

# **2016 Traffic Volumes on California State Highways**



**2016 TRAFFIC VOLUMES**  
**ON THE CALIFORNIA STATE HIGHWAY SYSTEM**

**STATE OF CALIFORNIA**  
**THE TRANSPORTATION AGENCY**  
**DEPARTMENT OF TRANSPORTATION**

**DIVISION OF TRAFFIC OPERATIONS**

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**Prepared in Cooperation with the**  
**U.S. DEPARTMENT OF TRANSPORTATION**  
**Federal Highway Administration**

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# PREFACE

## Traffic Trend

A comparison of the 2016 over 2015 annual traffic volume data shows that state highway travel increased in 2016. This year's increase in vehicle miles of travel on California highways compares with prior years as follows:

|                      |         |
|----------------------|---------|
| *2016 over 2015..... | + 2.62% |
| *2015 over 2014..... | + 6.67% |
| 2014 over 2013.....  | + 1.20% |
| 2013 over 2012.....  | +0.61%  |
| 2012 over 2011.....  | - 0.31% |

## Traffic Profile

This booklet lists 2016 traffic volumes for all count locations on the California state highway system. Peak hours, peak month ADTs and annual ADTs are shown at each count location. Significant volume changes (breakpoints) in the traffic profile along each route are counted and identified by name and milepost value. In addition to the profile breakpoints, the booklet lists county lines and landmarks to aid in orientation.

The numbers shown in this booklet apply to the highway immediately back and ahead of the locations. Therefore, between any two successive breakpoints along the route it may be assumed that traffic volumes will vary from one breakpoint to the next at a reasonably uniform rate of increase or decrease. Where only a single set of figures appears between two breakpoints, a constant volume of traffic may be assumed for the intervening section of highway.

All traffic volume figures listed in this booklet include traffic in both directions unless otherwise indicated.

## Route Number

All California state highways are listed in this booklet in order of Legislative Route number.

## Milepost

Each profile breakpoint is identified by the milepost value corresponding to that point on the highway. The milepost values increase from the beginning of a route within a county to the next county line. The milepost values start over again at each county line. Milepost values usually increase from South to North or West to East depending upon the general direction the route follows within the state.

The milepost at a given location will remain the same year after year. When a section of road is relocated, new mileposts (usually noted by an alphabetical prefix such as "R" or "M") are established for it.

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% Change from Previous Year's Yearly Totals published in State of California, The Transportation Agency, Department of Transportation's Collision Data on California State Highways.

\* Based on the Traffic Data Branch's Estimated Monthly Vehicle Miles of Travel Report.

### **Annual Average Daily Traffic (Annual ADT)**

Annual average daily traffic is the total traffic volume for the year divided by 365\* days. The traffic count year is from October 1<sup>st</sup> through September 30<sup>th</sup>. Very few locations in California are actually counted continuously. Traffic counting is generally performed by electronic counting instruments moved from location to location throughout the State in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways and other purposes.

### **Peak Month ADT**

The peak month ADT is the average daily traffic for the month of heaviest traffic flow. This data is obtained because on many routes, high traffic volumes which occur during a certain season of the year are more representative of traffic conditions than the annual ADT.

### **Peak Hour**

This publication includes an estimate of the “peak hour” traffic at all points on the state highway system. This value is useful to traffic engineers in estimating the amount of congestion experienced, and shows how near to capacity the highway is operating. Unless otherwise indicated, peak hour values indicate the volume in both directions.

A few hours each year are higher than the “peak hour,” but not many. In urban and suburban areas, the peak hour normally occurs every weekday, during what is considered “rush hour” traffic. On roads with large seasonal fluctuations in traffic, the peak hour is the hour near the maximum for the year but excluding a few (30 to 50 hours) that are exceedingly high and are not typical of the frequency of the high hours occurring during the season.

### **Peak Hour Traffic Directional Split**

The Peak Hour Traffic Directional Split listing is given after the last route. The listing is by district, route, control station, milepost, leg, one-way peak hour volume (1-way PHV) and shows the 2-way peak hour percent of AADT (K Factor), the percent traffic in the peak direction (D Factor), the 1-way peak hour percent of AADT (KD Factor), the ending hour, day, and month for the AM and the PM peak hours. The data given is for the latest year available at each of the control stations counted in the last three years. A glossary is also included.

\*

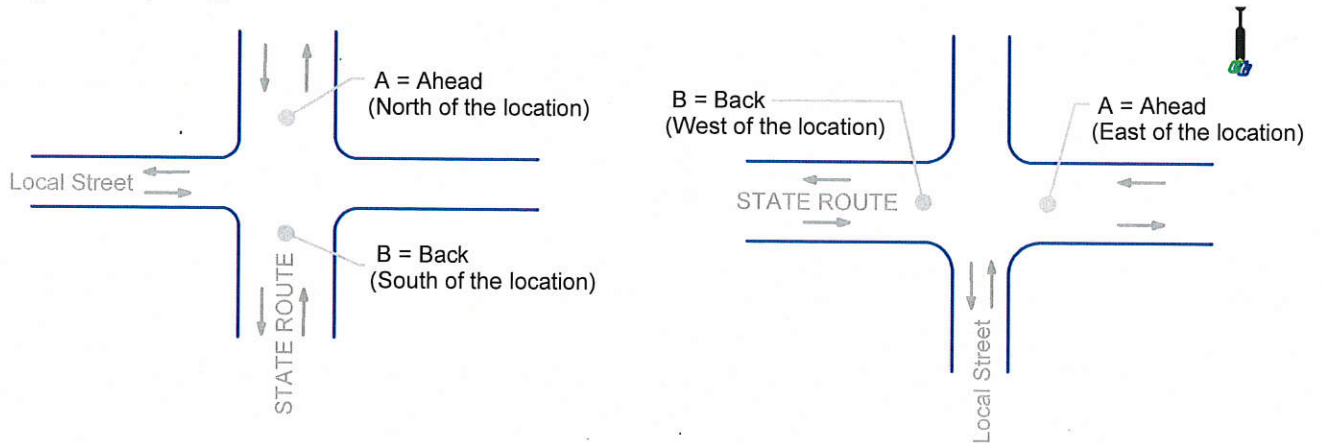
# Highway Closures List

## Regular Winter Closure

<http://dot.ca.gov/hq/roadinfo/clsdlst.htm>

## Explanation of Traffic Counts

### Explanatory Diagram of Traffic Counts

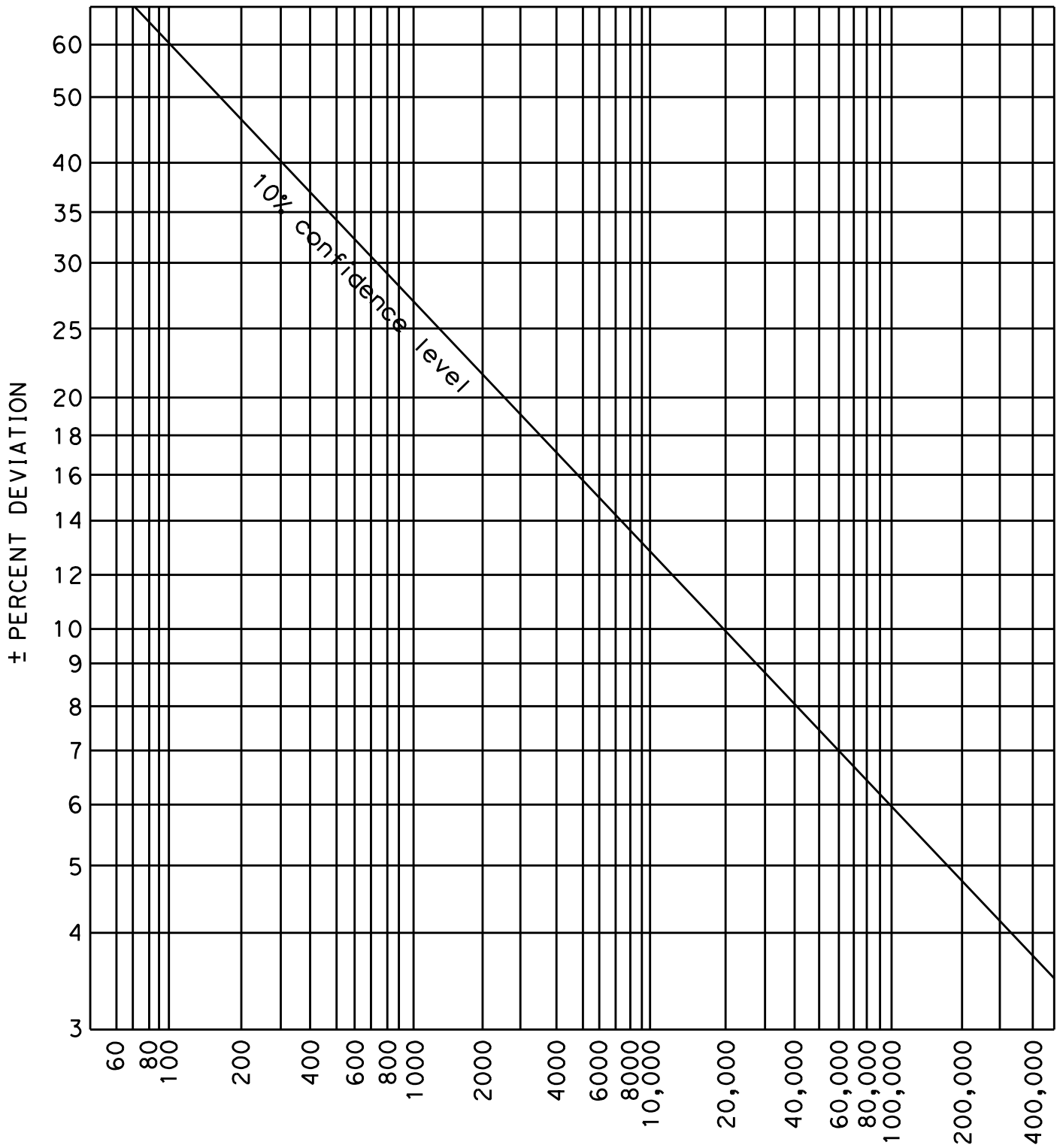


Generally, in California West to East routes are even numbered, while South to North routes are odd numbered. In addition, the postmile values increase from South to North or West to East depending upon the general direction the highway follows within the state, except the following 5 backward routes, Route 71 (North to South), Route 224 (East to West), Route 282 (East to West), Route 580 (East to West), and Route 780 (East to West).

Route Number and Route Direction

| Rte. | Dir. | Rte. | Dir. | Rte. | Dir. | Rte. | Dir. | Rte. | Dir. | Rte. | Dir. | Rte. | Dir. | Rte. | Dir. |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1    | S-N  | 39   | S-N  | 77   | S-N  | 115  | S-N  | 153  | E-W  | 190  | W-E  | 233  | S-N  | 276  | W-E  |
| 2    | W-E  | 40   | W-E  | 78   | W-E  | 116  | W-E  | 154  | W-E  | 191  | S-N  | 234  | W-E  | 280  | S-N  |
| 3    | S-N  | 41   | S-N  | 79   | S-N  | 118  | W-E  | 155  | W-E  | 192  | W-E  | 235  | W-E  | 281  | W-E  |
| 4    | W-E  | 42   | W-E  | 80   | W-E  | 119  | W-E  | 156  | W-E  | 193  | W-E  | 236  | S-N  | 282  | E-W  |
| 5    | S-N  | 43   | S-N  | 81   | S-N  | 120  | W-E  | 157  | W-E  | 195  | W-E  | 237  | W-E  | 283  | S-N  |
| 6    | S-N  | 44   | W-E  | 82   | S-N  | 121  | S-N  | 158  | S-N  | 197  | S-N  | 238  | S-N  | 284  | S-N  |
| 7    | S-N  | 45   | S-N  | 83   | S-N  | 122  | W-E  | 159  | S-N  | 198  | W-E  | 239  | S-N  | 285  | S-N  |
| 8    | W-E  | 46   | W-E  | 84   | S-N  | 123  | S-N  | 160  | S-N  | 199  | S-N  | 241  | S-N  | 299  | W-E  |
| 9    | S-N  | 47   | S-N  | 85   | S-N  | 124  | S-N  | 161  | W-E  | 200  | W-E  | 242  | S-N  | 330  | S-N  |
| 10   | W-E  | 48   | W-E  | 86   | S-N  | 125  | S-N  | 162  | W-E  | 201  | W-E  | 243  | S-N  | 371  | W-E  |
| 11   | W-E  | 49   | S-N  | 87   | S-N  | 126  | W-E  | 163  | S-N  | 202  | W-E  | 244  | W-E  | 380  | W-E  |
| 12   | W-E  | 50   | W-E  | 88   | W-E  | 127  | S-N  | 164  | S-N  | 203  | W-E  | 245  | S-N  | 395  | S-N  |
| 13   | S-N  | 51   | S-N  | 89   | S-N  | 128  | W-E  | 165  | S-N  | 204  | S-N  | 246  | W-E  | 405  | S-N  |
| 14   | S-N  | 52   | W-E  | 90   | W-E  | 129  | W-E  | 166  | W-E  | 205  | W-E  | 247  | S-N  | 480  | S-N  |
| 15   | S-N  | 53   | S-N  | 91   | W-E  | 130  | W-E  | 167  | W-E  | 206  | S-N  | 248  | W-E  | 505  | S-N  |
| 16   | W-E  | 54   | W-E  | 92   | W-E  | 131  | W-E  | 168  | W-E  | 207  | S-N  | 249  | S-N  | 580  | E-W  |
| 17   | S-N  | 55   | S-N  | 93   | S-N  | 132  | W-E  | 169  | W-E  | 209  | S-N  | 251  | W-E  | 605  | S-N  |
| 18   | S-N  | 56   | W-E  | 94   | W-E  | 133  | S-N  | 170  | S-N  | 210  | W-E  | 252  | W-E  | 680  | S-N  |
| 19   | S-N  | 57   | S-N  | 95   | S-N  | 134  | W-E  | 171  | W-E  | 211  | S-N  | 253  | W-E  | 710  | S-N  |
| 20   | W-E  | 58   | W-E  | 96   | W-E  | 135  | S-N  | 172  | W-E  | 213  | S-N  | 254  | S-N  | 780  | E-W  |
| 22   | W-E  | 59   | S-N  | 97   | S-N  | 136  | W-E  | 173  | W-E  | 214  | W-E  | 255  | S-N  | 805  | S-N  |
| 23   | S-N  | 60   | W-E  | 98   | W-E  | 137  | W-E  | 174  | S-N  | 215  | S-N  | 256  | S-N  | 880  | S-N  |
| 24   | W-E  | 61   | S-N  | 99   | S-N  | 138  | W-E  | 175  | W-E  | 216  | W-E  | 257  | S-N  | 905  | W-E  |
| 25   | S-N  | 62   | W-E  | 100  | W-E  | 139  | S-N  | 176  | W-E  | 217  | W-E  | 258  | S-N  | 980  | W-E  |
| 26   | W-E  | 63   | S-N  | 101  | S-N  | 140  | W-E  | 177  | S-N  | 218  | W-E  | 259  | S-N  |      |      |
| 27   | S-N  | 64   | W-E  | 102  | W-E  | 141  | S-N  | 178  | W-E  | 219  | W-E  | 260  | S-N  |      |      |
| 28   | W-E  | 65   | S-N  | 103  | S-N  | 142  | W-E  | 179  | S-N  | 220  | W-E  | 262  | S-N  |      |      |
| 29   | S-N  | 66   | W-E  | 104  | W-E  | 143  | S-N  | 180  | W-E  | 221  | S-N  | 263  | S-N  |      |      |
| 30   | W-E  | 67   | S-N  | 105  | W-E  | 144  | S-N  | 181  | W-E  | 222  | W-E  | 265  | S-N  |      |      |
| 31   | S-N  | 68   | W-E  | 107  | S-N  | 145  | S-N  | 182  | S-N  | 223  | W-E  | 266  | S-N  |      |      |
| 32   | W-E  | 70   | W-E  | 108  | W-E  | 146  | W-E  | 183  | S-N  | 224  | E-W  | 267  | W-E  |      |      |
| 33   | S-N  | 71   | N-S  | 109  | S-N  | 147  | S-N  | 184  | S-N  | 225  | W-E  | 269  | S-N  |      |      |
| 34   | W-E  | 72   | S-N  | 110  | S-N  | 148  | W-E  | 185  | S-N  | 227  | S-N  | 270  | W-E  |      |      |
| 35   | S-N  | 73   | S-N  | 111  | S-N  | 149  | S-N  | 186  | S-N  | 228  | S-N  | 271  | S-N  |      |      |
| 36   | W-E  | 74   | W-E  | 112  | W-E  | 150  | W-E  | 187  | W-E  | 229  | S-N  | 273  | S-N  |      |      |
| 37   | W-E  | 75   | S-N  | 113  | S-N  | 151  | W-E  | 188  | S-N  | 230  | W-E  | 274  | W-E  |      |      |
| 38   | W-E  | 76   | W-E  | 114  | S-N  | 152  | W-E  | 189  | W-E  | 232  | S-N  | 275  | W-E  |      |      |

# ACCURACY LIMITS OF AVERAGE DAILY TRAFFIC (ADT)



# 2036'raffic Volumes



2016 Traffic Volumes on California State Highways

| Dist | Route | County | Postmile | Description                                    | Back Peak Hour | Back Peak Month | Back AADT | Ahead Peak Hour | Ahead Peak Month | Ahead AADT |
|------|-------|--------|----------|--|----------------|-----------------|-----------|-----------------|------------------|------------|
| 08   | 010   | RIV    | 11.333   | BANNING, SUNSET AVENUE                         | 9300           | 147000          | 134000    | 9000            | 144000           | 131000     |
| 08   | 010   | RIV R  | 11.962   | 22ND STREET                                    | 9000           | 144000          | 131000    | 8900            | 142000           | 129000     |
| 08   | 010   | RIV    | 12.853   | BANNING, JCT RTE 243                           | 12600          | 142000          | 129000    | 12600           | 152000           | 135000     |
| 08   | 010   | RIV    | 13.859   | BANNING, HARGRAVE STREET                       | 12100          | 146000          | 130000    | 11300           | 136000           | 121000     |
| 08   | 010   | RIV R  | 14.76    | EAST RAMSEY STREET                             | 11300          | 136000          | 121000    | 11600           | 140000           | 124000     |
| 08   | 010   | RIV R  | 16.544   | RESERVATION ROAD/FIELDS ROAD                   | 11600          | 140000          | 124000    | 10800           | 131000           | 116000     |
| 08   | 010   | RIV R  | 17.657   | APACHE TRAIL ROAD                              | 10800          | 131000          | 116000    | 9600            | 116000           | 103000     |
| 08   | 010   | RIV R  | 19.398   | CABAZON, EAST CABAZON; MAIN STREET             | 9600           | 116000          | 103000    | 9700            | 117000           | 104000     |
| 08   | 010   | RIV R  | 24.554   | VERBENIA AVENUE                                | 9800           | 118000          | 105000    | 9800            | 118000           | 105000     |
| 08   | 010   | RIV R  | 25.201   | JCT. RTE. 111                                  | 9800           | 118000          | 105000    | 8200            | 99000            | 88000      |
| 08   | 010   | RIV    | 27.229   | WHITEWATER                                     | 8200           | 99000           | 88000     | 8200            | 99000            | 88000      |
| 08   | 010   | RIV    | 29.691   | JCT. RTE. 62 NORTH                             | 8200           | 99000           | 88000     | 7700            | 95000            | 86000      |
| 08   | 010   | RIV    | 33.129   | INDIAN AVENUE                                  | 7700           | 95000           | 86000     | 7800            | 95000            | 86000      |
| 08   | 010   | RIV    | 36.138   | PALM DRIVE/GENE AUTRY TRAIL                    | 8000           | 97000           | 88000     | 8500            | 103000           | 94000      |
| 08   | 010   | RIV    | 39.493   | DATE PALM DRIVE                                | 8500           | 103000          | 94000     | 9000            | 111000           | 101000     |
| 08   | 010   | RIV    | 43.358   | RAMON ROAD                                     | 9000           | 111000          | 101000    | 9500            | 117000           | 106000     |
| 08   | 010   | RIV    | 44.505   | MONTEREY AVENUE                                | 9600           | 118000          | 106000    | 9700            | 119000           | 107000     |
| 08   | 010   | RIV    | 46.89    | COOK STREET                                    | 9700           | 119000          | 107000    | 9400            | 117000           | 105000     |
| 08   | 010   | RIV    | 50.447   | WASHINGTON STREET                              | 9400           | 117000          | 105000    | 8400            | 104000           | 93000      |
| 08   | 010   | RIV R  | 52.342   | JEFFERSON STREE/INDIO BOULEVARD                | 8400           | 104000          | 93000     | 7100            | 81000            | 76000      |
| 08   | 010   | RIV R  | 54.738   | INDIO, MONROE STREET                           | 7100           | 81000           | 76000     | 6500            | 74000            | 69000      |
| 08   | 010   | RIV R  | 55.744   | INDIO, JACKSON STREET                          | 6500           | 74000           | 69000     | 5900            | 68000            | 64000      |
| 08   | 010   | RIV R  | 56.946   | INDIO, NORTH JCT. RTE. 111                     | 6000           | 68000           | 64000     | 5400            | 62000            | 58000      |
| 08   | 010   | RIV R  | 57.831   | INDIO, JCT. RTE. 86 SOUTH                      | 5400           | 62000           | 58000     | 4050            | 33500            | 29000      |
| 08   | 010   | RIV R  | 58.89    | DILLON ROAD                                    | 4050           | 33500           | 29000     | 3450            | 31000            | 27000      |
| 08   | 010   | RIV R  | 81.548   | COTTONWOOD SPRINGS ROAD                        | 3450           | 31000           | 27000     | 3350            | 30500            | 26500      |
| 08   | 010   | RIV R  | 86.073   | CHIRIACO SUMMIT                                | 3350           | 30500           | 26500     | 3400            | 30500            | 26600      |
| 08   | 010   | RIV R  | 90.119   | HAYFIELD ROAD                                  | 3400           | 30500           | 26600     | 3400            | 30500            | 26600      |
| 08   | 010   | RIV R  | 95.049   | EAGLE MOUNTAIN RAILROAD OH/RED CLOUD RD        | 3400           | 30500           | 26600     | 3400            | 30500            | 26600      |
| 08   | 010   | RIV R  | 102.014  | EAGLE MOUNTAIN ROAD                            | 3400           | 30500           | 26600     | 3400            | 30500            | 26600      |
| 08   | 010   | RIV R  | 105.087  | JCT. RTE. 177 NORTH                            | 3400           | 30500           | 26600     | 3250            | 29500            | 25600      |
| 08   | 010   | RIV R  | 114.402  | CORN SPRINGS ROAD                              | 3250           | 29500           | 25600     | 3250            | 29500            | 25700      |
| 08   | 010   | RIV R  | 129.935  | FORD DRY LAKE/ CHUCKAWALLA ROAD                | 3250           | 29500           | 25700     | 3250            | 29500            | 25700      |
| 08   | 010   | RIV R  | 135.049  | WILEY'S WELL SAFETY REST AREA, WILEY'S WELL RD | 3250           | 29500           | 25700     | 3450            | 31000            | 27000      |
| 08   | 010   | RIV R  | 145.118  | MESA DRIVE                                     | 3450           | 31000           | 27000     | 3500            | 31500            | 27300      |
| 08   | 010   | RIV R  | 149.15   | JCT. RTE. 78 SOUTH                             | 3500           | 31500           | 27300     | 3200            | 30500            | 28000      |
| 08   | 010   | RIV R  | 152.152  | BLYTHE, LOVEKIN BOULEVARD                      | 3200           | 30500           | 28000     | 3250            | 31000            | 28300      |