



# SPEED ZONE SURVEY

## HOLLOW OAK DRIVE

(No. 2811)

From Bass Lake Road (No. 4) to Whiskey Drift Drive (No. 2815)

Reviewed by the Traffic Advisory Committee on JUL 18 2018

*COMMITTEE APPROVED STAFF'S RECOMMENDATION.*

*COMMITTEE REQUESTED FURTHER ACTION.*

Action: APPROVED

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**DEPARTMENT OF TRANSPORTATION  
ENGINEERING AND TRAFFIC SURVEY**

**Location:** From Bass Lake Road (No. 4) to Whiskey Drift Drive (No. 2815)

**Subject:** Speed Zone Survey

**Date:** March 28, 2018

**REQUEST REFERENCE:**

This Engineering and Traffic Survey was initiated in response to the County of El Dorado accepting this roadway, in 2017, into the County maintained mileage system.

Hollow Oak Drive is located within the Bass Lake Hills Specific Area Plan. Its 2017 traffic volume (ADT) of 910 is expected to grow significantly as the Bass Lake Hills Specific Area Plan is developed.

This survey's scope includes the entire 1.21 mile length of Hollow Oak Drive from Bass Lake Road to Whiskey Drift Drive. The purpose of this survey is to determine if a radar enforced regulatory speed limit is appropriate for Hollow Oak Drive based on length, volume and delineation of the roadway and what speed limits would be appropriate for the roadway.

For radar enforcement, the California Vehicle Code (CVC), Section 40802, requires that an "Engineering and Traffic Survey" (E&TS) be completed every five (5) years where enforcement involves the use of radar or other electronic devices that measure the speed of moving objects.

**GENERAL PHYSICAL CONDITIONS:**

Hollow Oak Drive has two distinct segments with different characteristics.

**Rural Segment: (Proposed 40 MPH Speed Zone), Milepost 0.00 – 1.03**

<i>Limits:</i>	<i>Bass Lake Road to 300 ft. west of Samuel Way</i>
<i>Functional Classification:</i>	<i>Local</i>
<i>Length:</i>	<i>1.03 miles</i>
<i>Roadway Width:</i>	<i>31-33 Ft.</i>
<i>Alignment:</i>	<i>Curvilinear</i>
<i>Grade:</i>	<i>Moderate to steep grades</i>
<i>Striping:</i>	<i>Double Yellow Centerline, white edge line striping</i>
<i>Shoulders:</i>	<i>No shoulders to unimproved dirt</i>
<i>Speed Limit:</i>	<i>Posted 25 mph, by construction developer; non-enforceable</i>

This segment of Hollow Oak Drive is a two (2) lane asphalt concrete roadway, 1.03 miles in length, from Bass Lake Road to 300 feet west of Samuel Way. This segment of Hollow Oak Drive is classified as a Local Roadway by the Federal Highway Administration (FHWA), as depicted by the California Road System (CRS) maps. However, this segment of Hollow Oak Road also functions as a collector road for two private roads as well as the adjoining Hollow Oak subdivision.

This segment of Hollow Oak Drive begins at Bass Lake Road, a County maintained road. It is intersected by two (2) private roads; Angels View and Saddleback Drive and ten (10) private driveways

Traffic on Hollow Oak Road at its intersection with Bass Lake Road and traffic on Angels View at its intersection with Hollow Oak Drive is controlled by a “STOP” sign, and limit lines.

Saddleback Drive and the private driveways have no traffic control devices at their respective intersections with Hollow Oak Drive.

There is no commercial development along this segment of Hollow Oak Drive.

Hollow Oak Drive, entire length, does not currently meet the minimum housing density requirements necessary to qualify for a 25 mile per hour *prima facie* “Residence District” speed limit as defined in the *California Vehicle Code*.

### **Residential Segment: (Proposed 30 MPH Speed Zone), Milepost 1.03 - 1.21**

<i>Limits:</i>	<i>300 feet west of Samuel Way to Whiskey Drift Drive</i>
<i>Functional Classification:</i>	<i>Local</i>
<i>Length:</i>	<i>0.18 mile</i>
<i>Roadway Width:</i>	<i>30 Ft.</i>
<i>Alignment:</i>	<i>Gentle curves to straight roadway alignment</i>
<i>Grade:</i>	<i>Level to slight grade</i>
<i>Striping:</i>	<i>Double yellow centerline and white edge line from 300 ft. west of Samuel Way to near Samuel Way changing to no roadway striping from Samuel Way to Whiskey Drift Drive</i>
<i>Shoulders:</i>	<i>Various: unimproved dirt to concrete curbs and gutter</i>
<i>Speed Limit:</i>	<i>No posted speed</i>

This segment of Hollow Oak Drive is a two (2) lane asphalt concrete roadway, 0.18 miles in length, from a point 300 ft. west of Samuel Way to Whiskey Drift Drive. This segment of Hollow Oak Drive is classified as a Local Road by the Federal Highway Administration (FHWA), as depicted by the California Road System (CRS) maps.

A portion of this segment of Hollow Oak Drive provides access to the Hollow Oak Subdivision. The rest of this segment is an internal subdivision local roadway. This segment of Hollow Oak Drive is intersected by five (5) County maintained roads; Ore Cart Court, Samuel Way, Whistlers Bend Way, Spinning Wheel Court and Whiskey Drift Drive. Traffic on Ore Cart Court, Samuel Way and Whistlers Bend Way at their intersections with Hollow Oak Drive is controlled by “STOP” signs and limit lines. Traffic on Hollow Oak Drive is controlled by “STOP” sign, limit line, and legend at its

intersection with Whiskey Drift Drive and Spinning Wheel Court. In addition to the above identified County maintained roadways, there are numerous individual residential driveway encroachments, all of which have no traffic control devices at their respective intersection with Hollow Oak Drive.

The alignment for this segment of Hollow Oak Drive is level to gently sloping and mostly straight.

There is no commercial development along this segment of Hollow Oak Drive.

Hollow Oak Drive, entire length, does not currently meet the minimum housing density requirements necessary to qualify for a 25 mile per hour *prima facie* "Residence District" speed limit as defined in the *California Vehicle Code*.

**RECORD DATA:**

Hollow Oak Drive currently has no sanctioned speed zones per the California Vehicle Code.

A review of the average daily traffic (ADT) volume counts, which was conducted by El Dorado County Department of Transportation in January 2018, disclosed the following ADT volume for Hollow Oak Drive:

<i>DATE</i>	<i>MILEPOST</i>	<i>SITE</i>	<i>ADT</i>
<i>Jan. 2018</i>	<i>0.04</i>	<i>200 ft. East of Bass Lake Road</i>	<i>910</i>
<b><i>AVERAGE DAILY TRAFFIC VOLUME</i></b>			<b><i>910</i></b>

A review of the collision data provided by the California Highway Patrol for a three (3) year period from January 1, 2014, through December 31, 2016, disclosed the following for Hollow Oak Drive (see attached sheets):

**Rural Segment: Milepost 0.00 To 1.03:**

<b>Summary of Collision Data for Hollow Oak Drive from 1/1/14 to 12/31/16</b>	
<b>Milepost 0.00 to 1.03</b>	
<i>Accident Rate</i>	<i>2.03 Accidents per Million Vehicles Miles (Acc./MVM)</i>
<i>County wide Average Accident Rate</i>	<i>1.70 Acc./MVM</i>
<i>Number of Reported Accidents</i>	<i>Two (2)</i>
<i>Three Year Injury Total</i>	<i>One (1)</i>
<i>Three Year Fatality Total</i>	<i>Zero (0)</i>
<i>Average Daily Traffic Volume</i>	<i>910 vehicles</i>
<i>The two (2) reported accidents during the three (3) year period could be summarized as follows:</i>	
<i>1 – Hit Object Accident</i>	
<i>1 – Overturn Accident</i>	

The accident rate indicated in the prior table, 2.03 Acc./MVM, is higher than the countywide benchmark rate of 1.70 Acc./MVM normally experienced along similar sections of roadway. It is common to have uncharacteristically high accident rates on roadways with very low traffic volumes, as in this case.

**Residential Segment: Milepost 1.03 To 1.21:**

Summary of Collision Data for Hollow Oak Drive from 1/1/14 to 12/31/16	
Milepost 1.03 to 1.21	
<i>Accident Rate</i>	<i>1.00 Accidents per Million Vehicles Miles (Acc./MVM)</i>
<i>County wide Average Accident Rate</i>	<i>1.70 Acc./MVM</i>
<i>Number of Reported Accidents</i>	<i>One (1)</i>
<i>Three Year Injury Total</i>	<i>Zero (0)</i>
<i>Three Year Fatality Total</i>	<i>Zero (0)</i>
<i>Average Daily Traffic Volume</i>	<i>910 vehicles</i>
<i>The one (1) reported accident during the three (3) year period could be summarized as follows: 1 – Side-swiped parked car accident</i>	

The accident rate indicated in the prior table, 1.00 Acc./MVM, is lower than the countywide benchmark rate of 1.70 Acc./MVM normally experienced along similar sections of roadway.

The California Vehicle Code, Section 22358, allows local authorities to establish speed limits based on an “Engineering and Traffic Survey”. The Vehicle Code goes on, in Section 40801 to prohibit the use of “speed traps” for the purpose of speed enforcement and, in Section 40802, defines “speed trap”. Section 40802 also indicates that an “Engineering and Traffic Survey” is required where speed enforcement involves the use of radar and establishes the frequency with which surveys must be conducted for continued radar enforcement. In order to comply with the provisions of the Vehicle Code, and insure that radar enforced speed zones are based on recent data, El Dorado County has established a practice of conducting engineering and traffic survey updates based on a cycle length of five (5) years or less.

In Section 627 the Vehicle Code provides a definition for “Engineering and Traffic Survey”, and states that an “Engineering and Traffic Survey” shall include:

1. Prevailing speeds as determined by traffic engineering measurements.
2. Accident records.
3. Highway, traffic, and roadside conditions not readily apparent to the driver.

In addition, the 2001 edition of the Vehicle Code added that residential density, pedestrian, and bicycle safety may be considered.

While the California Vehicle Code is silent regarding the relationship of the 85th percentile speed to

the posted speed, the California Manual on Uniform Traffic Control Devices (CAMUTCD), Section 2B.13, “Speed Limit Sign”, “Engineering and Traffic Survey”, states in part:

“When a speed limit is to be posted, it shall be established at the nearest 5mph increment of the 85th percentile speed of free-flowing traffic, . . . [except] The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed . . .”

Section 2B.13 further states in part:

“If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer. The reasons for the lower speed limit shall be in compliance with CVC Sections 627 and 22358.5.

Support:

An example of the application of this speed limit criterion is as follows:

- If the 85th percentile speed in a speed survey was 37 mph, then the speed limit would be posted at 35 mph or optionally reduced to 30 mph. However,
- If the 85th percentile speed in a speed survey was 38 mph, then the speed limit would be posted at 40 mph or optionally reduced to 35 mph.

For guidance, when considering an additional reduction in the speed limit, Section 2B.13 provides in part:

“Other factors that may be considered when establishing speed limits are the following:

- A. Road characteristics, shoulder condition, grade, alignment, and sight distance;
- B. The pace speed;
- C. Roadside development and environment;
- D. Parking practices and pedestrian activity; and
- E. Reported crash experience for at least a 12-month period.”

The following caution is also provided:

“The establishment of a speed limit of more than 5 mph below the 85th percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85th percentile generally results in an increase in collision rates; in addition, this may make violators of a disproportionate number of the reasonable majority of drivers.”

If there is no posted speed limit present on a road, the speed is controlled by Section 22350 “Basic Speed Law” of the California Vehicle Code, which states:

“No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.”

Section 22352(a)(2)(A), of the California Vehicle Code establishes a prima facie 25 mile per hour speed limit on any highway within a “Residence District”.

In defining a “Residence District”, Section 515 of the California Vehicle Code states:

“A “Residence District” is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures. A residence district may be longer than one-quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists.”

In defining a “Business District”, Section 235 of the California Vehicle Code states:

“A “business district” is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists.”

**FIELD REVIEW AND OBSERVATION:**

Two (2) radar speed surveys were conducted by El Dorado County Department of Transportation on Hollow Oak Drive in February of 2018 (see attached sheets). The following were recorded:

<i>2018 SITE LOCATION</i>	<i>MILE POST</i>	<i>SPEED LIMIT</i>	<i>85% SPEED</i>	<i>10 MPH PACE</i>	<i>% IN PACE SPEED</i>
<i>750 ft. west of Saddleback Dr.</i>	<i>0.63</i>	<i>Posted 25 mph</i>	<i>46 mph</i>	<i>37-46 mph</i>	<i>65%</i>
<i>50 ft. east of Samuel Way</i>	<i>1.10</i>	<i>Not posted</i>	<i>32 mph</i>	<i>21-30 mph</i>	<i>70%</i>

The 85<sup>th</sup> percentile speeds recorded during the 2018 Hollow Oak Drive radar speed surveys were 46 and 32 MPH, respectively.

Two (2) bicyclists and five (5) pedestrians were observed on the roadway during the radar speed surveys.

No portion of Hollow Oak Drive qualifies as a “Residence or Business District” and therefore cannot be posted with a 25 mile per hour prima facie “Residence or Business District” speed limit.

**CONTACTS:**

No contacts were made as part of this study.

**FINDINGS AND CONCLUSIONS:**

Hollow Oak Drive has been found to have the following:

- The 85<sup>th</sup> percentile speeds for Hollow Oak Drive were 46, and 32 MPH.
- The average daily traffic volume was 910 vehicles per day.
- Roadway is curvilinear with level to steep grades
- Six total, County Maintained Roadways intersect and provide access to Hollow Oak Drive.
- Three (3) total, accidents were reported on Hollow Oak Drive for the three year period from January, 2014 through December, 2016.
- Two (2) bicyclists, five (5) pedestrians were observed during the surveys

**DISCUSSION:**

Section 2B.13 of the California Manual on Uniform Traffic Control Devices (CAMUTCD) provides criteria for establishing speed limits. The CAMUTCD provides that: “Speed limits set at or near the 85th percentile speed provide law enforcement officers with a limit to cite drivers who will not conform to what the majority considers reasonable and prudent.”

The CAMUTCD also provides that the speed limit may be reduced by an additional five (5) miles per hour if the “Engineering and Traffic Survey” documents in writing, the conditions and justifications for the lower speed limit and it is approved by a registered Civil or Traffic Engineer.

**Rural Segment: Proposed 40 MPH Speed Zone, (Milepost 0.00 to 1.03)**

In accordance with those provisions the existing 85th percentile speeds recorded in the 2018 study is 46 miles per hour, which would justify a speed zone of 45 miles per hour based on the nearest five (5) MPH increment.

However, due to the curvilinear roadway alignment, the bicycle and pedestrian activity, the moderate to steep roadway gradients, the roadway vertical curves and a higher than average accident rate of 2.03 Acc./MVM, engineering judgment indicates the need for a further reduction of five (5) miles per hour to 40 miles per hour.



Therefore, in the interest of traffic safety and enforcement, it is justified to establish a 40 MPH speed limit, which is in conformance with the provisions of the CVC and the CAMUTCD

**Residential Segment: Proposed 30 MPH Speed Zone, (Milepost 1.03 to 1.21)**

The recent radar speed survey completed on Hollow Oak Drive in the Residential Segment milepost 1.03-1.21; indicates that the speed limit, based on the average 85<sup>th</sup> percentile speed of 32 MPH, could be set at 30 MPH.

Therefore, in the interest of traffic safety and enforcement, it is justified to establish a 30 MPH speed limit, which is in conformance with the provisions of the CVC and the CAMUTCD.

**RECOMMENDATION**

Based on the findings of this investigation, it is recommended that:

1. The Traffic Advisory Committee approves the speed zone with a limit of forty (40) miles per hour on Hollow Oak Drive from Bass Lake Rd to 300 feet west of Samuel Way and a limit of thirty (30) miles per hour on Hollow Oak Drive from 300 feet west of Samuel Way to Whiskey Drift Drive.
2. Following approval by the Traffic Advisory Committee, the following resolution be prepared and referred to the Board of Supervisors with a recommendation for adoption:

**BE IT RESOLVED** that resolution No. 247-81, which establishes speed restrictions pursuant to Section 10.08.020 of the El Dorado County Ordinance Code, is amended as follows:

**ADD:**

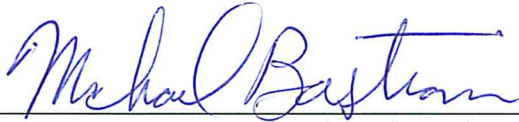
“(\*\*) Hollow Oak Drive (No. 2811) forty (40) miles per hour from Bass Lake Road (No. 4) to a point 300 feet west of Samuel Way (No. 2813).”


“(\*\*) Hollow Oak Drive (No. 2811) thirty (30) miles per hour from a point 300 feet west of Samuel Way (No. 2813) to Whiskey Drift Drive (No. 2815).”

3. That following the adoption of the sanctioning Resolution by the County of El Dorado Board of Supervisors, R2-1 (40) (Forty Mile per Hour signs) and R48 (CA) (Radar Enforced) signs be installed on the east and westbound lanes of Hollow Oak Drive between Bass Lake Road and a point 300 feet west of Samuel Way.
4. That following the adoption of the sanctioning Resolution by the County of El Dorado Board of Supervisors, R2-1 (30) (Thirty Mile per Hour signs) and R48 (CA) (Radar Enforced) signs be installed on the east and westbound lanes of Hollow Oak Drive

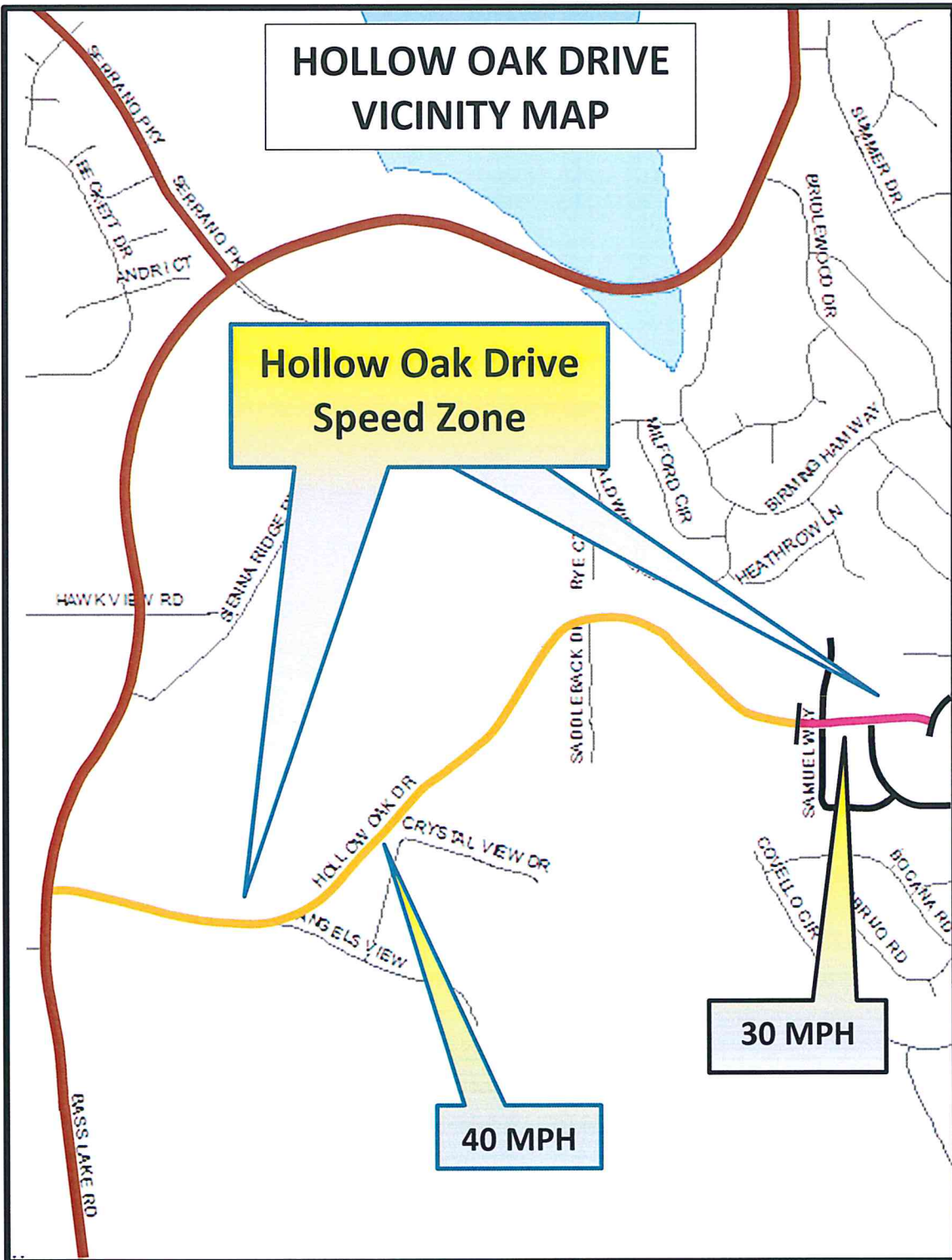
between a point 300 feet west of Samuel Way and Whiskey Drift Drive.

5. That the California Highway Patrol utilize radar enforcement on Hollow Oak Drive from Bass Lake Road to Whiskey Drift Drive.

Prepared By:   
Michael Bastian  
Senior Engineering Technician

Approved By:  On 6/28/18  
Rafael Martinez, Director  
Community Development Services  
Department of Transportation  
Date

Attachments: Vicinity Map (1)  
Vicinity Photos (3)  
Traffic Volume Count (2)  
Accident Summary: Hollow Oak Drive, Rural Segment (1)  
Accident Summary: Hollow Oak Drive, Residential Segment (1)  
Speed Survey (2)

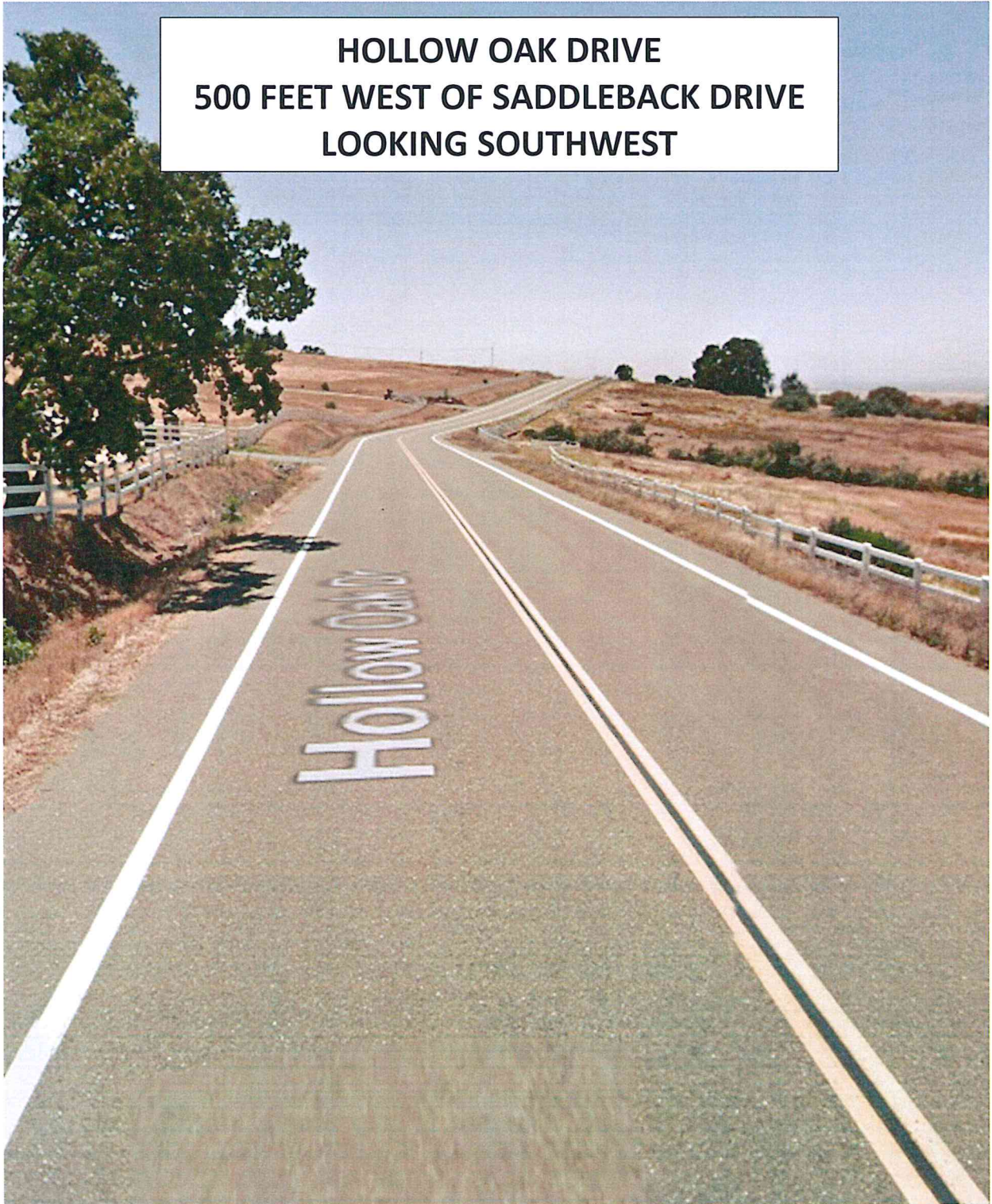


**HOLLOW OAK DRIVE  
AT BASS LAKE ROAD  
LOOKING EAST**

**HOLLOW OAK DRIVE**



**HOLLOW OAK DRIVE  
500 FEET WEST OF SADDLEBACK DRIVE  
LOOKING SOUTHWEST**



**HOLLOW OAK DRIVE  
200 FEET WEST OF SAMUEL WAY  
LOOKING EAST**



**EL DORADO COUNTY  
COMMUNITY DEVELOPMENT AGENCY: TRANSPORTATION DIVISION**

**Count Summary Beginning:                      January 17, 2018**

Count Station:	Special	Counter ID:	66
City/Town:	El Dorado Hills	Mile Post:	
Road Name:	<b>Hollow Oaks</b>	Location:	<b>200 ft E of Bass Lake Rd</b>
Lanes:	2	Direction:	<b>EASTBOUND</b>

Date	21	22	23	17	18	19	20	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	3	2	1	2	2	1	2	2	2
200	0	0	0	0	0	0	0	0	0
300	0	0	0	1	0	1	2	1	0
400	0	0	0	0	0	1	0	0	0
500	0	0	3	4	1	0	0	1	2
600	0	8	10	7	11	6	2	6	8
700	3	22	25	21	18	19	3	16	21
800	4	23	18	19	29	15	9	17	21
900	9	11	13	19	14	19	15	14	15
1000	20	10	16	18	18	22	23	18	17
1100	28	24	21	27	30	27	35	27	26
1200	28	23	20	22	31	28	29	26	25
1300	34	27	28	41	28	30	24	30	31
1400	28	42	44	45	43	44	31	40	44
1500	43	28	37	37	35	45	19	35	36
1600	23	48	42	37	52	37	30	38	43
1700	27	41	45	44	40	38	37	39	42
1800	24	41	32	50	36	37	41	37	39
1900	12	27	35	22	26	31	23	25	28
2000	16	30	30	32	25	25	15	25	28
2100	12	14	19	20	14	19	16	16	17
2200	3	1	6	5	3	12	8	5	5
2300	1	3	1	2	4	3	9	3	3
2400	1	1	1	4	1	4	2	2	2
<b>Totals</b>	<b>319</b>	<b>426</b>	<b>447</b>	<b>479</b>	<b>461</b>	<b>464</b>	<b>375</b>	<b>424</b>	<b>455</b>
<b>AM Peak Hr</b>	<b>11:00</b>	<b>11:00</b>	<b>7:00</b>	<b>11:00</b>	<b>12:00</b>	<b>12:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>
<b>AM Count</b>	<b>28</b>	<b>24</b>	<b>25</b>	<b>27</b>	<b>31</b>	<b>28</b>	<b>35</b>	<b>27</b>	<b>26</b>
<b>PM Peak Hr</b>	<b>3:00</b>	<b>4:00</b>	<b>5:00</b>	<b>6:00</b>	<b>4:00</b>	<b>3:00</b>	<b>6:00</b>	<b>2:00</b>	<b>2:00</b>
<b>PM Count</b>	<b>43</b>	<b>48</b>	<b>45</b>	<b>50</b>	<b>52</b>	<b>45</b>	<b>41</b>	<b>40</b>	<b>44</b>

**TOTAL ADT:    910**

**EL DORADO COUNTY  
COMMUNITY DEVELOPMENT AGENCY: TRANSPORTATION DIVISION**

**Count Summary Beginning:                      January 17, 2018**

Count Station:	Special	Counter ID:	66
City/Town:	El Dorado Hills	Mile Post:	
Road Name:	<b>Hollow Oaks</b>	Location:	<b>200 ft E of Bass Lake Rd</b>
Lanes:	2	Direction:	<b>WESTBOUND</b>

Date	21	22	23	17	18	19	20	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	0	0	1	2	0	1	2	1	1
200	1	1	1	1	1	1	1	1	1
300	0	0	0	0	0	0	0	0	0
400	0	4	4	4	6	6	0	3	5
500	2	8	14	12	10	7	4	8	10
600	6	30	42	38	34	28	10	27	34
700	11	75	67	71	69	70	12	54	70
800	23	39	26	35	35	28	29	31	33
900	29	18	31	30	20	27	36	27	25
1000	27	22	26	30	37	28	32	29	29
1100	24	19	22	24	19	21	29	23	21
1200	35	22	12	22	26	22	31	24	21
1300	28	32	30	31	31	35	22	30	32
1400	24	30	34	32	30	43	30	32	34
1500	18	23	26	33	32	33	26	27	29
1600	30	21	24	22	31	25	18	24	25
1700	21	28	24	35	24	38	34	29	30
1800	15	29	30	26	29	27	14	24	28
1900	15	8	16	10	8	10	9	11	10
2000	8	11	8	15	4	6	11	9	9
2100	2	3	3	8	1	4	13	5	4
2200	1	2	2	2	3	9	5	3	4
2300	4	1	0	1	2	0	2	1	1
2400	0	0	1	1	1	0	0	0	1
<b>Totals</b>	<b>324</b>	<b>426</b>	<b>444</b>	<b>485</b>	<b>453</b>	<b>469</b>	<b>370</b>	<b>424</b>	<b>455</b>
<b>AM Peak Hr</b>	<b>12:00</b>	<b>7:00</b>	<b>7:00</b>	<b>7:00</b>	<b>7:00</b>	<b>7:00</b>	<b>9:00</b>	<b>7:00</b>	<b>7:00</b>
<b>AM Count</b>	<b>35</b>	<b>75</b>	<b>67</b>	<b>71</b>	<b>69</b>	<b>70</b>	<b>36</b>	<b>54</b>	<b>70</b>
<b>PM Peak Hr</b>	<b>4:00</b>	<b>1:00</b>	<b>2:00</b>	<b>5:00</b>	<b>3:00</b>	<b>2:00</b>	<b>5:00</b>	<b>2:00</b>	<b>2:00</b>
<b>PM Count</b>	<b>30</b>	<b>32</b>	<b>34</b>	<b>35</b>	<b>32</b>	<b>43</b>	<b>34</b>	<b>32</b>	<b>34</b>

**TOTAL ADT:                      910**



01/01/2016 thru 12/31/2016

Total Count: 1526

Jurisdiction(s): Placerville

Include State Highways cases

Report Run On: 02/13/2018

Primary Rd HARVARD WAY		Distance (ft)	50	Direction	E	Secondary Rd	EL DORADO AVE	NCIC	9245	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City UNINCORP.		County	El Dorado	Population	9	Rpt Dist	Beat 001	Type	3	CalTrans	Badge	017756	Collision Date	20160126	Time 1800	Day TUE										
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date 20160202										
Weather1 CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting	DARK - ST	Ped Action		Cntrl Dev	FNCTNG	Loc Type	Ramp/Int													
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	71	M	W	HNBD		PROC ST	W	A	0100	BMW	2015	-	N	-	M	G									
2	DRVR	29	M	W	HNBD		STOPPED	W	F	5500	FREI	2005	-	N	-	M	G									
Primary Rd HARVARD WAY		Distance (ft)	0	Direction		Secondary Rd	TAH NEE WAY	NCIC	9245	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City UNINCORP.		County	El Dorado	Population	9	Rpt Dist	Beat 001	Type	3	CalTrans	Badge	017089	Collision Date	20160422	Time 0712	Day FRI										
Primary Collision Factor		R-O-W AUTO		Violation	21802A	Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date 20160427										
Weather1 CLOUDY		Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type	Ramp/Int													
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	17	M	W	HNBD		PROC ST	E	A	0100	INFI	2004	-	3	N	-	M	G								
2F	DRVR	37	M	W	HNBD		LFT TURN	N	A	0100	ACUR	2005	-	3	N	-	M	G								
Primary Rd HASSLER RD		Distance (ft)	133	Direction	N	Secondary Rd	FRUITRIDGE RD	NCIC	9245	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City UNINCORP.		County	El Dorado	Population	9	Rpt Dist	Beat 002	Type	3	CalTrans	Badge	012382	Collision Date	20160929	Time 1010	Day THU										
Primary Collision Factor		WRONG SIDE		Violation	21650	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date 20161005										
Weather1 CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With		NON-CLSN		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type	Ramp/Int													
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	20	M	W	HNBD		RAN OFF RD	S	A	0700	HOND	2004	-	3	N	-	L	G								
Primary Rd HOLLOW OAK DR		Distance (ft)	550	Direction	W	Secondary Rd	SAMUEL WAY	NCIC	9245	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City UNINCORP.		County	El Dorado	Population	9	Rpt Dist	Beat 001	Type	3	CalTrans	Badge	018799	Collision Date	20160722	Time 1520	Day FRI										
Primary Collision Factor		OTHER IMPROV DRV		Violation		Collision Type	OVERTURNED	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	N	Process Date 20160802										
Weather1 CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With		NON-CLSN		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int													
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	BICY	43	F	W	HNBD		PROC ST	E	L	0400	CERVE	-	3	N	-	-	W	BICY	SEVERE	43	F	1	2	-	W	
Primary Rd HOLLOW OAK		Distance (ft)	15	Direction	W	Secondary Rd	ANGELS VIEW	NCIC	9245	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City UNINCORP.		County	El Dorado	Population	9	Rpt Dist	Beat 001	Type	3	CalTrans	Badge	017089	Collision Date	20160416	Time 0635	Day SAT										
Primary Collision Factor		IMPROV TURN		Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date 20160422										
Weather1 CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With		FIXED OBJ		Lighting	DUSK/DAWN	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int													
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	19	M	B	HNBD		UNS TURN	E	D	2200	RAM	2014	-	3	N	-	M	G								

01/01/2015 thru 12/31/2015

Total Count: 1354

Jurisdiction(s): Placerville

Include State Highways cases

Report Run On: 02/13/2018

Primary Rd HILLSDALE CIR Distance (ft) 0 Direction Secondary Rd ROBERT J NCIC 9245 State Hwy? N Route Postmile Prefix Postmile Side of Hwy																									
City UNINCORP. County El Dorado Population 9 Rpt Dist Beat 003 Type 3 CalTrans Badge 017897 Collision Date 20151009 Time 0900 Day FRI																									
Primary Collision Factor R-O-W PED Violation 21950A Collision Type AUTO/PED Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20151030																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run MSDMNR Motor Vehicle Involved WithPED Lighting DAYLIGHT Ped Action X-WLK AT Cntrl Dev FNCTNG Loc Type Ramp/Int																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	42	M	B	IMP UNK	IMP UNK	PROC ST	E	A	0700	CHEV	2003	- 3	N	-	M	G	PED	COMP PN 35	F	9	0	-	P	
2	PED	35	F	O	HNBD			N	N	6000			- 3	N	-	-	-								
Primary Rd HOLLOW OAK DR Distance (ft) 40 Direction E Secondary Rd WHISTLERS BEND NCIC 9245 State Hwy? N Route Postmile Prefix Postmile Side of Hwy																									
City UNINCORP. County El Dorado Population 9 Rpt Dist Beat 001 Type 3 CalTrans Badge 16451 Collision Date 20150614 Time 2500 Day SUN																									
Primary Collision Factor UNKNOWN Violation Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20151027																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run MSDMNR Motor Vehicle Involved WithOTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	998	-		HNBD		PROC ST	E	-	0000			- 3	N	-	-	-								
2	PRKD	998	-				PARKED	-	A	0100	CHRY	2001	- 3	N	-	-	-								
Primary Rd HONPIE RD Distance (ft) 580 Direction S Secondary Rd KOTO RD NCIC 9245 State Hwy? N Route Postmile Prefix Postmile Side of Hwy																									
City UNINCORP. County El Dorado Population 9 Rpt Dist Beat 001 Type 3 CalTrans Badge 018502 Collision Date 20151026 Time 1905 Day MON																									
Primary Collision Factor OTHER IMPROP DRV Violation Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20151106																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved WithFIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	48	M	W	IMP UNK	IMP UNK	PROC ST	N	-	9900	FORD	2004	- 3	N	-	M	G								
Primary Rd ICE HOUSE RD Distance (ft) 6864 Direction N Secondary Rd GRANITE SPRINGS NCIC 9245 State Hwy? N Route Postmile Prefix Postmile Side of Hwy																									
City UNINCORP. County El Dorado Population 9 Rpt Dist Beat 002 Type 3 CalTrans Badge 12382 Collision Date 20150403 Time 1300 Day FRI																									
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20150422																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved WithNON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	M	W	HNBD		SLOWING	N	C	0200	HONDA	2008	- 3	N	-	P	W	DRVR	COMP PN 26	M	1	2	P	W	
Primary Rd ICE HOUSE RD Distance (ft) 1056 Direction N Secondary Rd PEAVINE RIDGE NCIC 9245 State Hwy? N Route Postmile Prefix Postmile Side of Hwy																									
City UNINCORP. County El Dorado Population 9 Rpt Dist Beat 026 Type 2 CalTrans Badge 012382 Collision Date 20150717 Time 1310 Day FRI																									
Primary Collision Factor WRONG SIDE Violation 21650 Collision Type OVERTURNED Severity INJURY #Killed 0 #Injured 5 Tow Away? Y Process Date 20151019																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved WithNON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	46	F	O	HNBD		RAN OFF RD	N	A	0100	TOYOT	2000	- 3	N	-	M	G	DRVR	OTH VIS 46	F	1	0	M	G	
																		PASS	OTH VIS 11	M	4	0	M	G	
																		PASS	COMP PN 20	F	6	0	M	G	
																		PASS	COMP PN 18	F	7	0	P	C	
																		PASS	COMP PN 14	M	2	0	M	G	

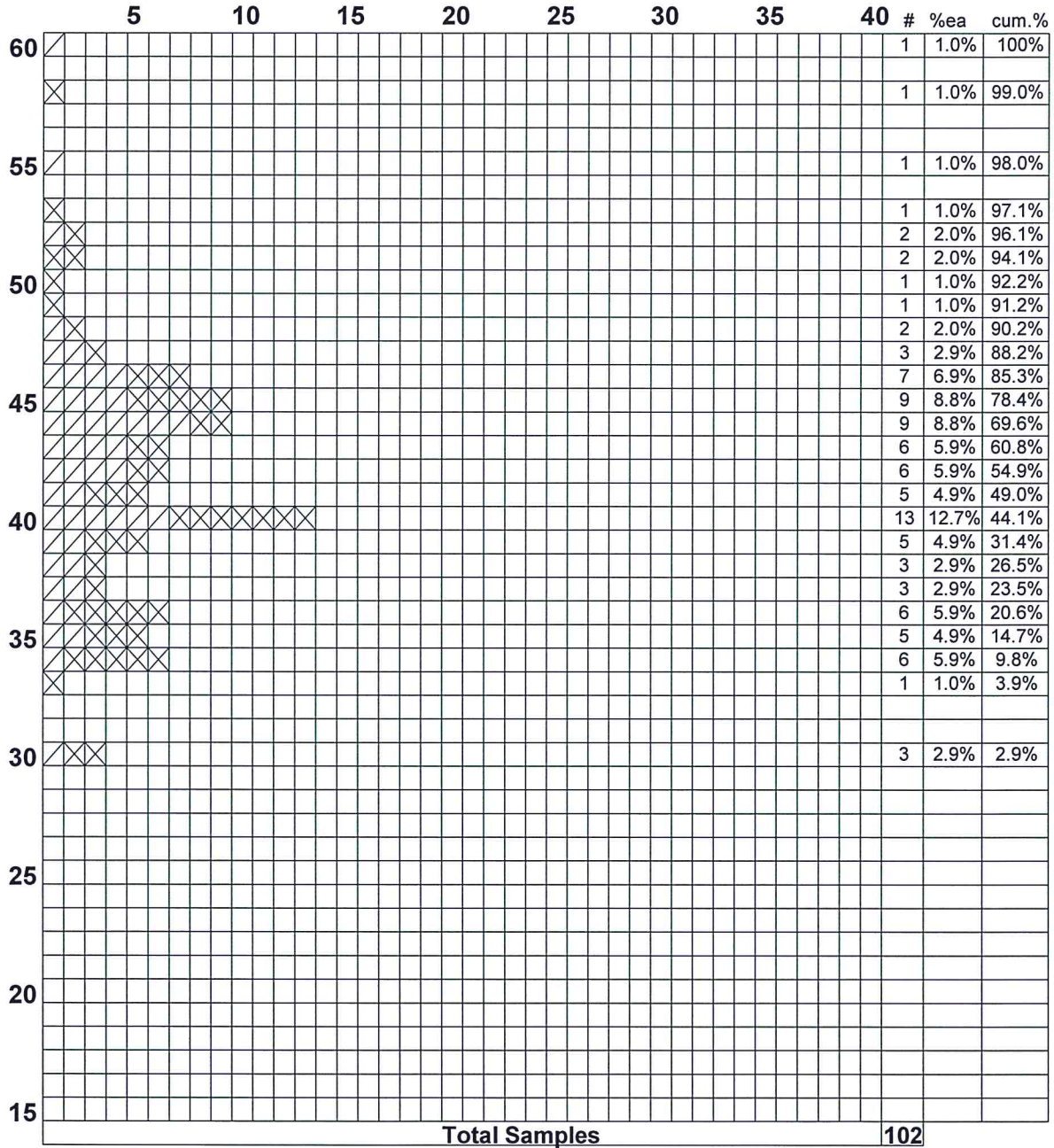
**County of El Dorado  
Transportation Division**

Street Name: HOLLOW OAK DR

Limits: SADDLEBACK DR to ANGELS VIEW

**Radar Survey Sheet**

X=West /=East



85th Percentile Speed: 46  
 50th Percentile Speed: 42  
 15th Percentile Speed: 36  
 10 MPH Pace: 37-46  
 Number in Pace: 66  
 Percent in Pace: 64.7%

Date of Survey: 2/28/2018  
 Weather: Clear  
 Road Condition: Good  
 Street Class.: Local  
 Observer: M. BASTIAN  
 Conditions not Apparent:

Start Time: 9:30  
 End Time: 12:00  
 Posted Speed: 25

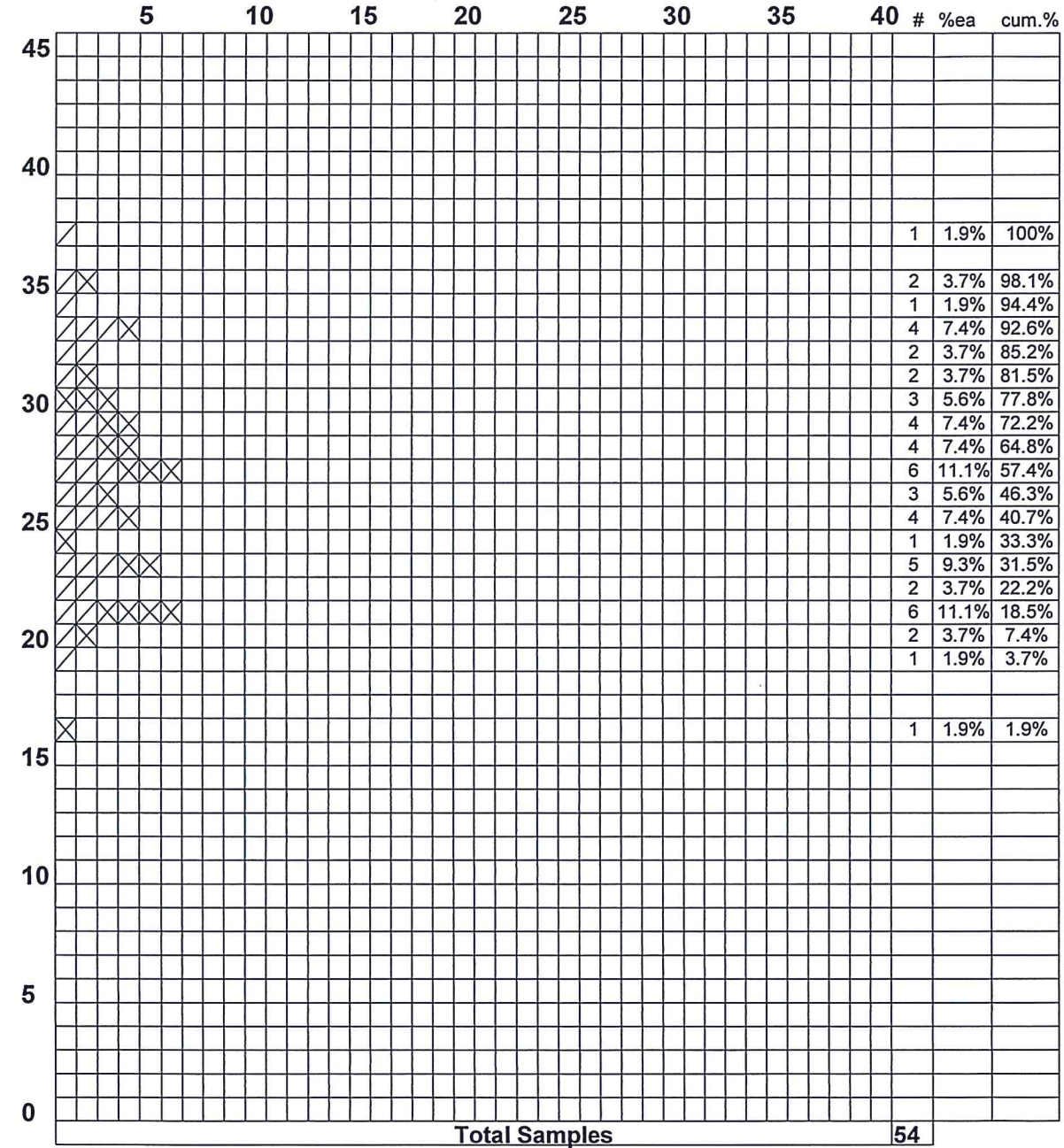
**County of El Dorado  
Transportation Division**

Street Name: HOLLOW OAK DRIVE

Limits: SAMUEL WAY to WHISTLERS BEND WAY

**Radars Survey Sheet**

X=West /=East



85th Percentile Speed:	<u>32</u>	Date of Survey:	<u>2/27/2018</u>	Start Time:	<u>11:00</u>
50th Percentile Speed:	<u>27</u>	Weather:	<u>Clear</u>	End Time:	<u>13:30</u>
15th Percentile Speed:	<u>21</u>	Road Condition:	<u>Good</u>	Posted Speed:	<u>25</u>
10 MPH Pace:	<u>21-30</u>	Street Class.:	<u>Local</u>	Observer:	<u>M. BASTIAN</u>
Number in Pace:	<u>38</u>	Conditions not Apparent:			
Percent in Pace:	<u>70.4%</u>				