0	28	12	0	3	0	0	0	0	0	0	0	0	43	3
11:00	0	20	1	0	1	0	0	0	0	0	0	0	0	22	1
Total	11	2548	954	46	435	3	0	60	6	0	0	0	0	4063	550
Percent	0.3%	62.7%	23.5%	1.1%	10.7%	0.1%	0.0%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%		13.5%
AM Peak	9:00	11:00	9:00	8:00	7:00	8:00		8:00	8:00		*	*	*	8:00	8:00
	2	161	64	11	35	2	*	10	3	*	*	*	*	278	58
PM Peak	4:00	5:00	5:00	3:00	3:00			3:00		*	*	*	*	5:00	3:00
	2	225	85	7	39	*	*	7	*	*	*	*	*	339	53

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO002
Site Code:

3/28/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0
1:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0
2:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5	1
3:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0
4:00	1	23	5	0	2	0	0	1	0	0	0	0	0	32	3
5:00	1	55	15	0	9	0	0	0	0	0	0	0	0	80	9
6:00	0	98	32	8	23	0	0	1	0	0	0	0	0	162	32
7:00	0	128	55	4	31	0	0	1	0	0	0	0	0	219	36
8:00	0	119	53	4	30	1	0	7	1	0	0	0	0	215	43
9:00	2	133	67	2	30	0	0	3	0	0	0	0	0	237	35
10:00	0	137	70	3	23	1	0	7	3	0	0	0	0	244	37
11:00	0	143	70	0	31	0	0	1	2	0	0	0	0	247	34
12:00 PM	1	157	62	0	33	0	0	6	0	0	0	0	0	259	39
1:00	0	153	58	1	25	0	0	3	0	0	0	0	0	240	29
2:00	0	173	57	4	35	0	0	3	0	0	0	0	0	272	42
3:00	0	230	73	5	45	0	0	6	0	0	0	0	0	359	56
4:00	1	207	71	2	39	0	0	3	0	0	0	0	0	323	44
5:00	1	195	68	0	20	0	0	1	0	0	0	0	0	285	21
6:00	0	159	42	0	21	0	0	1	0	0	0	0	0	223	22
7:00	1	91	20	1	13	0	0	0	0	0	0	0	0	126	14
8:00	0	80	16	0	7	0	0	0	0	0	0	0	0	103	7
9:00	0	53	16	0	3	0	0	0	0	0	0	0	0	72	3
10:00	0	28	18	0	7	0	0	0	0	0	0	0	0	53	7
11:00	0	28	1	0	0	0	0	0	0	0	0	0	0	29	0
Total	8	2416	872	34	428	2	0	44	6	0	0	0	0	3810	514
Percent	0.2%	63.4%	22.9%	0.9%	11.2%	0.1%	0.0%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%		13.5%
AM Peak	9:00	11:00	10:00	6:00	7:00	8:00	*	8:00	10:00	*	*	*	*	11:00	8:00
	2	143	70	8	31	1	*	7	3	*	*	*	*	247	43
PM Peak	12:00 PM	3:00	3:00	3:00	3:00			12:00 PM						3:00	3:00
	1	230	73	5	45	*	*	6	*	*	*	*	*	359	56

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO002
Site Code:

3/29/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	9	2	0	2	0	0	0	0	0	0	0	0	13	2
1:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
2:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
3:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7	0
4:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16	1
5:00	0	12	6	0	2	0	0	0	0	0	0	0	0	20	2
6:00	0	33	7	0	7	0	0	0	0	0	0	0	0	47	7
7:00	0	56	30	2	14	0	0	1	0	0	0	0	0	103	17
8:00	0	74	27	2	16	0	0	4	0	0	0	0	0	123	22
9:00	0	92	38	1	29	0	0	3	0	0	0	0	0	163	33
10:00	0	129	51	2	19	0	0	0	1	0	0	0	0	202	22
11:00	1	158	63	2	44	0	0	1	1	0	0	0	0	270	48
12:00 PM	0	178	64	0	40	0	0	2	0	0	0	0	0	284	42
1:00	0	160	56	0	35	0	0	3	0	0	0	0	0	254	38
2:00	0	154	55	0	29	0	0	4	0	0	0	0	0	242	33
3:00	0	150	58	1	20	0	0	2	0	0	0	0	0	231	23
4:00	0	173	46	1	26	0	0	1	0	0	0	0	0	247	28
5:00	1	173	49	0	21	0	0	3	0	0	0	0	0	247	24
6:00	0	121	31	1	15	0	0	1	0	0	0	0	0	169	17
7:00	0	81	21	0	12	0	0	2	0	0	0	0	0	116	14
8:00	0	60	29	0	9	0	0	0	0	0	0	0	0	98	9
9:00	0	56	17	0	7	0	0	0	0	0	0	0	0	80	7
10:00	0	42	17	0	3	0	0	0	0	0	0	0	0	62	3
11:00	0	23	4	0	2	0	0	0	0	0	0	0	0	29	2
Total	2	1957	679	12	353	0	0	27	2	0	0	0	0	3032	394
Percent	0.1%	64.5%	22.4%	0.4%	11.6%	0.0%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%		13.0%
AM Peak	11:00	11:00	11:00	7:00	11:00			8:00	10:00					11:00	11:00
	1	158	63	2	44	*	*	4	1	*	*	*	*	270	48
PM Peak	5:00	12:00 PM	12:00 PM	3:00	12:00 PM			2:00						12:00 PM	12:00 PM
	1	178	64	1	40	*	*	4	*	*	*	*	*	284	42

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO002
Site Code:

3/30/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	10	5	0	0	0	0	0	0	0	0	0	0	15	0
1:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9	1
2:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7	0
3:00	0	5	2	0	3	0	0	0	0	0	0	0	0	10	3
4:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0
5:00	0	11	5	0	3	0	0	0	0	0	0	0	0	19	3
6:00	0	25	5	0	2	0	0	0	0	0	0	0	0	32	2
7:00	0	44	12	0	8	0	0	2	0	0	0	0	0	66	10
8:00	0	83	35	0	10	0	0	3	0	0	0	0	0	131	13
9:00	1	107	38	0	12	0	0	0	0	0	0	0	0	158	12
10:00	0	157	71	0	23	0	0	3	0	0	0	0	0	254	26
11:00	0	135	40	0	27	0	0	0	0	0	0	0	0	202	27
12:00 PM	0	192	48	7	23	0	0	6	0	0	0	0	0	276	36
1:00	1	163	40	0	20	0	0	3	0	0	0	0	0	227	23
2:00	2	155	47	0	20	0	0	1	0	0	0	0	0	225	21
3:00	0	154	46	1	23	0	0	2	0	0	0	0	0	226	26
4:00	2	134	36	0	19	0	0	0	0	0	0	0	0	191	19
5:00	3	104	49	1	12	0	0	2	0	0	0	0	0	171	15
6:00	2	96	25	0	10	0	0	4	0	0	0	0	0	137	14
7:00	0	93	20	0	15	0	0	0	0	0	0	0	0	128	15
8:00	0	63	13	0	7	0	0	0	0	0	0	0	0	83	7
9:00	0	32	16	1	6	0	0	1	0	0	0	0	0	56	8
10:00	0	14	10	0	2	0	0	1	0	0	0	0	0	27	3
11:00	0	13	8	0	1	0	0	0	0	0	0	0	0	22	1
Total	11	1812	576	10	247	0	0	28	0	0	0	0	0	2684	285
Percent	0.4%	67.5%	21.5%	0.4%	9.2%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%		10.6%
AM Peak	9:00	10:00	10:00		11:00			8:00						10:00	11:00
	1	157	71	*	27	*	*	3	*	*	*	*	*	254	27
PM Peak	5:00	12:00 PM	5:00	12:00 PM	12:00 PM			12:00 PM						12:00 PM	12:00 PM
	3	192	49	7	23	*	*	6	*	*	*	*	*	276	36

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Oakflat Drive - Bay Court
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO002
Site Code:

3/31/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0
1:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0
2:00	0	5	0	0	3	0	0	0	0	0	0	0	0	8	3
3:00	0	5	3	0	3	0	0	0	0	0	0	0	0	11	3
4:00	0	27	13	0	10	0	0	0	0	0	0	0	0	50	10
5:00	1	56	15	0	17	0	0	1	0	0	0	0	0	90	18
6:00	0	111	43	8	24	0	0	1	1	0	0	0	0	188	34
7:00	0	131	55	0	29	0	0	1	1	0	0	0	0	217	31
8:00	3	121	58	6	27	1	0	6	0	0	0	0	0	222	40
9:00	0	142	46	0	35	1	0	1	0	0	0	0	0	225	37
10:00	1	125	71	1	27	0	1	6	0	0	0	0	0	232	35
11:00	1	141	55	1	40	0	0	2	0	0	0	0	0	240	43
12:00 PM	2	135	65	0	32	0	0	5	0	0	0	0	0	239	37
1:00	1	158	58	0	24	0	0	5	0	0	0	0	0	246	29
2:00	1	166	53	3	35	1	0	7	0	0	0	0	0	266	46
3:00	0	195	74	7	41	0	0	4	0	0	0	0	0	321	52
4:00	1	206	67	2	34	0	0	2	0	0	0	0	0	312	38
5:00	0	216	57	0	28	0	0	3	0	0	0	0	0	304	31
6:00	0	110	49	0	17	0	0	1	0	0	0	0	0	177	18
7:00	0	97	17	0	9	0	0	0	0	0	0	0	0	123	9
8:00	0	54	22	0	5	0	0	0	0	0	0	0	0	81	5
9:00	0	50	7	0	1	0	0	1	0	0	0	0	0	59	2
10:00	0	24	10	0	2	0	0	0	0	0	0	0	0	36	2
11:00	0	3	0	1	2	0	0	1	0	0	0	0	0	7	4
Total	11	2295	839	29	445	3	1	47	2	0	0	0	0	3672	527
Percent	0.3%	62.5%	22.8%	0.8%	12.1%	0.1%	0.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%		14.4%
AM Peak	8:00	9:00	10:00	6:00	11:00	8:00	10:00	8:00	6:00					11:00	11:00
	3	142	71	8	40	1	1	6	1	*	*	*	*	240	43
PM Peak	12:00 PM	5:00	3:00	3:00	3:00	2:00		2:00						3:00	3:00
	2	216	74	7	41	1	*	7	*	*	*	*	*	321	52
Grand Total	63	13651	4834	163	2365	13	2	253	18	0	0	0	0	21362	2814
Percent	0.3%	63.9%	22.6%	0.8%	11.1%	0.1%	0.0%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%		13.2%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO003
Site Code:

3/26/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	2	0	2	0	0	0	0	0	0	0	0	5	2
3:00	0	7	2	0	1	0	0	0	0	0	0	0	0	10	1
4:00	0	12	7	0	3	0	0	0	0	0	0	0	0	22	3
5:00	1	39	9	0	7	0	0	0	0	0	0	0	0	56	7
6:00	0	86	28	4	5	0	0	1	0	0	0	0	0	124	10
7:00	0	81	27	1	5	0	0	0	0	0	0	0	0	114	6
8:00	1	93	29	4	11	1	0	1	0	0	0	0	0	140	17
9:00	1	89	44	0	9	0	0	0	0	0	0	0	0	143	9
10:00	0	86	31	0	11	1	0	2	0	0	0	0	0	131	14
11:00	0	83	38	1	10	2	0	2	0	0	0	0	0	136	15
12:00 PM	0	92	32	0	10	0	0	2	0	0	0	0	0	136	12
1:00	0	68	44	4	15	0	0	3	1	0	0	0	0	135	23
2:00	0	55	35	2	9	0	0	0	0	0	0	0	0	101	11
3:00	0	57	28	0	9	1	0	1	0	0	0	0	0	96	11
4:00	0	67	37	0	12	0	0	2	1	0	0	0	0	119	15
5:00	1	70	22	0	17	0	0	2	0	0	0	0	0	112	19
6:00	1	68	20	0	13	0	0	0	0	0	0	0	0	102	13
7:00	0	38	6	0	1	0	0	0	0	0	0	0	0	45	1
8:00	0	20	5	0	0	0	0	0	0	0	0	0	0	25	0
9:00	0	11	6	0	1	0	0	0	0	0	0	0	0	18	1
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	5	1125	453	16	151	5	0	16	2	0	0	0	0	1773	190
Percent	0.3%	63.5%	25.5%	0.9%	8.5%	0.3%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%		10.7%
AM Peak	5:00	8:00	9:00	6:00	8:00	11:00		10:00						9:00	8:00
	1	93	44	4	11	2	*	2	*	*	*	*	*	143	17
PM Peak	5:00	12:00 PM	1:00	1:00	5:00	3:00		1:00	1:00					12:00 PM	1:00
	1	92	44	4	17	1	*	3	1	*	*	*	*	136	23

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO003
Site Code:

3/27/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
3:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7	1
4:00	0	16	4	0	3	0	0	0	0	0	0	0	0	23	3
5:00	0	50	11	0	2	0	0	0	0	0	0	0	0	63	2
6:00	0	101	23	4	9	0	0	0	0	0	0	0	0	137	13
7:00	0	80	30	0	7	0	0	3	0	0	0	0	0	120	10
8:00	1	93	25	6	6	0	0	3	1	0	0	0	0	135	16
9:00	0	76	29	1	11	0	0	1	1	0	0	0	0	119	14
10:00	1	68	29	0	9	0	0	3	0	0	0	0	0	110	12
11:00	0	89	40	1	8	0	0	1	0	0	0	0	0	139	10
12:00 PM	0	61	29	0	8	0	0	1	0	0	0	0	0	99	9
1:00	0	78	39	1	11	0	0	4	0	0	0	0	0	133	16
2:00	1	60	30	1	12	0	0	3	0	0	0	0	0	107	16
3:00	1	51	31	6	20	0	0	5	0	0	0	0	0	114	31
4:00	0	64	20	2	11	0	0	2	0	0	0	0	0	99	15
5:00	0	67	34	0	9	0	0	2	0	0	0	0	0	112	11
6:00	1	66	23	1	11	0	0	0	0	0	0	0	0	102	12
7:00	0	39	11	0	6	0	0	0	0	0	0	0	0	56	6
8:00	0	30	8	1	2	0	0	0	0	0	0	0	0	41	3
9:00	0	10	11	0	1	0	0	0	0	0	0	0	0	22	1
10:00	0	8	2	0	2	0	0	0	0	0	0	0	0	12	2
11:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4	1
Total	5	1115	433	24	150	0	0	28	2	0	0	0	0	1757	204
Percent	0.3%	63.5%	24.6%	1.4%	8.5%	0.0%	0.0%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%		11.6%
AM Peak	8:00	6:00	11:00	8:00	9:00			7:00	8:00					11:00	8:00
	1	101	40	6	11	*	*	3	1	*	*	*	*	139	16
PM Peak	2:00	1:00	1:00	3:00	3:00			3:00						1:00	3:00
	1	78	39	6	20	*	*	5	*	*	*	*	*	133	31

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO003
Site Code:

3/28/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3	1
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
4:00	1	10	3	0	1	0	0	0	0	0	0	0	0	15	1
5:00	0	40	12	0	1	0	0	0	0	0	0	0	0	53	1
6:00	0	75	23	4	8	0	0	0	0	0	0	0	0	110	12
7:00	0	74	34	0	10	0	0	0	0	0	0	0	0	118	10
8:00	0	77	29	2	12	0	0	1	0	0	0	0	0	121	15
9:00	0	69	24	2	10	1	0	1	0	0	0	0	0	107	14
10:00	0	73	35	2	6	0	0	3	0	0	0	0	0	119	11
11:00	0	74	31	0	9	0	0	2	0	0	0	0	0	116	11
12:00 PM	0	63	35	0	12	0	0	1	0	0	0	0	0	111	13
1:00	0	69	36	1	15	0	0	1	0	0	0	0	0	122	17
2:00	0	72	38	0	7	0	0	3	0	0	0	0	0	120	10
3:00	0	69	34	4	12	0	0	2	0	0	0	0	0	121	18
4:00	0	65	42	2	15	0	0	3	0	0	0	0	0	127	20
5:00	0	51	18	0	9	0	0	1	0	0	0	0	0	79	10
6:00	0	39	5	0	5	0	0	0	0	0	0	0	0	49	5
7:00	0	27	10	0	4	0	0	0	0	0	0	0	0	41	4
8:00	0	27	9	0	2	0	0	0	0	0	0	0	0	38	2
9:00	0	17	1	0	4	0	0	0	0	0	0	0	0	22	4
10:00	0	10	2	0	3	0	0	0	0	0	0	0	0	15	3
11:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
Total	1	1010	422	17	146	1	0	18	0	0	0	0	0	1615	182
Percent	0.1%	62.5%	26.1%	1.1%	9.0%	0.1%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%		11.3%
AM Peak	4:00	8:00	10:00	6:00	8:00	9:00	10:00							8:00	8:00
	1	77	35	4	12	1	*	3	*	*	*	*	*	121	15
PM Peak		2:00	4:00	3:00	1:00		2:00							4:00	4:00
	*	72	42	4	15	*	*	3	*	*	*	*	*	127	20

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO003
Site Code:

3/29/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
4:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
5:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12	0
6:00	0	18	4	0	4	0	0	0	0	0	0	0	0	26	4
7:00	0	34	19	1	1	0	0	1	0	0	0	0	0	56	3
8:00	0	43	16	0	7	0	0	0	0	0	0	0	0	66	7
9:00	0	69	18	1	12	0	0	1	0	0	0	0	0	101	14
10:00	0	68	24	1	10	0	0	2	0	0	0	0	0	105	13
11:00	0	74	32	1	18	0	0	1	0	0	0	0	0	126	20
12:00 PM	0	71	26	1	13	0	0	2	0	0	0	0	0	113	16
1:00	0	74	26	0	13	0	0	2	0	0	0	0	0	115	15
2:00	0	59	29	0	15	0	0	1	0	0	0	0	0	104	16
3:00	0	78	33	0	9	0	0	0	0	0	0	0	0	120	9
4:00	0	62	25	1	13	0	0	0	0	0	0	0	0	101	14
5:00	0	60	18	0	8	0	0	1	0	0	0	0	0	87	9
6:00	0	54	24	0	8	0	0	1	0	0	0	0	0	87	9
7:00	1	34	12	0	7	0	0	1	0	0	0	0	0	55	8
8:00	0	20	3	0	9	0	0	0	0	0	0	0	0	32	9
9:00	0	22	2	0	2	0	0	0	0	0	0	0	0	26	2
10:00	0	7	7	0	0	0	0	0	0	0	0	0	0	14	0
11:00	0	3	3	0	1	0	0	0	0	0	0	0	0	7	1
Total	1	871	328	6	150	0	0	13	0	0	0	0	0	1369	169
Percent	0.1%	63.6%	24.0%	0.4%	11.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%		12.3%
AM Peak		11:00	11:00	7:00	11:00			10:00						11:00	11:00
	*	74	32	1	18	*	*	2	*	*	*	*	*	126	20
PM Peak	7:00	3:00	3:00	12:00 PM	2:00			12:00 PM						3:00	12:00 PM
	1	78	33	1	15	*	*	2	*	*	*	*	*	120	16

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO003
Site Code:

3/30/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4	1
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
5:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0
6:00	0	7	0	0	1	0	0	1	0	0	0	0	0	9	2
7:00	0	33	13	0	2	0	0	0	0	0	0	0	0	48	2
8:00	0	76	22	0	5	0	0	2	0	0	0	0	0	105	7
9:00	0	61	24	0	9	0	0	0	0	0	0	0	0	94	9
10:00	0	103	34	0	13	0	0	0	0	0	0	0	0	150	13
11:00	0	64	18	0	12	0	0	1	0	0	0	0	0	95	13
12:00 PM	1	62	25	0	6	0	0	3	0	0	0	0	0	97	9
1:00	0	62	16	0	10	0	0	1	0	0	0	0	0	89	11
2:00	0	55	21	0	11	0	0	0	0	0	0	0	0	87	11
3:00	0	68	24	1	10	0	0	2	0	0	0	0	0	105	13
4:00	1	64	31	0	12	0	0	0	0	0	0	0	0	108	12
5:00	1	47	13	1	3	0	0	0	0	0	0	0	0	65	4
6:00	0	37	14	0	7	0	0	0	0	0	0	0	0	58	7
7:00	0	26	10	0	6	0	0	0	0	0	0	0	0	42	6
8:00	0	32	8	0	1	0	0	0	0	0	0	0	0	41	1
9:00	0	5	4	0	1	0	0	0	0	0	0	0	0	10	1
10:00	0	1	1	0	1	0	0	1	0	0	0	0	0	4	2
11:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4	1
Total	3	818	282	2	112	0	0	11	0	0	0	0	0	1228	125
Percent	0.2%	66.6%	23.0%	0.2%	9.1%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%		10.2%
AM Peak		10:00	10:00		10:00			8:00						10:00	10:00
	*	103	34	*	13	*	*	2	*	*	*	*	*	150	13
PM Peak	12:00 PM	3:00	4:00	3:00	4:00			12:00 PM						4:00	3:00
	1	68	31	1	12	*	*	3	*	*	*	*	*	108	13

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Eastbound

File Name: KCO003
Site Code:

3/31/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
2:00	0	1	0	0	3	0	0	0	0	0	0	0	0	4	3
3:00	0	2	4	0	1	0	0	0	0	0	0	0	0	7	1
4:00	0	14	8	0	5	0	0	0	0	0	0	0	0	27	5
5:00	0	44	9	0	4	0	0	0	0	0	0	0	0	57	4
6:00	0	71	22	4	10	0	0	1	0	0	0	0	0	108	15
7:00	0	84	28	0	10	0	0	0	1	0	0	0	0	123	11
8:00	0	77	21	3	11	0	0	1	1	0	0	0	0	114	16
9:00	0	77	30	0	21	0	0	0	0	0	0	0	0	128	21
10:00	0	85	36	0	11	1	0	3	0	0	0	0	0	136	15
11:00	1	71	30	2	10	0	0	1	0	0	0	0	0	115	13
12:00 PM	1	56	25	0	11	0	0	3	0	0	0	0	0	96	14
1:00	0	77	30	0	10	0	0	1	0	0	0	0	0	118	11
2:00	0	60	33	0	10	0	0	3	0	0	0	0	0	106	13
3:00	0	68	31	4	13	0	0	3	0	0	0	0	0	119	20
4:00	0	58	16	2	13	0	0	3	0	0	0	0	0	92	18
5:00	0	51	18	0	10	0	0	0	0	0	0	0	0	79	10
6:00	0	46	22	0	7	0	0	0	0	0	0	0	0	75	7
7:00	0	23	7	0	4	0	0	0	0	0	0	0	0	34	4
8:00	0	15	9	0	2	0	0	0	0	0	0	0	0	26	2
9:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0
10:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
11:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2	1
Total	2	990	381	15	168	1	0	19	2	0	0	0	0	1578	205
Percent	0.1%	62.7%	24.1%	1.0%	10.6%	0.1%	0.0%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%		13.0%
AM Peak	11:00	10:00	10:00	6:00	9:00	10:00		10:00	7:00					10:00	9:00
	1	85	36	4	21	1	*	3	1	*	*	*	*	136	21
PM Peak	12:00 PM	1:00	2:00	3:00	3:00			12:00 PM						3:00	3:00
	1	77	33	4	13	*	*	3	*	*	*	*	*	119	20
Grand Total	17	5929	2299	80	877	7	0	105	6	0	0	0	0	9320	1075
Percent	0.2%	63.6%	24.7%	0.9%	9.4%	0.1%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%		11.5%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO003
Site Code:

3/26/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0
1:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
4:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4	1
5:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9	1
6:00	0	13	6	5	7	0	0	2	0	0	0	0	0	33	14
7:00	0	26	8	1	10	0	0	0	0	0	0	0	0	45	11
8:00	2	43	20	2	9	0	0	4	0	0	0	0	0	80	15
9:00	1	46	32	0	26	0	0	7	0	0	0	0	0	112	33
10:00	0	52	31	0	25	1	0	2	0	0	0	0	0	111	28
11:00	1	90	33	0	24	0	0	0	0	0	0	0	0	148	24
12:00 PM	0	71	30	4	20	0	0	4	0	0	0	0	0	129	28
1:00	0	72	34	1	22	0	0	2	0	0	0	0	0	131	25
2:00	0	87	41	1	26	1	0	0	0	0	0	0	0	156	28
3:00	0	93	49	0	16	0	0	2	0	0	0	0	0	160	18
4:00	0	134	41	0	28	0	0	2	0	0	0	0	0	205	30
5:00	1	139	26	0	28	0	0	1	0	0	0	0	0	195	29
6:00	0	89	27	0	8	0	0	1	0	0	0	0	0	125	9
7:00	1	63	11	0	18	0	0	2	0	0	0	0	0	95	20
8:00	0	41	17	0	6	0	0	0	0	0	0	0	0	64	6
9:00	0	35	11	0	4	0	0	0	0	0	0	0	0	50	4
10:00	1	16	7	0	1	0	0	0	0	0	0	0	0	25	1
11:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0
Total	7	1134	431	14	280	2	0	29	0	0	0	0	0	1897	325
Percent	0.4%	59.8%	22.7%	0.7%	14.8%	0.1%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%		17.1%
AM Peak	8:00	11:00	11:00	6:00	9:00	10:00		9:00						11:00	9:00
	2	90	33	5	26	1	*	7	*	*	*	*	*	148	33
PM Peak	5:00	5:00	3:00	12:00 PM	4:00	2:00		12:00 PM						4:00	4:00
	1	139	49	4	28	1	*	4	*	*	*	*	*	205	30

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO003
Site Code:

3/27/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
4:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0
5:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6	1
6:00	0	17	3	4	7	0	0	0	0	0	0	0	0	31	11
7:00	0	31	13	1	11	0	0	2	0	0	0	0	0	58	14
8:00	0	52	27	1	13	0	0	6	1	13	0	0	0	100	21
9:00	0	56	27	1	13	0	0	2	1	0	0	0	0	100	17
10:00	0	40	29	0	22	0	0	2	0	0	0	0	0	93	24
11:00	0	59	21	0	24	1	0	1	0	0	0	0	0	106	26
12:00 PM	0	64	31	0	12	0	0	4	0	0	0	0	0	111	16
1:00	0	61	28	2	14	0	0	3	0	0	0	0	0	108	19
2:00	0	75	31	2	26	0	0	1	0	0	0	0	0	135	29
3:00	1	117	42	4	28	0	0	5	0	0	0	0	0	197	37
4:00	1	115	39	0	22	0	0	1	0	0	0	0	0	178	23
5:00	0	111	39	0	20	0	0	0	0	0	0	0	0	170	20
6:00	0	90	33	1	19	0	0	0	0	0	0	0	0	143	20
7:00	1	65	19	0	12	0	0	0	0	0	0	0	0	97	12
8:00	0	51	22	0	11	0	0	0	0	0	0	0	0	84	11
9:00	0	30	7	0	6	0	0	2	0	0	0	0	0	45	8
10:00	0	17	9	0	3	0	0	0	0	0	0	0	0	29	3
11:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0
Total	3	1080	425	16	264	1	0	29	2	0	0	0	0	1820	312
Percent	0.2%	59.3%	23.4%	0.9%	14.5%	0.1%	0.0%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%		17.1%
AM Peak		11:00	10:00	6:00	11:00	11:00		8:00	8:00					11:00	11:00
	*	59	29	4	24	1	*	6	1	*	*	*	*	106	26
PM Peak	3:00	3:00	3:00	3:00	3:00			3:00						3:00	3:00
	1	117	42	4	28	*	*	5	*	*	*	*	*	197	37

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO003
Site Code:

3/28/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
1:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
5:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0
6:00	0	15	7	4	3	0	0	0	0	0	0	0	0	29	7
7:00	0	19	12	2	6	0	0	0	0	0	0	0	0	39	8
8:00	0	34	16	3	11	1	0	1	0	0	0	0	0	66	16
9:00	1	43	27	0	18	0	0	3	0	0	0	0	0	92	21
10:00	0	41	28	0	10	0	0	0	0	0	0	0	0	79	10
11:00	0	45	25	0	15	0	0	3	1	0	0	0	0	89	19
12:00 PM	0	70	33	0	22	0	0	2	0	0	0	0	0	127	24
1:00	0	52	32	0	14	0	0	2	0	0	0	0	0	100	16
2:00	0	82	28	3	24	0	0	1	0	0	0	0	0	138	28
3:00	0	130	52	3	23	0	0	1	0	0	0	0	0	209	27
4:00	0	116	47	0	27	0	0	1	0	0	0	0	0	191	28
5:00	0	93	35	0	22	0	0	0	0	0	0	0	0	150	22
6:00	0	98	34	0	21	0	0	1	0	0	0	0	0	154	22
7:00	1	52	13	1	12	0	0	0	0	0	0	0	0	79	13
8:00	0	40	13	0	6	0	0	1	0	0	0	0	0	60	7
9:00	0	31	7	0	4	0	0	0	0	0	0	0	0	42	4
10:00	0	12	9	0	5	0	0	0	0	0	0	0	0	26	5
11:00	0	14	4	0	2	0	0	0	0	0	0	0	0	20	2
Total	2	1007	428	16	245	1	0	16	1	0	0	0	0	1716	279
Percent	0.1%	58.7%	24.9%	0.9%	14.3%	0.1%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%		16.3%
AM Peak	9:00	11:00	10:00	6:00	9:00	8:00		9:00	11:00					9:00	9:00
	1	45	28	4	18	1	*	3	1	*	*	*	*	92	21
PM Peak	7:00	3:00	3:00	2:00	4:00			12:00 PM						3:00	2:00
	1	130	52	3	27	*	*	2	*	*	*	*	*	209	28

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO003
Site Code:

3/29/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5	1
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
4:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7	0
5:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0
6:00	0	2	3	0	1	0	0	0	0	0	0	0	0	6	1
7:00	0	20	8	1	2	0	0	0	0	0	0	0	0	31	3
8:00	0	17	8	2	12	0	0	1	0	0	0	0	0	40	15
9:00	0	31	14	0	12	0	0	4	0	0	0	0	0	61	16
10:00	0	55	13	0	7	0	0	2	0	0	0	0	0	77	9
11:00	2	58	25	1	15	0	0	5	0	0	0	0	0	106	21
12:00 PM	0	79	34	1	14	0	0	2	0	0	0	0	0	130	17
1:00	0	52	19	0	20	0	0	2	0	0	0	0	0	93	22
2:00	0	67	30	0	22	0	0	2	0	0	0	0	0	121	24
3:00	0	87	23	1	19	0	0	2	0	0	0	0	0	132	22
4:00	0	101	30	0	18	0	0	0	0	0	0	0	0	149	18
5:00	2	87	35	1	13	0	0	0	0	0	0	0	0	138	14
6:00	1	63	19	0	25	0	0	0	0	0	0	0	0	108	25
7:00	0	51	20	0	8	0	0	2	0	0	0	0	0	81	10
8:00	0	33	13	0	13	0	0	0	0	0	0	0	0	59	13
9:00	0	26	9	0	5	0	0	0	0	0	0	0	0	40	5
10:00	0	26	8	0	2	0	0	0	0	0	0	0	0	36	2
11:00	0	9	4	0	2	0	0	0	0	0	0	0	0	15	2
Total	5	877	322	7	211	0	0	22	0	0	0	0	0	1444	240
Percent	0.3%	60.7%	22.3%	0.5%	14.6%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%		16.6%
AM Peak	11:00	11:00	11:00	8:00	11:00			11:00						11:00	11:00
	2	58	25	2	15	*	*	5	*	*	*	*	*	106	21
PM Peak	5:00	4:00	5:00	12:00 PM	6:00			12:00 PM						4:00	6:00
	2	101	35	1	25	*	*	2	*	*	*	*	*	149	25

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO003
Site Code:

3/30/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	8	1
1:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6	1
2:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
4:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
5:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4	1
6:00	0	5	4	0	1	0	0	0	0	0	0	0	0	10	1
7:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0
8:00	0	14	8	0	3	0	0	0	0	0	0	0	0	25	3
9:00	0	26	19	0	10	0	0	1	0	0	0	0	0	56	11
10:00	0	58	14	0	11	0	0	0	0	0	0	0	0	83	11
11:00	0	53	11	0	12	0	0	1	0	0	0	0	0	77	13
12:00 PM	0	96	35	1	16	0	0	2	0	0	0	0	0	150	19
1:00	0	77	23	0	23	0	0	0	0	0	0	0	0	123	23
2:00	2	87	32	0	22	0	0	2	0	0	0	0	0	145	24
3:00	1	75	37	0	15	0	0	0	0	0	0	0	0	128	15
4:00	0	72	24	0	13	0	0	1	0	0	0	0	0	110	14
5:00	1	70	21	0	9	0	0	3	0	0	0	0	0	104	12
6:00	0	49	20	0	13	0	0	2	0	0	0	0	0	84	15
7:00	0	46	10	0	6	0	0	0	0	0	0	0	0	62	6
8:00	0	32	5	0	4	0	0	0	0	0	0	0	0	41	4
9:00	0	18	5	1	5	0	0	1	0	0	0	0	0	30	7
10:00	0	6	6	0	0	0	0	0	0	0	0	0	0	12	0
11:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12	0
Total	4	821	286	2	166	0	0	13	0	0	0	0	0	1292	181
Percent	0.3%	63.5%	22.1%	0.2%	12.8%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%		14.0%
AM Peak		10:00	9:00		11:00			9:00						10:00	11:00
	*	58	19	*	12	*	*	1	*	*	*	*	*	83	13
PM Peak	2:00	12:00 PM	3:00	12:00 PM	1:00			5:00						12:00 PM	2:00
	2	96	37	1	23	*	*	3	*	*	*	*	*	150	24

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Westbound

File Name: KCO003
Site Code:

3/31/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
5:00	0	4	5	0	1	0	0	0	0	0	0	0	0	10	1
6:00	0	15	1	4	1	0	0	0	1	0	0	0	0	22	6
7:00	0	21	7	0	10	0	0	0	1	0	0	0	0	39	11
8:00	0	25	24	2	13	0	0	4	0	0	0	0	0	68	19
9:00	0	51	22	0	17	2	0	3	0	0	0	0	0	95	22
10:00	0	53	20	0	17	0	0	7	0	0	0	0	0	97	24
11:00	0	71	31	1	16	0	0	1	0	0	0	0	0	120	18
12:00 PM	1	59	23	0	16	0	0	2	0	0	0	0	0	101	18
1:00	0	62	23	0	14	0	0	1	0	0	0	0	0	100	15
2:00	0	65	37	3	13	0	0	1	0	0	0	0	0	119	17
3:00	0	103	30	3	25	0	0	1	0	0	0	0	0	162	29
4:00	1	114	32	0	21	0	0	1	0	0	0	0	0	169	22
5:00	0	110	40	0	18	0	0	0	0	0	0	0	0	168	18
6:00	0	75	23	0	16	0	0	0	0	0	0	0	0	114	16
7:00	0	59	12	0	11	0	0	0	0	0	0	0	0	82	11
8:00	0	39	14	0	4	0	0	0	0	0	0	0	0	57	4
9:00	0	23	9	0	1	0	0	0	0	0	0	0	0	33	1
10:00	0	15	6	0	2	0	0	0	0	0	0	0	0	23	2
11:00	0	1	3	0	1	0	0	0	0	0	0	0	0	5	1
Total	2	974	364	13	217	2	0	21	2	0	0	0	0	1595	255
Percent	0.1%	61.1%	22.8%	0.8%	13.6%	0.1%	0.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%		16.0%
AM Peak		11:00	11:00	6:00	9:00	9:00		10:00	6:00					11:00	10:00
	*	71	31	4	17	2	*	7	1	*	*	*	*	120	24
PM Peak	12:00 PM	4:00	5:00	2:00	3:00			12:00 PM						4:00	3:00
	1	114	40	3	25	*	*	2	*	*	*	*	*	169	29
Grand Total	23	5893	2256	68	1383	6	0	130	5	0	0	0	0	9764	1592
Percent	0.2%	60.4%	23.1%	0.7%	14.2%	0.1%	0.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%		16.3%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO003
Site Code:

3/26/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0
1:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
2:00	0	1	3	0	2	0	0	0	0	0	0	0	0	6	2
3:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12	1
4:00	0	14	8	0	4	0	0	0	0	0	0	0	0	26	4
5:00	1	46	10	0	8	0	0	0	0	0	0	0	0	65	8
6:00	0	99	34	9	12	0	0	3	0	0	0	0	0	157	24
7:00	0	107	35	2	15	0	0	0	0	0	0	0	0	159	17
8:00	3	136	49	6	20	1	0	5	0	0	0	0	0	220	32
9:00	2	135	76	0	35	0	0	7	0	0	0	0	0	255	42
10:00	0	138	62	0	36	2	0	4	0	0	0	0	0	242	42
11:00	1	173	71	1	34	2	0	2	0	0	0	0	0	284	39
12:00 PM	0	163	62	4	30	0	0	6	0	0	0	0	0	265	40
1:00	0	140	78	5	37	0	0	5	1	0	0	0	0	266	48
2:00	0	142	76	3	35	1	0	0	0	0	0	0	0	257	39
3:00	0	150	77	0	25	1	0	3	0	0	0	0	0	256	29
4:00	0	201	78	0	40	0	0	4	1	0	0	0	0	324	45
5:00	2	209	48	0	45	0	0	3	0	0	0	0	0	307	48
6:00	1	157	47	0	21	0	0	1	0	0	0	0	0	227	22
7:00	1	101	17	0	19	0	0	2	0	0	0	0	0	140	21
8:00	0	61	22	0	6	0	0	0	0	0	0	0	0	89	6
9:00	0	46	17	0	5	0	0	0	0	0	0	0	0	68	5
10:00	1	16	8	0	1	0	0	0	0	0	0	0	0	26	1
11:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6	0
Total	12	2259	884	30	431	7	0	45	2	0	0	0	0	3670	515
Percent	0.3%	61.6%	24.1%	0.8%	11.7%	0.2%	0.0%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%		14.0%
AM Peak	8:00	11:00	9:00	6:00	10:00	10:00		9:00						11:00	9:00
	3	173	76	9	36	2	*	7	*	*	*	*	*	284	42
PM Peak	5:00	5:00	1:00	1:00	5:00	2:00		12:00 PM	1:00					4:00	1:00
	2	209	78	5	45	1	*	6	1	*	*	*	*	324	48

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO003
Site Code:

3/27/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
2:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
3:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9	1
4:00	0	17	6	0	3	0	0	0	0	0	0	0	0	26	3
5:00	0	54	12	0	3	0	0	0	0	0	0	0	0	69	3
6:00	0	118	26	8	16	0	0	0	0	0	0	0	0	168	24
7:00	0	111	43	1	18	0	0	5	0	0	0	0	0	178	24
8:00	1	145	52	7	19	0	0	9	2	0	0	0	0	235	37
9:00	0	132	56	2	24	0	0	3	2	0	0	0	0	219	31
10:00	1	108	58	0	31	0	0	5	0	0	0	0	0	203	36
11:00	0	148	61	1	32	1	0	2	0	0	0	0	0	245	36
12:00 PM	0	125	60	0	20	0	0	5	0	0	0	0	0	210	25
1:00	0	139	67	3	25	0	0	7	0	0	0	0	0	241	35
2:00	1	135	61	3	38	0	0	4	0	0	0	0	0	242	45
3:00	2	168	73	10	48	0	0	10	0	0	0	0	0	311	68
4:00	1	179	59	2	33	0	0	3	0	0	0	0	0	277	38
5:00	0	178	73	0	29	0	0	2	0	0	0	0	0	282	31
6:00	1	156	56	2	30	0	0	0	0	0	0	0	0	245	32
7:00	1	104	30	0	18	0	0	0	0	0	0	0	0	153	18
8:00	0	81	30	1	13	0	0	0	0	0	0	0	0	125	14
9:00	0	40	18	0	7	0	0	2	0	0	0	0	0	67	9
10:00	0	25	11	0	5	0	0	0	0	0	0	0	0	41	5
11:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14	1
Total	8	2195	858	40	414	1	0	57	4	0	0	0	0	3577	516
Percent	0.2%	61.4%	24.0%	1.1%	11.6%	0.0%	0.0%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%		14.4%
AM Peak	8:00	11:00	11:00	6:00	11:00	11:00		8:00	8:00					11:00	8:00
	1	148	61	8	32	1	*	9	2	*	*	*	*	245	37
PM Peak	3:00	4:00	3:00	3:00	3:00			3:00						3:00	3:00
	2	179	73	10	48	*	*	10	*	*	*	*	*	311	68

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO003
Site Code:

3/28/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
1:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0
2:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5	1
3:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0
4:00	1	13	4	0	1	0	0	0	0	0	0	0	0	19	1
5:00	0	43	14	0	1	0	0	0	0	0	0	0	0	58	1
6:00	0	90	30	8	11	0	0	0	0	0	0	0	0	139	19
7:00	0	93	46	2	16	0	0	0	0	0	0	0	0	157	18
8:00	0	111	45	5	23	1	0	2	0	0	0	0	0	187	31
9:00	1	112	51	2	28	1	0	4	0	0	0	0	0	199	35
10:00	0	114	63	2	16	0	0	3	0	0	0	0	0	198	21
11:00	0	119	56	0	24	0	0	5	1	0	0	0	0	205	30
12:00 PM	0	133	68	0	34	0	0	3	0	0	0	0	0	238	37
1:00	0	121	68	1	29	0	0	3	0	0	0	0	0	222	33
2:00	0	154	66	3	31	0	0	4	0	0	0	0	0	258	38
3:00	0	199	86	7	35	0	0	3	0	0	0	0	0	330	45
4:00	0	181	89	2	42	0	0	4	0	0	0	0	0	318	48
5:00	0	144	53	0	31	0	0	1	0	0	0	0	0	229	32
6:00	0	137	39	0	26	0	0	1	0	0	0	0	0	203	27
7:00	1	79	23	1	16	0	0	0	0	0	0	0	0	120	17
8:00	0	67	22	0	8	0	0	1	0	0	0	0	0	98	9
9:00	0	48	8	0	8	0	0	0	0	0	0	0	0	64	8
10:00	0	22	11	0	8	0	0	0	0	0	0	0	0	41	8
11:00	0	17	4	0	2	0	0	0	0	0	0	0	0	23	2
Total	3	2017	850	33	391	2	0	34	1	0	0	0	0	3331	461
Percent	0.1%	60.6%	25.5%	1.0%	11.7%	0.1%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%		13.8%
AM Peak	4:00	11:00	10:00	6:00	9:00	8:00		11:00	11:00					11:00	9:00
	1	119	63	8	28	1	*	5	1	*	*	*	*	205	35
PM Peak	7:00	3:00	4:00	3:00	4:00			2:00						3:00	4:00
	1	199	89	7	42	*	*	4	*	*	*	*	*	330	48

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO003
Site Code:

3/29/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7	1
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
4:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14	0
5:00	0	11	6	0	0	0	0	0	0	0	0	0	0	17	0
6:00	0	20	7	0	5	0	0	0	0	0	0	0	0	32	5
7:00	0	54	27	2	3	0	0	1	0	0	0	0	0	87	6
8:00	0	60	24	2	19	0	0	1	0	0	0	0	0	106	22
9:00	0	100	32	1	24	0	0	5	0	0	0	0	0	162	30
10:00	0	123	37	1	17	0	0	4	0	0	0	0	0	182	22
11:00	2	132	57	2	33	0	0	6	0	0	0	0	0	232	41
12:00 PM	0	150	60	2	27	0	0	4	0	0	0	0	0	243	33
1:00	0	126	45	0	33	0	0	4	0	0	0	0	0	208	37
2:00	0	126	59	0	37	0	0	3	0	0	0	0	0	225	40
3:00	0	165	56	1	28	0	0	2	0	0	0	0	0	252	31
4:00	0	163	55	1	31	0	0	0	0	0	0	0	0	250	32
5:00	2	147	53	1	21	0	0	1	0	0	0	0	0	225	23
6:00	1	117	43	0	33	0	0	1	0	0	0	0	0	195	34
7:00	1	85	32	0	15	0	0	3	0	0	0	0	0	136	18
8:00	0	53	16	0	22	0	0	0	0	0	0	0	0	91	22
9:00	0	48	11	0	7	0	0	0	0	0	0	0	0	66	7
10:00	0	33	15	0	2	0	0	0	0	0	0	0	0	50	2
11:00	0	12	7	0	3	0	0	0	0	0	0	0	0	22	3
Total	6	1748	650	13	361	0	0	35	0	0	0	0	0	2813	409
Percent	0.2%	62.1%	23.1%	0.5%	12.8%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%		14.5%
AM Peak	11:00	11:00	11:00	7:00	11:00			11:00						11:00	11:00
	2	132	57	2	33	*	*	6	*	*	*	*	*	232	41
PM Peak	5:00	3:00	12:00 PM	12:00 PM	2:00			12:00 PM						3:00	2:00
	2	165	60	2	37	*	*	4	*	*	*	*	*	252	40

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO003
Site Code:

3/30/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	8	1
1:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8	1
2:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
3:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5	1
4:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
5:00	0	9	4	0	1	0	0	0	0	0	0	0	0	14	1
6:00	0	12	4	0	2	0	0	1	0	0	0	0	0	19	3
7:00	0	44	15	0	2	0	0	0	0	0	0	0	0	61	2
8:00	0	90	30	0	8	0	0	2	0	0	0	0	0	130	10
9:00	0	87	43	0	19	0	0	1	0	0	0	0	0	150	20
10:00	0	161	48	0	24	0	0	0	0	0	0	0	0	233	24
11:00	0	117	29	0	24	0	0	2	0	0	0	0	0	172	26
12:00 PM	1	158	60	1	22	0	0	5	0	0	0	0	0	247	28
1:00	0	139	39	0	33	0	0	1	0	0	0	0	0	212	34
2:00	2	142	53	0	33	0	0	2	0	0	0	0	0	232	35
3:00	1	143	61	1	25	0	0	2	0	0	0	0	0	233	28
4:00	1	136	55	0	25	0	0	1	0	0	0	0	0	218	26
5:00	2	117	34	1	12	0	0	3	0	0	0	0	0	169	16
6:00	0	86	34	0	20	0	0	2	0	0	0	0	0	142	22
7:00	0	72	20	0	12	0	0	0	0	0	0	0	0	104	12
8:00	0	64	13	0	5	0	0	0	0	0	0	0	0	82	5
9:00	0	23	9	1	6	0	0	1	0	0	0	0	0	40	8
10:00	0	7	7	0	1	0	0	1	0	0	0	0	0	16	2
11:00	0	11	4	0	1	0	0	0	0	0	0	0	0	16	1
Total	7	1639	568	4	278	0	0	24	0	0	0	0	0	2520	306
Percent	0.3%	65.0%	22.5%	0.2%	11.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%		12.1%
AM Peak		10:00	10:00		10:00			8:00						10:00	11:00
	*	161	48	*	24	*	*	2	*	*	*	*	*	233	26
PM Peak	2:00	12:00 PM	3:00	12:00 PM	1:00			12:00 PM						12:00 PM	2:00
	2	158	61	1	33	*	*	5	*	*	*	*	*	247	35

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268

email: counts@countsunlimited.com

County of Kern
Bear Valley Road
B/ Bay Court - Martingale Way
24 Hour Directional Classification Count
Direction: Combined

File Name: KCO003
Site Code:

3/31/2025 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0
1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
2:00	0	2	0	0	3	0	0	0	0	0	0	0	0	5	3
3:00	0	3	4	0	1	0	0	0	0	0	0	0	0	8	1
4:00	0	17	9	0	5	0	0	0	0	0	0	0	0	31	5
5:00	0	48	14	0	5	0	0	0	0	0	0	0	0	67	5
6:00	0	86	23	8	11	0	0	1	1	0	0	0	0	130	21
7:00	0	105	35	0	20	0	0	0	2	0	0	0	0	162	22
8:00	0	102	45	5	24	0	0	5	1	0	0	0	0	182	35
9:00	0	128	52	0	38	2	0	3	0	0	0	0	0	223	43
10:00	0	138	56	0	28	1	0	10	0	0	0	0	0	233	39
11:00	1	142	61	3	26	0	0	2	0	0	0	0	0	235	31
12:00 PM	2	115	48	0	27	0	0	5	0	0	0	0	0	197	32
1:00	0	139	53	0	24	0	0	2	0	0	0	0	0	218	26
2:00	0	125	70	3	23	0	0	4	0	0	0	0	0	225	30
3:00	0	171	61	7	38	0	0	4	0	0	0	0	0	281	49
4:00	1	172	48	2	34	0	0	4	0	0	0	0	0	261	40
5:00	0	161	58	0	28	0	0	0	0	0	0	0	0	247	28
6:00	0	121	45	0	23	0	0	0	0	0	0	0	0	189	23
7:00	0	82	19	0	15	0	0	0	0	0	0	0	0	116	15
8:00	0	54	23	0	6	0	0	0	0	0	0	0	0	83	6
9:00	0	29	9	0	1	0	0	0	0	0	0	0	0	39	1
10:00	0	15	6	0	3	0	0	0	0	0	0	0	0	24	3
11:00	0	1	4	0	2	0	0	0	0	0	0	0	0	7	2
Total	4	1964	745	28	385	3	0	40	4	0	0	0	0	3173	460
Percent	0.1%	61.9%	23.5%	0.9%	12.1%	0.1%	0.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%		14.5%
AM Peak	11:00	11:00	11:00	6:00	9:00	9:00		10:00	7:00					11:00	9:00
	1	142	61	8	38	2	*	10	2	*	*	*	*	235	43
PM Peak	12:00 PM	4:00	2:00	3:00	3:00			12:00 PM						3:00	3:00
	2	172	70	7	38	*	*	5	*	*	*	*	*	281	49
Grand Total	40	11822	4555	148	2260	13	0	235	11	0	0	0	0	19084	2667
Percent	0.2%	61.9%	23.9%	0.8%	11.8%	0.1%	0.0%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%		14.0%

APPENDIX C: COST ESTIMATE SPREADSHEETS



ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

**BEAR VALLEY COMMUNITY SERVICES DISTRICT
BEAR VALLEY ROAD REHABILITATION PROJECT
FULL DEPTH HMA**

August 13, 2025

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Amount
	(F) - Final Pay Item				
1	Mobilization/demobilization, bonds & insurance	1	LS	\$ 239,486	\$ 239,486
2	Traffic Control	1	LS	\$ 100,000	\$ 100,000
3	Construction Staking	1	LS	\$ 25,000	\$ 25,000
4	SWPPP and Dust Control	1	LS	\$ 7,500	\$ 7,500
5	Water Line Laterals	43	EA	\$ 6,500	\$ 279,500
6	Roadway Excavation	12,745	CY	\$ 50	\$ 637,238
7	HMA Type 'A'	25,808	TON	\$ 130	\$ 3,355,058
8	Striping and Pavement Markings	1	LS	\$ 132,075	\$ 132,075
9	AC Dike	17,685	LF	\$ 10	\$ 176,850
10	Adjust Monuments or Water Valves to Grade	51	EA	\$ 1,500	\$ 76,500
TOTAL BASE BID:					\$ 5,029,207
Construction Contingency:					25% \$ 1,257,300
TOTAL CONSTRUCTION COST:					\$ 6,286,507



ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

**BEAR VALLEY COMMUNITY SERVICES DISTRICT
BEAR VALLEY ROAD REHABILITATION PROJECT
HMA + AGGREGATE BASE**

August 13, 2025

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Amount
	(F) - Final Pay Item				
1	Mobilization/demobilization, bonds & insurance	1	LS	\$ 287,717	\$ 287,717
2	Traffic Control	1	LS	\$ 175,000	\$ 175,000
3	Construction Staking	1	LS	\$ 25,000	\$ 25,000
4	SWPPP and Dust Control	1	LS	\$ 7,500	\$ 7,500
5	Water Line Laterals	43	EA	\$ 6,500	\$ 279,500
6	Roadway Excavation	20,370	CY	\$ 50	\$ 1,018,479
7	Subgrade Compaction	294,100	SF	\$ 0.25	\$ 73,525
8	Class II Aggregate Base (F)	20,219	TON	\$ 80	\$ 1,617,550
9	HMA Type 'A'	16,985	TON	\$ 130	\$ 2,208,068
10	Striping and Pavement Markings	1	LS	\$ 132,075	\$ 132,075
11	AC Dike	17,685	LF	\$ 10	\$ 176,850
12	Adjust Monuments or Water Valves to Grade	51	EA	\$ 800	\$ 40,800
TOTAL BASE BID:					\$ 6,042,064
Construction Contingency:					25% \$ 1,510,500
TOTAL CONSTRUCTION COST:					\$ 7,552,564



ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

**BEAR VALLEY COMMUNITY SERVICES DISTRICT
BEAR VALLEY ROAD REHABILITATION PROJECT
HMA + SOIL CEMENT**

August 13, 2025

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Amount
	(F) - Final Pay Item				
1	Mobilization/demobilization, bonds & insurance	1	LS	\$ 197,852	\$ 197,852
2	Traffic Control	1	LS	\$ 175,000	\$ 175,000
3	Construction Staking	1	LS	\$ 25,000	\$ 25,000
4	SWPPP and Dust Control	1	LS	\$ 7,500	\$ 7,500
5	Water Line Laterals	43	EA	\$ 6,500	\$ 279,500
6	Roadway Excavation	5,991	CY	\$ 50	\$ 299,546
7	Full depth Reclamation	32,678	SY	\$ 15	\$ 490,167
8	Full depth Reclamation-Mix Cement	32,678	SY	\$ 15	\$ 490,167
9	Cement	1,029	TON	\$ 200	\$ 205,870
10	HMA Type 'A'	12,574	TON	\$ 130	\$ 1,634,573
11	Striping and Pavement Markings	1	LS	\$ 132,075	\$ 132,075
12	AC Dike	17,685	LF	\$ 10	\$ 176,850
13	Adjust Monuments or Water Valves to Grade	51	EA	\$ 800	\$ 40,800
					\$ -
				TOTAL BASE BID:	\$ 4,154,900
				Construction Contingency:	25% \$ 1,038,700
				TOTAL CONSTRUCTION COST:	\$ 5,193,600

TI Calculations - Bear Valley Road

Date: 6/7/25

Project No: 1339-25-001

Bay Court
Martingale Way

Roadway Description	2025 ADT	Total Trucks		2 Axles		3 Axles		4 Axles		5 or more Axles	
		% ADT	Vol	% Trucks	Vol	% Trucks	Vol	% Trucks	Vol	% Trucks	Vol
Bear Valley Road	3,181	37.8	1204	96.4	1161	0.5	2	8.8	39	0.4	2

	2 Axles	3 Axles	4 Axles	5 or More
Total Daily Volume	1161	2	39	2
1-Way Daily Volume	580	1	20	1
**Median Year Volume (2045)	610	1	21	1
Annual ESAL	841,695	4,191	121,039	13,278
Total ESAL	980,202			
20-yr TI	9.0			

Growth Rate	ESAL Constants (20-yr TI)			
	2-Axles	3-Axles	4-Axles	5 or More
0.5	1380	3680	5880	13780

**Median Year Volume based on 0.5% Growth Rate

Brown Lane
Oakflat Drive

Roadway Description	2025 ADT	Total Trucks		2 Axles		3 Axles		4 Axles		5 or more Axles	
		% ADT	Vol	% Trucks	Vol	% Trucks	Vol	% Trucks	Vol	% Trucks	Vol
Bear Valley Road	6,118	36.0	2203	95.9	2112	0.5	6	6.5	79	0.5	6

	2 Axles	3 Axles	4 Axles	5 or More
Total Daily Volume	2112	6	79	6
1-Way Daily Volume	1056	3	39	3
**Median Year Volume (2045)	1110	3	41	3
Annual ESAL	1,532,047	10,960	243,108	45,868
Total ESAL	1,831,983			
20-yr TI	10.0			

**Median Year Volume based on 0.5% Growth Rate

Oakflat Drive
Bay Court

Roadway Description	2025 ADT	Total Trucks		2 Axles		3 Axles		4 Axles		5 or more Axles	
		% ADT	Vol	% Trucks	Vol	% Trucks	Vol	% Trucks	Vol	% Trucks	Vol
Bear Valley Road	3,560	35.8	1275	96.3	1227	0.5	2	9.1	43	0.6	3

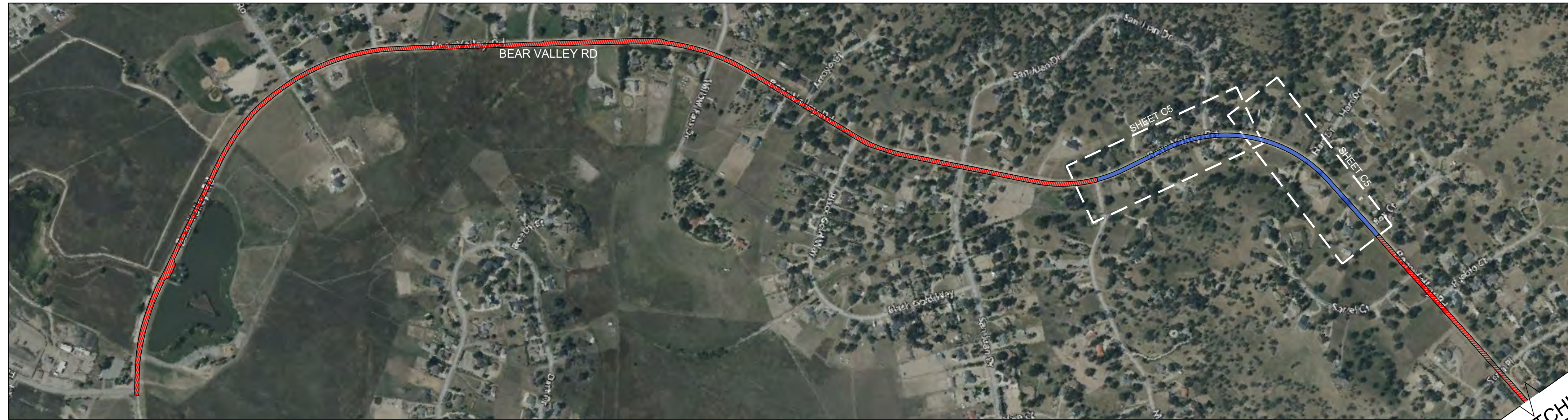
	2 Axles	3 Axles	4 Axles	5 or More
Total Daily Volume	1227	2	43	3
1-Way Daily Volume	614	1	21	2
**Median Year Volume (2045)	645	1	22	2
Annual ESAL	889,927	4,191	131,340	21,727
Total ESAL	1,047,184			
20-yr TI	9.5			

**Median Year Volume based on 0.5% Growth Rate

APPENDIX D: PRELIMINARY PLAN

BEAR VALLEY ROAD COMMUNITY SERVICES DISTRICT BEAR VALLEY SPRINGS, CALIFORNIA

BEAR VALLEY ROAD REPAIR AND REPLACEMENT STUDY



MATCHLINE -
SEE BELOW



MATCHLINE - SEE ABOVE

SITE MAP
NOT TO SCALE

TOPOGRAPHY NOTE
TOPOGRAPHY SHOWN WAS COLLECTED BY PROVOST & PRITCHARD CONSULTING GROUP DURING A FIELD SURVEY CONDUCTED IN FEBRUARY OF 2025.

BOUNDARY NOTE
THE BOUNDARY/EASEMENT INFORMATION SHOWN ON THESE PLANS IS BASED UPON RECORD INFORMATION TIED TO PHYSICAL MONUMENTS, AND WAS PREPARED UNDER THE DIRECTION OF TIMOTHY M. ODOM, PLS 8468.

BASIS OF BEARINGS
THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 5, ESTABLISHED LOCALLY BY GPS OBSERVATIONS.

BENCHMARKS
PROJECT BENCHMARK
SET 3/8" SPIKE WITH SHINER, 1' SOUTHWEST OF GUY ANCHOR AT SOUTHEAST CORNER OF THE INTERSECTION OF BEAR VALLEY ROAD & CUMBERLAND ROAD.
ELEVATION = 4456.29' NAVD88 DATUM

TBM #102
SET 3/8" SPIKE WITH SHINER, 7' SOUTHWEST OF A FENCE AND 33' WEST OF A UTILITY POLE, ON THE NORTH SIDE OF BEAR VALLEY ROAD, 118' EAST OF SAN JUAN DRIVE.
ELEVATION = 4221.32 NAVD88 DATUM

Sheet List Table	
SHEET NO.	DESCRIPTION
BEAR VALLEY ROAD STREET IMPROVEMENT PLANS	
G1	COVER SHEET
C1	TYPICAL SECTIONS
C2-C8	ROADWAY RECONSTRUCTION LAYOUT
C9	ROADWAY PRESERVATION LAYOUT

LEGEND
 ROADWAY PRESERVATION
 ROADWAY REHABILITATION

APPROVALS

--APPROVAL 1--	DATE
--APPROVAL 2--	DATE

COPYRIGHT 2024 BY PROVOST & PRITCHARD ENGINEERING, INC. ALL RIGHTS RESERVED. THIS PLAN IS THE PROPERTY OF PROVOST & PRITCHARD ENGINEERING, INC. AND IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF PROVOST & PRITCHARD ENGINEERING, INC. THE USER OF THIS PLAN SHALL HOLD THE FIRM OF PROVOST & PRITCHARD ENGINEERING, INC. AND ITS EMPLOYEES HARMLESS FROM AND AGAINST ALL LIABILITY, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING FROM OR OUT OF THE USE OF THIS PLAN.

**PRELIMINARY
NOT FOR CONSTRUCTION
[ENTER DATE HERE]**

**FOR
REVIEW
ONLY**

**BEAR VALLEY ROAD REPAIR AND
REPLACEMENT
BEAR VALLEY COMMUNITY SERVICES DISTRICT
BEAR VALLEY SPRINGS, CALIFORNIA**

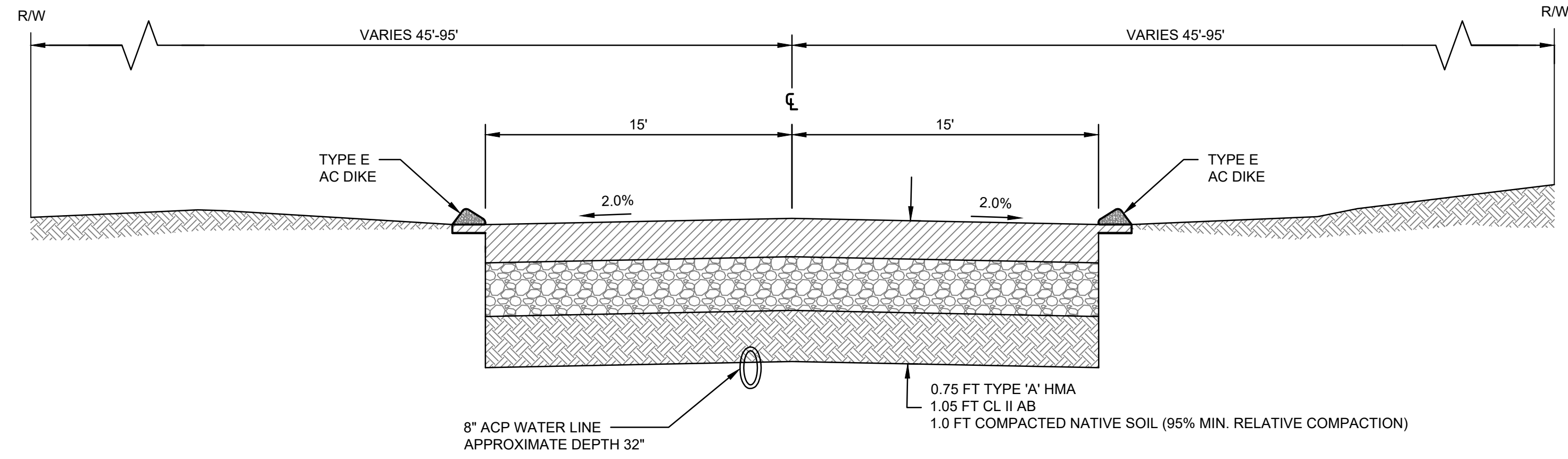
PROVOST & PRITCHARD
RUETTIGERS & SCHULER
CIVIL ENGINEERS
1618 HILL COUNTRY SUITE 100
BARKER, TEXAS 78001
PHONE (817) 916-5900
www.provostandpritchard.com

DESIGN ENGINEER:
LJP
LICENSE NO.:

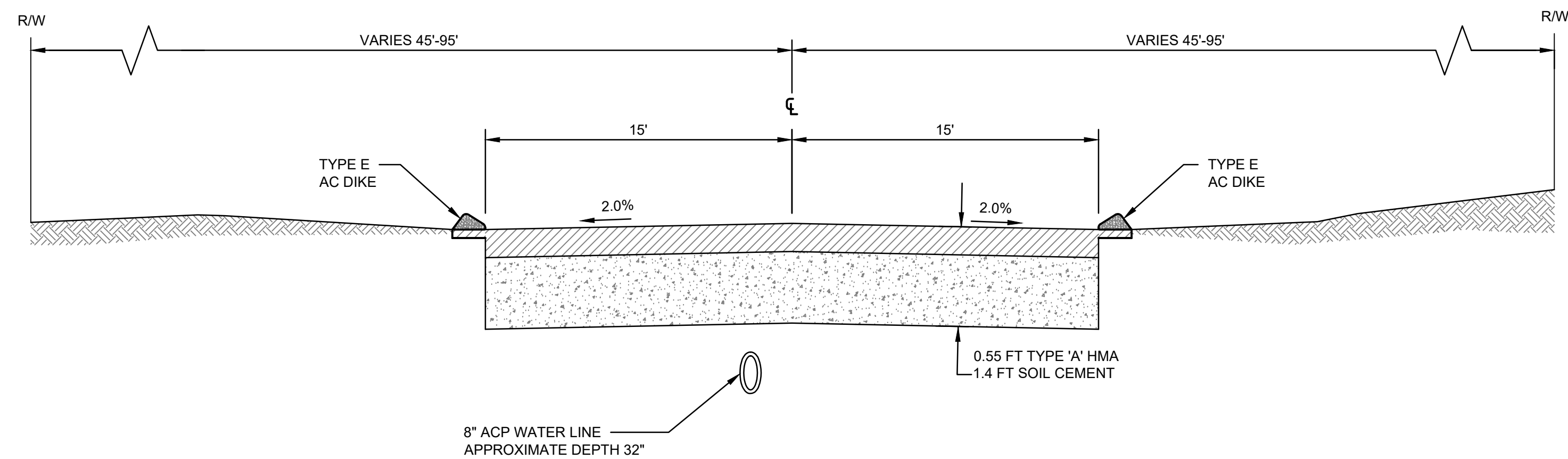
DRAFTED BY:
A:JL
CHECKED BY:
LJP
DATE: 3/19/25
JOB NO: 1339-25001
PROJECT NO:

PHASE:

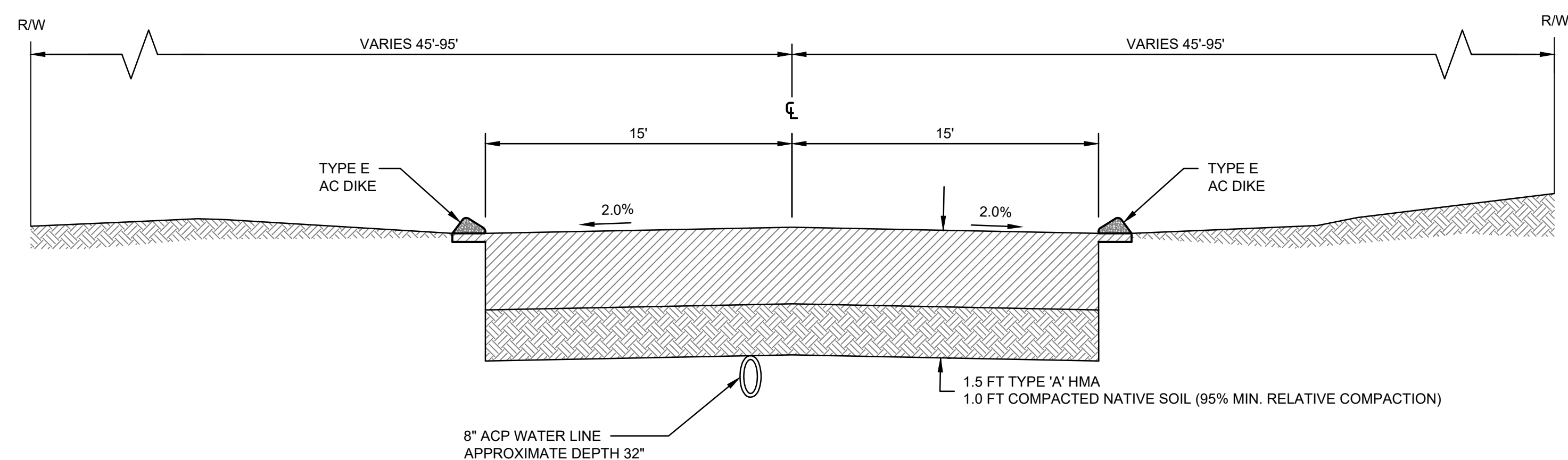
ORIGINAL SCALE SHOWN IS ONE
INCH. ADJUST SCALE FOR
REDUCED OR ENLARGED PLANS.
SHEET
G1
1 OF 7



ALTERNATIVE 1
 STA 62+72 TO 121+63
 STA 228+15 TO 251+75
 SCALE: 1"=5' HORIZ
 1"=2' VERT



ALTERNATIVE 2
 STA 62+72 TO 121+63
 STA 228+15 TO 251+75
 SCALE: 1"=5' HORIZ
 1"=2' VERT



ALTERNATIVE 3
 STA 62+72 TO 121+63
 STA 228+15 TO 251+75
 SCALE: 1"=5' HORIZ
 1"=2' VERT

COPYRIGHT 2024 BY PROVOST & PRITCHARD ENGINEERING, INC. ALL RIGHTS RESERVED. THIS DOCUMENT IS THE PROPERTY OF PROVOST & PRITCHARD ENGINEERING, INC. AND IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF PROVOST & PRITCHARD ENGINEERING, INC. THE USER OF THIS DOCUMENT AGREES TO HOLD PROVOST & PRITCHARD ENGINEERING, INC. HARMLESS FROM AND AGAINST ALL CLAIMS, DAMAGES, LOSSES, AND EXPENSES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR RESULTING FROM THE USE OF THIS DOCUMENT.

PRELIMINARY
NOT FOR CONSTRUCTION
 [ENTER DATE HERE]

FOR REVIEW ONLY

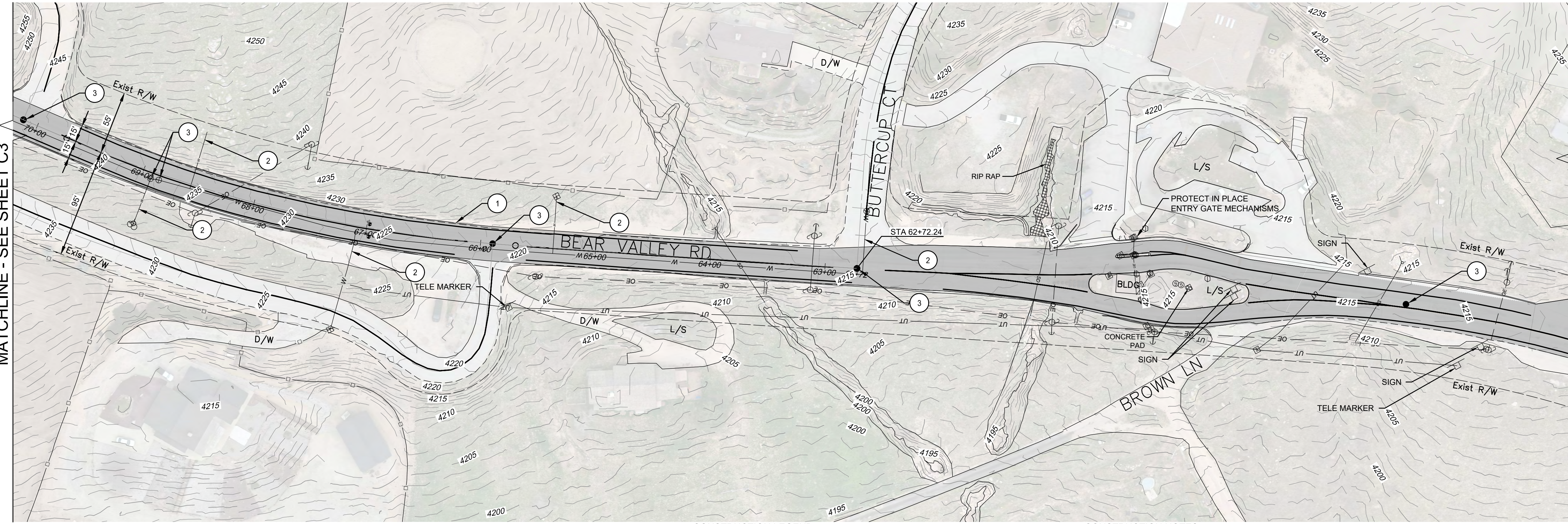
BEAR VALLEY ROAD REPAIR AND REPLACEMENT
 BEAR VALLEY COMMUNITY SERVICES DISTRICT
 BEAR VALLEY SPRINGS, CALIFORNIA

PROVOST & PRITCHARD
RUETTIGERS & SCHULER
 CIVIL ENGINEERS
 118 BIRCH CROCKWAY SUITE 100
 BARKER, CALIFORNIA 95761
 PHONE (916) 916-5900
 WWW.PROVOSTPRITCHARD.COM

DESIGN ENGINEER: IJP	
LICENSE NO.:	
DRAFTED BY: A.J.L.	CHECKED BY: IJP
DATE: 3/19/25	
JOB NO: 1339-25001	
PROJECT NO:	
PHASE:	
0 1"	
ORIGINAL SCALE SHOWN IS ONE INCH. ADJUST SCALE FOR REDUCED OR ENLARGED PLANS.	
SHEET C1	
2 OF 7	

8/13/2025 3:04 PM G:\Bear Valley CSD - 1339\133925001-Roadway Repair and Replacement\300 CAD\340 Sheet Sections.dwg -Alex Leano

MATCHLINE - SEE SHEET C3



MATCHLINE - SEE SHEET ABOVE

MATCHLINE - SEE SHEET BELOW

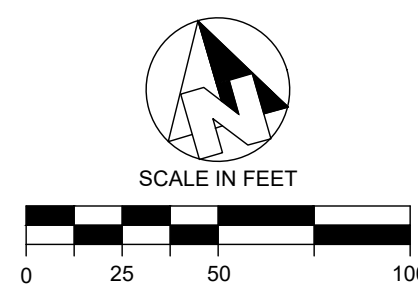


CONSTRUCTION LEGEND

- 1 [Symbol] LIMIT OF REHABILITATION
- 2 [Symbol] REMOVE & REPLACE EXISTING WATER SERVICE LINE. USE _TYPE OF CONNECTION
- 3 [Symbol] PROTECT IN PLACE UTILITY/MONUMENT LID. CONSTRUCT CONCRETE PAD

CONSTRUCTION NOTES

- 1. STATIONING MATCHES ORIGINAL STREET CONSTRUCTION PLANS



PROVOST & PRITCHARD
RUETTIGERS & SCHULER
 CIVIL ENGINEERS
 158 MILLER CREEKWAY SUITE 100
 BARKER, CALIFORNIA 95811
 PHONE (916) 916-5900
 WWW.PROVOSTANDPRITCHARD.COM

DESIGN ENGINEER:
IJP
 LICENSE NO.:

 DRAFTED BY:
A/JL
 CHECKED BY:
IJP
 DATE: 3/19/25
 JOB NO: 1339-25001
 PROJECT NO:

 PHASE:

ORIGINAL SCALE SHOWN IS ONE INCH. ADJUST SCALE FOR REDUCED OR ENLARGED PLANS.
 SHEET **C2**
 3 OF 7

BEAR VALLEY ROAD REPAIR AND REPLACEMENT
 BEAR VALLEY COMMUNITY SERVICES DISTRICT
 BEAR VALLEY SPRINGS, CALIFORNIA

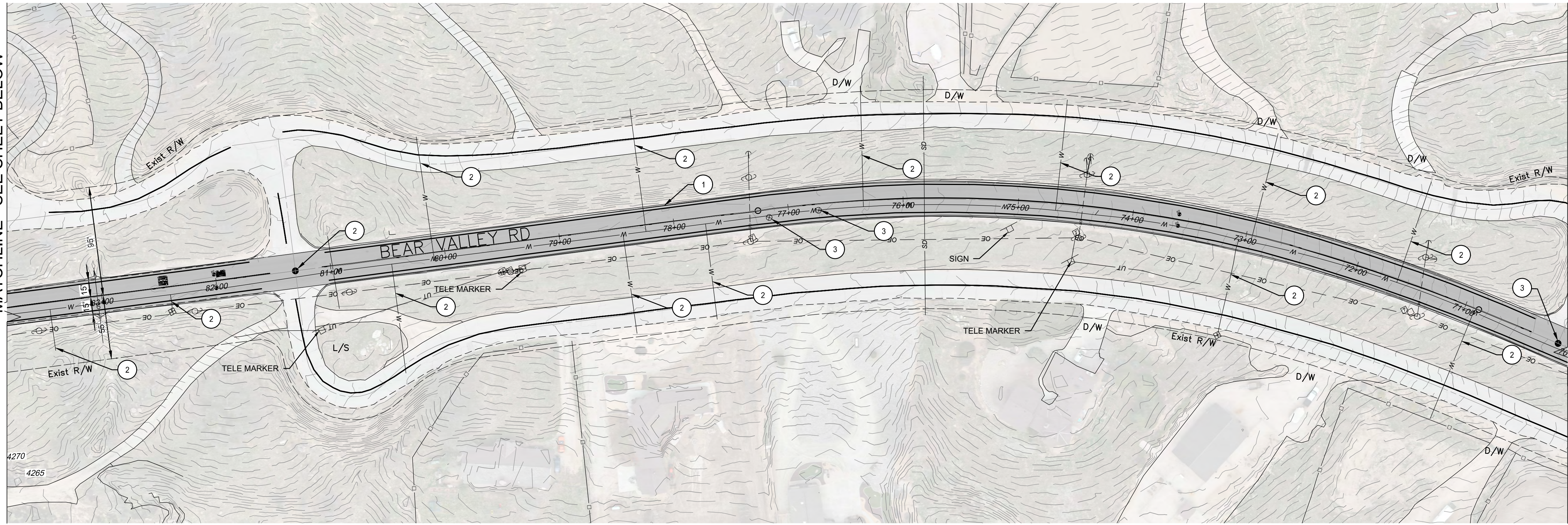
ROADWAY RECONSTRUCTION LAYOUT

FOR REVIEW ONLY

PRELIMINARY NOT FOR CONSTRUCTION [ENTER DATE HERE]

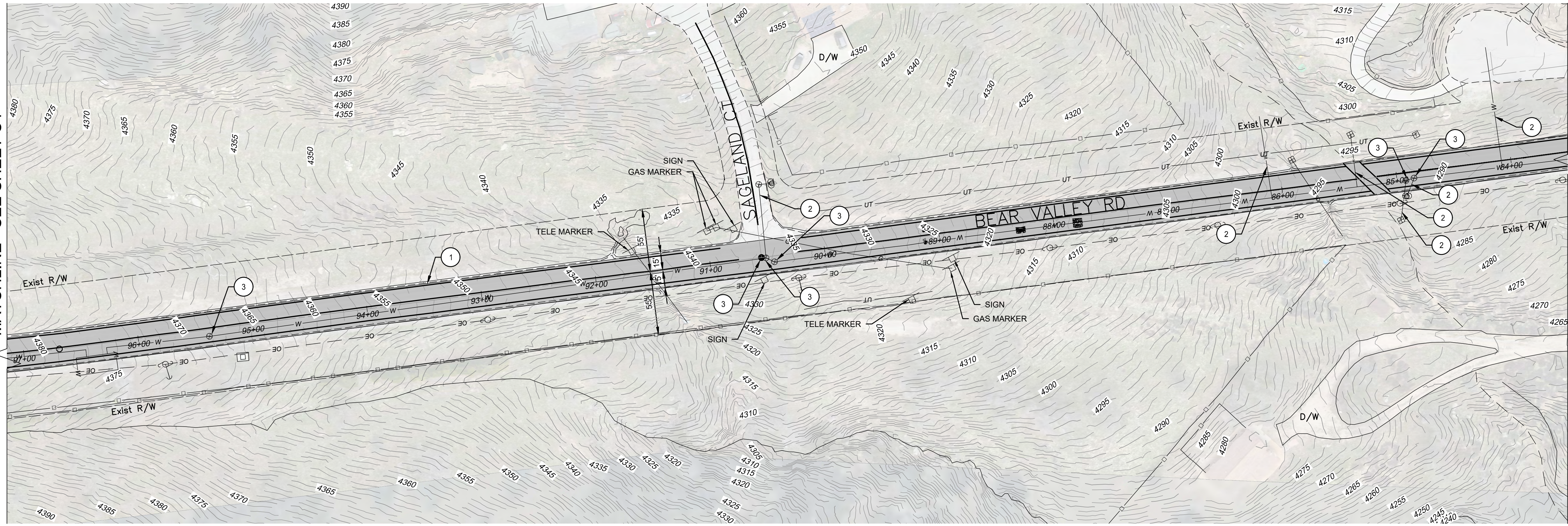
COPYRIGHT 2024 BY PROVOST & PRITCHARD ENGINEERING, INC. ALL RIGHTS RESERVED.
 THIS PLAN IS THE PROPERTY OF PROVOST & PRITCHARD ENGINEERING, INC. AND IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF PROVOST & PRITCHARD ENGINEERING, INC. ANY UNAUTHORIZED USE OF THIS PLAN IS PROHIBITED. THE USER SHALL HOLD THE FIRM OF PROVOST & PRITCHARD ENGINEERING, INC. HARMLESS FROM AND AGAINST ALL CLAIMS, DAMAGES, LOSSES, AND EXPENSES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING FROM OR RESULTING FROM THE USE OF THIS PLAN.

MATCHLINE - SEE SHEET BELOW



MATCHLINE - SEE SHEET C2

MATCHLINE - SEE SHEET C4

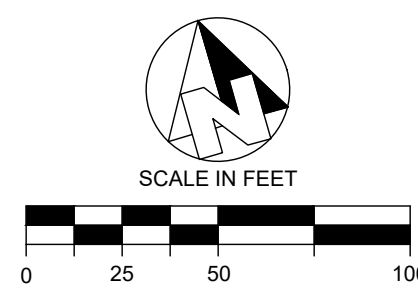


MATCHLINE - SEE SHEET ABOVE

- CONSTRUCTION LEGEND**
- ① [Symbol] LIMIT OF REHABILITATION
 - ② [Symbol] REMOVE & REPLACE EXISTING WATER SERVICE LINE. USE _TYPE OF CONNECTION
 - ③ [Symbol] PROTECT IN PLACE UTILITY/MONUMENT LID. CONSTRUCT CONCRETE PAD

CONSTRUCTION NOTES

- STATIONING MATCHES ORIGINAL STREET CONSTRUCTION PLANS



COPYRIGHT 2024 BY PROVOST & PRITCHARD ENGINEERING, INC. ALL RIGHTS RESERVED. THIS DRAWING IS THE PROPERTY OF PROVOST & PRITCHARD ENGINEERING, INC. AND IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF PROVOST & PRITCHARD ENGINEERING, INC. THE USER OF THIS DRAWING SHALL HOLD THE FIRM OF PROVOST & PRITCHARD ENGINEERING, INC. HARMLESS FROM ALL LIABILITY ARISING OUT OF OR FROM THE USE OF THIS DRAWING. PROVOST & PRITCHARD ENGINEERING, INC. IS A REGISTERED PROFESSIONAL ENGINEERING FIRM IN THE STATE OF CALIFORNIA. LICENSE NO. 44512. REGISTERED PROFESSIONAL ENGINEER: ALEX LEANO. LICENSE NO. 10811. ADDRESS: 15150 ROCKWAY SUITE 100, BAYVIEW, CA 94026. PHONE: (650) 916-5900. WWW.PROVOSTANDPRITCHARD.COM

**PRELIMINARY
NOT FOR CONSTRUCTION
[ENTER DATE HERE]**

FOR REVIEW ONLY

**BEAR VALLEY ROAD REPAIR AND REPLACEMENT
BEAR VALLEY COMMUNITY SERVICES DISTRICT
BEAR VALLEY SPRINGS, CALIFORNIA**

ROADWAY RECONSTRUCTION LAYOUT

PROVOST & PRITCHARD
RUETTIGERS & SCHULER
 CIVIL ENGINEERS
 15150 ROCKWAY SUITE 100
 BAYVIEW, CA 94026
 PHONE: (650) 916-5900
 WWW.PROVOSTANDPRITCHARD.COM

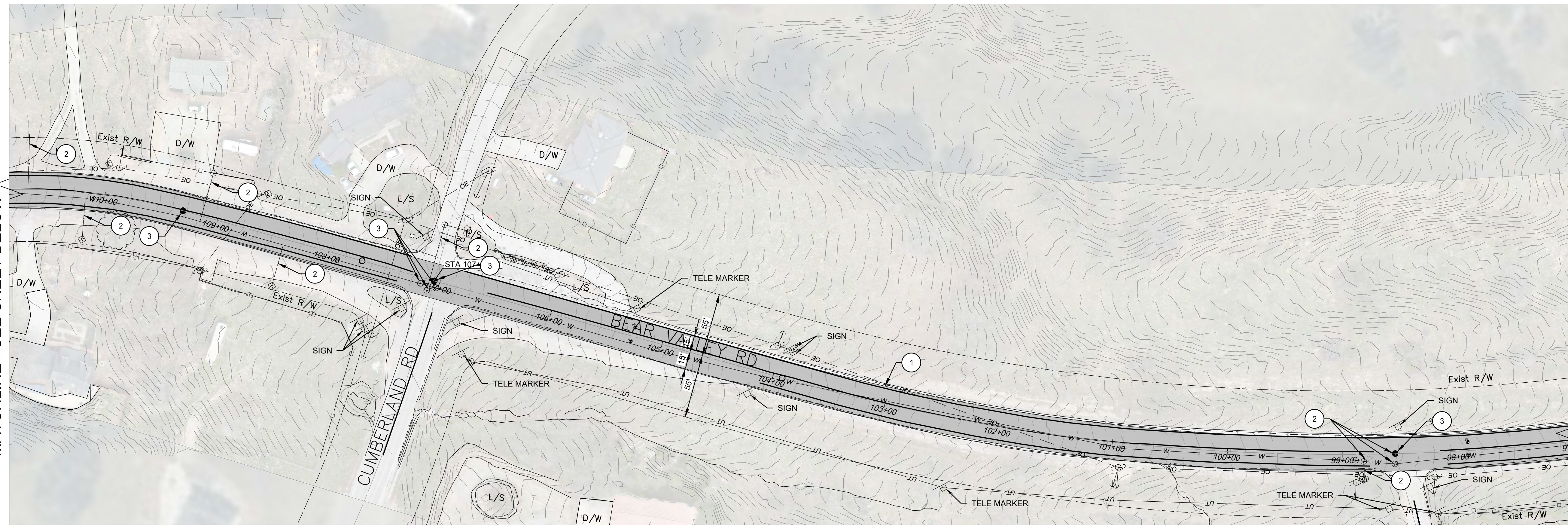
DESIGN ENGINEER:
IJP
 LICENSE NO.:

 DRAFTED BY:
A/JL
 CHECKED BY:
IJP
 DATE: 3/19/25
 JOB NO: 1339-25001
 PROJECT NO:

 PHASE:

 ORIGINAL SCALE SHOWN IS ONE INCH. ADJUST SCALE FOR REDUCED OR ENLARGED PLANS.
 SHEET **C3**
 4 OF 7

MATCHLINE - SEE SHEET BELOW



MATCHLINE - SEE SHEET C3

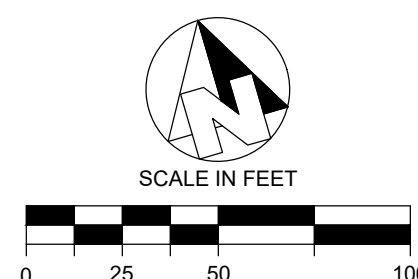


MATCHLINE - SEE SHEET ABOVE

- CONSTRUCTION LEGEND**
- 1. [Symbol] LIMIT OF REHABILITATION
 - 2. [Symbol] ROADWAY PAVEMENT PRESERVATION
 - 3. [Symbol] REMOVE & REPLACE EXISTING WATER SERVICE LINE. USE _TYPE OF CONNECTION
 - 4. [Symbol] PROTECT IN PLACE UTILITY/MONUMENT LID. CONSTRUCT CONCRETE PAD

CONSTRUCTION NOTES

- STATIONING MATCHES ORIGINAL STREET CONSTRUCTION PLANS



**PRELIMINARY
NOT FOR CONSTRUCTION
[ENTER DATE HERE]**

FOR REVIEW ONLY

**BEAR VALLEY ROAD REPAIR AND REPLACEMENT
BEAR VALLEY COMMUNITY SERVICES DISTRICT
BEAR VALLEY SPRINGS, CALIFORNIA**

**PROVOST & PRITCHARD
RUETTIGERS & SCHULER
CIVIL ENGINEERS**
1518 S. OAKWAY SUITE 100
BARKER, CALIFORNIA 95811
PHONE (916) 916-5900
WWW.PROVOSTANDPRITCHARD.COM

DESIGN ENGINEER:
IJP
LICENSE NO.:

DRAFTED BY:
A:JL
CHECKED BY:
IJP

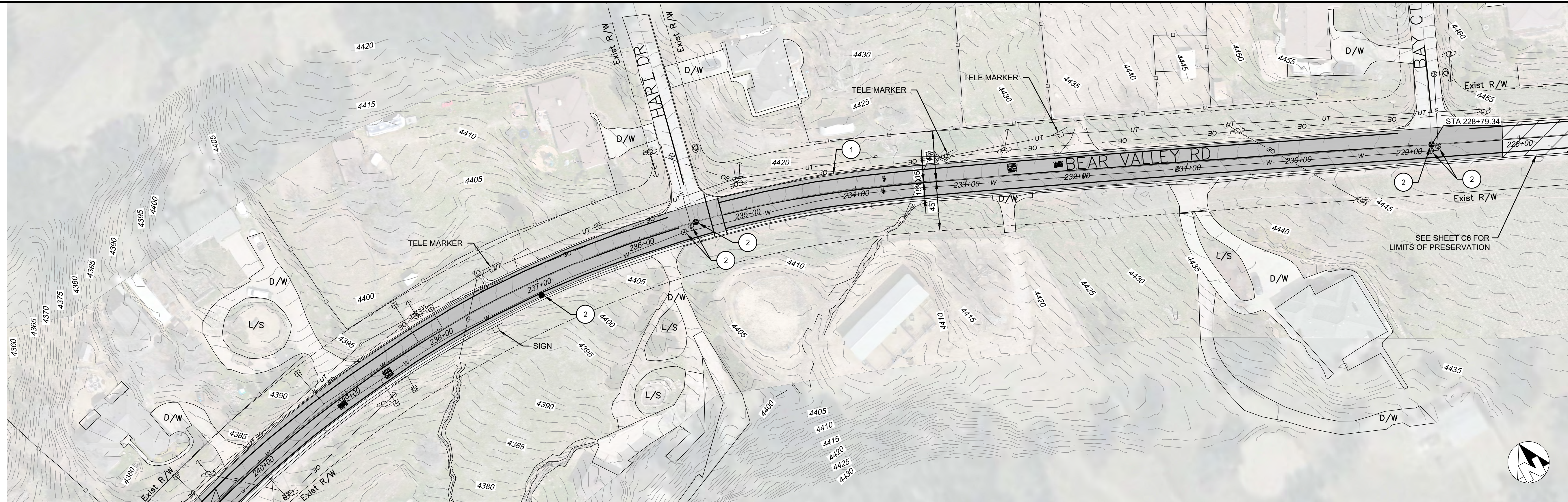
DATE: 3/19/25
JOB NO: 1339-25001
PROJECT NO:

PHASE:
0

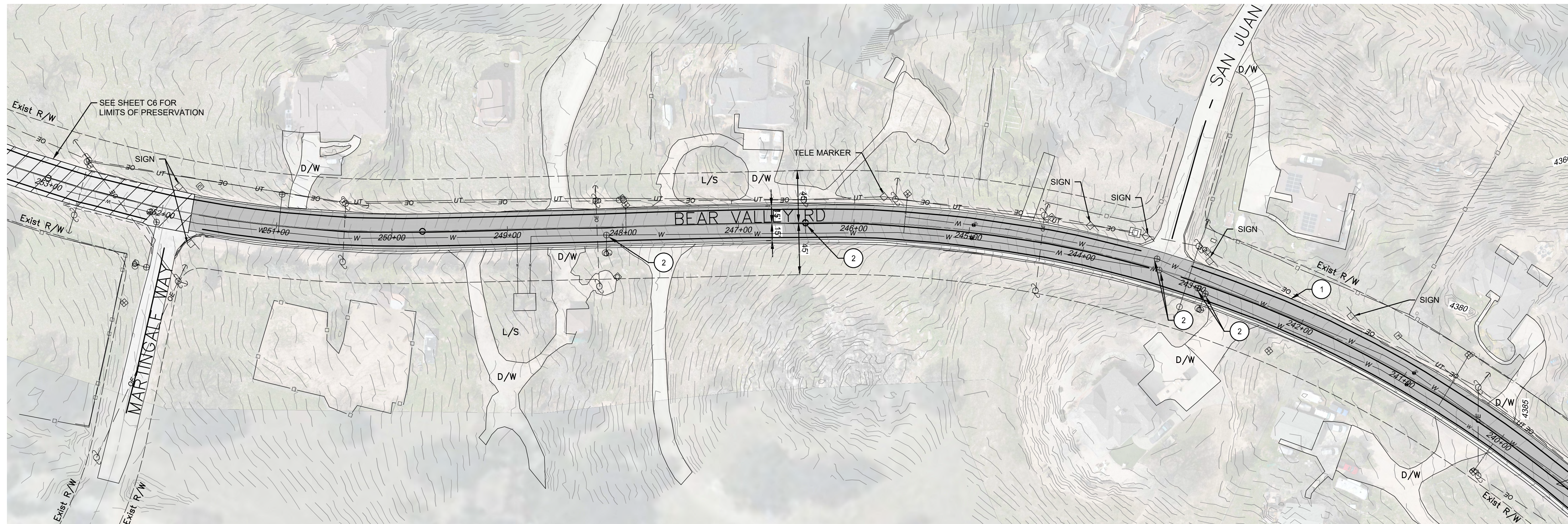
ORIGINAL SCALE SHOWN IS ONE INCH. ADJUST SCALE FOR REDUCED OR ENLARGED PLANS.

SHEET **C4**
5 OF 7

COPYRIGHT 2024 BY PROVOST & PRITCHARD ENGINEERING, INC. ALL RIGHTS RESERVED. THIS PLAN IS THE PROPERTY OF PROVOST & PRITCHARD ENGINEERING, INC. AND IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF PROVOST & PRITCHARD ENGINEERING, INC. THE USER OF THIS PLAN SHALL HOLD THE FIRM OF PROVOST & PRITCHARD ENGINEERING, INC. HARMLESS FROM ALL LIABILITY, INCLUDING LEGAL FEES ASSOCIATED WITH DEFENDING AND SETTLING SUCH SUITS.



SEE SHEET BELOW RIGHT



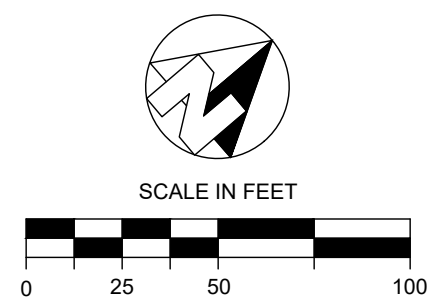
SEE SHEET ABOVE LEFT

CONSTRUCTION LEGEND

- ① LIMIT OF REHABILITATION
- ROADWAY PAVEMENT PRESERVATION
- ② PROTECT IN PLACE UTILITY/MONUMENT LID. CONSTRUCT CONCRETE PAD

CONSTRUCTION NOTES

1. STATIONING MATCHES ORIGINAL STREET CONSTRUCTION PLANS



COPYRIGHT © 2024 BY PROVOST & PRITCHARD ENGINEERING, INC. ALL RIGHTS RESERVED.
 THIS DOCUMENT IS THE PROPERTY OF PROVOST & PRITCHARD ENGINEERING, INC. AND IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF PROVOST & PRITCHARD ENGINEERING, INC. ANY UNAUTHORIZED USE OF THIS DOCUMENT IS STRICTLY PROHIBITED. THE USER SHALL HOLD THE FIRM OF PROVOST & PRITCHARD ENGINEERING, INC. HARMLESS FROM ALL LIABILITY, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING FROM OR OUT OF SUCH UNAUTHORIZED USE.

PRELIMINARY NOT FOR CONSTRUCTION [ENTER DATE HERE]	REVISION	BY	DATE
	NO.		

FOR
REVIEW
ONLY

**BEAR VALLEY ROAD REPAIR AND
 REPLACEMENT**
 BEAR VALLEY COMMUNITY SERVICES DISTRICT
 BEAR VALLEY SPRINGS, CALIFORNIA
ROADWAY RECONSTRUCTION LAYOUT

PROVOST & PRITCHARD
RUETTIGERS & SCHULER
 CIVIL ENGINEERS
 158 WILSON CREEKWAY SUITE 100
 BEAR VALLEY SPRINGS, CA 95811
 PHONE (951) 916-5900
 www.provostandpritchard.com

DESIGN ENGINEER: IJP	LICENSE NO.:
DRAFTED BY: A/JL	CHECKED BY: IJP
DATE: 3/19/25	
JOB NO: 1339-25001	
PROJECT NO:	
PHASE:	
ORIGINAL SCALE SHOWN IS ONE INCH. ADJUST SCALE FOR REDUCED OR ENLARGED PLANS.	
SHEET C5	
6 OF 7	

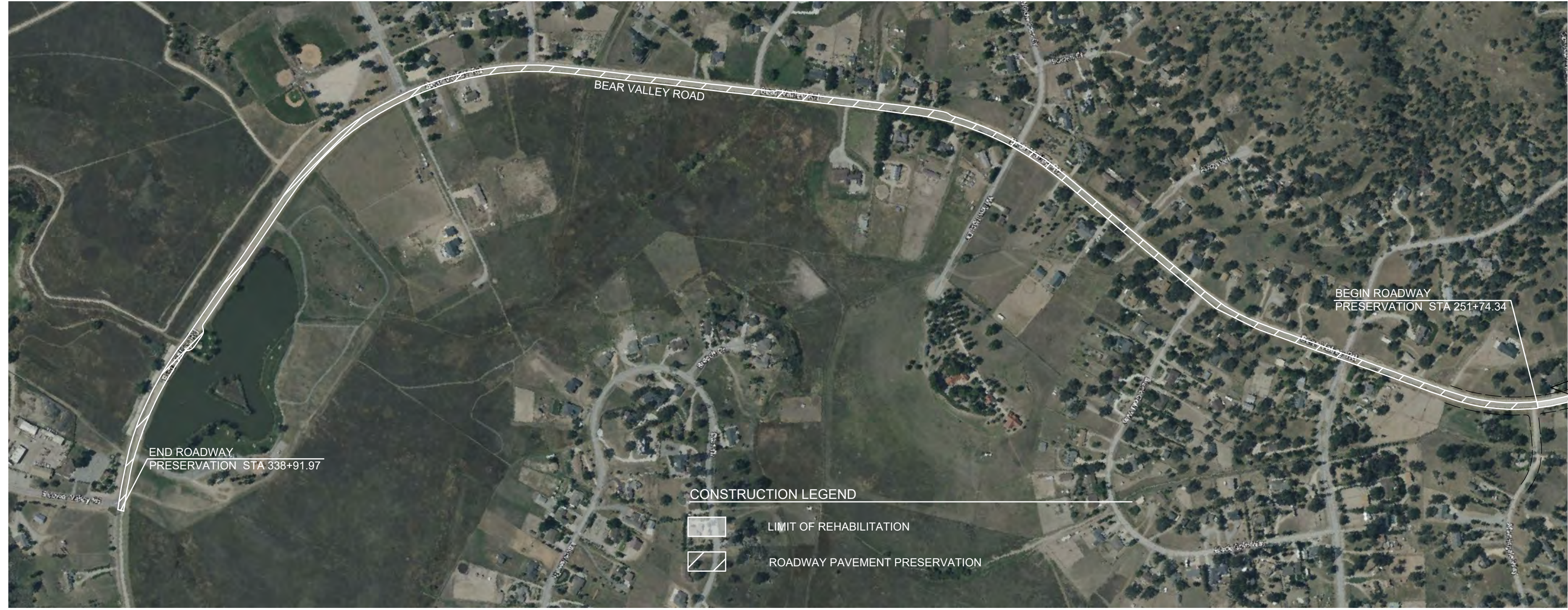


SEE SHEET C5 STA 230+24

SEE SHEET C4 STA 119+09

END ROADWAY PRESERVATION STA 228+15.48

BEGIN ROADWAY PRESERVATION STA 121+62.68

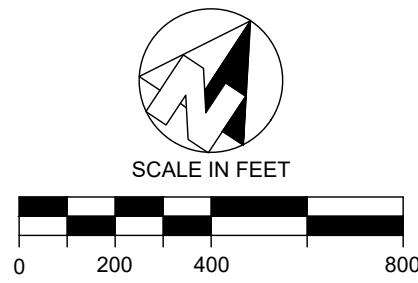
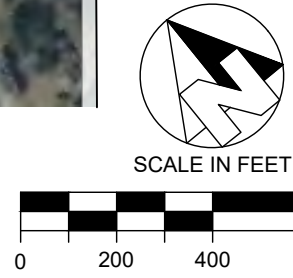


END ROADWAY PRESERVATION STA 338+91.97

BEGIN ROADWAY PRESERVATION STA 251+74.34

- CONSTRUCTION LEGEND**
- LIMIT OF REHABILITATION
 - ROADWAY PAVEMENT PRESERVATION

SEE SHEET C5 STA 250+09



COPYRIGHT 2024 BY PROVOST & PRITCHARD ENGINEERING, INC. ALL RIGHTS RESERVED. THIS DOCUMENT IS THE PROPERTY OF PROVOST & PRITCHARD ENGINEERING, INC. AND IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF PROVOST & PRITCHARD ENGINEERING, INC. THE USER OF THIS DOCUMENT AGREES TO HOLD PROVOST & PRITCHARD ENGINEERING, INC. HARMLESS FROM AND AGAINST ALL CLAIMS, DAMAGES, LOSSES, AND EXPENSES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR RESULTING FROM THE USE OF THIS DOCUMENT.

FOR REVIEW ONLY	PRELIMINARY NOT FOR CONSTRUCTION [ENTER DATE HERE]	REVISION	BY	DATE
	No.	No.	No.	No.

BEAR VALLEY ROAD REPAIR AND REPLACEMENT
BEAR VALLEY COMMUNITY SERVICES DISTRICT
BEAR VALLEY SPRINGS, CALIFORNIA

ROADWAY PRESERVATION LAYOUT

PROVOST & PRITCHARD
CIVIL ENGINEERS
1000 ROCKWAY SUITE 100
BARKER, CALIFORNIA 95761
PHONE (925) 936-5900
www.provostandpritchard.com

DESIGN ENGINEER:
IJP
LICENSE NO.:

DRAFTED BY:
A.J.L.
CHECKED BY:
IJP

DATE: 3/19/25
JOB NO: 1339-25001

PROJECT NO:
PHASE:

ORIGINAL SCALE SHOWN IS ONE INCH. ADJUST SCALE FOR REDUCED OR ENLARGED PLANS.

SHEET **C6**
7 OF 7

COMMITTEE REPORT
(Infrastructure Report 2025-05)

AGENDA ITEM #6E

MEETING DATE: 08/21/2025

PREPARED BY: Paul Paparella



AGENDA TITLE: Bear Valley Road project update

BOARD OF DIRECTOR APPROVED TOPIC AND DIRECTIVE (A, B OR C)

TOPIC:

- ~~A. Research~~**
- ~~B. Research, Design and Propose~~**
- C. Review and Recommend**

COMMITTEE ANALYSIS

In December 2024, following Board authorization, the District signed a contract with Provost & Pritchard Consulting Group to conduct the “Bear Valley Road Pavement Rehabilitation and Preservation Alternatives Study.”

At the June 2025 Infrastructure Committee meeting, a representative of Provost & Pritchard made a presentation of their findings and preliminary recommendations.

A draft copy of a report, dated August 2025, was included in the agenda package for the August 21, 2025 committee meeting. A representative of Provost & Pritchard was present to answer questions.

The report includes three alternative options for complete reconstruction of two segments of Bear Valley Road, totaling about 1.6 miles. The report also includes alternatives for preservation of the remaining segments of Bear Valley Road. The report also addresses risk of damage to existing water mains that are associated with complete reconstruction of the road.

RECOMMENDED ACTION TO THE BOARD

It is recommended that the Board do the following:

- Direct staff to continue forward with a pavement reconstruction project utilizing the following alternatives identified in the report:
 - From the gate to Cumberland Rd, use full depth hot-mix asphalt (HMA)
 - From Cumberland Rd to Oakflat Drive, and from Bay Court to Martinagle Way use the HMA/ soil cement method.
- Include water main replacement in these road segments

No recommendation was made regarding pavement preservation. The extent and type of pavement preservation to be included may be at the judgement of staff and will depend upon how much funding is available after accounting for the cost of full reconstruction.

The Committee voted 5 to 0 in favor of this recommendation. Staff at the meeting and participating in the discussion included Beverli Marshall, Dave Commons, and Daniel Haggard.

SUPPORTING CONTENT

Draft report dated August 2025 by Provost and Pritchard, “Bear Valley Road Pavement Rehabilitation & Preservation Alternatives Study” as attached to agenda for the August 22, 2025 committee meeting.