



Reference: 509051.100

August 30, 2010

Rob Hayes-St. Clair
Jerry Stacher
JH Ranch
8525 Homestead Lane
Etna, CA 96027

Subject: JH Ranch Traffic Volume Study

Dear Mr. Hayes-St. Clair and Mr. Stacher:

SHN Consulting Engineers & Geologists, Inc. (SHN) has prepared this traffic volume study for the JH Ranch. The JH Ranch is approximately 30 miles southwest of Yreka, California, and consists of multiple Assessors' Parcels Number (APNs). French Creek Road (Siskiyou County Road #3G002) bisects some of the parcels, but the JH Ranch offices, guest facilities and program areas are located west of French Creek Road. This study area encompasses French Creek Road, the main access to JH Ranch, and the new access to Homestead Lane at the bridge over French Creek.

1.0 Scope of Report

This study conforms to the California Department of Transportation (Caltrans) requirements and standard engineering practice for a traffic volume survey. No standard traffic volume study requirements were available from Siskiyou County.

2.0 Existing Conditions

2.1 Existing Site Conditions

The area tributary to French Creek Road is currently developed with a mixture of uses, such as agriculture, timber production on private forest lands, multiple uses on National Forest lands, single-family residential and planned development and commercial operations at JH Ranch. French Creek Road is open year-round to public uses and provides access to public and private lands along its route. It is one of the routes for public access to the Klamath National Forest and the Marble Mountain Wilderness area. Several public and private access roads connect to French Creek Road and provide access to other areas in the vicinity.

Access to JH Ranch is by two main routes: the main access road at the JH Ranch entrance (referenced in this report as JH Ranch Main) and at Homestead Lane at the new bridge across French Creek Road (referenced as JH Ranch Bridge). The JH Ranch Main access road provides the predominant access to JH Ranch, but also provides primary access to a single-family residence not associated with JH Ranch. The JH Ranch Bridge access provides access to JH Ranch facilities, and provides access to year-round, seasonal use, and undeveloped residential properties, also not associated with JH Ranch.

2.2 Existing Traffic Counts

SHN set up a single Trax (JAMAR Technologies, Inc.) traffic counter on French Creek Road (near its intersection with State Highway 3) on May 19, 2010 to conduct a volume survey prior to the summer guest season at JH Ranch. This counter was removed on May 25, 2010. During this time period, JH Ranch did not have summer seasonal staff, summer guests or guest programs in operation. Approximately 35 staff were working at JH Ranch setting up the summer programs. Additionally, JH Ranch was in the process of constructing its new dining pavilion, and there were approximately 10-20 construction workers, material suppliers and other construction vendors traveling on French Creek Road to access JH Ranch. The volume data is attached, and Table 1 presents a summary of the traffic volumes for this Baseline traffic count.

Table 1 Traffic Volumes for French Creek Road May 19 to May 25, 2010						
Road Segment	Volumes (vehicles)					
	Weekday Average Daily Traffic	Weekday Peak Hour, a.m.	Weekday Peak Hour, p.m.	Weekend Average Daily Traffic ¹	Weekend Peak Hour, a.m.	Weekend Peak Hour, p.m. ¹
French Creek Road	229	32	52	216	17	23

The ideal capacity of any road segment is 1,800 vehicles per hour per direction. As shown in Table 1, the combined peak volumes for French Creek Road at this location are well below this threshold. Based on data collected, French Creek Road at this location has an Average Daily Traffic (ADT) count of 225 vehicles. For the purposes of this study, this ADT and is used as the Baseline.

On July 27, 2010 three Trax traffic counters were set up at three locations on French Creek Road and the access to JH Ranch to conduct a volume survey during a portion of the summer guest season. One traffic counter was set up on French Creek Road at the same location of the May 19-25 study. Two were set up on JH Ranch property, one at JH Ranch Main access road just prior to traffic accessing the bridge and one at JH Ranch Bridge on the east side of the bridge. The counters were removed on August 9, 2010.

During this period, French Creek Road was open to the public and provided unimpeded access to National Forest lands and wilderness areas, as well as to other residential, agriculture and timber lands. Also, during this period JH Ranch was in summer operations, with approximately 125 seasonal staff, 30 full-time staff, and 175 guests. Guests arrived and left (program transition periods) on Saturdays which were July 31 and August 7, 2010. The volume data is attached, and Table 2 presents a summary of the traffic volumes.

Table 2
Traffic Volumes for French Creek Road, JH Ranch Main¹ and
JH Ranch Bridge² Access Points
July 27 to August 9, 2010

Road Segment	Volumes (vehicles)					
	Weekday Average Daily Traffic	Weekday Peak Hour, a.m.	Weekday Peak Hour, p.m.	Weekend Average Daily Traffic ¹	Weekend Peak Hour, a.m. ³	Weekend Peak Hour, p.m. ¹
French Creek Road ⁴	449	104	76	409	72	56
JH Ranch Main	191	40	29	293	77	45
JH Ranch Bridge	59	13 (58 ⁵)	11	59	8	9
1. JH Main refers to the main JH Ranch entrance road 2. JH Bridge refers to the Homestead Lane access at the new bridge over French Creek. 3. JH Ranch programs transition on Saturdays with guest leaving and arriving. 4. Trax Counter stopped working after 9 days and prior to end of complete study. Counter was able to count both weekday and weekend traffic. 5. The Weekday Peak Hour a.m. volume of 58 vehicles appears to be an anomaly, based on the other traffic data for this site for other weekday mornings and is not used in this analysis at the peak morning hour.						

As shown in Table 2, the combined peak volumes for French Creek Road are well below the 1,800 vehicles per hour per direction. Based on data collected, French Creek Road at this location has an ADT count of 439 vehicles; JH Ranch Main has an ADT of 220 vehicles; and, JH Ranch Bridge has an ADT of 59 vehicles.

As noted in Table 2, an anomaly appears in the Weekday Peak Hour, a.m. traffic volume. On the first day of the study (July 27, 2010) there were 58 vehicle counts at the JH Ranch Bridge site coming onto the bridge accessing Homestead Lane. This count does not coincide with any organized program activities at JH Ranch, does not account for incoming vehicles at the start of a new program week, and is otherwise unexplained. There are no corresponding return trips out at this site to account for the 58 vehicles on that day. A detailed look at the data shows that 54 vehicles accessed this point between 10:00 and 10:15 a.m. (48 inbound and 6 outbound). Guest traffic for JH Ranch is typically routed to the JH Ranch main entrance where traffic was counted during the study by the JH Ranch Main counter. While this volume was used to calculate the Annual Daily Traffic for this point, the value of 13 vehicle trips was used as the peak weekday hour for morning traffic as it appears to reflect traffic at this point based visual observations and data from the other days of the week.

Siskiyou County had total traffic volume data for French Creek Road from a 1988 traffic study that showed a volume of 245 ADT. Refer to Section 3.2 for details of the study. The only other traffic data available for review was from Caltrans that provides Average Annual Daily Traffic (AADT) and Peak Hour counts and projections for various roadway segments of State Highway. Review of the data found that Highway 3 had traffic counts for a location at Main Street, Etna for the 2009 year. Etna is approximately 4 miles to the north of the site, and provides a reasonable estimate of

traffic on Highway 3 that passes French Creek Road. Review of that data found that the AADT traffic at the Main Street point was 1,350 vehicles with the Peak Hour vehicle count of 190 (there was no distinction in a.m. or p.m. Peak Hour).

2.3 Transportation Facilities

The following is a summary of the roadway classifications identified in the by Siskiyou County Department of Public Works and descriptions of the study area as observed by SHN staff.

<u>Roadway</u>	<u>Existing Lanes</u>	<u>Classification</u>	<u>Posted Speed</u>
French Creek Road	2	Local Road	35
JH Ranch Main	1	Private Driveway	N/A
JH Ranch Bridge (Homestead Ln.)	1	Private Road	N/A

3.0 Intersection and Roadway Analysis

3.1 Intersection Capacity and Level of Service

Intersection capacity calculations were not conducted for this study, as review of traffic volume data and visual observations of intersections determined that these calculations were not necessary due to the low volume of traffic. There are no signalized intersections in the study area.

The County of Siskiyou has older traffic volume data for French Creek Road but does not have any intersection data. Review of Caltrans District 2 data determined that there were no current intersection classifications for French Creek Road at Highway 3.

The concept of Level of Service has been developed by traffic engineers to allow a qualitative measure of an intersection's operation. A level of service "A" is representative of generally free-flowing conditions while a level of service F is representative of long delays (greater than 50 seconds for un-signalized and 80 seconds for signalized intersections). Table 3 presents the level of service corresponding to delay under each stop control scenario.

Table 3 Level of Service and Delay Thresholds						
Stop Control	Level of Service (seconds/vehicle)					
	A	B	C	D	E	F
Signalized	0-10	>10-20	>20-35	>35-55	>55-80	>80
Un-signalized: Two-way or All-Way	0-10	>10-15	>15-25	>25-35	>35-50	>50
Source: <i>Highway Capacity Manual, 2000 Edition</i>						

Evaluation of signalized intersection capacity and operation uses two criteria standardized in the transportation engineering industry. The first measure of operational acceptability for roadways and intersections is the ratio of traffic volume to capacity of the roadway or intersection. This ratio

is referred to as the volume-to-capacity ratio (v/c). The second measure of operation is Level of Service (LOS). LOS for a signalized intersection is based upon average delay incurred by all vehicles using the intersection during the peak 15 minutes of the design hour.

Un-signalized two-way stop controlled intersections are evaluated on the delay experienced by individual lanes or lane groups rather than the intersection average, because the intersection average is significantly impacted by nearly unimpeded major street traffic and does not always reflect the delays experienced by side street traffic. The delay experienced by each lane or lane approach corresponds to the reserve capacity, which is a measure of the capacity of a movement that is unused. The lane or lane group that experiences the highest delay, generally the side street, will be reported for the intersection as a whole, along with the corresponding reserve capacity and LOS. For the study area, the side streets that would potentially have the longest delay would be JH Ranch Main entrance and JH Ranch Bridge (both a side street to French Creek Road) and French Creek Road at Highway 3 (where French Creek Road is a side street to Highway 3).

French Creek Road at Highway 3: By inspection, this intersection has little if any, delays and is currently operating at an LOS A during all of the peak hours.

JH Ranch Main at French Creek Road: By inspection, this intersection has virtually no delays and is currently operating at an LOS A during all of the peak hours.

JH Ranch Bridge at French Creek Road: By inspection, this intersection has virtually no delays and is currently operating at an LOS A during all of the peak hours.

3.2 French Creek Road Level of Service

Discussions with Siskiyou County Department of Public Works determined that there was only one documented traffic study for French Creek Road that the County had knowledge of (*Scott Waite, Personal Communications, 2010*). That study, conducted in 1988, was at a location on French Creek Road approximately 600 feet west of the intersection of French Creek Road and Highway 3. That study determined that there was an ADT of 245. No additional information from the 1988 study, other than ADT was available, and it is unknown at what time of year this data was taken. Review of this information determined that the SHN study conducted for this report was at the same location as the 1988 study.

4.0 Conclusions and Recommendations

SHN conducted a traffic volume survey in the area of the JH Ranch from May 19 to 25, 2010 and again from July 27 to August 9, 2010. The average daily volumes and peak volumes on French Creek Road for both the Baseline condition (pre-summer activities at JH Ranch) and summer levels are well below capacity of the roadway. The Baseline condition shows ADT levels on French Creek Road at 225 vehicles, compared to a summer use ADT of 439. This represents a 214 vehicle per day increase above the Baseline. Some of the increase in vehicles per day can be attributed to through traffic using French Creek Road for summer activities and access to the wilderness area trailheads.

Other increases are due to seasonal fluctuations in traffic patterns, new home construction (below JH Ranch) and road and utility maintenance activities. Other increases are due to guests and summer operations at JH Ranch.

Review of data from traffic counters at JH Ranch found most of the traffic on the two roads counted (JH Ranch Main and JH Ranch Bridge) came through the main entrance to JH Ranch. The data for this road showed an ADT of 220 vehicles (by contrast the JH Ranch Bridge had an ADT of 59). By inspection, it was observed that most of the vehicles accessing this point were related to JH Ranch maintenance staff, guests and deliveries (UPS, FedEx). However, this road also provides primary access to one local residence and is also used by residences not associated with JH Ranch. Since this road has formerly been the primary access to other private properties on Homestead Lane, it still appears to be utilized from time-to-time for access by other residents (though the frequency appears to be quite low). Primary access to these residences is provided by the new bridge across French Creek, but is not a required access and other residences have deeded access across JH Ranch property.

While the increase in ADT from the Baseline cannot be completely assigned to activities at JH Ranch, it is reasonable to assume that a large share of the volume increase is due to guests arriving and departing and other program activities. Using the conservative estimate that 75% of the summer volume increase on French Creek Road is due to JH Ranch activities (an ADT of 163), this accounts for a 42% increase in overall traffic. While this is an increase in traffic volume, and would be noticed by observers as a change from non-summer traffic volumes, it does not exceed LOS for the roadway (roadway continues to be LOS A) and is not considered a significant issue from a traffic standpoint. The increases in summer traffic use of French Creek Road measured for this study do not change the LOS of the roadway.

Assuming that the summer ADT for French Creek Road of 439 was continuous throughout the entire year, no change in the LOS for French Creek Road would occur.

The intersections of French Creek Road at Highway 3, JH Ranch Main at French Creek Road and JH Ranch Bridge at French Creek Road are all operating at an LOS A during the weekday and weekend peak hours, indicating minor delays, if any. There is little difference between Baseline and summer conditions, and the increase in summer traffic on French Creek Road has not impacted these intersection operations.

Please contact me with any questions at 707-441-8855.

Sincerely,

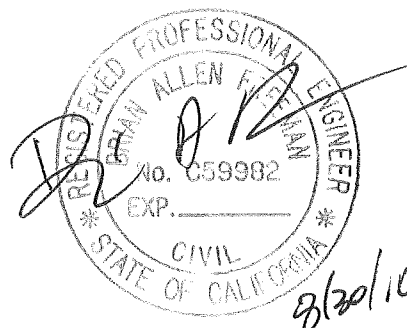
SHN Consulting Engineers & Geologists, Inc.



Brian A. Freeman, P.E., T.E.
Senior Civil Engineer

BAF:MSC:llc

Attachment 1. Traffic Volume Data



SHN Consulting Engineers & Geologists, Inc.

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(530) 221-5424

Attachment XVI-1 Page 1

Site Code: French Creek Road
Near Intersection with Hwy 3

Start Time	17-May-10 Mon	18-May-10 Tue	19-May-10 Wed	20-May-10 Thu	21-May-10 Fri	Weekday Average	22-May-10 Sat	23-May-10 Sun
12:00 AM	*	*	*	0	2	1	0	0
01:00	*	*	*	0	1	0	0	0
02:00	*	*	*	0	0	0	0	0
03:00	*	*	*	0	0	0	0	0
04:00	*	*	*	1	1	1	0	0
05:00	*	*	*	1	2	2	5	3
06:00	*	*	*	8	9	8	4	2
07:00	*	*	*	25	22	24	11	3
08:00	*	*	*	24	18	21	14	8
09:00	*	*	*	24	13	18	15	17
10:00	*	*	*	16	15	16	16	12
11:00	*	*	*	32	14	23	17	16
12:00 PM	*	*	*	22	14	18	20	18
01:00	*	*	*	26	36	31	20	18
02:00	*	*	*	19	52	36	23	15
03:00	*	*	*	40	37	38	20	16
04:00	*	*	44	35	24	34	12	11
05:00	*	*	24	19	21	21	20	11
06:00	*	*	13	19	28	20	16	9
07:00	*	*	8	8	15	10	11	3
08:00	*	*	4	15	6	8	14	7
09:00	*	*	5	14	8	9	9	4
10:00	*	*	0	3	1	1	4	3
11:00	*	*	0	2	4	2	4	1
Total	0	0	98	353	343		255	177
Percentage	0.0%	0.0%	28.7%	103.2%	100.3%		74.6%	51.8%
AM Peak Vol.				11:00 32	07:00 22		11:00 17	09:00 17
PM Peak Vol.			16:00 44	15:00 40	14:00 52		14:00 23	12:00 18

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Attachment XVI-1 Page 2

Site Code: French Creek Road
Near Intersection with Hwy 3

Start Time	24-May-10 Mon	25-May-10 Tue	26-May-10 Wed	27-May-10 Thu	28-May-10 Fri	Weekday Average	29-May-10 Sat	30-May-10 Sun
12:00 AM	2	1	*	*	*	2	*	*
01:00	0	1	*	*	*	0	*	*
02:00	0	0	*	*	*	0	*	*
03:00	0	0	*	*	*	0	*	*
04:00	0	1	*	*	*	0	*	*
05:00	1	2	*	*	*	2	*	*
06:00	6	6	*	*	*	6	*	*
07:00	20	19	*	*	*	20	*	*
08:00	21	16	*	*	*	18	*	*
09:00	25	*	*	*	*	25	*	*
10:00	22	*	*	*	*	22	*	*
11:00	18	*	*	*	*	18	*	*
12:00 PM	24	*	*	*	*	24	*	*
01:00	28	*	*	*	*	28	*	*
02:00	26	*	*	*	*	26	*	*
03:00	24	*	*	*	*	24	*	*
04:00	32	*	*	*	*	32	*	*
05:00	26	*	*	*	*	26	*	*
06:00	6	*	*	*	*	6	*	*
07:00	11	*	*	*	*	11	*	*
08:00	3	*	*	*	*	3	*	*
09:00	8	*	*	*	*	8	*	*
10:00	0	*	*	*	*	0	*	*
11:00	0	*	*	*	*	0	*	*
Total	303	46	0	0	0		0	0
Percentage	100.7%	15.3%	0.0%	0.0%	0.0%		0.0%	0.0%
AM Peak	09:00	07:00						
Vol.	25	19						
PM Peak	16:00							
Vol.	32							
Total			46	98				

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 Near Intersection with Hwy 3

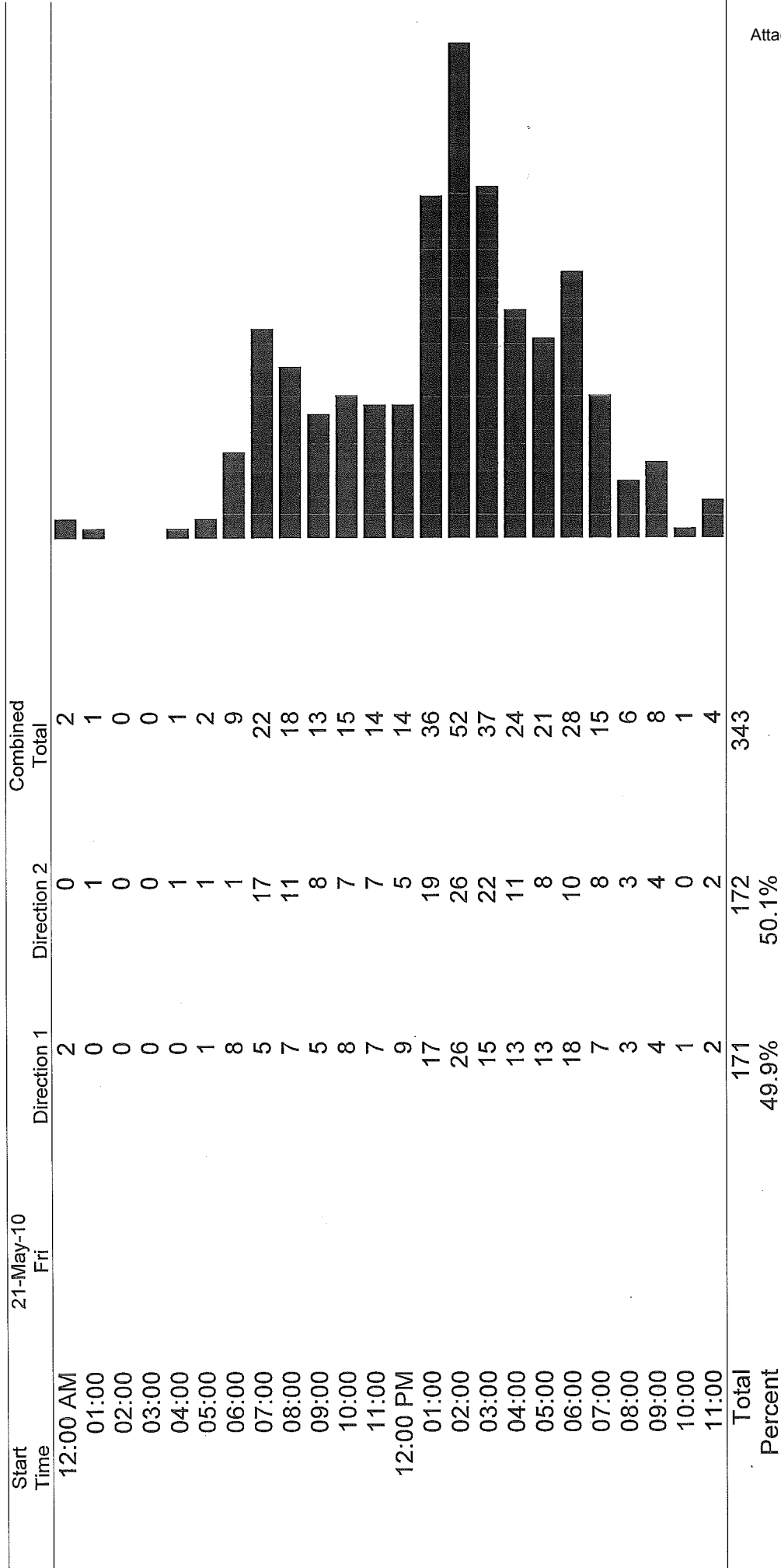
Start Time	19-May-10 Wed	Direction 1	Direction 2	Combined Total
12:00 AM		*	*	*
01:00		*	*	*
02:00		*	*	*
03:00		*	*	*
04:00		*	*	*
05:00		*	*	*
06:00		*	*	*
07:00		*	*	*
08:00		*	*	*
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
12:00 PM		*	*	*
01:00		*	*	*
02:00		*	*	*
03:00		*	*	*
04:00		25	19	44
05:00		17	7	24
06:00		7	6	13
07:00		5	3	8
08:00		1	3	4
09:00		4	1	5
10:00		0	0	0
11:00		0	0	0
Total		59	39	98
Percent		60.2%	39.8%	

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Site Code: French Creek Road
 Near Intersection with Hwy 3

Start Time	20-May-10 Thu	Direction 1	Direction 2	Combined Total
12:00 AM	0	0	0	
01:00	0	0	0	
02:00	0	0	0	
03:00	0	0	0	
04:00	0	1	1	
05:00	1	0	1	
06:00	6	2	8	
07:00	8	17	25	
08:00	8	16	24	
09:00	9	15	24	
10:00	8	8	16	
11:00	14	18	32	
12:00 PM	12	10	22	
01:00	15	11	26	
02:00	9	10	19	
03:00	20	20	40	
04:00	16	19	35	
05:00	8	11	19	
06:00	11	8	19	
07:00	5	3	8	
08:00	8	7	15	
09:00	12	2	14	
10:00	1	2	3	
11:00	2	0	2	
Total	173	180	353	
Percent	49.0%	51.0%		

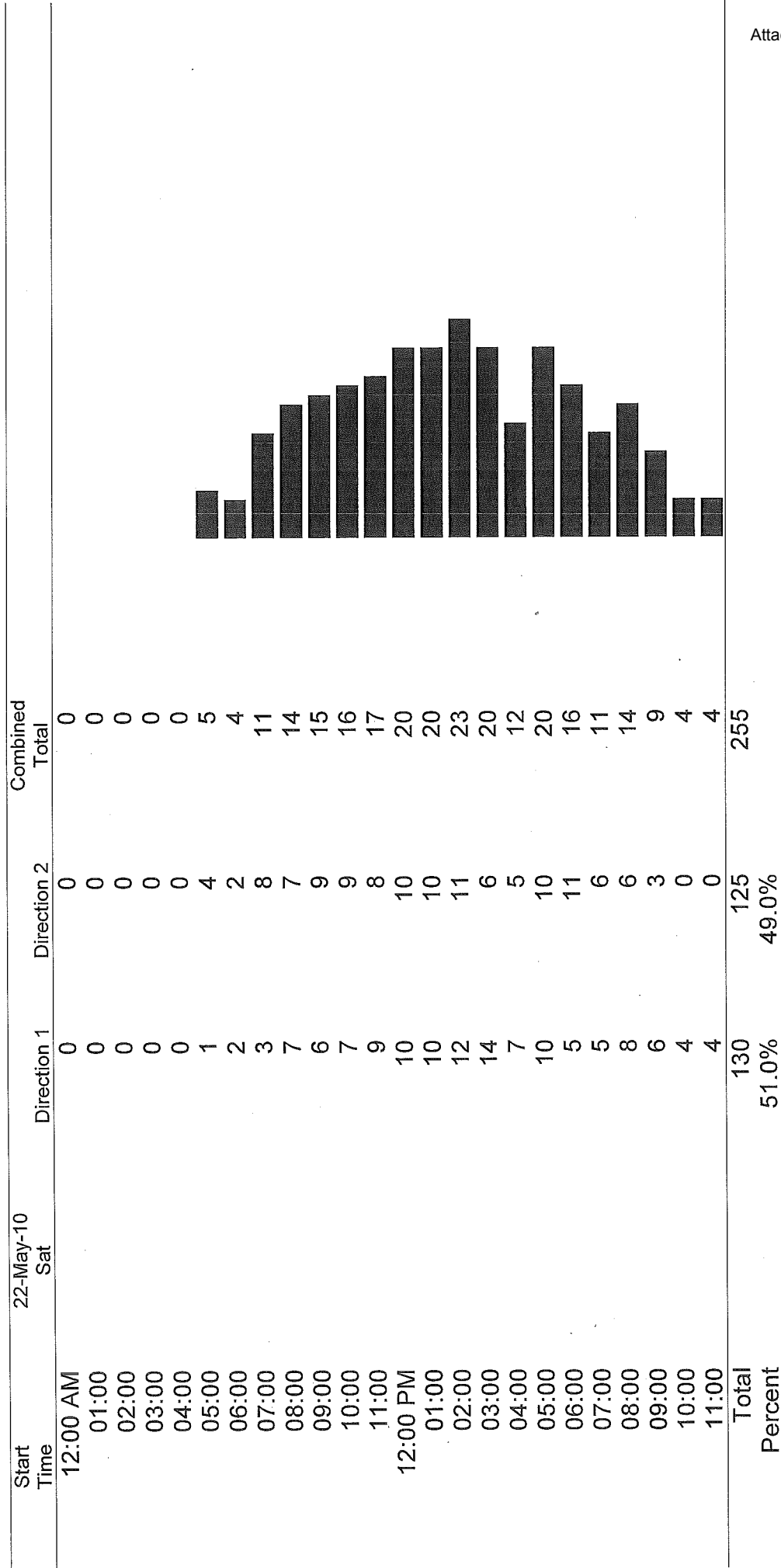
Site Code: French Creek Road
 Near Intersection with Hwy 3



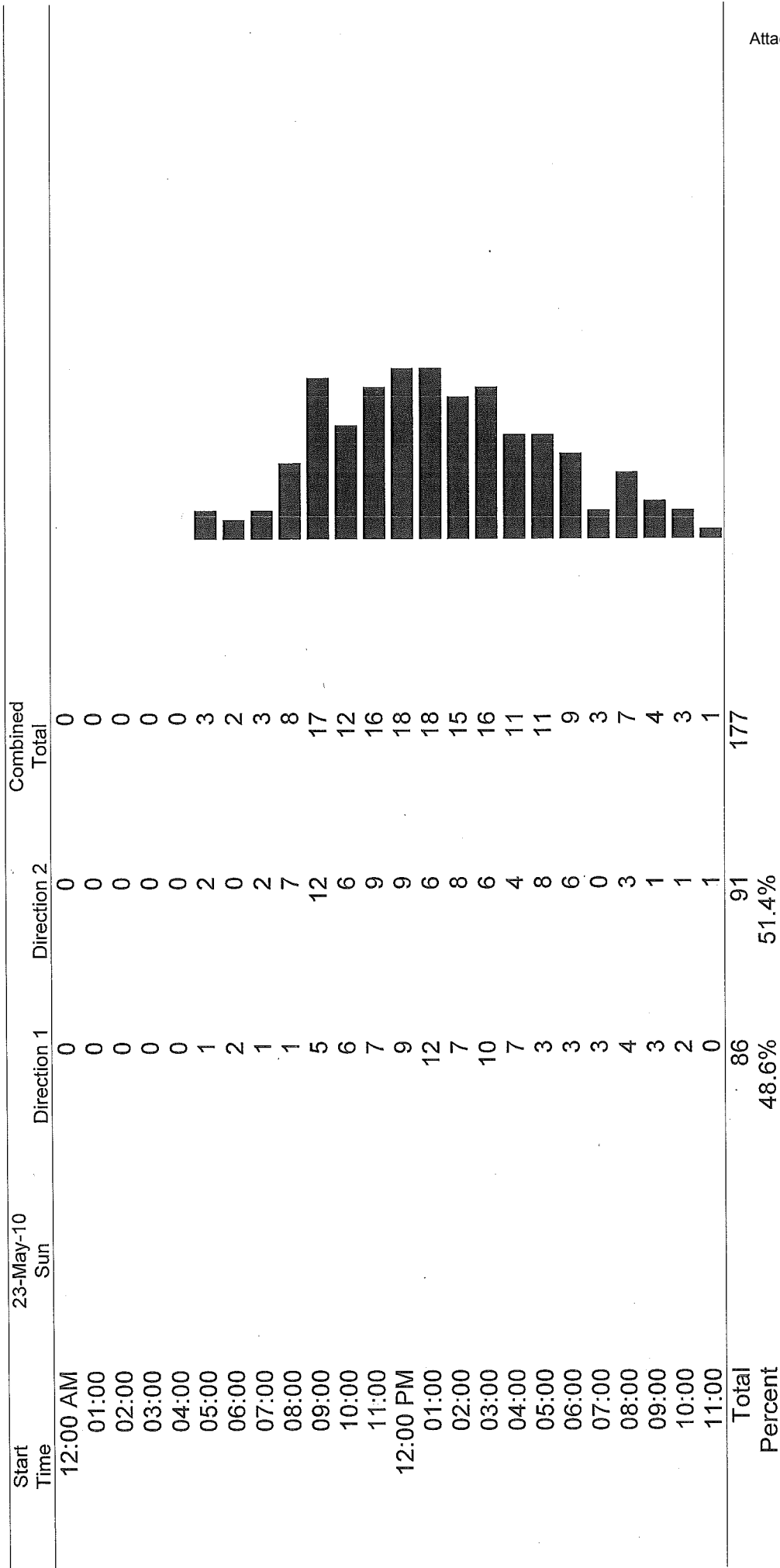
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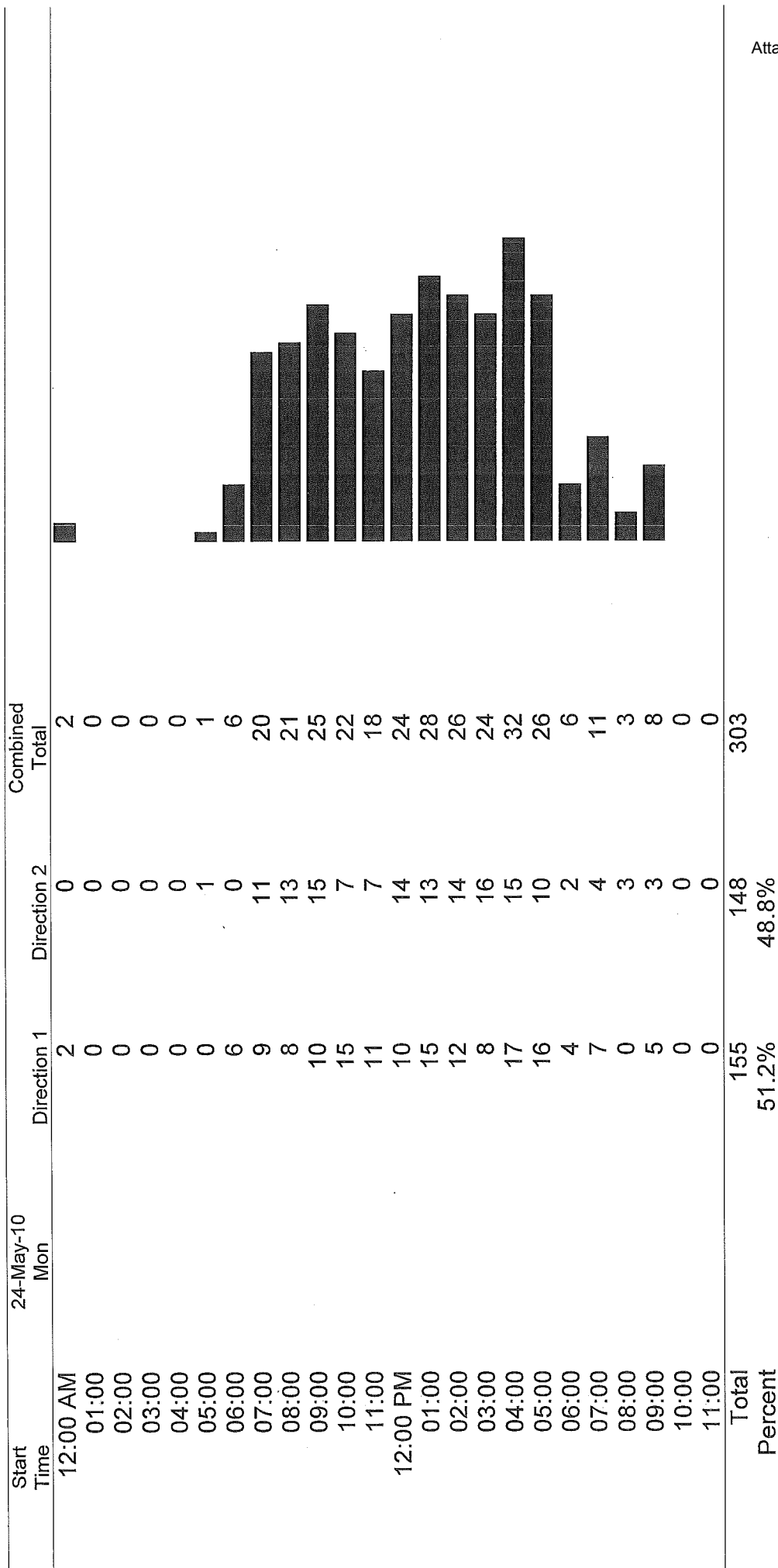
Site Code: French Creek Road
 Near Intersection with Hwy 3



Site Code: French Creek Road
 Near Intersection with Hwy 3



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 Near Intersection with Hwy 3



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Site Code: French Creek Road
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Start Time	25-May-10 Tue	Direction 1	Direction 2	Combined Total
12:00 AM	1	0	1	
01:00	0	1	1	
02:00	0	0	0	
03:00	0	0	0	
04:00	0	1	1	
05:00	1	1	2	
06:00	5	1	6	
07:00	5	14	19	
08:00	5	11	16	
09:00	*	*	*	
10:00	*	*	*	
11:00	*	*	*	
12:00 PM	*	*	*	
01:00	*	*	*	
02:00	*	*	*	
03:00	*	*	*	
04:00	*	*	*	
05:00	*	*	*	
06:00	*	*	*	
07:00	*	*	*	
08:00	*	*	*	
09:00	*	*	*	
10:00	*	*	*	
11:00	*	*	*	
Total	17	29	46	
Percent	37.0%	63.0%		
Grand Total	791	784		
Percentage	50.2%	49.8%		
Attachment				

AADT 225

ADT 225

ADT

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Site Code: FRENCH CR RD

Start Time	26-Jul-10 Mon	27-Jul-10 Tue	28-Jul-10 Wed	29-Jul-10 Thu	30-Jul-10 Fri	Weekday Average	31-Jul-10 Sat	01-Aug-10 Sun
12:00 AM	*	*	2	0	0	1	0	2
01:00	*	*	0	0	0	0	0	0
02:00	*	*	0	0	0	0	0	0
03:00	*	*	0	0	0	0	0	2
04:00	*	*	9	3	2	5	0	8
05:00	*	*	10	14	2	9	4	46
06:00	*	*	15	14	12	14	6	20
07:00	*	*	55	50	34	46	8	42
08:00	*	*	37	41	22	33	12	50
09:00	*	29	42	44	28	36	72	28
10:00	*	47	60	104	52	66	26	24
11:00	*	41	54	55	22	43	20	18
12:00 PM	*	41	42	51	20	38	56	16
01:00	*	41	40	60	28	42	32	16
02:00	*	56	58	32	20	42	16	10
03:00	*	74	76	30	18	50	14	10
04:00	*	70	60	20	32	46	30	28
05:00	*	38	32	24	20	28	26	14
06:00	*	34	42	18	6	25	20	18
07:00	*	26	15	10	10	15	22	16
08:00	*	36	28	18	18	25	12	16
09:00	*	42	52	22	14	32	6	18
10:00	*	1	3	2	10	4	20	2
11:00	*	3	3	0	0	2	10	2
Total	0	579	735	612	370		412	406
Percentage	0.0%	96.2%	122.1%	101.7%	61.5%		68.4%	67.4%
AM Peak Vol.		10:00 47	10:00 60	10:00 104	10:00 52		09:00 72	08:00 50
PM Peak Vol.		15:00 74	15:00 76	13:00 60	16:00 32		12:00 56	16:00 28

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Attachment XVI-1
Page 2

Site Code: FRENCH CR RD

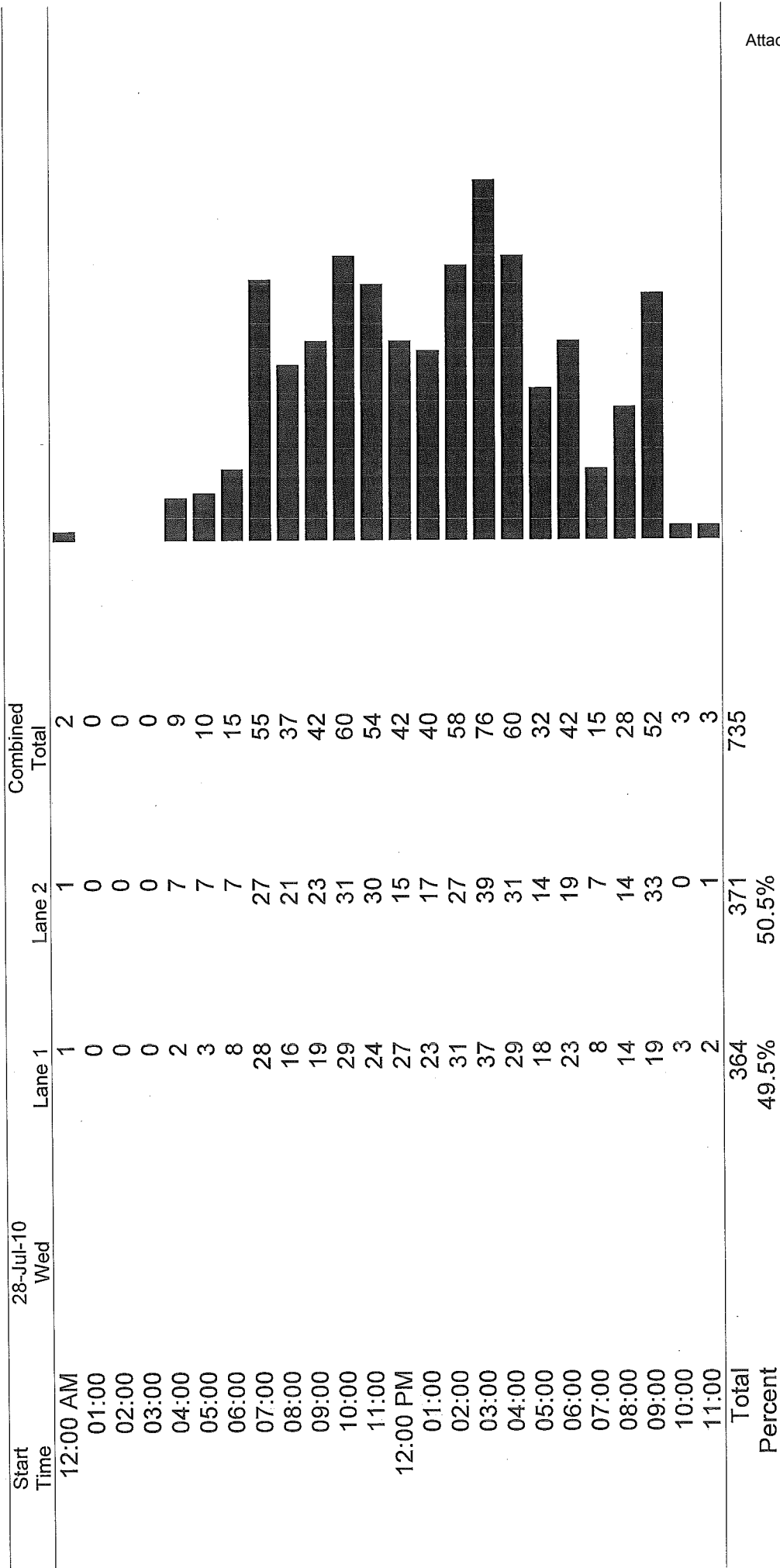
Start Time	02-Aug-10 Mon	03-Aug-10 Tue	04-Aug-10 Wed	05-Aug-10 Thu	06-Aug-10 Fri	Weekday Average	07-Aug-10 Sat	08-Aug-10 Sun
12:00 AM	2	0	*	*	*	1	*	*
01:00	0	2	*	*	*	1	*	*
02:00	0	0	*	*	*	0	*	*
03:00	0	0	*	*	*	0	*	*
04:00	4	6	*	*	*	5	*	*
05:00	10	8	*	*	*	9	*	*
06:00	6	12	*	*	*	9	*	*
07:00	16	30	*	*	*	23	*	*
08:00	14	2	*	*	*	8	*	*
09:00	24	*	*	*	*	24	*	*
10:00	22	*	*	*	*	22	*	*
11:00	30	*	*	*	*	30	*	*
12:00 PM	26	*	*	*	*	26	*	*
01:00	8	*	*	*	*	8	*	*
02:00	30	*	*	*	*	30	*	*
03:00	28	*	*	*	*	28	*	*
04:00	30	*	*	*	*	30	*	*
05:00	20	*	*	*	*	20	*	*
06:00	10	*	*	*	*	10	*	*
07:00	16	*	*	*	*	16	*	*
08:00	8	*	*	*	*	8	*	*
09:00	16	*	*	*	*	16	*	*
10:00	10	*	*	*	*	10	*	*
11:00	8	*	*	*	*	8	*	*
Total	338	60	0	0	0		0	0
Percentage	98.8%	17.5%	0.0%	0.0%	0.0%		0.0%	0.0%
AM Peak	11:00	07:00						
Vol.	30	30						
PM Peak	14:00							
Vol.	30							
Total		639	735					

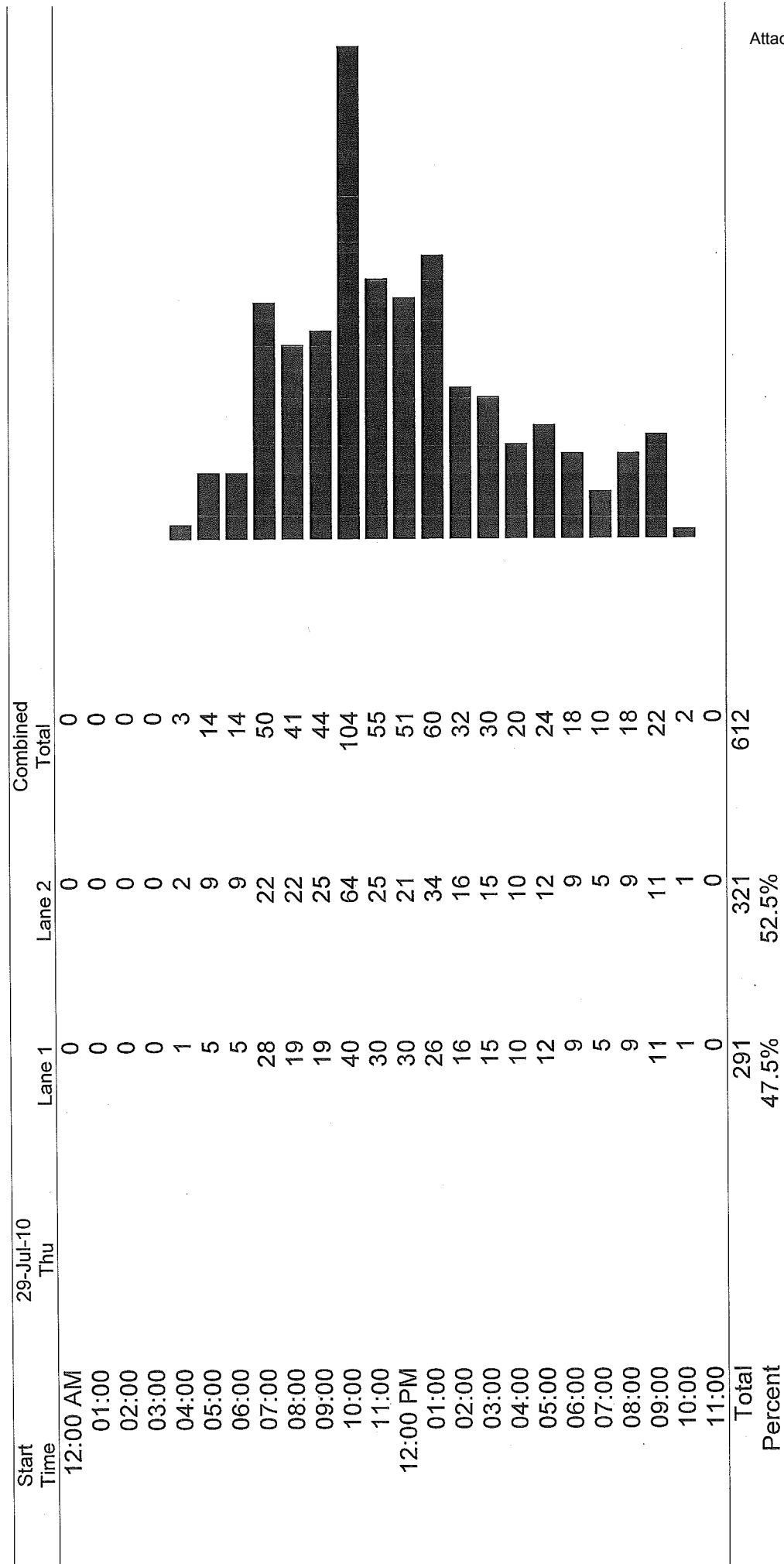
SHN Consulting Engineers & Geologists, Inc.

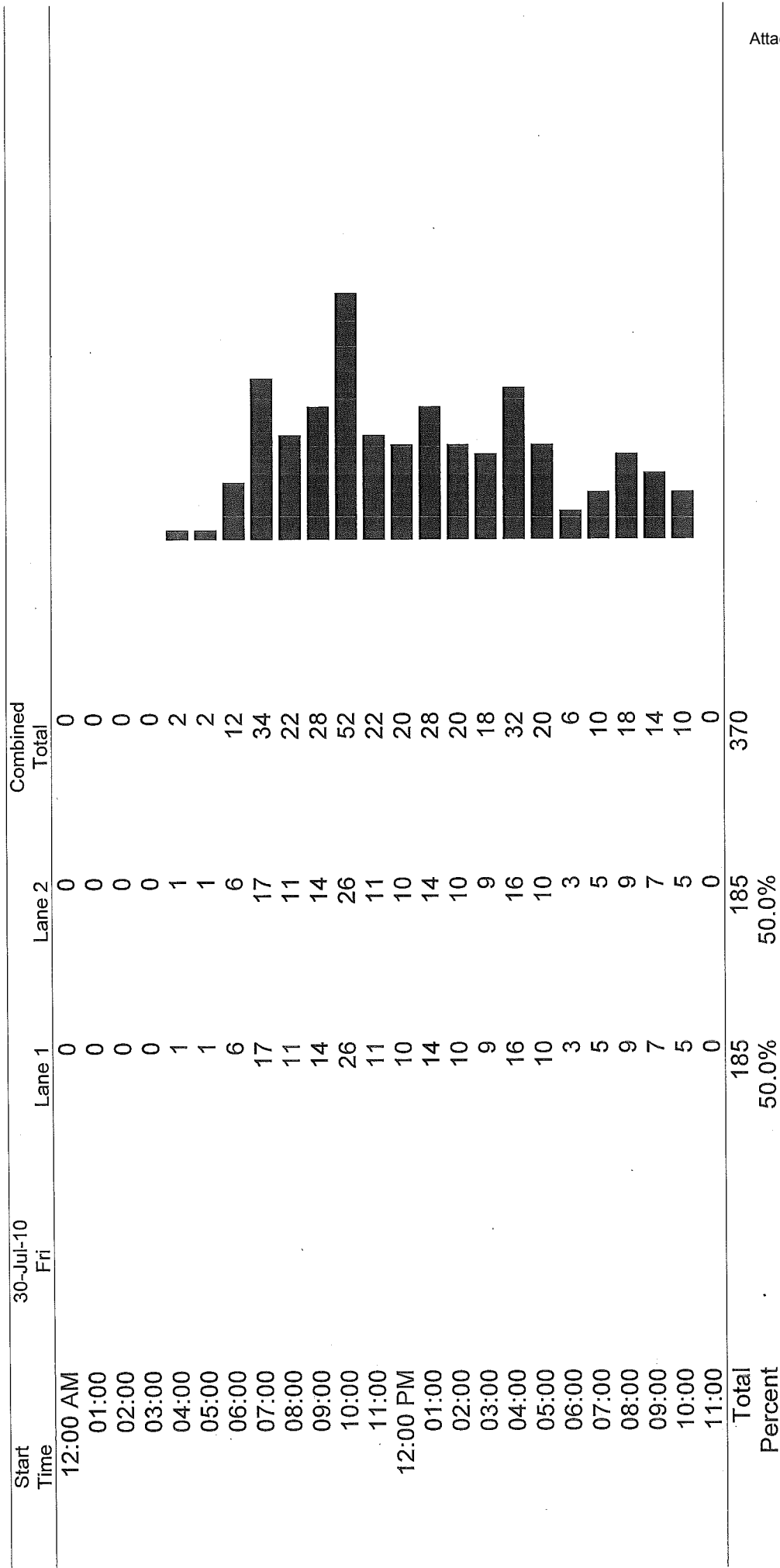
350 Hartnell Avenue, Suite B
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 (530) 221-5424

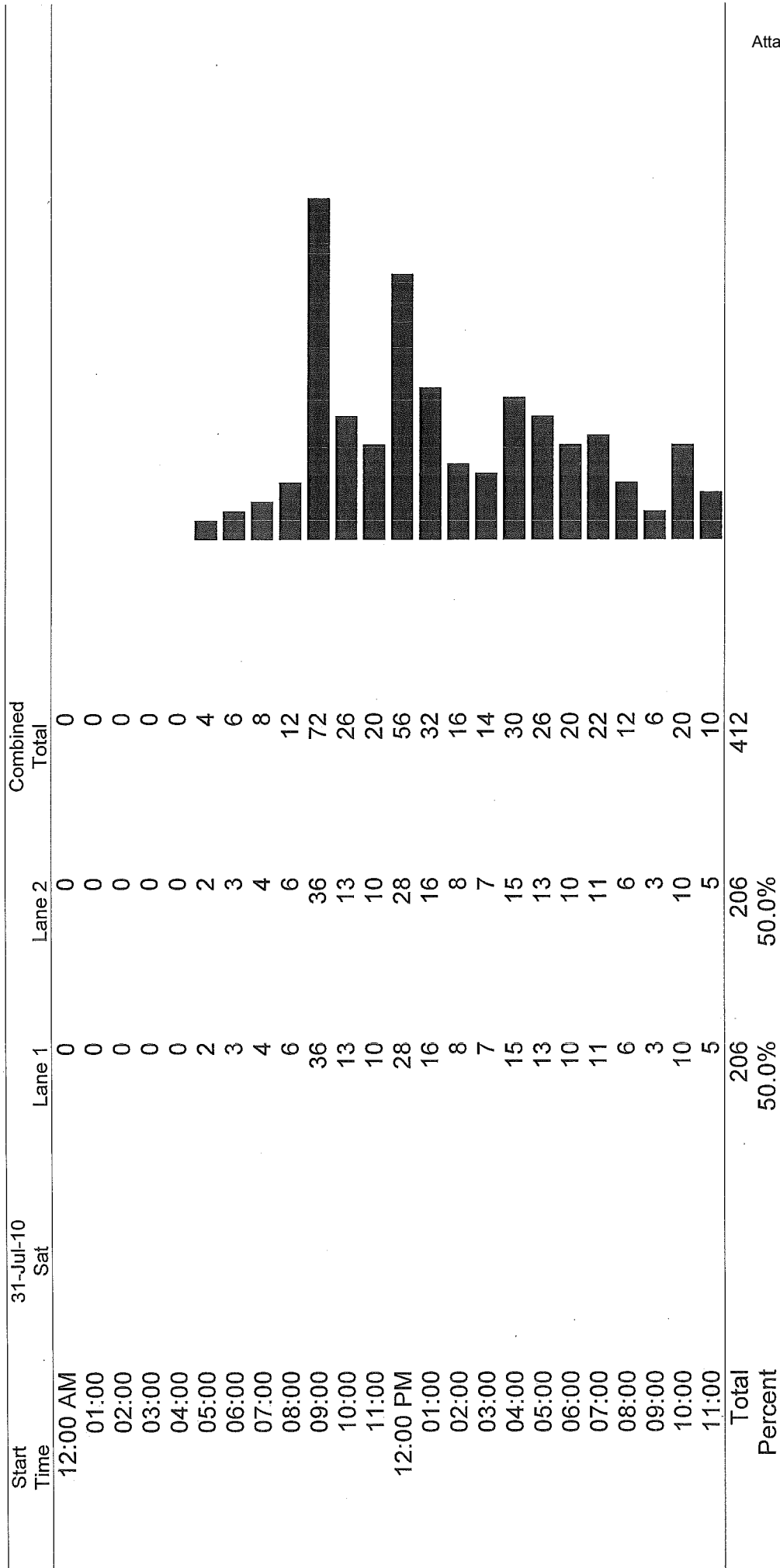
Site Code: FRENCH CR RD

Start Time	27-Jul-10 Tue	Lane 1	Lane 2	Combined Total
12:00 AM	*	*	*	*
01:00	*	*	*	*
02:00	*	*	*	*
03:00	*	*	*	*
04:00	*	*	*	*
05:00	*	*	*	*
06:00	*	*	*	*
07:00	*	*	*	*
08:00	*	*	*	*
09:00	12	17	29	29
10:00	12	35	47	47
11:00	19	22	41	41
12:00 PM	22	19	41	41
01:00	22	19	41	41
02:00	29	27	56	56
03:00	44	30	74	74
04:00	40	30	70	70
05:00	21	17	38	38
06:00	18	16	34	34
07:00	10	16	26	26
08:00	19	17	36	36
09:00	20	22	42	42
10:00	1	0	1	1
11:00	2	1	3	3
Total	291	288	579	579
Percent	50.3%	49.7%		









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Site Code: FRENCH CR RD

Start Time	01-Aug-10 Sun	Lane 1	Lane 2	Combined Total
12:00 AM	1	1	2	
01:00	0	0	0	
02:00	0	0	0	
03:00	1	1	2	
04:00	4	4	8	
05:00	23	23	46	
06:00	10	10	20	
07:00	21	21	42	
08:00	25	25	50	
09:00	14	14	28	
10:00	12	12	24	
11:00	9	9	18	
12:00 PM	8	8	16	
01:00	8	8	16	
02:00	5	5	10	
03:00	5	5	10	
04:00	14	14	28	
05:00	7	7	14	
06:00	9	9	18	
07:00	8	8	16	
08:00	8	8	16	
09:00	9	9	18	
10:00	1	1	2	
11:00	1	1	2	
Total	203	203	406	
Percent	50.0%	50.0%		

SHN Consulting Engineers & Geologists, Inc.

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Site Code: FRENCH CR RD

Start Time	02-Aug-10 Mon	Lane 1	Lane 2	Combined Total	
12:00 AM		1	1	2	<div><div></div></div>
01:00		0	0	0	
02:00		0	0	0	
03:00		0	0	0	
04:00		2	2	4	<div><div></div></div>
05:00		5	5	10	<div><div></div></div>
06:00		3	3	6	<div><div></div></div>
07:00		8	8	16	<div><div></div></div>
08:00		7	7	14	<div><div></div></div>
09:00		12	12	24	<div><div></div></div>
10:00		11	11	22	<div><div></div></div>
11:00		15	15	30	<div><div></div></div>
12:00 PM		13	13	26	<div><div></div></div>
01:00		4	4	8	<div><div></div></div>
02:00		15	15	30	<div><div></div></div>
03:00		14	14	28	<div><div></div></div>
04:00		15	15	30	<div><div></div></div>
05:00		10	10	20	<div><div></div></div>
06:00		5	5	10	<div><div></div></div>
07:00		8	8	16	<div><div></div></div>
08:00		4	4	8	<div><div></div></div>
09:00		8	8	16	<div><div></div></div>
10:00		5	5	10	<div><div></div></div>
11:00		4	4	8	<div><div></div></div>
Total		169	169	338	
Percent		50.0%	50.0%	50.0%	
					Atta

Start Time	03-Aug-10 Tue	Lane 1	Lane 2	Combined Total
12:00 AM	0	0	0	0
01:00	1	1	1	2
02:00	0	0	0	0
03:00	0	0	0	0
04:00	3	3	3	6
05:00	4	4	4	8
06:00	6	6	6	12
07:00	15	15	15	30
08:00	1	1	1	2
09:00	*	*	*	*
10:00	*	*	*	*
11:00	*	*	*	*
12:00 PM	*	*	*	*
01:00	*	*	*	*
02:00	*	*	*	*
03:00	*	*	*	*
04:00	*	*	*	*
05:00	*	*	*	*
06:00	*	*	*	*
07:00	*	*	*	*
08:00	*	*	*	*
09:00	*	*	*	*
10:00	*	*	*	*
11:00	*	*	*	*
Total	30	30	60	60
Percent	50.0%	50.0%	50.0%	
Grand Total	1739	1773		
Percentage	49.5%	50.5%		

ADT	ADT 339	AADT 339
Attachment XVI-1		

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350 Hartnell Avenue, Suite B

Redding, CA 96002

(530) 221-5424

Site Code: JH MAIN

Start Time	26-Jul-10 Mon	27-Jul-10 Tue	28-Jul-10 Wed	29-Jul-10 Thu	30-Jul-10 Fri	Weekday Average	31-Jul-10 Sat	01-Aug-10 Sun
12:00 AM	*	*	3	2	2	2	0	5
01:00	*	*	0	0	0	0	0	0
02:00	*	*	0	1	0	0	0	0
03:00	*	*	0	0	0	0	0	2
04:00	*	*	0	0	0	0	0	5
05:00	*	*	3	1	2	2	1	22
06:00	*	*	4	5	3	4	0	10
07:00	*	*	13	14	12	13	8	27
08:00	*	*	6	5	8	6	4	24
09:00	*	*	15	9	9	11	77	8
10:00	*	26	21	40	32	30	19	11
11:00	*	7	9	15	3	8	17	4
12:00 PM	*	16	15	11	12	14	43	9
01:00	*	12	10	18	22	16	41	10
02:00	*	27	21	18	19	21	28	8
03:00	*	20	28	36	39	31	9	11
04:00	*	29	15	15	20	20	14	31
05:00	*	9	9	11	14	11	11	29
06:00	*	8	5	9	10	8	7	26
07:00	*	2	4	7	10	6	15	26
08:00	*	20	11	9	10	12	9	27
09:00	*	9	9	12	5	9	9	27
10:00	*	7	7	8	8	8	11	20
11:00	*	2	2	0	0	1	9	2
Total	0	194	210	246	240		332	344
Percentage	0.0%	83.3%	90.1%	105.6%	103.0%		142.5%	147.6%
AM Peak Vol.		10:00 26	10:00 21	10:00 40	10:00 32		09:00 77	07:00 27
PM Peak Vol.		16:00 29	15:00 28	15:00 36	15:00 39		12:00 43	16:00 31

SHN Consulting Engineers & Geologists, Inc.

350 Hartnell Avenue, Suite B

Redding, CA 96002

(530) 221-5424

Site Code: JH MAIN

Start Time	02-Aug-10 Mon	03-Aug-10 Tue	04-Aug-10 Wed	05-Aug-10 Thu	06-Aug-10 Fri	Weekday Average	07-Aug-10 Sat	08-Aug-10 Sun
12:00 AM	3	0	0	0	0	1	2	8
01:00	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	6
05:00	3	4	1	1	1	2	2	14
06:00	1	0	0	5	1	1	1	7
07:00	11	17	15	10	16	14	5	14
08:00	19	10	7	6	5	9	14	24
09:00	13	15	8	9	11	11	75	22
10:00	11	29	20	35	26	24	11	12
11:00	4	8	11	6	10	8	12	4
12:00 PM	15	10	13	3	11	10	36	9
01:00	13	18	8	14	12	13	45	12
02:00	16	13	11	29	15	17	15	7
03:00	16	29	19	17	20	20	13	4
04:00	22	13	14	12	18	16	9	5
05:00	19	17	6	6	8	11	14	10
06:00	8	9	7	6	8	8	9	4
07:00	11	4	2	2	10	6	6	5
08:00	9	10	4	4	8	7	4	11
09:00	19	13	18	7	8	13	4	5
10:00	8	8	3	5	8	6	14	4
11:00	1	0	0	2	4	1	8	5
Total	223	227	167	179	200		299	196
Percentage	112.6%	114.6%	84.3%	90.4%	101.0%		151.0%	99.0%
AM Peak	08:00	10:00	10:00	10:00	10:00		09:00	08:00
Vol.	19	29	20	35	26		75	24
PM Peak	16:00	15:00	15:00	14:00	15:00		13:00	13:00
Vol.	22	29	19	29	20		45	12

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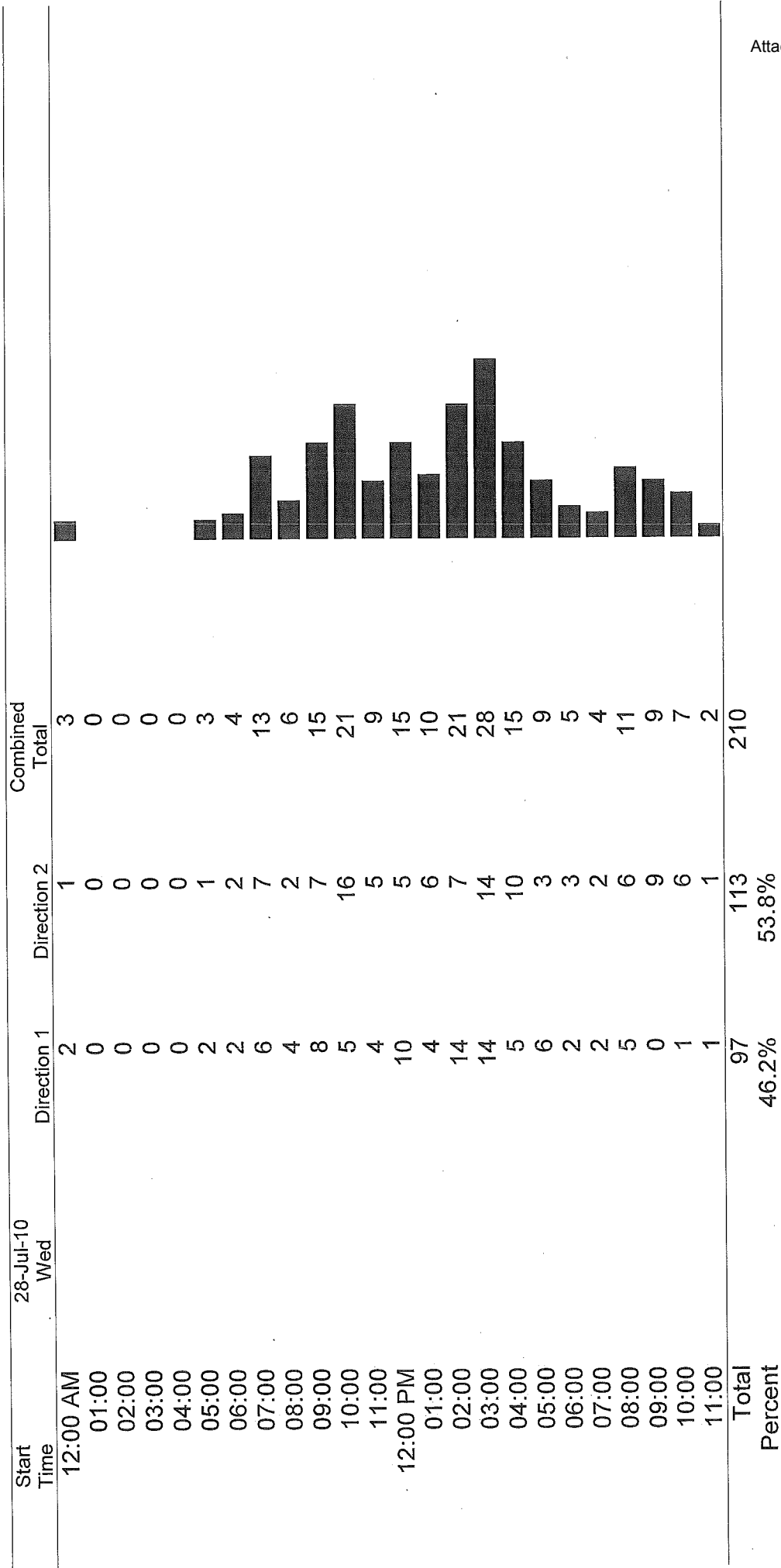
Redding, CA 96002

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Site Code: JH MAIN

Start Time	09-Aug-10 Mon	10-Aug-10 Tue	11-Aug-10 Wed	12-Aug-10 Thu	13-Aug-10 Fri	Weekday Average	14-Aug-10 Sat	15-Aug-10 Sun
12:00 AM	3	*	*	*	*	3	*	*
01:00	0	*	*	*	*	0	*	*
02:00	0	*	*	*	*	0	*	*
03:00	1	*	*	*	*	1	*	*
04:00	0	*	*	*	*	0	*	*
05:00	1	*	*	*	*	1	*	*
06:00	1	*	*	*	*	1	*	*
07:00	8	*	*	*	*	8	*	*
08:00	2	*	*	*	*	2	*	*
09:00	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*
Total	16	0	0	0	0		0	0
Percentage	100.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%
AM Peak Vol.	07:00 8							
PM Peak Vol.								
Total		421	377					

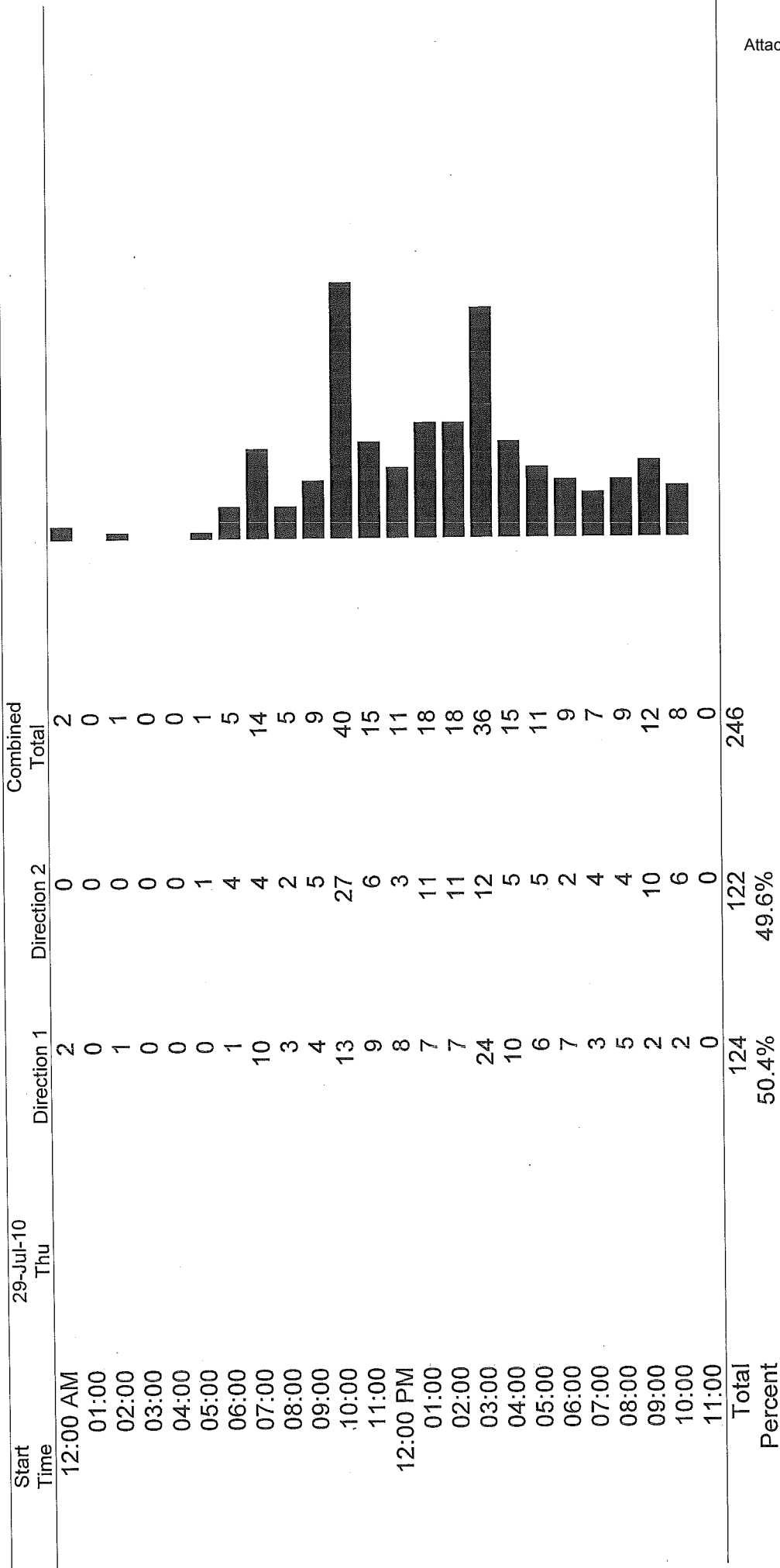
Start Time	27-Jul-10 Tue	Direction 1	Direction 2	Combined Total
12:00 AM	*	*	*	*
01:00	*	*	*	*
02:00	*	*	*	*
03:00	*	*	*	*
04:00	*	*	*	*
05:00	*	*	*	*
06:00	*	*	*	*
07:00	*	*	*	*
08:00	*	*	*	*
09:00	*	*	*	*
10:00	6	20	26	26
11:00	3	4	7	7
12:00 PM	13	3	16	16
01:00	6	6	12	12
02:00	17	10	27	27
03:00	12	8	20	20
04:00	16	13	29	29
05:00	8	1	9	9
06:00	3	5	8	8
07:00	1	1	2	2
08:00	3	17	20	20
09:00	4	5	9	9
10:00	1	6	7	7
11:00	1	1	2	2
Total	94	100	194	194
Percent	48.5%	51.5%		

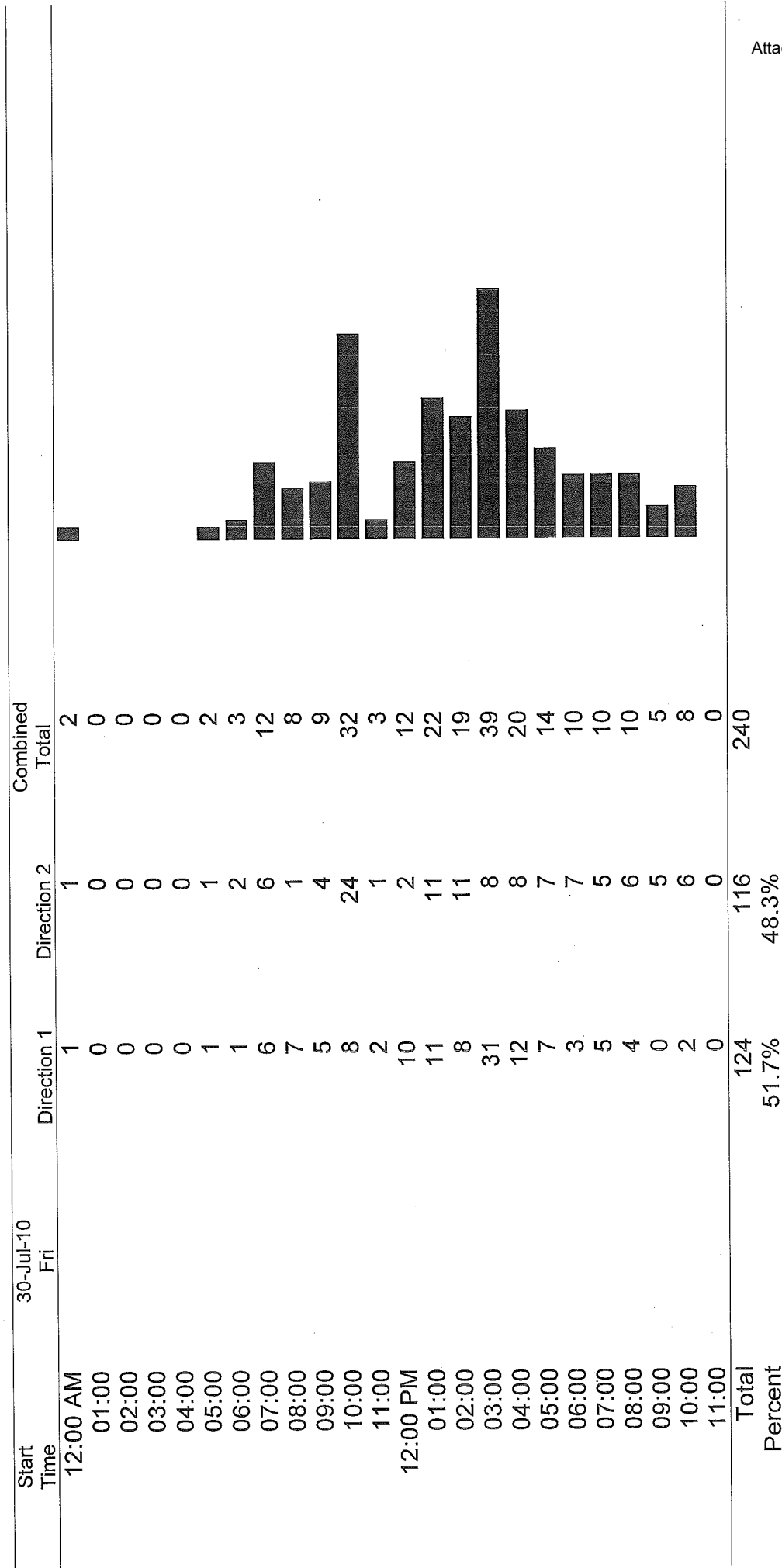


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Site Code: JH MAIN

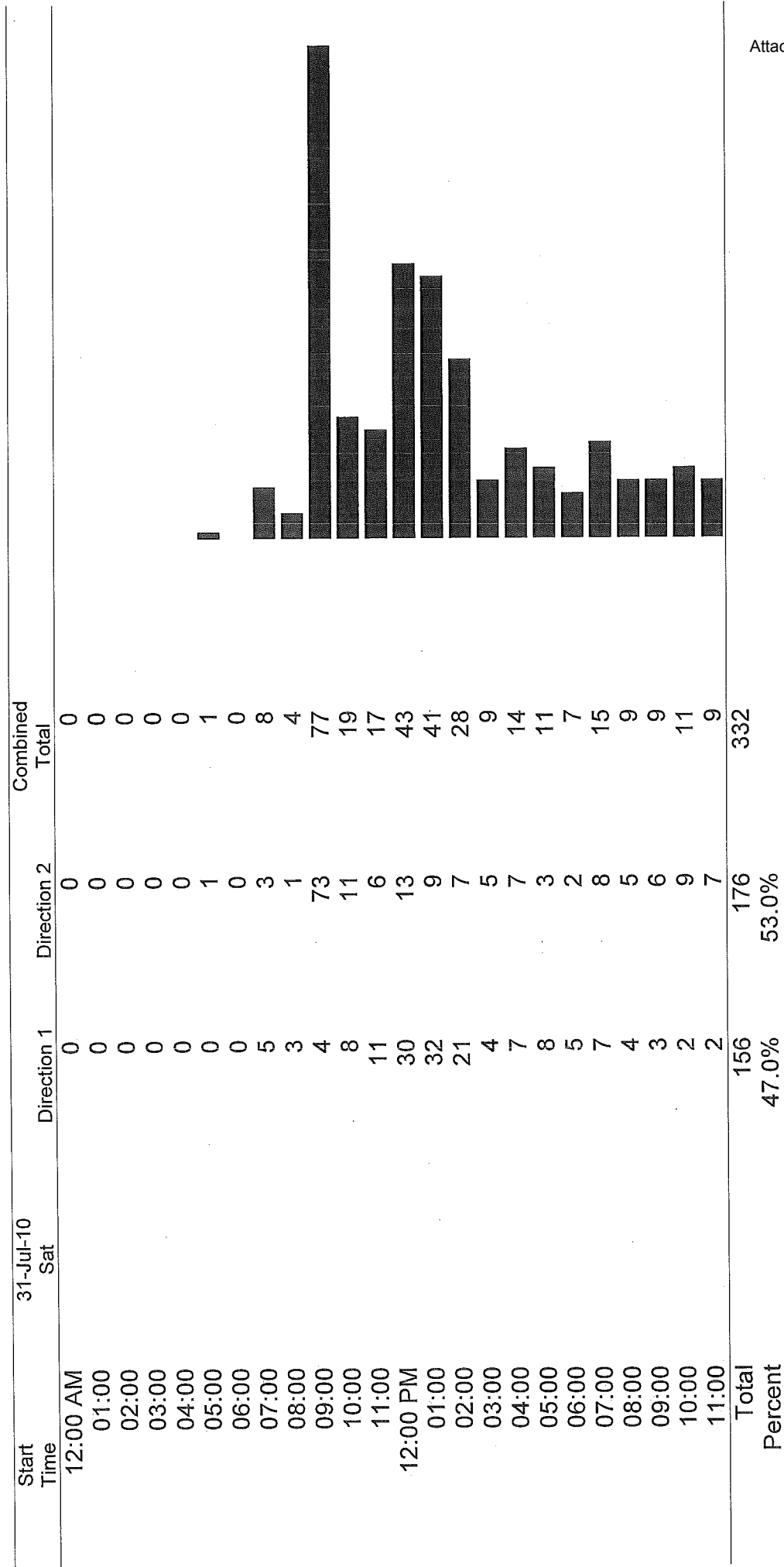




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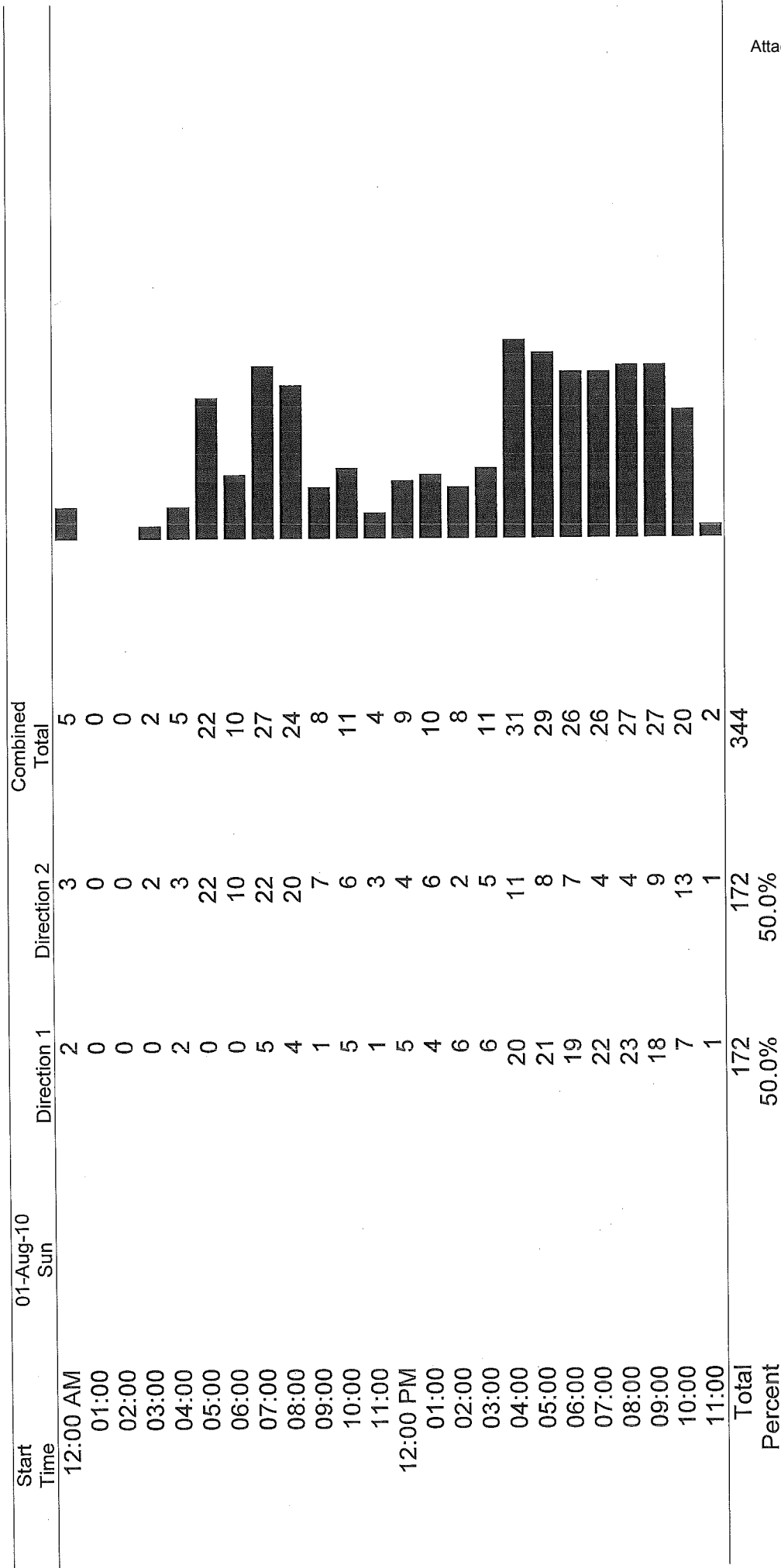
Site Code: JH MAIN

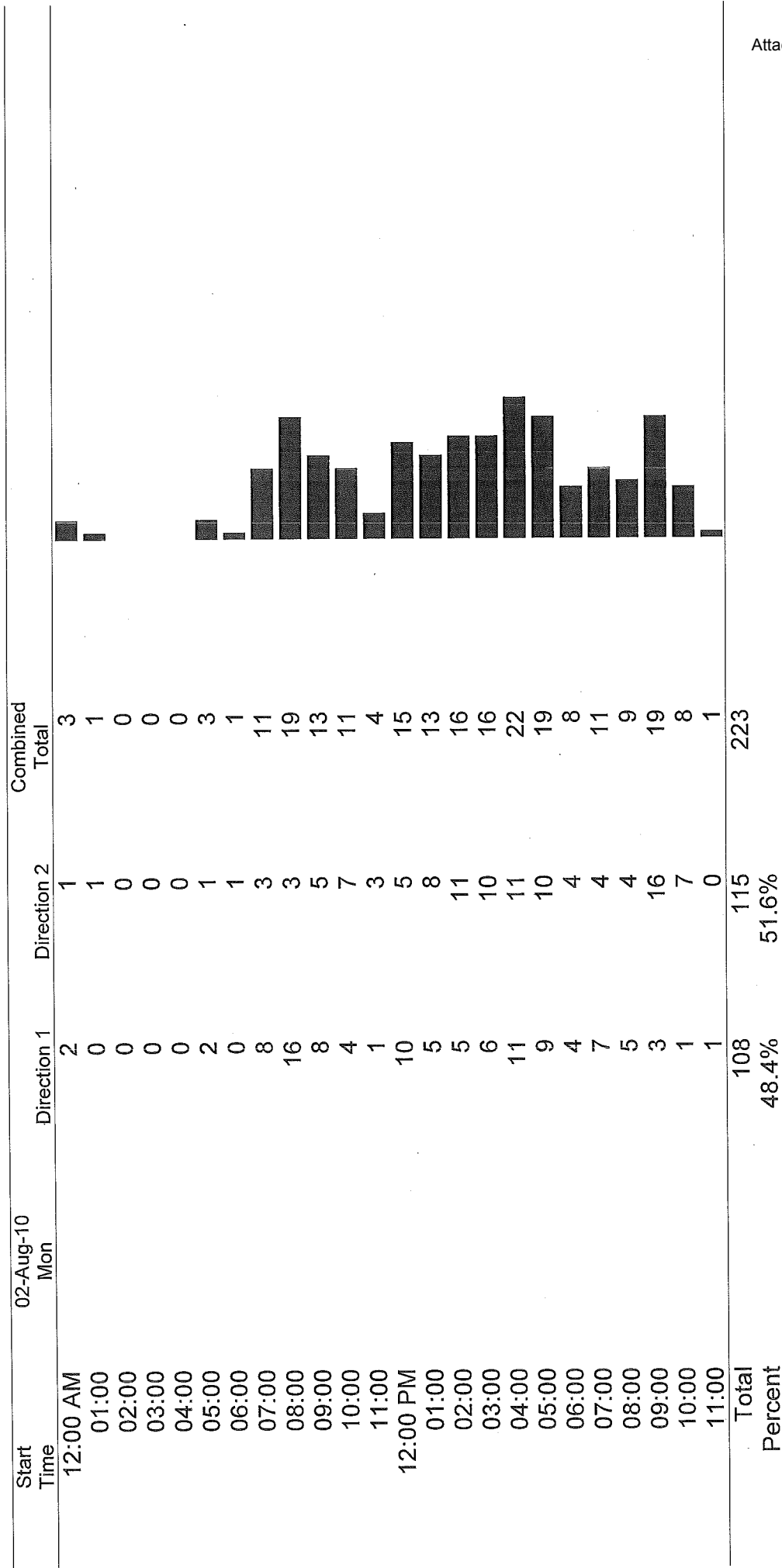


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Site Code: JH MAIN

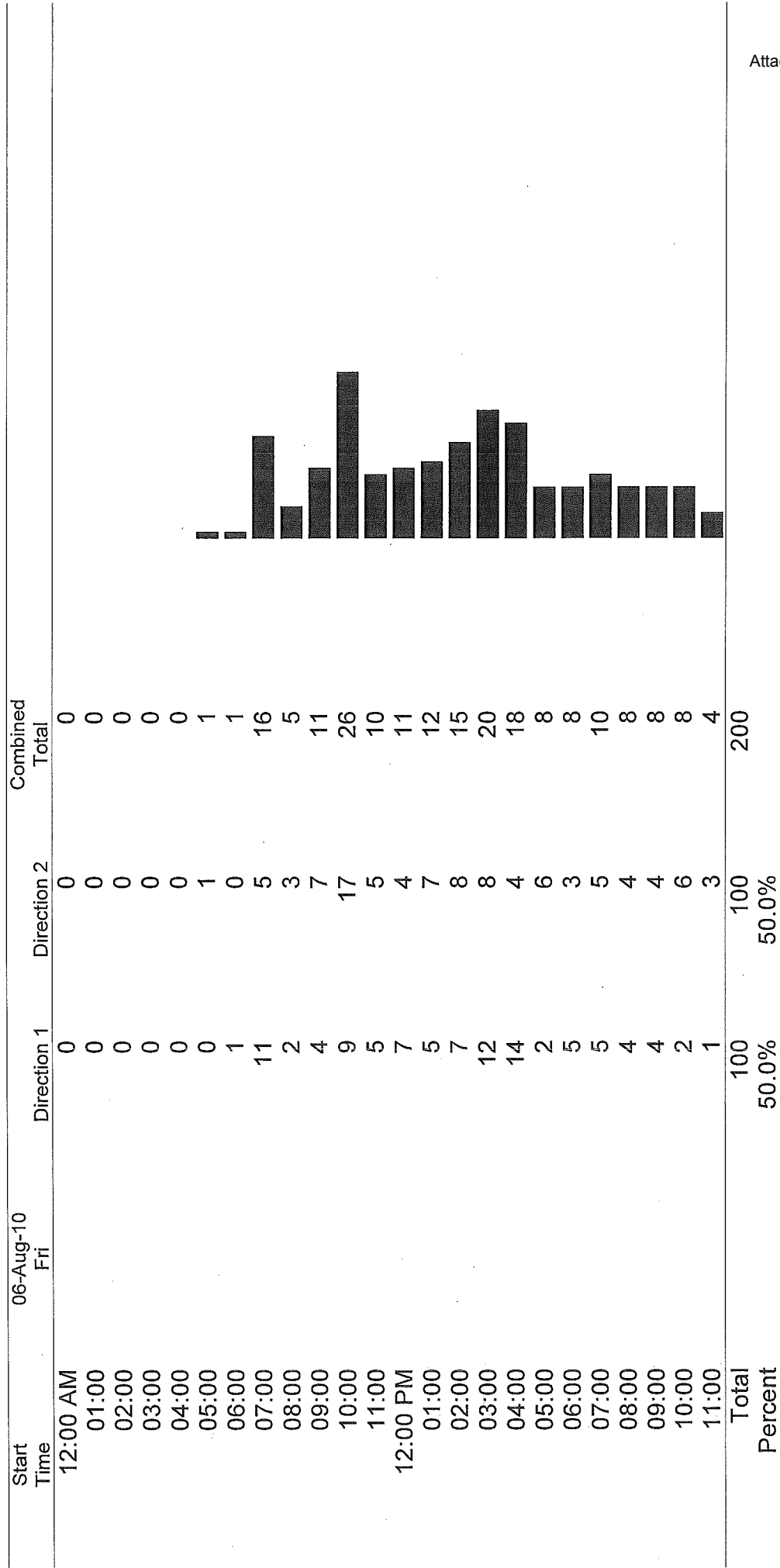




Start Time	03-Aug-10 Tue	Direction 1	Direction 2	Combined Total
12:00 AM	0	0	0	0
01:00	0	0	0	0
02:00	0	0	0	0
03:00	0	0	0	0
04:00	0	0	0	0
05:00	3	1	4	4
06:00	0	0	0	0
07:00	12	5	17	17
08:00	7	3	10	10
09:00	6	9	15	15
10:00	6	23	29	29
11:00	5	3	8	8
12:00 PM	6	4	10	10
01:00	8	10	18	18
02:00	8	5	13	13
03:00	20	9	29	29
04:00	6	7	13	13
05:00	10	7	17	17
06:00	5	4	9	9
07:00	2	2	4	4
08:00	5	5	10	10
09:00	4	9	13	13
10:00	3	5	8	8
11:00	0	0	0	0
Total	116	111	227	
Percent	51.1%	48.9%		

Start Time	04-Aug-10 Wed	Direction 1	Direction 2	Combined Total
12:00 AM		0	0	0
01:00		0	0	0
02:00		0	0	0
03:00		0	0	0
04:00		0	0	0
05:00		0	1	1
06:00		0	0	0
07:00		10	5	15
08:00		6	1	7
09:00		3	5	8
10:00		7	13	20
11:00		5	6	11
12:00 PM		11	2	13
01:00		2	6	8
02:00		6	5	11
03:00		11	8	19
04:00		4	10	14
05:00		6	0	6
06:00		2	5	7
07:00		2	0	2
08:00		1	3	4
09:00		0	18	18
10:00		1	2	3
11:00		0	0	0
Total		77	90	167
Percent		46.1%	53.9%	

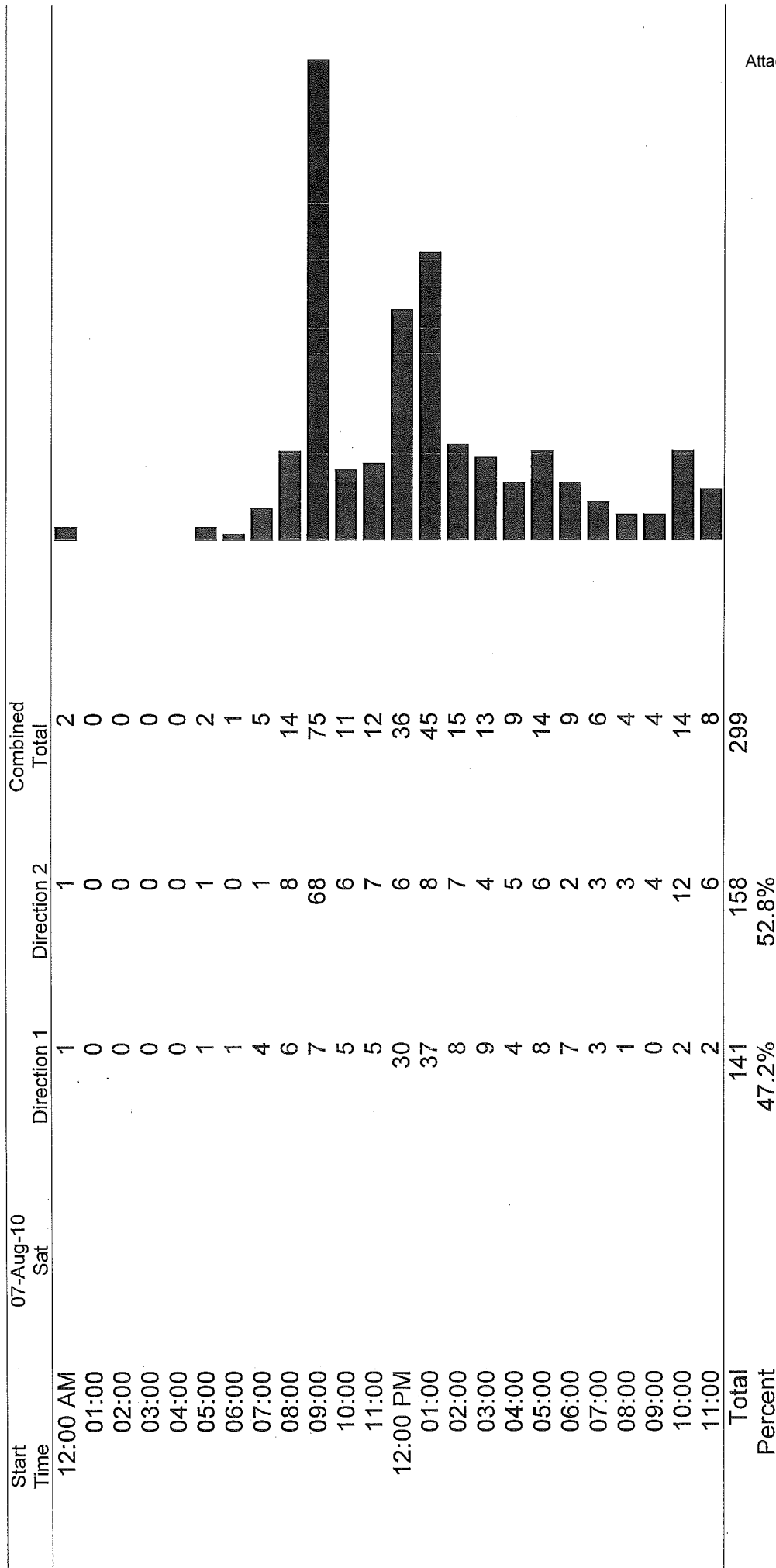
Start Time	05-Aug-10 Thu	Direction 1	Direction 2	Combined Total
12:00 AM	0	0	0	0
01:00	0	0	0	0
02:00	0	0	0	0
03:00	0	0	0	0
04:00	0	0	0	0
05:00	0	0	1	1
06:00	2	3	3	5
07:00	6	4	4	10
08:00	5	1	6	9
09:00	3	6	31	35
10:00	4	2	2	6
11:00	4	0	0	3
12:00 PM	3	9	14	14
01:00	5	9	29	29
02:00	20	5	17	17
03:00	12	10	12	12
04:00	2	3	6	6
05:00	3	2	6	6
06:00	4	0	2	2
07:00	2	2	4	4
08:00	2	2	7	7
09:00	2	3	5	5
10:00	2	1	2	2
11:00	1	97	179	179
Total	82	97	179	179
Percent	45.8%	54.2%		



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Site Code: JH MAIN

Start Time	08-Aug-10 Sun	Direction 1	Direction 2	Combined Total	Att
12:00 AM		3	5	8	
01:00		0	1	1	
02:00		0	2	2	
03:00		0	1	1	
04:00		0	6	6	
05:00		0	14	14	
06:00		0	7	7	
07:00		2	12	14	
08:00		5	19	24	
09:00		4	18	22	
10:00		6	6	12	
11:00		2	2	4	
12:00 PM		3	6	9	
01:00		4	8	12	
02:00		4	3	7	
03:00		2	2	4	
04:00		2	3	5	
05:00		5	5	10	
06:00		2	2	4	
07:00		1	4	5	
08:00		7	4	11	
09:00		3	2	5	
10:00		2	2	4	
11:00		4	1	5	
Total		61	135	196	
Percent		31.1%	68.9%		Atta

Start Time	09-Aug-10 Mon	Direction 1	Direction 2	Combined Total
12:00 AM		3	0	3
01:00		0	0	0
02:00		0	0	0
03:00		0	1	1
04:00		0	0	0
05:00		0	1	1
06:00		1	0	1
07:00		5	3	8
08:00		2	0	2
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
12:00 PM		*	*	*
01:00		*	*	*
02:00		*	*	*
03:00		*	*	*
04:00		*	*	*
05:00		*	*	*
06:00		*	*	*
07:00		*	*	*
08:00		*	*	*
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
Total	11	5	16	
Percent	68.8%	31.3%		
Grand Total	1463	1610		
Percentage	47.6%	52.4%		

SHN Consulting Engineers & Geologists, Inc.350 Hartnell Avenue, Suite B
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Site Code: JH BRIDGE

Start Time	26-Jul-10 Mon	27-Jul-10 Tue	28-Jul-10 Wed	29-Jul-10 Thu	30-Jul-10 Fri	Weekday Average	31-Jul-10 Sat	01-Aug-10 Sun
12:00 AM	*	*	1	1	0	1	0	0
01:00	*	*	1	0	0	0	1	0
02:00	*	*	0	0	0	0	0	0
03:00	*	*	0	0	0	0	0	0
04:00	*	*	0	0	0	0	0	0
05:00	*	*	0	0	0	0	1	0
06:00	*	*	1	1	0	1	1	0
07:00	*	*	4	3	4	4	2	1
08:00	*	*	5	4	4	4	2	0
09:00	*	*	3	3	6	4	4	1
10:00	*	58	4	9	5	19	5	2
11:00	*	3	4	4	3	4	3	0
12:00 PM	*	6	6	7	7	6	5	3
01:00	*	5	5	5	9	6	4	2
02:00	*	9	4	7	4	6	4	5
03:00	*	2	5	3	6	4	3	8
04:00	*	4	0	2	2	2	2	9
05:00	*	8	4	1	7	5	2	2
06:00	*	2	3	4	3	3	2	1
07:00	*	0	1	4	2	2	5	4
08:00	*	2	2	0	1	1	3	3
09:00	*	3	1	4	1	2	1	3
10:00	*	1	3	2	2	2	1	1
11:00	*	1	2	0	0	1	2	3
Total	0	104	59	64	66		53	48
Percentage	0.0%	135.1%	76.6%	83.1%	85.7%		68.8%	62.3%
AM Peak Vol.		10:00 58	08:00 5	10:00 9	09:00 6		10:00 5	10:00 2
PM Peak Vol.		14:00 9	12:00 6	12:00 7	13:00 9		12:00 5	16:00 9

SHN Consulting Engineers & Geologists, Inc.

350 Hartnell Avenue, Suite B
Redding, CA 96002
(530) 221-5424

Site Code: JH BRIDGE

Start Time	02-Aug-10 Mon	03-Aug-10 Tue	04-Aug-10 Wed	05-Aug-10 Thu	06-Aug-10 Fri	Weekday Average	07-Aug-10 Sat	08-Aug-10 Sun
12:00 AM	1	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0
06:00	0	2	1	0	1	1	0	0
07:00	5	3	3	2	2	3	2	2
08:00	6	5	4	3	4	4	4	8
09:00	1	13	4	2	3	5	3	7
10:00	7	3	3	2	3	4	2	2
11:00	2	6	3	2	5	4	4	7
12:00 PM	7	4	5	4	0	4	7	2
01:00	3	11	5	5	5	6	5	5
02:00	4	8	8	4	5	6	8	8
03:00	6	2	3	7	5	5	9	5
04:00	2	1	2	2	4	2	7	3
05:00	4	3	4	4	6	4	3	6
06:00	10	3	2	2	1	4	1	0
07:00	4	4	1	0	0	2	4	7
08:00	1	3	2	1	3	2	1	1
09:00	0	2	2	3	0	1	2	5
10:00	2	0	1	2	1	1	0	1
11:00	0	0	0	1	2	1	0	2
Total	65	73	54	46	50		62	73
Percentage	110.2%	123.7%	91.5%	78.0%	84.7%		105.1%	123.7%
AM Peak	10:00	09:00	08:00	08:00	11:00		08:00	08:00
Vol.	7	13	4	3	5		4	8
PM Peak	18:00	13:00	14:00	15:00	17:00		15:00	14:00
Vol.	10	11	8	7	6		9	8

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Start Time	09-Aug-10 Mon	10-Aug-10 Tue	11-Aug-10 Wed	12-Aug-10 Thu	13-Aug-10 Fri	Weekday Average	14-Aug-10 Sat	15-Aug-10 Sun
12:00 AM	0	*	*	*	*	0	*	*
01:00	0	*	*	*	*	0	*	*
02:00	0	*	*	*	*	0	*	*
03:00	0	*	*	*	*	0	*	*
04:00	0	*	*	*	*	0	*	*
05:00	0	*	*	*	*	0	*	*
06:00	2	*	*	*	*	2	*	*
07:00	3	*	*	*	*	3	*	*
08:00	3	*	*	*	*	3	*	*
09:00	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*
Total	8	0	0	0	0		0	0
Percentage	100.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%
AM Peak	07:00							
Vol.	3							
PM Peak								
Vol.								
Total		177	113					

Start Time	27-Jul-10 Tue	Direction 1	Direction 2	Combined Total
12:00 AM	*	*	*	*
01:00	*	*	*	*
02:00	*	*	*	*
03:00	*	*	*	*
04:00	*	*	*	*
05:00	*	*	*	*
06:00	*	*	*	*
07:00	*	*	*	*
08:00	*	*	*	*
09:00	*	*	*	*
10:00	50	8	58	
11:00	0	3	3	
12:00 PM	6	0	6	
01:00	2	3	5	
02:00	2	7	9	
03:00	2	0	2	
04:00	2	2	4	
05:00	7	1	8	
06:00	1	1	2	
07:00	0	0	0	
08:00	2	0	2	
09:00	1	2	3	
10:00	0	1	1	
11:00	1	0	1	
Total	76	28	104	
Percent	73.1%	26.9%		

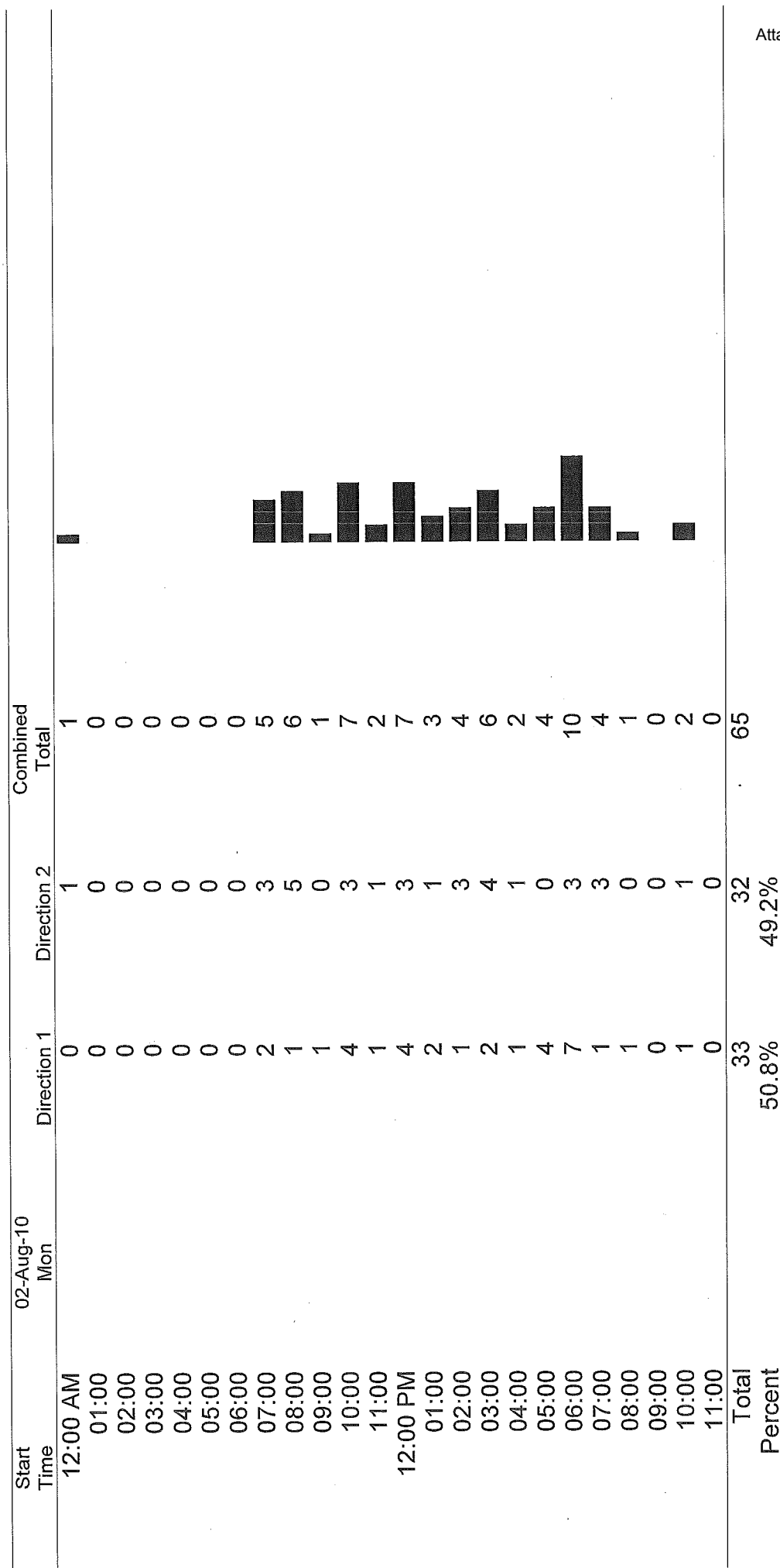
Start Time	28-Jul-10 Wed	Direction 1	Direction 2	Combined Total
12:00 AM		0	1	1
01:00		1	0	1
02:00		0	0	0
03:00		0	0	0
04:00		0	0	0
05:00		0	0	0
06:00		0	1	1
07:00		1	3	4
08:00		1	4	5
09:00		2	1	3
10:00		2	2	4
11:00		2	2	4
12:00 PM		2	4	6
01:00		3	2	5
02:00		2	2	4
03:00		2	3	5
04:00		0	0	0
05:00		3	1	4
06:00		2	1	3
07:00		1	0	1
08:00		2	0	2
09:00		1	0	1
10:00		1	2	3
11:00		1	1	2
Total		29	30	59
Percent		49.2%	50.8%	

Start Time	29-Jul-10 Thu	Direction 1	Direction 2	Combined Total
12:00 AM		0	1	1
01:00		0	0	0
02:00		0	0	0
03:00		0	0	0
04:00		0	0	0
05:00		0	0	0
06:00		1	0	1
07:00		1	2	3
08:00		2	2	4
09:00		0	3	3
10:00		3	6	9
11:00		1	3	4
12:00 PM		2	5	7
01:00		2	3	5
02:00		6	1	7
03:00		3	0	3
04:00		0	2	2
05:00		1	0	1
06:00		3	1	4
07:00		2	2	4
08:00		0	0	0
09:00		3	1	4
10:00		0	2	2
11:00		0	0	0
Total		30	34	64
Percent		46.9%	53.1%	

Start Time	30-Jul-10 Fri	Direction 1	Direction 2	Combined Total
12:00 AM		0	0	0
01:00		0	0	0
02:00		0	0	0
03:00		0	0	0
04:00		0	0	0
05:00		0	0	0
06:00		0	0	0
07:00		0	0	0
08:00		3	4	4
09:00		1	5	4
10:00		2	3	6
11:00		1	2	5
12:00 PM		3	4	3
01:00		7	2	7
02:00		3	1	9
03:00		4	2	4
04:00		0	2	6
05:00		6	1	2
06:00		3	0	7
07:00		0	2	3
08:00		1	0	2
09:00		1	0	1
10:00		1	1	1
11:00		0	0	2
Total		36	30	66
Percent		54.5%	45.5%	

Start Time	31-Jul-10 Sat	Direction 1	Direction 2	Combined Total
12:00 AM	0	0	0	0
01:00	1	1	0	1
02:00	0	0	0	0
03:00	0	0	0	0
04:00	0	0	0	0
05:00	0	0	1	1
06:00	0	0	1	1
07:00	0	0	2	2
08:00	1	1	1	2
09:00	1	1	3	4
10:00	3	3	2	5
11:00	3	5	0	3
12:00 PM	5	0	0	5
01:00	2	2	2	4
02:00	3	1	1	4
03:00	2	2	1	3
04:00	0	2	2	2
05:00	0	0	2	2
06:00	1	1	1	2
07:00	3	3	2	5
08:00	2	2	1	3
09:00	1	1	0	1
10:00	1	1	0	1
11:00	1	1	1	2
Total	30	23	53	
Percent	56.6%	43.4%		

Start Time	01-Aug-10 Sun	Direction 1	Direction 2	Combined Total
12:00 AM		0	0	0
01:00		0	0	0
02:00		0	0	0
03:00		0	0	0
04:00		0	0	0
05:00		0	0	0
06:00		0	0	0
07:00		0	1	1
08:00		0	0	0
09:00		0	1	1
10:00		0	2	2
11:00		0	0	0
12:00 PM		2	1	3
01:00		1	1	2
02:00		4	1	5
03:00		4	4	8
04:00		5	4	9
05:00		1	1	2
06:00		1	0	1
07:00		2	2	4
08:00		3	0	3
09:00		2	1	3
10:00		1	0	1
11:00		1	2	3
Total		27	21	48
Percent		56.3%	43.8%	



Start Time	03-Aug-10 Tue	Direction 1	Direction 2	Combined Total
12:00 AM	0	0	0	0
01:00	0	0	0	0
02:00	0	0	0	0
03:00	0	0	0	0
04:00	0	0	0	0
05:00	0	0	0	0
06:00	0	0	0	0
07:00	1	0	2	2
08:00	5	0	0	3
09:00	8	5	0	5
10:00	1	2	0	13
11:00	3	3	0	3
12:00 PM	2	2	0	6
01:00	7	4	0	4
02:00	5	3	0	11
03:00	1	1	0	8
04:00	0	1	0	2
05:00	3	0	0	1
06:00	1	2	0	3
07:00	2	2	0	3
08:00	1	2	0	4
09:00	2	0	0	3
10:00	0	0	0	2
11:00	0	0	0	0
Total	42	31	73	
Percent	57.5%	42.5%		

Start Time	04-Aug-10 Wed	Direction 1	Direction 2	Combined Total	
12:00 AM		0	0	0	
01:00		0	0	0	
02:00		0	0	0	
03:00		0	0	0	
04:00		0	1	1	
05:00		0	0	0	
06:00		0	1	1	
07:00		2	1	3	
08:00		1	3	4	
09:00		1	3	4	
10:00		2	1	3	
11:00		1	2	3	
12:00 PM		2	3	5	
01:00		2	3	5	
02:00		2	6	8	
03:00		1	2	3	
04:00		2	0	2	
05:00		4	0	4	
06:00		1	1	2	
07:00		1	0	1	
08:00		1	1	2	
09:00		2	0	2	
10:00		1	0	1	
11:00		0	0	0	
Total		26	28	54	
Percent		48.1%	51.9%		

Start Time	05-Aug-10 Thu	Direction 1	Direction 2	Combined Total
12:00 AM	0	0	0	0
01:00	0	0	0	0
02:00	0	0	0	0
03:00	0	0	0	0
04:00	0	0	0	0
05:00	0	0	0	0
06:00	0	0	0	0
07:00	1	1	2	2
08:00	1	1	2	3
09:00	1	1	0	2
10:00	2	0	2	2
11:00	0	1	3	4
12:00 PM	2	3	3	5
01:00	3	1	4	4
02:00	3	4	7	7
03:00	2	0	2	2
04:00	3	1	4	4
05:00	2	0	2	2
06:00	0	0	0	0
07:00	1	0	1	1
08:00	2	1	3	3
09:00	1	1	2	2
10:00	1	0	1	1
11:00	26	20	46	
Total	56.5%	43.5%		
Percent				

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Start Time	06-Aug-10 Fri	Direction 1	Direction 2	Combined Total
12:00 AM		0	0	0
01:00		0	0	0
02:00		0	0	0
03:00		0	0	0
04:00		0	0	0
05:00		0	0	0
06:00		0	1	1
07:00		0	2	2
08:00		1	3	4
09:00		1	2	3
10:00		1	2	3
11:00		4	1	5
12:00 PM		0	0	0
01:00		1	4	5
02:00		3	2	5
03:00		3	2	5
04:00		4	0	4
05:00		5	1	6
06:00		0	1	1
07:00		0	0	0
08:00		2	1	3
09:00		0	0	0
10:00		0	1	1
11:00		1	1	2
Total		26	24	50
Percent		52.0%	48.0%	

Start Time	07-Aug-10 Sat	Direction 1	Direction 2	Combined Total
12:00 AM	0	0	0	0
01:00	0	0	0	0
02:00	0	0	0	0
03:00	0	0	0	0
04:00	0	0	0	0
05:00	0	0	0	0
06:00	0	0	0	0
07:00	0	0	2	2
08:00	4	4	0	4
09:00	0	0	3	3
10:00	1	1	1	2
11:00	1	3	3	4
12:00 PM	3	4	2	7
01:00	3	2	2	5
02:00	6	2	2	8
03:00	4	5	4	9
04:00	3	4	0	7
05:00	3	0	1	3
06:00	0	2	2	1
07:00	2	1	0	4
08:00	1	2	0	1
09:00	2	0	0	2
10:00	0	0	0	0
11:00	0	0	0	0
Total	33	29	62	
Percent	53.2%	46.8%		

Start Time	08-Aug-10 Sun	Direction 1	Direction 2	Combined Total
12:00 AM	0	0	0	0
01:00	0	0	0	0
02:00	0	0	0	0
03:00	0	0	0	0
04:00	0	0	2	2
05:00	0	0	0	0
06:00	0	0	0	0
07:00	2	2	0	2
08:00	4	4	4	8
09:00	2	2	5	7
10:00	1	1	1	2
11:00	4	4	3	7
12:00 PM	1	1	1	2
01:00	3	3	2	5
02:00	5	5	3	8
03:00	3	3	2	5
04:00	1	1	2	3
05:00	3	3	3	6
06:00	0	0	0	0
07:00	4	4	3	7
08:00	1	1	0	1
09:00	2	2	3	5
10:00	1	1	0	1
11:00	1	1	1	2
Total	38	35	73	
Percent	52.1%	47.9%		

Start Time	09-Aug-10 Mon	Direction 1	Direction 2	Combined Total	
12:00 AM		0	0	0	
01:00		0	0	0	
02:00		0	0	0	
03:00		0	0	0	
04:00		0	0	0	
05:00		0	0	0	
06:00		0	0	0	
07:00		0	2	2	
08:00		0	3	3	
09:00		1	2	3	
10:00		*	*	*	
11:00		*	*	*	
12:00 PM		*	*	*	
01:00		*	*	*	
02:00		*	*	*	
03:00		*	*	*	
04:00		*	*	*	
05:00		*	*	*	
06:00		*	*	*	
07:00		*	*	*	
08:00		*	*	*	
09:00		*	*	*	
10:00		*	*	*	
11:00		*	*	*	
Total		1	7	8	
Percent		12.5%	87.5%		
Grand Total		453	372		
Percentage		54.9%	45.1%		
ADT		ADT 59	ADT 59	AADT 59	