

DOCKETED	
Docket Number:	23-OPT-01
Project Title:	Fountain Wind Project
TN #:	251463
Document Title:	Fountain Wind Traffic Study_07282023_pt2
Description:	N/A
Filer:	Caitlin Barns
Organization:	Stantec Consulting Services, Inc.
Submitter Role:	Applicant Consultant
Submission Date:	8/2/2023 11:09:20 AM
Docketed Date:	8/2/2023

APPENDIX A

Burney Express is provided by the County of Shasta and operated by RABA. This service is outside of the RABA Service Area.

Route and Stops

Burney Express mostly travels on SR 299, connecting Burney on the east to Redding on the west.

Burney Express stops include:

- Burney (@ Burney Sporting Goods)
- Montgomery Creek (@ Montgomery Creek Library)
- Round Mountain (@ Round Mountain Store/Cafe)
- Bella Vista (@ My-T Fine Foods)
- Shasta College
- Redding (@ Downtown Transit Center)

Schedule

Burney Express provides three trips in each direction during the weekdays.

WESTBOUND						
	Burney	Montg Creek	Round Mtn	Bella Vista	Shasta College	Redding
1st Trip	5:50 am	6:15 am	6:25 am	6:55 am	7:05 am	7:15 am
2nd Trip	11:50 am	12:15 pm	12:25 pm	12:55 pm	1:05 pm	1:15 pm
3rd Trip	3:50 pm	4:15 pm	4:25 pm	4:55 pm	5:05 pm	5:15 pm

EASTBOUND						
	Redding	Shasta College	Bella Vista	Round Mtn	Montg Creek	Burney
1st Trip	10:25 am	10:35 am	10:45 am	11:15 am	11:25 am	11:50 am
2nd Trip	2:25 pm	2:35 pm	2:45 pm	3:15 pm	3:25 pm	3:50 pm
3rd Trip	5:35 pm	5:45 pm	5:55 pm	6:25 pm	6:35 pm	7:00 pm

There is no service on the weekends.

There is no service on the following holidays:

- New Year's Day (January 1st), Memorial Day (last Monday of May), Independence Day (July 4th), Labor Day (first Monday of September), Thanksgiving Day (fourth Thursday of November), or Christmas Day (December 25th).

Fares

FROM	TO			
	Shasta College/ Bella Vista	Round Mtn/ Montg Creek	Burney	Redding
Redding	\$2.00	\$3.50	\$5.00	--
Burney	\$3.50	\$2.00	--	\$5.00

Additional Resources

- [Rural Transit in Shasta County](#)

TRUCK NETWORKS on California State Highways

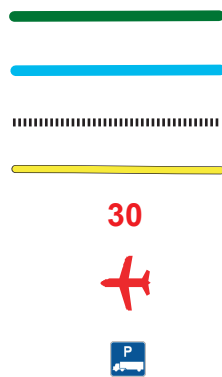
DISTRICT 2

Map 2 of 12

Not to scale

Last revised August 7, 2019

LEGEND



(CLICK HERE FOR MORE DETAILED LEGEND)

National Network (STAA)

Terminal Access (STAA)

65' California Legal Route

65' Ca Legal *KPRA Advisory

*KPRA Advisory

Airport

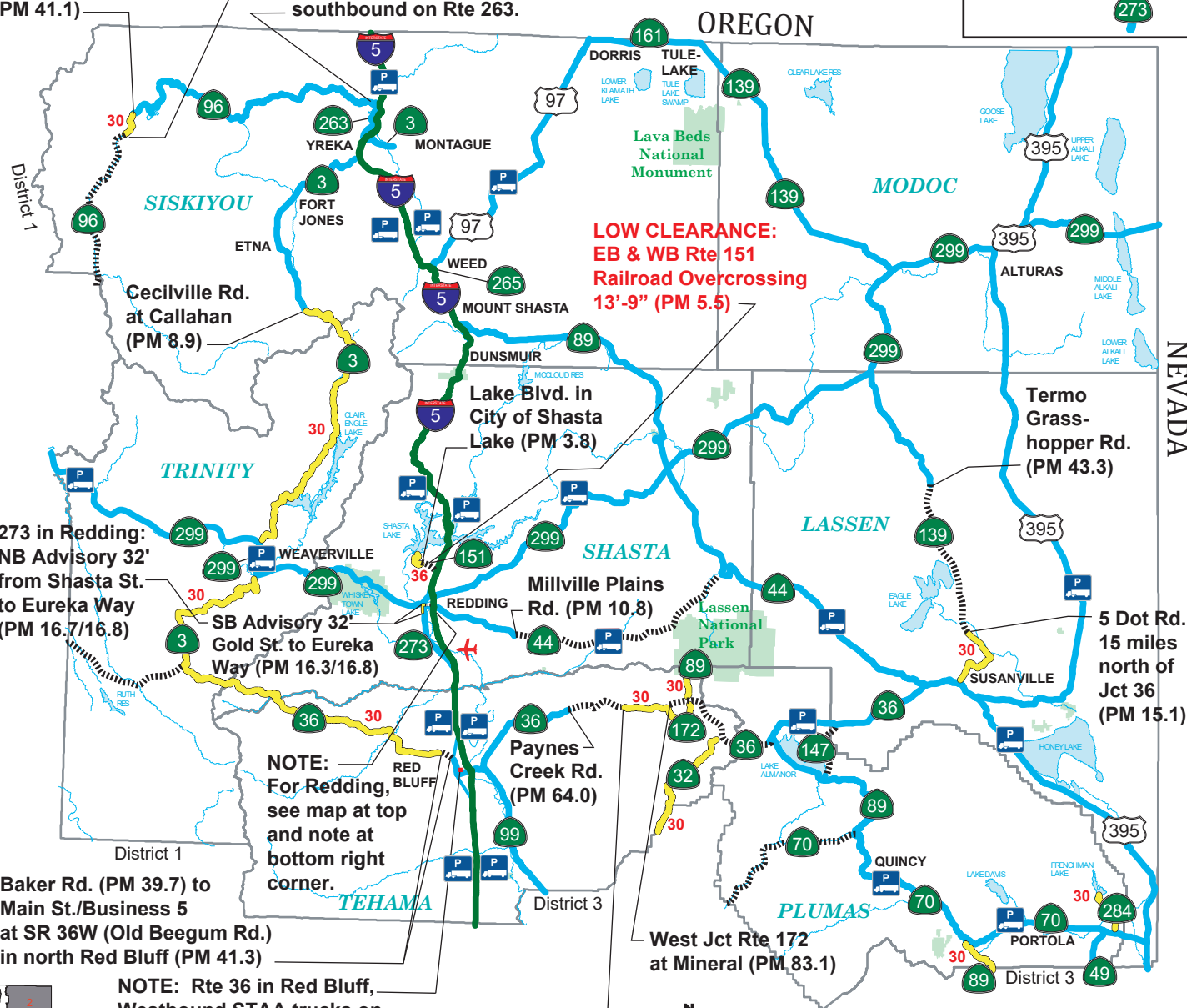
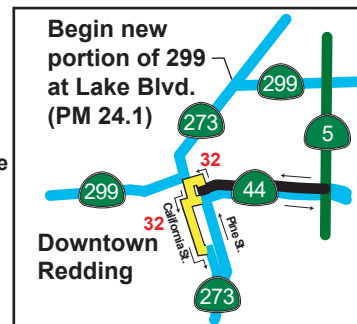
Safety Roadside
Rest Area

*KPRA = kingpin-to-rear-axle distance

~30' wide turn-around at
PM 36.88, 2.5 miles north
of Oak Flat Creek Bridge

Main St. at
Indian Creek Rd.
in Happy Camp
(PM 41.1)

NOTE: Eastbound
STAA trucks on Rte 96
prohibited from turning
southbound on Rte 263.



273 in Redding:
NB Advisory 32'
from Shasta St.
to Eureka Way
(PM 16.7/16.8)

SB Advisory 32'
Gold St. to Eureka
Way (PM 16.3/16.8)

NOTE:
For Redding,
see map at top
and note at
bottom right
corner.

Baker Rd. (PM 39.7) to
Main St./Business 5
at SR 36W (Old Beegum Rd.)
in north Red Bluff (PM 41.3)

NOTE: Rte 36 in Red Bluff,
Westbound STAA trucks on
Antelope Blvd. MAY NOT turn
right on Main St. (S. Main St. is local STAA route)

Little Giant Mill Rd. 11.2 miles
east of Paynes Creek Rd. (PM 75.2)

NOTE: Rte 44 thru Redding is Advisory 32'
from Market St. at Eureka Way (PM 0.00) WB
to Pine St. at Shasta (PM 0.16) or EB to
Pine St. at Tehama (PM 0.24). From Pine St.
to I-5, 44 EB is green, 44 WB is black.



TRUCK MAP LEGEND

TRUCK LENGTHS & ROUTES



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Click here for the [Truck Network Map](#)

..... CALIFORNIA LEGAL ROUTES California Legal trucks (black trucks) can travel on STAA routes (green and blue routes), CA Legal routes (black routes), and Advisory routes (yellow routes). CA Legal trucks have access to the entire State highway system except where prohibited (some red routes).



California Legal Truck Tractor - Semitrailer

Semitrailer length : no limit

KPRA* : 40 feet maximum for two or more axles,
38 feet maximum for single-axle trailers

Overall length : 65 feet maximum *(KPRA = kingpin-to-rear-axle)



California Legal Truck Tractor - Semitrailer - Trailer (Doubles)

Option A

Trailer length : 28 feet 6 inches maximum (each trailer)

Overall length : 75 feet maximum

Option B

Trailer length : one trailer 28 feet 6 inches maximum
other trailer may be longer than 28 feet 6 inches

Overall length : 65 feet maximum



CA LEGAL ADVISORY ROUTES - CA Legal trucks only; however, **travel not advised** if KPRA length is over posted value. KPRA advisories range from 30 to 38 feet.

STAA ROUTES The STAA Network allows the "interstate" STAA trucks which are the green trucks shown below. The STAA Network consists of the National Network (green routes, primarily interstates) and Terminal Access routes (blue, primarily State routes). ("STAA" = federal Surface Transportation Assistance Act of 1982.)

(Click here for the [Truck Network Map](#).)



Interstate "STAA" Truck Tractor - Semitrailer

Semitrailer length : 48 feet maximum

KPRA* : no limit

Overall length : no limit *(KPRA = kingpin-to-rear-axle)



Semitrailer length : over 48 feet up to 53 feet maximum

KPRA : 40 feet maximum for two or more axles,
38 feet maximum for single-axle trailers

Overall length : no limit



Interstate "STAA" Truck Tractor - Semitrailer - Trailer (Doubles)

Trailer length : 28 feet 6 inches maximum (each trailer)

Overall length : no limit



Terminal Access - Interstate "STAA" trucks may travel on State highways that exhibit this sign.



Service Access - Interstate "STAA" trucks may travel up to one road mile from the off ramp to obtain services (food, fuel, lodging, repairs), provided the route displays this sign.

..... SPECIAL RESTRICTIONS - Route restricted for vehicle length or weight, cargo type, or number of axles. Click here for the list of [Special Route Restrictions](#).

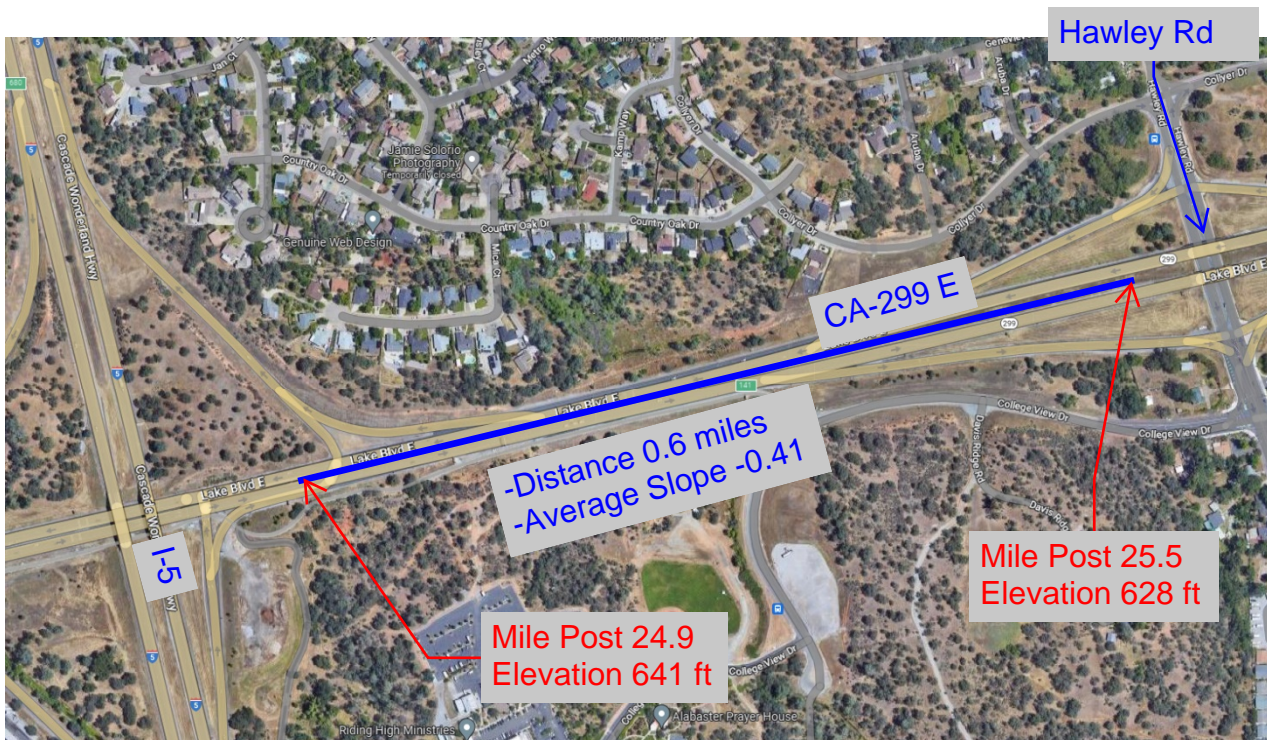
CalTrans Traffic Census Program 2020
Annual Average Daily Traffic (AADT) Volumes

DISTRICT	ROUTE	RTE_SFX	COUNTY	PM_PFX	PM	PM_SFX	DESCRIPTION	BACK_PEAK_HOUR	BACK_PEAK_MADT	BACK_AADT	AHEAD_PEAK_HOUR	AHEAD_PEAK_MADT	AHEAD_AADT
02	299	SHA			24.822		REDDING, JCT. RTE. 5				2200	22500	18800
02	299	SHA			25.540		HAWLEY ROAD	2200	22500	18800	1150	12500	10800
02	299	SHA			27.239		OLD OREGON TRAIL	1150	12500	10800	950	10500	9500
02	299	SHA			31.460		DESCHUTES ROAD	910	8200	7700	520	6000	4750
02	299	SHA			53.263		TERRY MILL ROAD	260	4850	3900	260	4900	3950
02	299	SHA			60.050		BIG BEND ROAD	270	4400	3550	270	4150	3350
02	299	SHA			73.130		TAMARACK ROAD	400	4450	3150	400	4450	3150
02	299	SHA			74.480		ELM ST	370	4050	2400	360	4200	3600
02	299	SHA			74.980		BURNEY, PLUMAS ST	360	4200	3600	870	9600	8200

CalTrans Traffic Census Program 2020
Truck Volumes and Percentages

RTE	RTE_SFX	DIST	CNTY	POSTMILE_PFX	POSTMILE	POSTMILE_SFX	LEG	DESCRIPTION	VEHICLE_AADT_TOTAL	TRUCK_AADT_TOTAL	TRK_PERCENT_TOT	TRK_2_AXLE	TRK_3_AXLE	TRK_4_AXLE	TRK_5_AXLE	TRK_2_AXLE_PCT	TRK_3_AXLE_PCT	TRK_4_AXLE_PCT	TRK_5_AXLE_PCT	EAL	YEAR_VER	EST
299	02	SHA		24.822	A			REDDING, JCT. RTE. 5	18800	890	4.73	552	94	11	233	62.02	10.56	1.24	26.18	110	20	V
299	02	SHA		25.540	A			HAWLEY ROAD	10800	406	3.76	69	84	19	234	17.07	20.73	4.63	57.56	94	16	E
299	02	SHA		27.239	A			OLD OREGON TRAIL	9500	357	3.76	81	47	10	219	22.66	13.29	2.72	61.33	84	16	E
299	02	SHA		60.050	B			BIG BEND ROAD	3550	529	14.90	93	76	13	347	17.59	14.35	2.55	65.51	132	16	E
299	02	SHA		72.640	O			HAYNES ROAD	3150	615	19.52	168	159	3	285	27.32	25.85	0.49	46.34	119	19	V
299	02	SHA		73.130	A			TAMARACK ROAD	3150	551	17.49	197	83	5	266	35.75	15.06	0.91	48.28	107	20	V
299	02	SHA		74.980	B			BURNEY, PLUMAS STREET	3600	684	19.00	259	104	9	312	37.87	15.20	1.32	45.61	128	20	E

Elevations At Locations of Interest Along CA-299E



Fountain Wind Project

Location (Start-to-End)	Mile Post (Start-End)	Distance	Start Elevation	End Elevation	Average Section Average Slope
Between I-5 and Hawley Road	24.9 - 25.5	0.6	641	628	-0.41

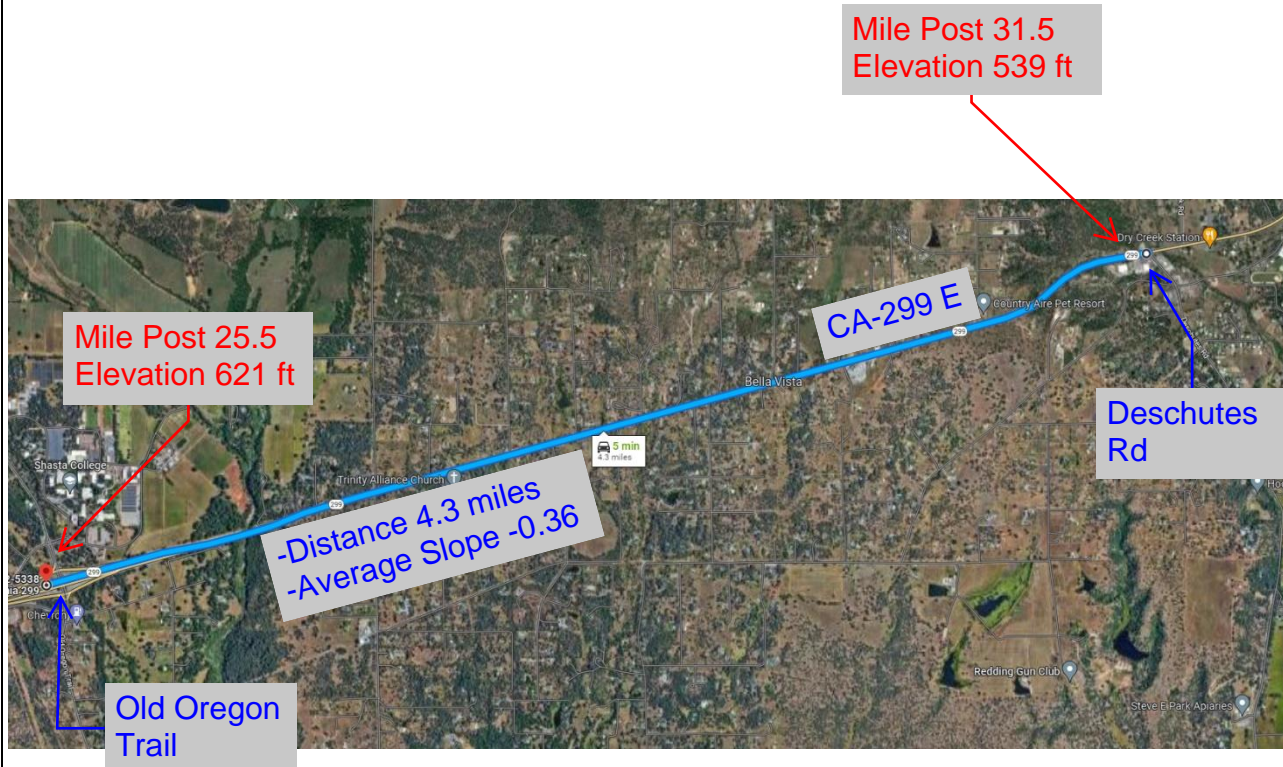
Elevations At Locations of Interest Along CA-299E



Fountain Wind Project

Location (Start-to-End)	Mile Post (Start-End)	Distance	Start Elevation	End Elevation	Section Average Slope
Between Hawley Road and Old Oregon Trail	25.5 - 27.2	1.7	628	621	0.1

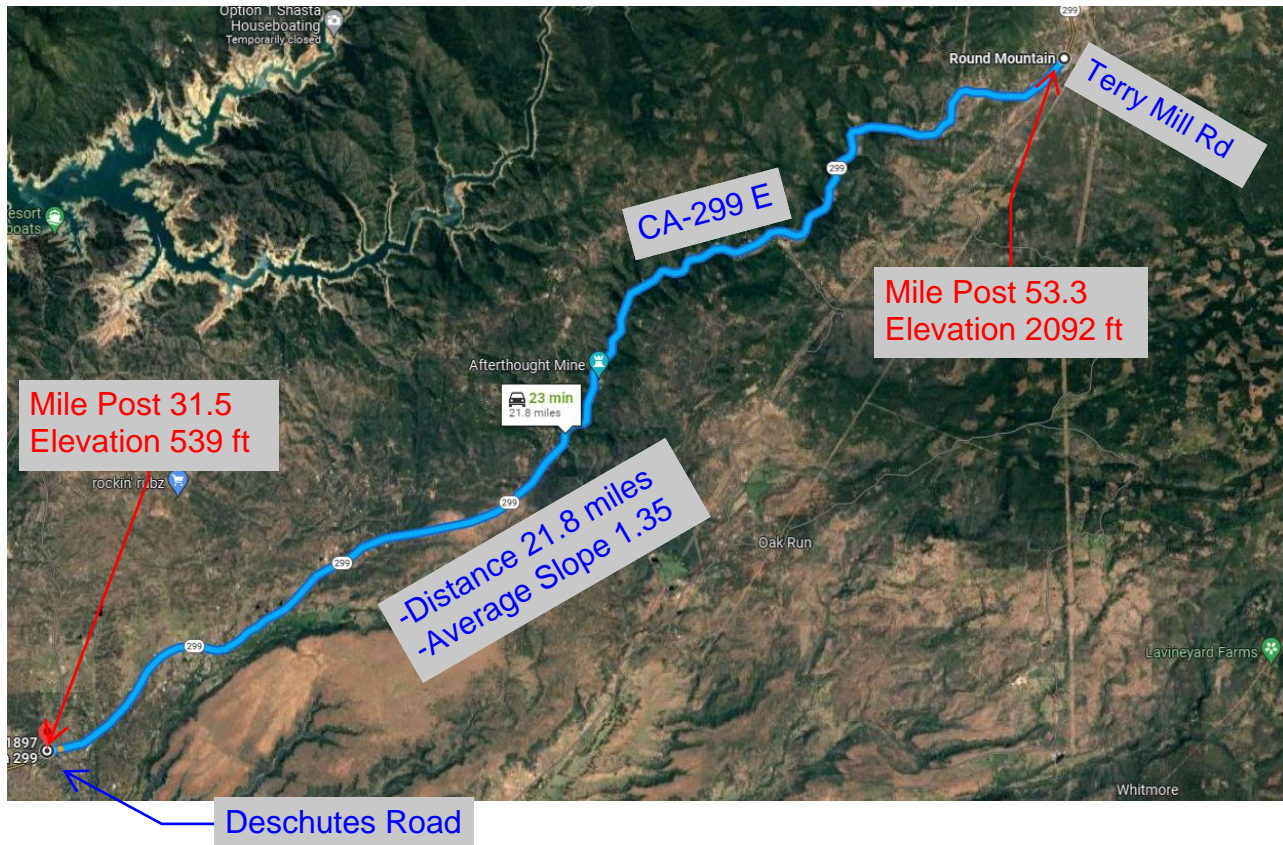
Elevations At Locations of Interest Along CA-299E



Fountain Wind Project

Location (Start-to-End)	Mile Post (Start-End)	Distance	Start Elevation	End Elevation	Section Average Section Average Slope
Between Old Trail and Deschutes Road	27.2 - 31.5	4.3	621	539	-0.36

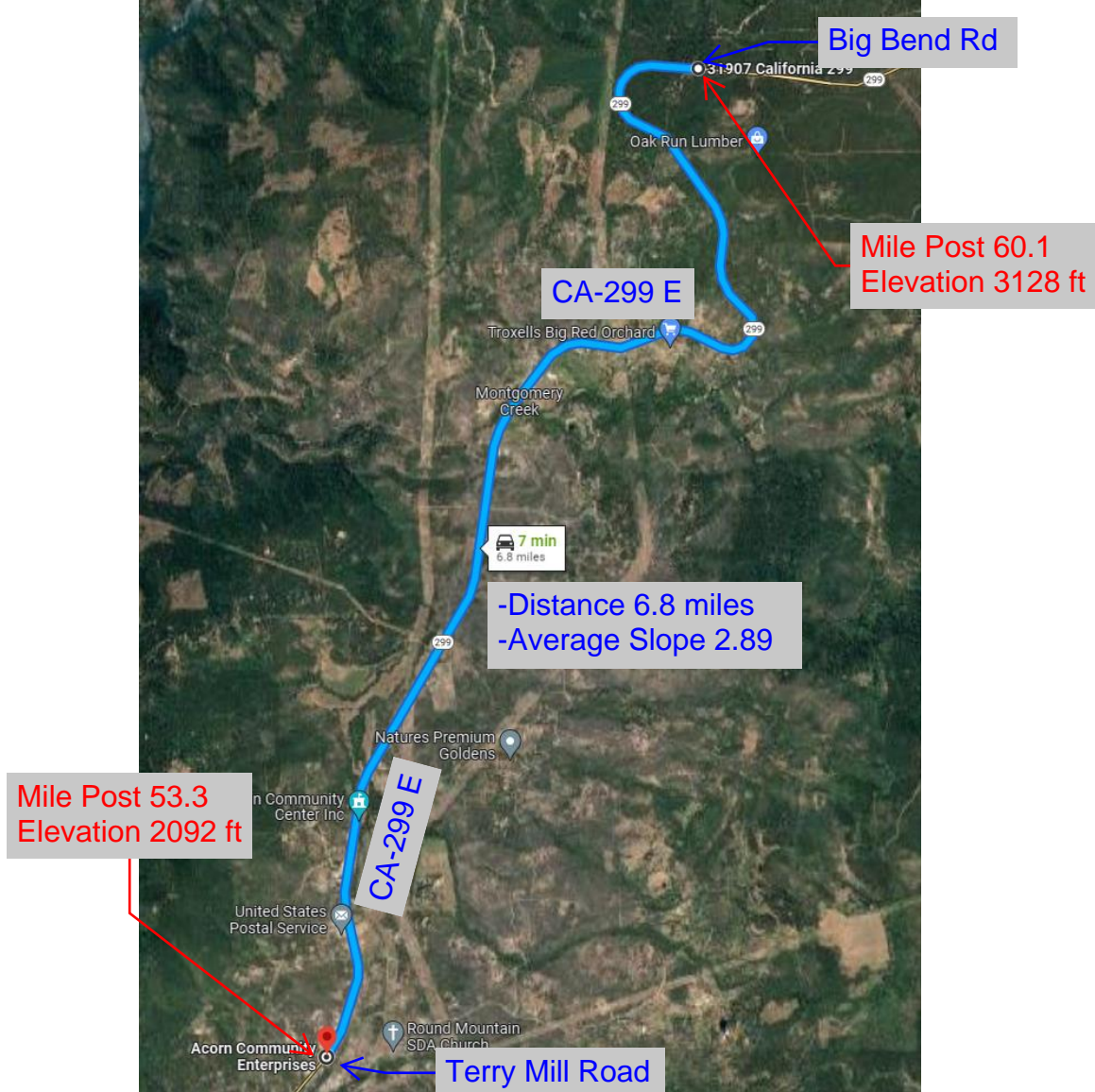
Elevations At Locations of Interest Along CA-299E



Fountain Wind Project

Location (Start-to-End)	Mile Post (Start-End)	Distance	Start Elevation	End Elevation	Section Average Section Average Slope
Between Deschutes Road and Terry Mill Road	31.5 - 53.3	21.8	539	2092	1.35

Elevations At Locations of Interest Along CA-299E



Fountain Wind Project

Location (Start-to-End)	Mile Post (Start-End)	Distance	Start Elevation	End Elevation	Section Average Section Average Slope
Between Terry Mill Road and Big Bend Road	53.3 - 60.1	6.8	2092	3128	2.89

Elevations At Locations of Interest Along CA-299E



Fountain Wind Project

Location (Start-to-End)	Mile Post (Start-End)	Distance	Start Elevation	End Elevation	Section Average Section Average Slope
Between Big Bend Road and Site Entrance 1	60.1-62.4	2.3	3128	3640	4.22

Elevations At Locations of Interest Along CA-299E

Mile Post 62.4
Elevation 3640 ft



Mile Post 67.3
Elevation 4215 ft

Site Entrance #1

-Distance 4.9 miles
-Average Slope 2.22

CA-299 E

Site Entrance #2

Fountain Wind Project

Location (Start-to-End)	Mile Post (Start-End)	Distance	Start Elevation	End Elevation	Section Average Slope
Between Site Entrance 1 and Site Entrance 2	62.4-67.3	4.9	3640	4215	2.22

Elevations At Locations of Interest Along CA-299E



Fountain Wind Project

Location (Start-to-End)	Mile Post (Start-End)	Distance	Start Elevation	End Elevation	Section Average Slope
Between Site Entrance 2 and Tamarack Road	67.3 – 73.1	5.8	4215	3209	-3.29

Elevations At Locations of Interest Along CA-299E



Fountain Wind Project

Location (Start-to-End)	Mile Post (Start-End)	Distance	Start Elevation	End Elevation	Section Average Slope
Between Tamarack Road and Elm Street	73.1 – 74.5	1.4	3209	3189	-0.27

Elevations At Locations of Interest Along CA-299E



Fountain Wind Project

Location (Start-to-End)	Mile Post (Start-End)	Distance	Start Elevation	End Elevation	Section Average Slope
Between Elm Street Plumas Street (Burney)	74.5 – 75.0	0.5	3189	3125	-2.42

APPENDIX B

Type of report: Tube Count - Speed Data

LOCATION: EB SR 299 east of Supan Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124307 DIRECTION: EB DATE: Apr 4 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	1	1	5	1	0	0	0	0	0	0	8	39-48	6
01:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
02:00 AM	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3	31-40	2
03:00 AM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	46-55	2
04:00 AM	1	0	0	0	1	1	3	0	3	0	0	0	0	0	9	36-45	4
05:00 AM	2	0	1	1	3	3	11	5	1	0	0	0	0	0	27	41-50	16
06:00 AM	0	0	0	1	1	6	22	8	7	2	0	0	0	0	47	41-50	30
07:00 AM	3	0	4	1	3	9	36	23	1	1	0	0	0	0	81	41-50	59
08:00 AM	0	0	0	0	4	10	28	22	5	0	0	0	0	0	69	41-50	50
09:00 AM	3	0	0	3	6	6	31	24	11	1	0	0	0	0	85	41-50	55
10:00 AM	6	0	0	11	2	3	22	24	11	0	0	0	0	0	79	41-50	46
11:00 AM	0	0	0	6	8	9	14	27	13	2	0	0	0	0	79	41-50	41
12:00 PM	5	0	0	5	7	4	27	23	7	4	0	0	0	0	82	41-50	50
01:00 PM	3	0	0	2	2	12	19	26	14	1	0	0	0	0	79	41-50	45
02:00 PM	2	0	0	0	5	8	22	30	14	2	0	1	0	0	84	41-50	52
03:00 PM	4	0	0	4	6	2	23	33	12	5	2	0	0	0	91	41-50	56
04:00 PM	1	0	0	2	0	6	51	42	22	4	1	0	0	0	129	41-50	93
05:00 PM	0	0	0	0	0	4	16	47	17	3	0	0	0	0	87	46-55	64
06:00 PM	1	0	0	0	5	10	13	18	22	0	0	0	0	0	69	46-55	40
07:00 PM	0	0	0	0	0	5	9	10	11	2	0	0	0	0	37	46-55	21
08:00 PM	0	0	0	0	1	6	14	11	0	0	0	0	0	0	32	41-50	25
09:00 PM	0	0	2	0	2	4	13	4	2	1	1	0	0	0	29	41-50	17
10:00 PM	0	0	0	0	0	1	3	3	2	1	0	0	0	0	10	41-50	6
11:00 PM	0	0	0	0	0	2	1	1	2	1	0	0	0	0	7	36-45	3
Day Total	31	0	7	36	57	114	384	384	179	30	4	1	0	0	1227	41-50	768
Percent	2.5%	0%	0.6%	2.9%	4.6%	9.3%	31.3%	31.3%	14.6%	2.4%	0.3%	0.1%	0%	0%			
AM Peak Volume	10:00 AM	12:00 AM	7:00 AM	10:00 AM	11:00 AM	8:00 AM	7:00 AM	11:00 AM	11:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM		
	6	0	4	11	8	10	36	27	13	2	0	0	0	0	85		
PM Peak Volume	12:00 PM	12:00 PM	9:00 PM	12:00 PM	12:00 PM	1:00 PM	4:00 PM	5:00 PM	4:00 PM	3:00 PM	3:00 PM	2:00 PM	12:00 PM	12:00 PM	4:00 PM		
	5	0	2	5	7	12	51	47	22	5	2	1	0	0	129		
Comments:																	

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: EB SR 299 east of Supan Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124307 DIRECTION: EB DATE: Apr 5 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	4	0	0	0	1	1	0	0	0	0	0	0	6	16-25	4
01:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	26-35	1
02:00 AM	0	0	0	0	0	1	3	0	1	1	0	0	0	0	6	36-45	4
03:00 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	41-50	3
04:00 AM	0	0	0	0	0	0	5	2	2	0	0	0	0	0	9	41-50	7
05:00 AM	2	0	0	0	1	3	5	8	2	2	1	0	0	0	24	41-50	13
06:00 AM	1	0	0	0	5	11	12	13	7	0	0	0	0	0	49	41-50	25
07:00 AM	1	0	1	5	3	6	22	21	8	1	0	0	0	0	68	41-50	43
08:00 AM	5	0	1	3	8	14	19	15	14	2	1	0	0	0	82	41-50	34
09:00 AM	2	0	0	4	7	3	20	34	8	2	0	0	0	0	80	41-50	54
10:00 AM	2	0	0	4	3	10	25	32	12	2	1	0	0	0	91	41-50	57
11:00 AM	3	0	1	3	2	14	20	17	14	2	0	0	0	0	76	41-50	37
12:00 PM	1	0	2	1	5	4	17	31	8	3	0	0	0	0	72	41-50	48
01:00 PM	4	0	0	0	1	5	26	31	15	3	0	0	0	0	85	41-50	57
02:00 PM	3	0	0	2	3	1	13	48	22	0	1	0	0	0	93	46-55	70
03:00 PM	1	0	0	2	7	4	20	43	24	5	0	0	0	0	106	46-55	67
04:00 PM	5	0	0	1	3	12	34	50	26	5	0	0	0	0	136	41-50	84
05:00 PM	1	0	0	0	0	4	23	37	21	7	3	0	0	0	96	41-50	60
06:00 PM	3	0	0	0	0	3	11	23	22	9	5	0	0	0	76	46-55	45
07:00 PM	1	0	0	0	0	1	10	9	9	1	1	1	0	0	33	41-50	19
08:00 PM	1	0	0	0	0	3	12	9	9	2	0	0	0	0	36	41-50	21
09:00 PM	0	0	0	0	1	2	10	8	5	2	0	0	0	0	28	41-50	18
10:00 PM	1	0	0	1	0	1	6	6	2	0	0	0	0	0	17	41-50	12
11:00 PM	1	0	0	0	0	0	4	5	1	1	0	0	0	0	12	41-50	9
Day Total	38	0	9	26	50	102	318	447	232	50	13	1	0	0	1286	41-50	765
Percent	3%	0%	0.7%	2%	3.9%	7.9%	24.7%	34.8%	18%	3.9%	1%	0.1%	0%	0%			
AM Peak Volume	8:00 AM 5	12:00 AM 0	12:00 AM 4	7:00 AM 5	8:00 AM 8	8:00 AM 14	10:00 AM 25	9:00 AM 34	8:00 AM 14	5:00 AM 2	5:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	10:00 AM 91		
PM Peak Volume	4:00 PM 5	12:00 PM 0	12:00 PM 2	2:00 PM 2	3:00 PM 7	4:00 PM 12	4:00 PM 34	4:00 PM 50	4:00 PM 26	6:00 PM 9	6:00 PM 5	7:00 PM 1	12:00 PM 0	12:00 PM 0	4:00 PM 136		
Comments:																	

Report generated on 4/11/2023 4:55 PM


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12:00 AM	0	0	0	0	0	2	2	4	1	1	0	0	0	0	10	41-50	6
01:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
02:00 AM	0	0	0	0	0	1	1	2	2	1	0	0	0	0	7	46-55	4
03:00 AM	1	0	0	0	1	0	2	3	3	0	0	0	0	0	10	46-55	6
04:00 AM	0	0	0	1	0	1	7	0	4	1	0	0	0	0	14	36-45	8
05:00 AM	2	0	0	0	3	2	4	12	4	0	0	0	0	0	27	43-52	16
06:00 AM	2	0	0	1	0	5	8	16	12	7	0	0	0	0	51	46-55	28
07:00 AM	2	0	0	0	8	1	15	29	17	4	0	0	0	0	76	46-55	46
08:00 AM	3	0	0	1	3	8	15	33	16	3	0	0	0	0	82	46-55	49
09:00 AM	2	0	0	1	6	10	15	30	17	4	0	0	0	0	85	46-55	47
10:00 AM	1	0	0	7	1	4	19	26	21	3	2	0	0	0	84	46-55	47
11:00 AM	4	0	0	6	13	1	9	42	14	2	1	0	0	0	92	46-55	56
12:00 PM	2	0	0	3	6	5	21	38	14	5	0	0	0	0	94	41-50	59
01:00 PM	1	0	0	6	2	4	14	27	23	4	4	0	0	0	85	46-55	50
02:00 PM	3	0	0	0	6	4	20	37	24	5	1	0	0	0	100	46-55	61
03:00 PM	2	0	0	5	3	8	21	41	29	4	0	0	0	0	113	46-55	70
04:00 PM	5	0	0	1	7	6	24	46	20	5	2	0	0	0	116	41-50	70
05:00 PM	3	0	0	0	0	3	24	33	14	5	1	0	0	0	83	41-50	57
06:00 PM	0	0	0	2	0	0	15	32	19	4	1	0	0	0	73	46-55	51
07:00 PM	1	0	0	0	0	2	10	14	11	2	1	0	0	0	41	46-55	25
08:00 PM	1	0	0	0	1	6	10	13	3	0	0	0	0	0	34	41-50	23
09:00 PM	0	0	0	1	2	5	7	3	0	0	0	0	0	0	18	36-45	12
10:00 PM	0	0	0	0	0	1	5	4	3	0	0	0	0	0	13	41-50	9
11:00 PM	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	41-50	4
Day Total	35	0	0	35	62	79	272	486	271	60	13	0	0	0	1313	41-50	758
Percent	2.7%	0%	0%	2.7%	4.7%	6%	20.7%	37%	20.6%	4.6%	1%	0%	0%	0%			
AM Peak Volume	11:00 AM 4	12:00 AM 0	12:00 AM 0	10:00 AM 7	11:00 AM 13	9:00 AM 10	10:00 AM 19	11:00 AM 42	10:00 AM 21	6:00 AM 7	10:00 AM 2	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 92		
PM Peak Volume	4:00 PM 5	12:00 PM 0	12:00 PM 0	1:00 PM 6	4:00 PM 7	3:00 PM 8	4:00 PM 24	4:00 PM 46	3:00 PM 29	12:00 PM 5	1:00 PM 4	12:00 PM 0	12:00 PM 0	12:00 PM 0	4:00 PM 116		
Comments:																	

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: EB SR 299 east of Supan Rd														QC JOB #: 16124307			
SPECIFIC LOCATION:														DIRECTION: EB			
CITY/STATE: Shasta, CA														DATE: Apr 4 2023 - Apr 6 2023			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	104	0	16	97	169	295	974	1317	682	140	30	2	0	0	3826	41-50	2291
Percent	2.7%	0%	0.4%	2.5%	4.4%	7.7%	25.5%	34.4%	17.8%	3.7%	0.8%	0.1%	0%	0%			
Cumulative Percent	2.7%	2.7%	3.1%	5.7%	10.1%	17.8%	43.3%	77.7%	95.5%	99.2%	99.9%	100%	100%	100%			
ADT 1275															85th Percentile: 52 MPH Mean Speed(Average): 45 MPH Median: 45 MPH Mode: 48 MPH		
Comments:																	

LOCATION: EB SR 299 east of Supan Rd

QC JOB #: 16124307

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Shasta, CA

DATE: Apr 4 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	5	0	0	1	0	0	2	0	0	0	0	0	0	8
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
03:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
04:00 AM	0	5	0	0	0	0	0	2	1	0	0	0	0	1	9
05:00 AM	0	16	3	0	2	0	0	3	1	0	0	0	0	2	27
06:00 AM	0	23	18	0	2	0	0	4	0	0	0	0	0	0	47
07:00 AM	2	51	14	0	3	1	0	7	1	0	0	0	0	2	81
08:00 AM	0	51	10	0	2	0	0	5	1	0	0	0	0	0	69
09:00 AM	0	58	14	0	5	0	0	5	0	0	0	0	0	3	85
10:00 AM	1	42	18	0	3	1	0	7	1	0	0	0	0	6	79
11:00 AM	0	54	12	0	5	0	0	8	0	0	0	0	0	0	79
12:00 PM	1	48	9	0	9	1	0	8	1	0	0	0	0	5	82
01:00 PM	0	53	11	0	4	0	0	6	2	0	0	0	0	3	79
02:00 PM	0	59	11	0	7	0	0	3	0	0	2	0	0	2	84
03:00 PM	0	69	9	0	2	0	0	3	3	0	1	0	0	4	91
04:00 PM	0	103	18	0	2	0	0	5	0	0	0	0	0	1	129
05:00 PM	0	73	10	0	1	0	0	3	0	0	0	0	0	0	87
06:00 PM	0	53	11	0	1	0	0	3	0	0	0	0	0	1	69
07:00 PM	0	30	5	0	1	0	0	1	0	0	0	0	0	0	37
08:00 PM	0	27	4	0	0	0	0	1	0	0	0	0	0	0	32
09:00 PM	1	22	2	0	1	1	0	2	0	0	0	0	0	0	29
10:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
Day Total	5	863	180	0	53	4	0	78	11	0	3	0	0	30	1227
Percent	0.4%	70.3%	14.7%	0%	4.3%	0.3%	0%	6.4%	0.9%	0%	0.2%	0%	0%	2.4%	
ADT 1227															
AM Peak Volume	7:00 AM 2	9:00 AM 58	6:00 AM 18	12:00 AM 0	9:00 AM 5	7:00 AM 1	12:00 AM 0	11:00 AM 8	4:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	10:00 AM 6	9:00 AM 85
PM Peak Volume	12:00 PM 1	4:00 PM 103	4:00 PM 18	12:00 PM 0	12:00 PM 9	12:00 PM 1	12:00 PM 0	12:00 PM 8	3:00 PM 3	12:00 PM 0	2:00 PM 2	12:00 PM 0	12:00 PM 0	12:00 PM 5	4:00 PM 129

Comments:

LOCATION: EB SR 299 east of Supan Rd

QC JOB #: 16124307

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Shasta, CA

DATE: Apr 5 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	2	0	1	0	1	2	0	0	0	0	0	0	0	0	6
01:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	3	1	0	1	0	0	1	0	0	0	0	0	0	6
03:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00 AM	0	6	1	0	1	0	0	1	0	0	0	0	0	0	9
05:00 AM	0	14	5	0	1	0	0	2	0	0	0	0	0	2	24
06:00 AM	0	23	15	0	5	0	0	4	1	0	0	0	0	1	49
07:00 AM	1	37	19	0	4	0	0	3	3	0	0	0	0	1	68
08:00 AM	2	50	9	0	11	2	0	3	0	0	0	0	0	5	82
09:00 AM	0	49	15	0	4	1	0	8	1	0	0	0	0	2	80
10:00 AM	1	61	10	0	5	1	0	11	0	0	0	0	0	2	91
11:00 AM	0	52	13	0	3	1	0	3	1	0	0	0	0	3	76
12:00 PM	1	50	9	0	5	1	0	3	1	0	1	0	0	1	72
01:00 PM	0	61	10	0	7	0	0	3	0	0	0	0	0	4	85
02:00 PM	0	72	10	0	4	0	0	3	1	0	0	0	0	3	93
03:00 PM	0	72	21	0	6	0	0	5	0	0	1	0	0	1	106
04:00 PM	0	100	24	0	1	0	0	5	0	0	2	0	0	4	136
05:00 PM	0	74	16	0	4	0	0	1	0	0	0	0	0	1	96
06:00 PM	0	56	13	0	2	0	0	2	0	0	0	0	0	3	76
07:00 PM	0	24	6	1	1	0	0	0	0	0	0	0	0	1	33
08:00 PM	0	30	2	0	0	0	0	3	0	0	0	0	0	1	36
09:00 PM	0	19	7	0	0	0	0	2	0	0	0	0	0	0	28
10:00 PM	0	13	2	0	0	0	0	0	1	0	0	0	0	1	17
11:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	1	12
Day Total	7	880	211	1	66	8	0	63	9	0	4	0	0	37	1286
Percent	0.5%	68.4%	16.4%	0.1%	5.1%	0.6%	0%	4.9%	0.7%	0%	0.3%	0%	0%	2.9%	
ADT 1286															
AM Peak	12:00 AM	10:00 AM	7:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	10:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM	10:00 AM
Volume	2	61	19	0	11	2	0	11	3	0	0	0	0	5	91
PM Peak	12:00 PM	4:00 PM	4:00 PM	7:00 PM	1:00 PM	12:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	4:00 PM	12:00 PM	12:00 PM	1:00 PM	4:00 PM
Volume	1	100	24	1	7	1	0	5	1	0	2	0	0	4	136

Comments:

LOCATION: EB SR 299 east of Supan Rd

QC JOB #: 16124307

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Shasta, CA

DATE: Apr 6 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	4	2	0	0	0	0	1	0	0	0	0	0	0	7
03:00 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	1	10
04:00 AM	0	7	2	0	1	0	0	4	0	0	0	0	0	0	14
05:00 AM	0	12	2	0	3	0	0	6	0	0	2	0	0	2	27
06:00 AM	1	17	22	0	5	0	0	4	0	0	0	0	0	2	51
07:00 AM	0	44	16	0	7	0	0	7	0	0	0	0	0	2	76
08:00 AM	0	45	19	0	5	0	0	10	0	0	0	0	0	3	82
09:00 AM	0	54	13	0	7	0	0	9	0	0	0	0	0	2	85
10:00 AM	1	52	12	1	5	2	0	9	1	0	0	0	0	1	84
11:00 AM	1	62	14	0	5	0	0	4	1	0	1	0	0	4	92
12:00 PM	0	59	16	0	7	0	0	8	2	0	0	0	0	2	94
01:00 PM	1	53	16	0	10	1	0	3	0	0	0	0	0	1	85
02:00 PM	0	81	10	0	4	0	0	1	0	0	1	0	0	3	100
03:00 PM	1	81	20	0	5	1	0	3	0	0	0	0	0	2	113
04:00 PM	0	82	21	0	5	0	0	3	0	0	0	0	0	5	116
05:00 PM	0	62	15	0	1	0	0	2	0	0	0	0	0	3	83
06:00 PM	1	56	12	0	2	1	0	1	0	0	0	0	0	0	73
07:00 PM	1	31	6	0	2	0	0	0	0	0	0	0	0	1	41
08:00 PM	0	27	5	0	1	0	0	0	0	0	0	0	0	1	34
09:00 PM	1	12	4	0	1	0	0	0	0	0	0	0	0	0	18
10:00 PM	0	8	4	0	0	0	0	1	0	0	0	0	0	0	13
11:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
Day Total	8	866	235	1	79	5	0	76	4	0	4	0	0	35	1313
Percent	0.6%	66%	17.9%	0.1%	6%	0.4%	0%	5.8%	0.3%	0%	0.3%	0%	0%	2.7%	
ADT 1313															
AM Peak Volume	6:00 AM 1	11:00 AM 62	6:00 AM 22	10:00 AM 1	7:00 AM 7	10:00 AM 2	12:00 AM 0	8:00 AM 10	10:00 AM 1	12:00 AM 0	5:00 AM 2	12:00 AM 0	12:00 AM 0	11:00 AM 4	11:00 AM 92
PM Peak Volume	1:00 PM 1	4:00 PM 82	4:00 PM 21	12:00 PM 0	1:00 PM 10	1:00 PM 1	12:00 PM 0	12:00 PM 8	12:00 PM 2	12:00 PM 0	2:00 PM 1	12:00 PM 0	12:00 PM 0	4:00 PM 5	4:00 PM 116

Comments:

LOCATION: EB SR 299 east of Supan Rd


QC JOB #: 16124307

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Shasta, CA

DATE: Apr 4 2023 - Apr 6 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	20	2609	626	2	198	17	0	217	24	0	11	0	0	102	3826
Percent	0.5%	68.2%	16.4%	0.1%	5.2%	0.4%	0%	5.7%	0.6%	0%	0.3%	0%	0%	2.7%	
ADT 1275															

Comments:

Type of report: Tube Count - Volume Data

LOCATION: EB SR 299 east of Supan Rd								QC JOB #: 16124307	
SPECIFIC LOCATION:								DIRECTION: EB	
CITY/STATE: Shasta, CA								DATE: Apr 4 2023 - Apr 6 2023	
Start Time	Mon 4 Apr 23	Tue 5 Apr 23	Wed 6 Apr 23	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	8	6	10		8			8	<div></div>
01:00 AM	1	2	1		1			1	<div></div>
02:00 AM	3	6	7		5			5	<div></div>
03:00 AM	3	3	10		5			5	<div></div>
04:00 AM	9	9	14		11			11	<div></div>
05:00 AM	27	24	27		26			26	<div></div>
06:00 AM	47	49	51		49			49	<div></div>
07:00 AM	81	68	76		75			75	<div></div>
08:00 AM	69	82	82		78			78	<div></div>
09:00 AM	85	80	85		83			83	<div></div>
10:00 AM	79	91	84		85			85	<div></div>
11:00 AM	79	76	92		82			82	<div></div>
12:00 PM	82	72	94		83			83	<div></div>
01:00 PM	79	85	85		83			83	<div></div>
02:00 PM	84	93	100		92			92	<div></div>
03:00 PM	91	106	113		103			103	<div></div>
04:00 PM	129	136	116		127			127	<div></div>
05:00 PM	87	96	83		89			89	<div></div>
06:00 PM	69	76	73		73			73	<div></div>
07:00 PM	37	33	41		37			37	<div></div>
08:00 PM	32	36	34		34			34	<div></div>
09:00 PM	29	28	18		25			25	<div></div>
10:00 PM	10	17	13		13			13	<div></div>
11:00 PM	7	12	4		8			8	<div></div>
Day Total	1227	1286	1313		1275			1275	
% Weekday Average	96.2%	100.9%	103%						
% Week Average	96.2%	100.9%	103%		100%				
AM Peak Volume	9:00 AM 85	10:00 AM 91	11:00 AM 92		10:00 AM 85			10:00 AM 85	
PM Peak Volume	4:00 PM 129	4:00 PM 136	4:00 PM 116		4:00 PM 127			4:00 PM 127	
Comments:									

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: EB SR 299 east of Supan Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124307 DIRECTION: EB, WB DATE: Apr 4 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	1	1	7	3	0	0	0	0	0	0	12	41-50	10
01:00 AM	1	0	0	0	0	0	0	2	1	0	0	0	0	0	4	46-55	3
02:00 AM	0	0	0	0	0	3	1	2	0	0	0	0	0	0	6	36-45	4
03:00 AM	0	0	0	0	0	0	2	4	5	0	1	0	0	0	12	46-55	9
04:00 AM	1	0	0	0	1	1	6	4	4	0	2	0	0	0	19	41-50	10
05:00 AM	3	0	3	1	4	3	15	14	6	1	0	0	0	0	50	41-50	29
06:00 AM	1	0	0	1	1	6	27	22	18	3	1	0	0	0	80	41-50	49
07:00 AM	5	0	4	1	3	9	42	57	24	7	1	0	0	0	153	41-50	99
08:00 AM	0	0	0	0	4	11	42	62	32	4	0	0	0	0	155	41-50	104
09:00 AM	3	0	0	3	6	6	48	85	28	6	0	0	0	0	185	41-50	133
10:00 AM	9	0	0	11	3	4	35	78	34	4	0	1	0	0	179	41-50	113
11:00 AM	3	0	0	6	8	11	34	55	48	8	1	0	0	0	174	46-55	103
12:00 PM	6	0	0	5	8	5	35	68	30	12	0	0	0	0	169	41-50	103
01:00 PM	6	0	0	2	2	15	44	74	39	5	1	0	0	0	188	41-50	118
02:00 PM	3	0	0	0	8	12	35	72	42	5	0	1	0	0	178	46-55	114
03:00 PM	6	0	0	4	7	2	34	69	37	14	4	0	0	0	177	46-55	106
04:00 PM	3	0	0	2	0	9	60	90	40	11	1	0	0	0	216	41-50	150
05:00 PM	3	0	0	1	0	5	29	88	33	11	2	0	0	0	172	46-55	121
06:00 PM	2	0	0	0	5	12	19	34	38	6	0	0	0	0	116	46-55	72
07:00 PM	1	0	0	0	0	7	11	29	23	6	0	0	0	0	77	46-55	52
08:00 PM	0	0	0	0	1	8	17	18	6	0	1	0	0	0	51	41-50	35
09:00 PM	0	0	2	0	2	5	14	6	2	2	1	0	0	0	34	41-50	20
10:00 PM	1	0	0	0	0	2	5	4	3	2	0	0	0	0	17	41-50	9
11:00 PM	1	0	0	0	0	3	4	2	3	1	0	0	0	0	14	36-45	7
Day Total	58	0	9	37	64	140	566	942	496	108	16	2	0	0	2438	41-50	1508
Percent	2.4%	0%	0.4%	1.5%	2.6%	5.7%	23.2%	38.6%	20.3%	4.4%	0.7%	0.1%	0%	0%			
AM Peak Volume	10:00 AM 9	12:00 AM 0	7:00 AM 4	10:00 AM 11	11:00 AM 8	8:00 AM 11	9:00 AM 48	9:00 AM 85	11:00 AM 48	11:00 AM 8	4:00 AM 2	10:00 AM 1	12:00 AM 0	12:00 AM 0	9:00 AM 185		
PM Peak Volume	12:00 PM 6	12:00 PM 0	9:00 PM 2	12:00 PM 5	12:00 PM 8	1:00 PM 15	4:00 PM 60	4:00 PM 90	2:00 PM 42	3:00 PM 14	3:00 PM 4	2:00 PM 1	12:00 PM 0	12:00 PM 0	4:00 PM 216		
Comments:																	

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: EB SR 299 east of Supan Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124307 DIRECTION: EB, WB DATE: Apr 5 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	4	0	0	0	2	4	1	0	0	0	0	0	11	41-50	6
01:00 AM	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3	41-50	2
02:00 AM	0	0	0	0	0	2	4	0	1	1	0	0	0	0	8	36-45	6
03:00 AM	0	0	0	0	0	0	1	4	0	1	0	0	0	0	6	41-50	5
04:00 AM	0	0	0	0	0	0	7	6	3	1	0	0	0	0	17	41-50	13
05:00 AM	2	0	0	0	3	5	7	18	11	3	4	1	0	0	54	46-55	29
06:00 AM	1	0	0	0	5	11	14	35	23	4	0	0	0	0	93	46-55	58
07:00 AM	4	0	1	5	3	6	27	45	34	11	3	0	0	0	139	46-55	79
08:00 AM	6	0	1	3	8	17	27	51	60	13	4	1	1	0	192	46-55	111
09:00 AM	3	0	0	5	7	6	36	76	35	9	0	0	1	0	178	41-50	112
10:00 AM	2	0	0	4	5	10	46	81	40	3	1	0	0	0	192	41-50	127
11:00 AM	6	0	1	3	2	16	38	56	37	12	1	0	0	0	172	41-50	94
12:00 PM	2	0	2	1	5	14	36	63	42	8	0	0	0	0	173	46-55	105
01:00 PM	7	0	2	0	1	5	47	63	48	7	0	0	0	0	180	46-55	111
02:00 PM	6	0	0	2	4	3	33	77	44	5	1	0	0	0	175	46-55	121
03:00 PM	2	0	0	2	8	7	40	86	47	8	0	1	0	0	201	46-55	133
04:00 PM	8	0	0	1	4	14	47	94	43	7	0	0	0	0	218	41-50	141
05:00 PM	3	0	0	0	2	5	38	74	44	14	4	0	0	0	184	46-55	118
06:00 PM	3	0	0	0	2	3	21	41	42	14	6	0	0	0	132	46-55	83
07:00 PM	3	0	0	0	0	2	12	18	14	2	2	1	0	0	54	46-55	32
08:00 PM	1	0	0	0	0	7	14	12	14	2	0	0	0	0	50	44-53	26
09:00 PM	0	0	0	0	1	4	11	17	5	2	0	0	0	0	40	41-50	28
10:00 PM	1	0	0	1	0	1	8	8	3	2	0	0	0	0	24	41-50	16
11:00 PM	1	0	0	0	1	0	4	5	1	1	0	0	0	0	13	41-50	9
Day Total	61	0	11	27	62	138	521	935	592	130	26	4	2	0	2509	46-55	1527
Percent	2.4%	0%	0.4%	1.1%	2.5%	5.5%	20.8%	37.3%	23.6%	5.2%	1%	0.2%	0.1%	0%			
AM Peak Volume	8:00 AM	12:00 AM	12:00 AM	7:00 AM	8:00 AM	8:00 AM	10:00 AM	10:00 AM	8:00 AM	8:00 AM	5:00 AM	5:00 AM	8:00 AM	12:00 AM	8:00 AM		
	6	0	4	5	8	17	46	81	60	13	4	1	1	0	192		
PM Peak Volume	4:00 PM	12:00 PM	12:00 PM	2:00 PM	3:00 PM	12:00 PM	1:00 PM	4:00 PM	1:00 PM	5:00 PM	6:00 PM	3:00 PM	12:00 PM	12:00 PM	4:00 PM		
	8	0	2	2	8	14	47	94	48	14	6	1	0	0	218		
Comments:																	

Report generated on 4/11/2023 4:55 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: EB SR 299 east of Supan Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124307 DIRECTION: EB, WB DATE: Apr 6 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	3	4	8	2	1	0	0	0	0	18	41-50	12
01:00 AM	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4	46-55	3
02:00 AM	1	0	0	0	0	1	4	4	2	2	0	0	0	0	14	41-50	8
03:00 AM	1	0	0	0	1	0	2	5	9	4	1	0	0	0	23	46-55	14
04:00 AM	0	0	0	1	0	1	7	2	6	4	1	0	0	0	22	51-60	10
05:00 AM	2	0	0	0	3	3	11	18	13	2	3	0	0	0	55	46-55	31
06:00 AM	2	0	0	1	0	5	10	31	32	12	0	0	0	0	93	46-55	63
07:00 AM	5	0	0	0	8	1	18	50	49	15	3	1	1	0	151	46-55	99
08:00 AM	5	0	0	1	3	8	27	70	57	15	3	0	0	0	189	46-55	127
09:00 AM	5	0	0	1	6	11	30	73	49	18	0	0	0	0	193	46-55	122
10:00 AM	4	0	0	7	4	11	34	79	50	8	3	0	0	0	200	46-55	129
11:00 AM	5	0	0	6	15	2	21	84	46	8	2	0	0	0	189	46-55	130
12:00 PM	3	0	0	3	6	5	34	74	45	13	0	0	0	0	183	46-55	119
01:00 PM	8	0	0	6	2	7	21	78	60	13	5	1	0	0	201	46-55	138
02:00 PM	6	0	0	0	7	6	29	78	55	10	1	1	0	0	193	46-55	133
03:00 PM	6	0	0	6	6	8	37	95	72	12	2	0	0	0	244	46-55	167
04:00 PM	7	0	0	1	7	9	35	88	46	18	4	1	0	0	216	46-55	134
05:00 PM	5	0	0	0	0	3	36	58	43	17	5	0	0	0	167	46-55	101
06:00 PM	2	0	0	2	0	2	20	43	33	6	3	0	0	0	111	46-55	76
07:00 PM	2	0	0	0	0	3	17	20	17	8	1	0	0	0	68	41-50	37
08:00 PM	2	0	0	0	1	6	14	20	5	1	1	0	0	0	50	41-50	34
09:00 PM	0	0	0	1	3	9	12	5	1	1	0	0	0	0	32	36-45	21
10:00 PM	0	0	0	0	0	1	10	7	3	0	0	0	0	0	21	41-50	17
11:00 PM	0	0	0	1	0	0	3	2	0	1	0	0	0	0	7	41-50	5
Day Total	71	0	0	37	72	105	437	993	697	189	38	4	1	0	2644	46-55	1690
Percent	2.7%	0%	0%	1.4%	2.7%	4%	16.5%	37.6%	26.4%	7.1%	1.4%	0.2%	0%	0%			
AM Peak Volume	7:00 AM	12:00 AM	12:00 AM	10:00 AM	11:00 AM	9:00 AM	10:00 AM	11:00 AM	8:00 AM	9:00 AM	5:00 AM	7:00 AM	7:00 AM	12:00 AM	10:00 AM		
	5	0	0	7	15	11	34	84	57	18	3	1	1	0	200		
PM Peak Volume	1:00 PM	12:00 PM	12:00 PM	1:00 PM	2:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	1:00 PM	1:00 PM	12:00 PM	12:00 PM	3:00 PM		
	8	0	0	6	7	9	37	95	72	18	5	1	0	0	244		
Comments:																	

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: EB SR 299 east of Supan Rd														QC JOB #: 16124307			
SPECIFIC LOCATION:														DIRECTION: EB, WB			
CITY/STATE: Shasta, CA														DATE: Apr 4 2023 - Apr 6 2023			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	190	0	20	101	198	383	1524	2870	1785	427	80	10	3	0	7591	46-55	4655
Percent	2.5%	0%	0.3%	1.3%	2.6%	5%	20.1%	37.8%	23.5%	5.6%	1.1%	0.1%	0%	0%			
Cumulative Percent	2.5%	2.5%	2.8%	4.1%	6.7%	11.8%	31.8%	69.6%	93.1%	98.8%	99.8%	100%	100%	100%			
ADT 2530															85th Percentile: 53 MPH Mean Speed(Average): 47 MPH Median: 47 MPH Mode: 48 MPH		
Comments:																	

LOCATION: EB SR 299 east of Supan Rd

SPECIFIC LOCATION:

CITY/STATE: Shasta, CA

QC JOB #: 16124307

DIRECTION: EB, WB

DATE: Apr 4 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
12:00 AM	0	9	0	0	1	0	0	2	0	0	0	0	0	0	12
01:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
02:00 AM	0	4	0	0	1	0	0	1	0	0	0	0	0	0	6
03:00 AM	0	8	2	0	1	0	0	1	0	0	0	0	0	0	12
04:00 AM	0	11	2	0	1	0	0	2	1	0	1	0	0	1	19
05:00 AM	0	28	8	0	2	1	0	6	1	0	1	0	0	3	50
06:00 AM	0	48	21	0	3	0	0	7	0	0	0	0	0	1	80
07:00 AM	2	111	20	0	3	1	0	10	1	0	1	0	0	4	153
08:00 AM	0	106	31	0	3	0	0	14	1	0	0	0	0	0	155
09:00 AM	0	130	30	0	9	0	1	10	0	0	2	0	0	3	185
10:00 AM	1	109	34	0	6	1	0	14	1	0	3	0	1	9	179
11:00 AM	1	118	26	0	13	0	0	11	0	0	2	0	0	3	174
12:00 PM	1	106	24	0	11	1	0	14	1	0	5	0	0	6	169
01:00 PM	0	127	25	0	13	0	0	15	2	0	2	0	0	4	188
02:00 PM	0	124	24	1	13	0	0	10	0	0	2	0	1	3	178
03:00 PM	0	125	30	0	7	0	0	5	3	0	1	0	0	6	177
04:00 PM	0	164	31	0	9	0	0	8	1	0	0	0	0	3	216
05:00 PM	0	142	16	0	3	0	0	6	0	0	2	0	0	3	172
06:00 PM	0	93	15	0	2	0	0	4	0	0	0	0	0	2	116
07:00 PM	0	57	13	0	4	0	0	1	0	0	1	0	0	1	77
08:00 PM	0	43	4	0	1	0	0	3	0	0	0	0	0	0	51
09:00 PM	1	26	2	0	1	1	0	3	0	0	0	0	0	0	34
10:00 PM	0	15	0	0	0	0	0	1	0	0	0	0	0	1	17
11:00 PM	0	7	2	0	1	0	0	1	0	0	2	0	0	1	14
Day Total	6	1714	360	1	108	5	1	149	12	0	25	0	2	55	2438
Percent	0.2%	70.3%	14.8%	0%	4.4%	0.2%	0%	6.1%	0.5%	0%	1%	0%	0.1%	2.3%	
ADT 2438															
AM Peak Volume	7:00 AM 2	9:00 AM 130	10:00 AM 34	12:00 AM 0	11:00 AM 13	5:00 AM 1	9:00 AM 1	8:00 AM 14	4:00 AM 1	12:00 AM 0	10:00 AM 3	12:00 AM 0	10:00 AM 1	10:00 AM 9	9:00 AM 185
PM Peak Volume	12:00 PM 1	4:00 PM 164	4:00 PM 31	2:00 PM 1	1:00 PM 13	12:00 PM 1	12:00 PM 0	1:00 PM 15	3:00 PM 3	12:00 PM 0	12:00 PM 5	12:00 PM 0	2:00 PM 1	12:00 PM 6	4:00 PM 216

Comments:

LOCATION: EB SR 299 east of Supan Rd

SPECIFIC LOCATION:

CITY/STATE: Shasta, CA

QC JOB #: 16124307

DIRECTION: EB, WB

DATE: Apr 5 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	2	5	1	0	1	2	0	0	0	0	0	0	0	0	11
01:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
02:00 AM	0	3	1	0	1	0	0	2	0	0	1	0	0	0	8
03:00 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
04:00 AM	0	13	1	0	1	0	0	2	0	0	0	0	0	0	17
05:00 AM	0	33	6	0	5	0	0	7	0	0	1	0	0	2	54
06:00 AM	0	54	25	0	6	0	0	6	1	0	0	0	0	1	93
07:00 AM	1	88	34	0	4	0	0	5	3	0	0	0	0	4	139
08:00 AM	2	123	37	0	14	2	0	8	0	0	0	0	0	6	192
09:00 AM	1	115	33	0	6	1	0	13	1	0	6	0	0	2	178
10:00 AM	1	135	24	0	10	1	0	14	0	0	5	0	0	2	192
11:00 AM	0	122	22	0	7	1	0	10	1	0	3	0	0	6	172
12:00 PM	1	121	22	0	10	1	0	12	1	0	3	0	0	2	173
01:00 PM	0	121	26	0	17	0	0	7	1	0	1	0	0	7	180
02:00 PM	0	130	20	0	4	0	0	14	1	0	0	0	0	6	175
03:00 PM	0	145	33	0	9	0	0	10	0	0	2	0	0	2	201
04:00 PM	1	167	28	0	5	0	0	9	0	0	2	0	0	6	218
05:00 PM	0	138	27	0	9	0	0	6	0	0	1	0	0	3	184
06:00 PM	0	92	27	0	5	0	0	5	0	0	0	0	0	3	132
07:00 PM	0	40	8	1	1	0	0	1	0	0	0	0	0	3	54
08:00 PM	0	39	4	0	0	0	0	5	0	0	1	0	0	1	50
09:00 PM	0	27	7	0	1	0	0	3	0	0	2	0	0	0	40
10:00 PM	0	19	2	0	0	0	0	1	1	0	0	0	0	1	24
11:00 PM	0	10	1	0	0	0	0	1	0	0	0	0	0	1	13
Day Total	9	1746	390	1	116	8	0	143	10	0	28	0	0	58	2509
Percent	0.4%	69.6%	15.5%	0%	4.6%	0.3%	0%	5.7%	0.4%	0%	1.1%	0%	0%	2.3%	
ADT 2509															
AM Peak Volume	12:00 AM	10:00 AM	8:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	10:00 AM	7:00 AM	12:00 AM	9:00 AM	12:00 AM	12:00 AM	8:00 AM	8:00 AM
PM Peak Volume	12:00 PM	4:00 PM	3:00 PM	7:00 PM	1:00 PM	12:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	4:00 PM

Comments:

LOCATION: EB SR 299 east of Supan Rd

SPECIFIC LOCATION:

CITY/STATE: Shasta, CA

QC JOB #: 16124307

DIRECTION: EB, WB

DATE: Apr 6 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	14	2	0	1	0	0	1	0	0	0	0	0	0	18
01:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:00 AM	0	6	4	0	1	0	0	2	0	0	0	0	0	1	14
03:00 AM	0	9	7	0	4	0	0	2	0	0	0	0	0	1	23
04:00 AM	0	13	2	0	2	0	0	5	0	0	0	0	0	0	22
05:00 AM	0	29	8	0	5	0	0	8	0	0	3	0	0	2	55
06:00 AM	1	41	29	0	11	0	0	9	0	0	0	0	0	2	93
07:00 AM	0	94	28	0	10	0	0	14	0	0	0	0	0	5	151
08:00 AM	0	120	34	0	13	0	0	17	0	0	0	0	0	5	189
09:00 AM	1	132	28	0	13	0	0	14	0	0	1	0	0	4	193
10:00 AM	1	131	28	1	14	2	0	16	1	0	2	0	0	4	200
11:00 AM	1	136	25	0	11	0	0	6	1	0	4	0	0	5	189
12:00 PM	0	121	29	0	13	0	0	14	2	0	1	0	0	3	183
01:00 PM	1	130	28	0	18	1	0	13	0	0	2	0	0	8	201
02:00 PM	0	149	23	0	8	0	0	5	0	0	2	0	0	6	193
03:00 PM	1	172	36	0	11	1	0	14	0	0	3	0	0	6	244
04:00 PM	0	147	37	0	10	0	0	11	0	0	4	0	0	7	216
05:00 PM	0	129	25	0	3	0	0	4	0	0	1	0	0	5	167
06:00 PM	1	83	18	0	3	1	0	2	0	0	1	0	0	2	111
07:00 PM	1	47	10	0	4	0	0	4	0	0	0	0	0	2	68
08:00 PM	0	38	6	0	3	0	0	1	0	0	0	0	0	2	50
09:00 PM	1	24	5	0	2	0	0	0	0	0	0	0	0	0	32
10:00 PM	0	14	4	0	2	0	0	1	0	0	0	0	0	0	21
11:00 PM	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
Day Total	9	1788	417	1	163	5	0	163	4	0	24	0	0	70	2644
Percent	0.3%	67.6%	15.8%	0%	6.2%	0.2%	0%	6.2%	0.2%	0%	0.9%	0%	0%	2.6%	
ADT 2644															
AM Peak Volume	6:00 AM 1	11:00 AM 136	8:00 AM 34	10:00 AM 1	10:00 AM 14	10:00 AM 2	12:00 AM 0	8:00 AM 17	10:00 AM 1	12:00 AM 0	11:00 AM 4	12:00 AM 0	12:00 AM 0	7:00 AM 5	10:00 AM 200
PM Peak Volume	1:00 PM 1	3:00 PM 172	4:00 PM 37	12:00 PM 0	1:00 PM 18	1:00 PM 1	12:00 PM 0	12:00 PM 14	12:00 PM 2	12:00 PM 0	4:00 PM 4	12:00 PM 0	12:00 PM 0	1:00 PM 8	3:00 PM 244

Comments:

LOCATION: EB SR 299 east of Supan Rd

QC JOB #: 16124307

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Shasta, CA

DATE: Apr 4 2023 - Apr 6 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	24	5248	1167	3	387	18	1	455	26	0	77	0	2	183	7591
Percent	0.3%	69.1%	15.4%	0%	5.1%	0.2%	0%	6%	0.3%	0%	1%	0%	0%	2.4%	
ADT 2530															

Comments:

Type of report: Tube Count - Volume Data

LOCATION: EB SR 299 east of Supan Rd								QC JOB #: 16124307	
SPECIFIC LOCATION:								DIRECTION: EB, WB	
CITY/STATE: Shasta, CA								DATE: Apr 4 2023 - Apr 6 2023	
Start Time	Mon 4 Apr 23	Tue 5 Apr 23	Wed 6 Apr 23	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	12	11	18		14			14	<div></div>
01:00 AM	4	3	4		4			4	<div></div>
02:00 AM	6	8	14		9			9	<div></div>
03:00 AM	12	6	23		14			14	<div></div>
04:00 AM	19	17	22		19			19	<div></div>
05:00 AM	50	54	55		53			53	<div></div>
06:00 AM	80	93	93		89			89	<div></div>
07:00 AM	153	139	151		148			148	<div></div>
08:00 AM	155	192	189		179			179	<div></div>
09:00 AM	185	178	193		185			185	<div></div>
10:00 AM	179	192	200		190			190	<div></div>
11:00 AM	174	172	189		178			178	<div></div>
12:00 PM	169	173	183		175			175	<div></div>
01:00 PM	188	180	201		190			190	<div></div>
02:00 PM	178	175	193		182			182	<div></div>
03:00 PM	177	201	244		207			207	<div></div>
04:00 PM	216	218	216		217			217	<div></div>
05:00 PM	172	184	167		174			174	<div></div>
06:00 PM	116	132	111		120			120	<div></div>
07:00 PM	77	54	68		66			66	<div></div>
08:00 PM	51	50	50		50			50	<div></div>
09:00 PM	34	40	32		35			35	<div></div>
10:00 PM	17	24	21		21			21	<div></div>
11:00 PM	14	13	7		11			11	<div></div>
Day Total	2438	2509	2644		2530			2530	
% Weekday Average	96.4%	99.2%	104.5%						
% Week Average	96.4%	99.2%	104.5%		100%				
AM Peak Volume	9:00 AM 185	8:00 AM 192	10:00 AM 200		10:00 AM 190			10:00 AM 190	
PM Peak Volume	4:00 PM 216	4:00 PM 218	3:00 PM 244		4:00 PM 217			4:00 PM 217	
Comments:									

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: EB SR 299 east of Supan Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124307 DIRECTION: WB DATE: Apr 4 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4	41-50	4
01:00 AM	1	0	0	0	0	0	0	1	1	0	0	0	0	0	3	46-55	2
02:00 AM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	36-45	2
03:00 AM	0	0	0	0	0	0	1	4	3	0	1	0	0	0	9	46-55	7
04:00 AM	0	0	0	0	0	0	3	4	1	0	2	0	0	0	10	41-50	7
05:00 AM	1	0	2	0	1	0	4	9	5	1	0	0	0	0	23	46-55	14
06:00 AM	1	0	0	0	0	0	5	14	11	1	1	0	0	0	33	46-55	25
07:00 AM	2	0	0	0	0	0	6	34	23	6	1	0	0	0	72	46-55	57
08:00 AM	0	0	0	0	0	1	14	40	27	4	0	0	0	0	86	46-55	67
09:00 AM	0	0	0	0	0	0	17	61	17	5	0	0	0	0	100	45-54	78
10:00 AM	3	0	0	0	1	1	13	54	23	4	0	1	0	0	100	46-55	77
11:00 AM	3	0	0	0	0	2	20	28	35	6	1	0	0	0	95	46-55	63
12:00 PM	1	0	0	0	1	1	8	45	23	8	0	0	0	0	87	46-55	68
01:00 PM	3	0	0	0	0	3	25	48	25	4	1	0	0	0	109	41-50	73
02:00 PM	1	0	0	0	3	4	13	42	28	3	0	0	0	0	94	46-55	70
03:00 PM	2	0	0	0	1	0	11	36	25	9	2	0	0	0	86	46-55	61
04:00 PM	2	0	0	0	0	3	9	48	18	7	0	0	0	0	87	46-55	66
05:00 PM	3	0	0	1	0	1	13	41	16	8	2	0	0	0	85	46-55	57
06:00 PM	1	0	0	0	0	2	6	16	16	6	0	0	0	0	47	46-55	32
07:00 PM	1	0	0	0	0	2	2	19	12	4	0	0	0	0	40	46-55	31
08:00 PM	0	0	0	0	0	2	3	7	6	0	1	0	0	0	19	46-55	13
09:00 PM	0	0	0	0	0	1	1	2	0	1	0	0	0	0	5	41-50	3
10:00 PM	1	0	0	0	0	1	2	1	1	1	0	0	0	0	7	41-50	3
11:00 PM	1	0	0	0	0	1	3	1	1	0	0	0	0	0	7	38-47	4
Day Total	27	0	2	1	7	26	182	558	317	78	12	1	0	0	1211	46-55	875
Percent	2.2%	0%	0.2%	0.1%	0.6%	2.1%	15%	46.1%	26.2%	6.4%	1%	0.1%	0%	0%			
AM Peak Volume	10:00 AM 3	12:00 AM 0	5:00 AM 2	12:00 AM 0	5:00 AM 1	11:00 AM 2	11:00 AM 20	9:00 AM 61	11:00 AM 35	7:00 AM 6	4:00 AM 2	10:00 AM 1	12:00 AM 0	12:00 AM 0	9:00 AM 100		
PM Peak Volume	1:00 PM 3	12:00 PM 0	12:00 PM 0	5:00 PM 1	2:00 PM 3	2:00 PM 4	1:00 PM 25	1:00 PM 48	2:00 PM 28	3:00 PM 9	3:00 PM 2	12:00 PM 0	12:00 PM 0	12:00 PM 0	1:00 PM 109		
Comments:																	

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: EB SR 299 east of Supan Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124307 DIRECTION: WB DATE: Apr 5 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	1	3	1	0	0	0	0	0	5	43-52	4
01:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
02:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	36-45	2
03:00 AM	0	0	0	0	0	0	1	1	0	1	0	0	0	0	3	41-50	2
04:00 AM	0	0	0	0	0	0	2	4	1	1	0	0	0	0	8	41-50	6
05:00 AM	0	0	0	0	2	2	2	10	9	1	3	1	0	0	30	46-55	19
06:00 AM	0	0	0	0	0	0	2	22	16	4	0	0	0	0	44	46-55	38
07:00 AM	3	0	0	0	0	0	5	24	26	10	3	0	0	0	71	46-55	50
08:00 AM	1	0	0	0	0	3	8	36	46	11	3	1	1	0	110	46-55	82
09:00 AM	1	0	0	1	0	3	16	42	27	7	0	0	1	0	98	46-55	69
10:00 AM	0	0	0	0	2	0	21	49	28	1	0	0	0	0	101	46-55	77
11:00 AM	3	0	0	0	0	2	18	39	23	10	1	0	0	0	96	46-55	62
12:00 PM	1	0	0	0	0	10	19	32	34	5	0	0	0	0	101	46-55	66
01:00 PM	3	0	2	0	0	0	21	32	33	4	0	0	0	0	95	46-55	65
02:00 PM	3	0	0	0	1	2	20	29	22	5	0	0	0	0	82	46-55	51
03:00 PM	1	0	0	0	1	3	20	43	23	3	0	1	0	0	95	46-55	66
04:00 PM	3	0	0	0	1	2	13	44	17	2	0	0	0	0	82	46-55	61
05:00 PM	2	0	0	0	2	1	15	37	23	7	1	0	0	0	88	46-55	60
06:00 PM	0	0	0	0	2	0	10	18	20	5	1	0	0	0	56	46-55	38
07:00 PM	2	0	0	0	0	1	2	9	5	1	1	0	0	0	21	46-55	14
08:00 PM	0	0	0	0	0	4	2	3	5	0	0	0	0	0	14	46-55	8
09:00 PM	0	0	0	0	0	2	1	9	0	0	0	0	0	0	12	41-50	10
10:00 PM	0	0	0	0	0	0	2	2	1	2	0	0	0	0	7	41-50	4
11:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
Day Total	23	0	2	1	12	36	203	488	360	80	13	3	2	0	1223	46-55	848
Percent	1.9%	0%	0.2%	0.1%	1%	2.9%	16.6%	39.9%	29.4%	6.5%	1.1%	0.2%	0.2%	0%			
AM Peak Volume	7:00 AM 3	12:00 AM 0	12:00 AM 0	9:00 AM 1	5:00 AM 2	8:00 AM 3	10:00 AM 21	10:00 AM 49	8:00 AM 46	8:00 AM 11	5:00 AM 3	5:00 AM 1	8:00 AM 1	12:00 AM 0	8:00 AM 110		
PM Peak Volume	1:00 PM 3	12:00 PM 0	1:00 PM 2	12:00 PM 0	5:00 PM 2	12:00 PM 10	1:00 PM 21	4:00 PM 44	12:00 PM 34	5:00 PM 7	5:00 PM 1	3:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 101		
Comments:																	

Report generated on 4/11/2023 4:55 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: EB SR 299 east of Supan Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124307 DIRECTION: WB DATE: Apr 6 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	1	2	4	1	0	0	0	0	0	8	41-50	6
01:00 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	46-55	3
02:00 AM	1	0	0	0	0	0	3	2	0	1	0	0	0	0	7	41-50	5
03:00 AM	0	0	0	0	0	0	0	2	6	4	1	0	0	0	13	51-60	10
04:00 AM	0	0	0	0	0	0	0	2	2	3	1	0	0	0	8	51-60	5
05:00 AM	0	0	0	0	0	1	7	6	9	2	3	0	0	0	28	46-55	15
06:00 AM	0	0	0	0	0	0	2	15	20	5	0	0	0	0	42	46-55	35
07:00 AM	3	0	0	0	0	0	3	21	32	11	3	1	1	0	75	46-55	53
08:00 AM	2	0	0	0	0	0	12	37	41	12	3	0	0	0	107	46-55	78
09:00 AM	3	0	0	0	0	1	15	43	32	14	0	0	0	0	108	46-55	75
10:00 AM	3	0	0	0	3	7	15	53	29	5	1	0	0	0	116	46-55	82
11:00 AM	1	0	0	0	2	1	12	42	32	6	1	0	0	0	97	46-55	74
12:00 PM	1	0	0	0	0	0	13	36	31	8	0	0	0	0	89	46-55	67
01:00 PM	7	0	0	0	0	3	7	51	37	9	1	1	0	0	116	46-55	88
02:00 PM	3	0	0	0	1	2	9	41	31	5	0	1	0	0	93	46-55	72
03:00 PM	4	0	0	1	3	0	16	54	43	8	2	0	0	0	131	46-55	97
04:00 PM	2	0	0	0	0	3	11	42	26	13	2	1	0	0	100	46-55	68
05:00 PM	2	0	0	0	0	0	12	25	29	12	4	0	0	0	84	46-55	54
06:00 PM	2	0	0	0	0	2	5	11	14	2	2	0	0	0	38	46-55	25
07:00 PM	1	0	0	0	0	1	7	6	6	6	0	0	0	0	27	41-50	13
08:00 PM	1	0	0	0	0	0	4	7	2	1	1	0	0	0	16	41-50	11
09:00 PM	0	0	0	0	1	4	5	2	1	1	0	0	0	0	14	36-45	9
10:00 PM	0	0	0	0	0	0	5	3	0	0	0	0	0	0	8	41-50	8
11:00 PM	0	0	0	1	0	0	0	1	0	1	0	0	0	0	3	21-30	1
Day Total	36	0	0	2	10	26	165	507	426	129	25	4	1	0	1331	46-55	933
Percent	2.7%	0%	0%	0.2%	0.8%	2%	12.4%	38.1%	32%	9.7%	1.9%	0.3%	0.1%	0%			
AM Peak Volume	7:00 AM 3	12:00 AM 0	12:00 AM 0	12:00 AM 0	10:00 AM 3	10:00 AM 7	9:00 AM 15	10:00 AM 53	8:00 AM 41	9:00 AM 14	5:00 AM 3	7:00 AM 1	7:00 AM 1	12:00 AM 0	10:00 AM 116		
PM Peak Volume	1:00 PM 7	12:00 PM 0	12:00 PM 0	3:00 PM 1	3:00 PM 3	9:00 PM 4	3:00 PM 16	3:00 PM 54	3:00 PM 43	4:00 PM 13	5:00 PM 4	1:00 PM 1	12:00 PM 0	12:00 PM 0	3:00 PM 131		
Comments:																	

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: EB SR 299 east of Supan Rd														QC JOB #: 16124307			
SPECIFIC LOCATION:														DIRECTION: WB			
CITY/STATE: Shasta, CA														DATE: Apr 4 2023 - Apr 6 2023			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	86	0	4	4	29	88	550	1553	1103	287	50	8	3	0	3765	46-55	2656
Percent	2.3%	0%	0.1%	0.1%	0.8%	2.3%	14.6%	41.2%	29.3%	7.6%	1.3%	0.2%	0.1%	0%			
Cumulative Percent	2.3%	2.3%	2.4%	2.5%	3.3%	5.6%	20.2%	61.5%	90.8%	98.4%	99.7%	99.9%	100%	100%			
ADT 1255															85th Percentile: 54 MPH Mean Speed(Average): 48 MPH Median: 48 MPH Mode: 48 MPH		
Comments:																	

LOCATION: EB SR 299 east of Supan Rd

SPECIFIC LOCATION:

CITY/STATE: Shasta, CA

QC JOB #: 16124307

DIRECTION: WB

DATE: Apr 4 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
02:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
03:00 AM	0	6	2	0	0	0	0	1	0	0	0	0	0	0	9
04:00 AM	0	6	2	0	1	0	0	0	0	0	1	0	0	0	10
05:00 AM	0	12	5	0	0	1	0	3	0	0	1	0	0	1	23
06:00 AM	0	25	3	0	1	0	0	3	0	0	0	0	0	1	33
07:00 AM	0	60	6	0	0	0	0	3	0	0	1	0	0	2	72
08:00 AM	0	55	21	0	1	0	0	9	0	0	0	0	0	0	86
09:00 AM	0	72	16	0	4	0	1	5	0	0	2	0	0	0	100
10:00 AM	0	67	16	0	3	0	0	7	0	0	3	0	1	3	100
11:00 AM	1	64	14	0	8	0	0	3	0	0	2	0	0	3	95
12:00 PM	0	58	15	0	2	0	0	6	0	0	5	0	0	1	87
01:00 PM	0	74	14	0	9	0	0	9	0	0	2	0	0	1	109
02:00 PM	0	65	13	1	6	0	0	7	0	0	0	0	1	1	94
03:00 PM	0	56	21	0	5	0	0	2	0	0	0	0	0	2	86
04:00 PM	0	61	13	0	7	0	0	3	1	0	0	0	0	2	87
05:00 PM	0	69	6	0	2	0	0	3	0	0	2	0	0	3	85
06:00 PM	0	40	4	0	1	0	0	1	0	0	0	0	0	1	47
07:00 PM	0	27	8	0	3	0	0	0	0	0	1	0	0	1	40
08:00 PM	0	16	0	0	1	0	0	2	0	0	0	0	0	0	19
09:00 PM	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
10:00 PM	0	5	0	0	0	0	0	1	0	0	0	0	0	1	7
11:00 PM	0	1	1	0	1	0	0	1	0	0	2	0	0	1	7
Day Total	1	851	180	1	55	1	1	71	1	0	22	0	2	25	1211
Percent	0.1%	70.3%	14.9%	0.1%	4.5%	0.1%	0.1%	5.9%	0.1%	0%	1.8%	0%	0.2%	2.1%	
ADT 1211															
AM Peak Volume	11:00 AM	9:00 AM	8:00 AM	12:00 AM	11:00 AM	5:00 AM	9:00 AM	8:00 AM	12:00 AM	12:00 AM	10:00 AM	12:00 AM	10:00 AM	10:00 AM	9:00 AM
	1	72	21	0	8	1	1	9	0	0	3	0	1	3	100
PM Peak Volume	12:00 PM	1:00 PM	3:00 PM	2:00 PM	1:00 PM	12:00 PM	12:00 PM	1:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM	5:00 PM	1:00 PM
	0	74	21	1	9	0	0	9	1	0	5	0	1	3	109

Comments:

LOCATION: EB SR 299 east of Supan Rd

SPECIFIC LOCATION:

CITY/STATE: Shasta, CA

QC JOB #: 16124307

DIRECTION: WB

DATE: Apr 5 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
03:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
04:00 AM	0	7	0	0	0	0	0	1	0	0	0	0	0	0	8
05:00 AM	0	19	1	0	4	0	0	5	0	0	1	0	0	0	30
06:00 AM	0	31	10	0	1	0	0	2	0	0	0	0	0	0	44
07:00 AM	0	51	15	0	0	0	0	2	0	0	0	0	0	3	71
08:00 AM	0	73	28	0	3	0	0	5	0	0	0	0	0	1	110
09:00 AM	1	66	18	0	2	0	0	5	0	0	6	0	0	0	98
10:00 AM	0	74	14	0	5	0	0	3	0	0	5	0	0	0	101
11:00 AM	0	70	9	0	4	0	0	7	0	0	3	0	0	3	96
12:00 PM	0	71	13	0	5	0	0	9	0	0	2	0	0	1	101
01:00 PM	0	60	16	0	10	0	0	4	1	0	1	0	0	3	95
02:00 PM	0	58	10	0	0	0	0	11	0	0	0	0	0	3	82
03:00 PM	0	73	12	0	3	0	0	5	0	0	1	0	0	1	95
04:00 PM	1	67	4	0	4	0	0	4	0	0	0	0	0	2	82
05:00 PM	0	64	11	0	5	0	0	5	0	0	1	0	0	2	88
06:00 PM	0	36	14	0	3	0	0	3	0	0	0	0	0	0	56
07:00 PM	0	16	2	0	0	0	0	1	0	0	0	0	0	2	21
08:00 PM	0	9	2	0	0	0	0	2	0	0	1	0	0	0	14
09:00 PM	0	8	0	0	1	0	0	1	0	0	2	0	0	0	12
10:00 PM	0	6	0	0	0	0	0	1	0	0	0	0	0	0	7
11:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Day Total	2	866	179	0	50	0	0	80	1	0	24	0	0	21	1223
Percent	0.2%	70.8%	14.6%	0%	4.1%	0%	0%	6.5%	0.1%	0%	2%	0%	0%	1.7%	
ADT 1223															
AM Peak Volume	9:00 AM	10:00 AM	8:00 AM	12:00 AM	10:00 AM	12:00 AM	12:00 AM	11:00 AM	12:00 AM	12:00 AM	9:00 AM	12:00 AM	12:00 AM	7:00 AM	8:00 AM
	1	74	28	0	5	0	0	7	0	0	6	0	0	3	110
PM Peak Volume	4:00 PM	3:00 PM	1:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	2:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM
	1	73	16	0	10	0	0	11	1	0	2	0	0	3	101

Comments:

LOCATION: EB SR 299 east of Supan Rd

SPECIFIC LOCATION:

CITY/STATE: Shasta, CA

QC JOB #: 16124307

DIRECTION: WB

DATE: Apr 6 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	6	1	0	0	0	0	1	0	0	0	0	0	0	8
01:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00 AM	0	2	2	0	1	0	0	1	0	0	0	0	0	1	7
03:00 AM	0	4	4	0	3	0	0	2	0	0	0	0	0	0	13
04:00 AM	0	6	0	0	1	0	0	1	0	0	0	0	0	0	8
05:00 AM	0	17	6	0	2	0	0	2	0	0	1	0	0	0	28
06:00 AM	0	24	7	0	6	0	0	5	0	0	0	0	0	0	42
07:00 AM	0	50	12	0	3	0	0	7	0	0	0	0	0	3	75
08:00 AM	0	75	15	0	8	0	0	7	0	0	0	0	0	2	107
09:00 AM	1	78	15	0	6	0	0	5	0	0	1	0	0	2	108
10:00 AM	0	79	16	0	9	0	0	7	0	0	2	0	0	3	116
11:00 AM	0	74	11	0	6	0	0	2	0	0	3	0	0	1	97
12:00 PM	0	62	13	0	6	0	0	6	0	0	1	0	0	1	89
01:00 PM	0	77	12	0	8	0	0	10	0	0	2	0	0	7	116
02:00 PM	0	68	13	0	4	0	0	4	0	0	1	0	0	3	93
03:00 PM	0	91	16	0	6	0	0	11	0	0	3	0	0	4	131
04:00 PM	0	65	16	0	5	0	0	8	0	0	4	0	0	2	100
05:00 PM	0	67	10	0	2	0	0	2	0	0	1	0	0	2	84
06:00 PM	0	27	6	0	1	0	0	1	0	0	1	0	0	2	38
07:00 PM	0	16	4	0	2	0	0	4	0	0	0	0	0	1	27
08:00 PM	0	11	1	0	2	0	0	1	0	0	0	0	0	1	16
09:00 PM	0	12	1	0	1	0	0	0	0	0	0	0	0	0	14
10:00 PM	0	6	0	0	2	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	1	922	182	0	84	0	0	87	0	0	20	0	0	35	1331
Percent	0.1%	69.3%	13.7%	0%	6.3%	0%	0%	6.5%	0%	0%	1.5%	0%	0%	2.6%	
ADT 1331															
AM Peak Volume	9:00 AM 1	10:00 AM 79	10:00 AM 16	12:00 AM 0	10:00 AM 9	12:00 AM 0	12:00 AM 0	7:00 AM 7	12:00 AM 0	12:00 AM 0	11:00 AM 3	12:00 AM 0	12:00 AM 0	7:00 AM 3	10:00 AM 116
PM Peak Volume	12:00 PM 0	3:00 PM 91	3:00 PM 16	12:00 PM 0	1:00 PM 8	12:00 PM 0	12:00 PM 0	3:00 PM 11	12:00 PM 0	12:00 PM 0	4:00 PM 4	12:00 PM 0	12:00 PM 0	1:00 PM 7	3:00 PM 131

Comments:

LOCATION: EB SR 299 east of Supan Rd

QC JOB #: 16124307

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Shasta, CA

DATE: Apr 4 2023 - Apr 6 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	4	2639	541	1	189	1	1	238	2	0	66	0	2	81	3765
Percent	0.1%	70.1%	14.4%	0%	5%	0%	0%	6.3%	0.1%	0%	1.8%	0%	0.1%	2.2%	
ADT 1255															

Comments:

Type of report: Tube Count - Volume Data

LOCATION: EB SR 299 east of Supan Rd								QC JOB #: 16124307		
SPECIFIC LOCATION:								DIRECTION: WB		
CITY/STATE: Shasta, CA								DATE: Apr 4 2023 - Apr 6 2023		
Start Time	Mon 4 Apr 23	Tue 5 Apr 23	Wed 6 Apr 23	Thu 6 Apr 23	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	4	5	8			6			6	<div></div>
01:00 AM	3	1	3			2			2	<div></div>
02:00 AM	3	2	7			4			4	<div></div>
03:00 AM	9	3	13			8			8	<div></div>
04:00 AM	10	8	8			9			9	<div></div>
05:00 AM	23	30	28			27			27	<div></div>
06:00 AM	33	44	42			40			40	<div></div>
07:00 AM	72	71	75			73			73	<div></div>
08:00 AM	86	110	107			101			101	<div></div>
09:00 AM	100	98	108			102			102	<div></div>
10:00 AM	100	101	116			106			106	<div></div>
11:00 AM	95	96	97			96			96	<div></div>
12:00 PM	87	101	89			92			92	<div></div>
01:00 PM	109	95	116			107			107	<div></div>
02:00 PM	94	82	93			90			90	<div></div>
03:00 PM	86	95	131			104			104	<div></div>
04:00 PM	87	82	100			90			90	<div></div>
05:00 PM	85	88	84			86			86	<div></div>
06:00 PM	47	56	38			47			47	<div></div>
07:00 PM	40	21	27			29			29	<div></div>
08:00 PM	19	14	16			16			16	<div></div>
09:00 PM	5	12	14			10			10	<div></div>
10:00 PM	7	7	8			7			7	<div></div>
11:00 PM	7	1	3			4			4	<div></div>
Day Total	1211	1223	1331			1256			1256	
% Weekday Average	96.4%	97.4%	106%							
% Week Average	96.4%	97.4%	106%			100%				
AM Peak Volume	9:00 AM 100	8:00 AM 110	10:00 AM 116			10:00 AM 106			10:00 AM 106	
PM Peak Volume	1:00 PM 109	12:00 PM 101	3:00 PM 131			1:00 PM 107			1:00 PM 107	
Comments:										

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124308 DIRECTION: EB DATE: Apr 4 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	0	8	41-50	6
01:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
02:00 AM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	41-50	2
03:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	46-55	2
04:00 AM	1	0	0	0	0	1	0	5	1	1	0	0	0	0	9	46-55	6
05:00 AM	0	0	0	0	1	5	7	10	1	2	0	0	0	0	26	41-50	17
06:00 AM	0	0	0	0	0	2	15	21	7	4	1	0	0	0	50	41-50	36
07:00 AM	1	0	0	0	6	9	16	32	10	1	0	0	0	0	75	41-50	48
08:00 AM	1	0	0	0	0	1	22	33	17	4	0	0	0	0	78	41-50	55
09:00 AM	1	0	0	0	0	5	25	32	16	3	0	0	0	0	82	41-50	57
10:00 AM	4	0	0	0	0	5	26	25	6	2	0	0	0	0	68	41-50	51
11:00 AM	1	0	0	0	1	13	19	37	16	6	1	0	0	0	94	41-50	56
12:00 PM	0	0	0	0	2	9	15	27	16	3	0	0	0	0	72	46-55	43
01:00 PM	1	0	0	0	0	10	25	30	13	5	0	0	0	0	84	41-50	55
02:00 PM	3	0	0	0	0	1	15	30	25	4	0	0	0	0	78	46-55	55
03:00 PM	4	0	0	0	0	4	15	25	41	6	2	0	0	0	97	46-55	66
04:00 PM	3	0	0	0	0	1	29	65	21	4	1	1	0	0	125	41-50	94
05:00 PM	2	0	0	0	0	1	20	40	25	2	0	0	0	0	90	46-55	65
06:00 PM	2	0	0	0	0	0	16	23	24	4	0	0	0	0	69	46-55	47
07:00 PM	0	0	0	0	0	0	10	13	9	1	1	0	0	0	34	41-50	23
08:00 PM	0	0	0	0	1	2	12	13	4	0	0	0	0	0	32	41-50	25
09:00 PM	0	0	0	1	1	5	8	7	3	2	1	0	0	0	28	41-50	15
10:00 PM	0	0	0	0	0	0	2	5	1	3	0	0	0	0	11	41-50	7
11:00 PM	0	0	0	0	1	0	2	2	1	1	0	0	0	0	7	41-50	4
Day Total	24	0	0	1	13	76	302	481	261	58	7	1	0	0	1224	41-50	783
Percent	2%	0%	0%	0.1%	1.1%	6.2%	24.7%	39.3%	21.3%	4.7%	0.6%	0.1%	0%	0%			
AM Peak Volume	10:00 AM 4	12:00 AM 0	12:00 AM 0	12:00 AM 0	7:00 AM 6	11:00 AM 13	10:00 AM 26	11:00 AM 37	8:00 AM 17	11:00 AM 6	6:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 94		
PM Peak Volume	3:00 PM 4	12:00 PM 0	12:00 PM 0	9:00 PM 1	12:00 PM 2	1:00 PM 10	4:00 PM 29	4:00 PM 65	3:00 PM 41	3:00 PM 6	3:00 PM 2	4:00 PM 1	12:00 PM 0	12:00 PM 0	4:00 PM 125		
Comments:																	

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124308 DIRECTION: EB DATE: Apr 5 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	41-50	2
01:00 AM	0	0	0	1	0	1	2	0	0	0	0	0	0	0	4	36-45	3
02:00 AM	0	0	0	0	0	0	2	2	0	2	0	0	0	0	6	41-50	4
03:00 AM	0	0	0	0	0	1	0	0	1	1	0	0	0	0	3	51-60	2
04:00 AM	0	0	0	0	0	0	3	4	1	0	0	0	0	0	8	41-50	7
05:00 AM	2	0	0	0	0	0	6	6	5	2	0	0	0	0	21	41-50	12
06:00 AM	1	0	0	0	0	3	9	20	12	4	0	0	0	0	49	46-55	32
07:00 AM	2	0	0	1	7	7	14	23	10	1	0	0	0	0	65	41-50	37
08:00 AM	1	0	0	0	1	8	16	33	11	4	1	0	0	0	75	41-50	49
09:00 AM	2	0	0	0	1	2	19	45	14	1	0	0	0	0	84	41-50	64
10:00 AM	1	0	1	0	0	3	26	29	29	6	2	0	0	0	97	46-55	58
11:00 AM	0	0	0	0	0	8	21	25	11	5	0	0	0	0	70	41-50	46
12:00 PM	0	0	0	0	1	3	24	23	12	6	1	0	0	0	70	41-50	47
01:00 PM	1	0	0	0	0	0	13	43	17	10	0	0	0	0	84	46-55	60
02:00 PM	0	0	0	0	0	9	22	43	14	2	0	0	0	0	90	41-50	65
03:00 PM	2	0	0	0	0	3	33	36	21	7	1	0	0	0	103	41-50	69
04:00 PM	3	0	0	0	0	6	36	49	30	8	1	0	0	0	133	41-50	85
05:00 PM	3	0	0	0	0	1	21	36	31	11	1	0	0	0	104	46-55	67
06:00 PM	5	0	0	0	0	0	7	31	14	8	3	2	0	0	70	46-55	45
07:00 PM	2	0	0	0	0	0	5	16	9	3	1	0	0	0	36	46-55	25
08:00 PM	0	0	0	0	1	4	10	17	3	1	0	0	0	0	36	41-50	27
09:00 PM	1	0	0	0	1	5	7	6	6	0	0	0	0	0	26	41-50	13
10:00 PM	0	0	0	0	0	3	6	10	2	0	0	0	0	0	21	41-50	16
11:00 PM	1	0	0	0	1	2	2	3	2	1	0	0	0	0	12	43-52	5
Day Total	27	0	1	2	13	69	305	501	255	83	11	2	0	0	1269	41-50	806
Percent	2.1%	0%	0.1%	0.2%	1%	5.4%	24%	39.5%	20.1%	6.5%	0.9%	0.2%	0%	0%			
AM Peak Volume	5:00 AM	12:00 AM	10:00 AM	1:00 AM	7:00 AM	8:00 AM	10:00 AM	9:00 AM	10:00 AM	10:00 AM	10:00 AM	12:00 AM	12:00 AM	12:00 AM	10:00 AM		
	2	0	1	1	7	8	26	45	29	6	2	0	0	0	97		
PM Peak Volume	6:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM	4:00 PM	4:00 PM	5:00 PM	5:00 PM	6:00 PM	6:00 PM	12:00 PM	12:00 PM	4:00 PM		
	5	0	0	0	1	9	36	49	31	11	3	2	0	0	133		
Comments:																	

Report generated on 4/11/2023 4:55 PM

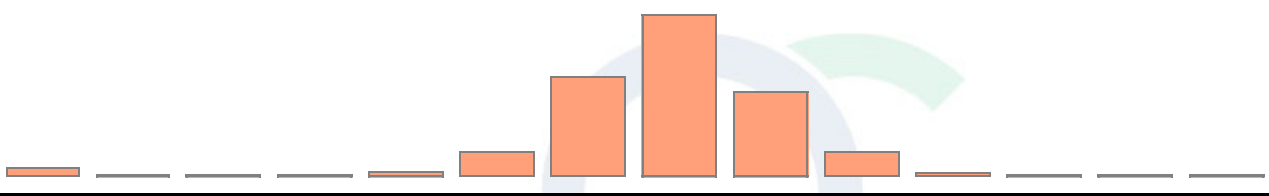
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124308 DIRECTION: EB DATE: Apr 6 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	2	6	3	0	0	0	0	0	11	46-55	9
01:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
02:00 AM	0	0	0	0	0	0	4	3	0	2	0	0	0	0	9	41-50	7
03:00 AM	0	0	0	0	0	0	2	3	1	1	0	0	0	0	7	41-50	5
04:00 AM	0	0	0	0	0	2	1	3	2	0	1	0	0	0	9	46-55	5
05:00 AM	1	0	0	0	0	2	11	15	5	0	0	0	0	0	34	41-50	26
06:00 AM	0	0	0	0	1	1	14	16	13	2	0	0	0	0	47	41-50	30
07:00 AM	1	0	0	0	0	2	23	25	14	3	0	0	0	0	68	41-50	48
08:00 AM	0	0	0	0	0	1	19	39	17	5	0	0	0	0	81	41-50	58
09:00 AM	1	0	0	0	0	2	18	36	22	4	0	0	0	0	83	46-55	58
10:00 AM	3	0	0	0	0	3	11	29	22	5	2	0	0	0	75	46-55	51
11:00 AM	0	0	0	0	0	8	26	41	14	7	0	0	0	0	96	41-50	67
12:00 PM	1	0	0	0	0	7	23	35	16	6	0	0	0	0	88	41-50	58
01:00 PM	1	0	0	0	2	8	16	41	16	6	1	0	0	0	91	43-52	57
02:00 PM	0	0	0	0	0	5	19	44	27	4	0	0	0	0	99	46-55	71
03:00 PM	2	0	0	0	3	3	27	39	20	9	0	0	0	0	103	41-50	66
04:00 PM	2	0	0	0	0	7	48	40	18	6	1	1	0	0	123	41-50	88
05:00 PM	0	0	0	0	1	2	13	35	24	7	0	0	0	0	82	46-55	59
06:00 PM	0	0	0	0	0	1	14	35	19	2	0	0	0	0	71	46-55	54
07:00 PM	1	0	0	0	0	1	8	21	10	3	1	0	0	0	45	46-55	31
08:00 PM	0	0	0	0	1	5	8	14	3	0	2	0	0	0	33	41-50	22
09:00 PM	0	0	0	0	3	7	5	6	1	0	0	0	0	0	22	36-45	12
10:00 PM	0	0	0	0	0	1	5	1	4	0	0	0	0	0	11	39-48	6
11:00 PM	0	0	0	0	0	1	3	2	0	0	0	0	0	0	6	41-50	5
Day Total	13	0	0	0	11	69	320	530	272	72	8	1	0	0	1296	41-50	850
Percent	1%	0%	0%	0%	0.8%	5.3%	24.7%	40.9%	21%	5.6%	0.6%	0.1%	0%	0%			
AM Peak Volume	10:00 AM 3	12:00 AM 0	12:00 AM 0	12:00 AM 0	6:00 AM 1	11:00 AM 8	11:00 AM 26	11:00 AM 41	9:00 AM 22	11:00 AM 7	10:00 AM 2	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 96		
PM Peak Volume	3:00 PM 2	12:00 PM 0	12:00 PM 0	12:00 PM 0	3:00 PM 3	1:00 PM 8	4:00 PM 48	2:00 PM 44	2:00 PM 27	3:00 PM 9	8:00 PM 2	4:00 PM 1	12:00 PM 0	12:00 PM 0	4:00 PM 123		
Comments:																	

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd														QC JOB #: 16124308			
SPECIFIC LOCATION:														DIRECTION: EB			
CITY/STATE: Shasta, CA														DATE: Apr 4 2023 - Apr 6 2023			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	64	0	1	3	37	214	927	1512	788	213	26	4	0	0	3789	41-50	2439
Percent	1.7%	0%	0%	0.1%	1%	5.6%	24.5%	39.9%	20.8%	5.6%	0.7%	0.1%	0%	0%			
Cumulative Percent	1.7%	1.7%	1.7%	1.8%	2.8%	8.4%	32.9%	72.8%	93.6%	99.2%	99.9%	100%	100%	100%			
ADT 1263															85th Percentile: 52 MPH Mean Speed(Average): 47 MPH Median: 47 MPH Mode: 48 MPH		
Comments:																	

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd

QC JOB #: 16124308

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Shasta, CA

DATE: Apr 4 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	5	0	0	1	0	0	2	0	0	0	0	0	0	8
01:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
03:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
04:00 AM	0	6	0	0	0	0	0	2	0	0	0	0	0	1	9
05:00 AM	0	17	1	0	3	0	0	4	0	0	1	0	0	0	26
06:00 AM	0	26	21	0	1	0	0	2	0	0	0	0	0	0	50
07:00 AM	0	44	15	0	4	0	0	11	0	0	0	0	0	1	75
08:00 AM	0	57	10	0	6	0	0	3	1	0	0	0	0	1	78
09:00 AM	0	55	14	0	7	0	0	5	0	0	0	0	0	1	82
10:00 AM	0	36	16	0	3	0	0	9	0	0	0	0	0	4	68
11:00 AM	0	62	16	0	8	0	0	7	0	0	0	0	0	1	94
12:00 PM	0	48	6	0	7	0	0	10	0	0	1	0	0	0	72
01:00 PM	0	61	11	0	3	0	0	7	1	0	0	0	0	1	84
02:00 PM	0	52	9	0	7	0	0	5	0	0	2	0	0	3	78
03:00 PM	0	70	14	1	1	0	0	3	1	0	3	0	0	4	97
04:00 PM	0	98	18	0	1	0	0	5	0	0	0	0	0	3	125
05:00 PM	0	73	11	0	1	0	0	3	0	0	0	0	0	2	90
06:00 PM	0	53	9	0	2	0	0	3	0	0	0	0	0	2	69
07:00 PM	0	29	4	0	0	0	0	1	0	0	0	0	0	0	34
08:00 PM	0	25	5	0	1	0	0	1	0	0	0	0	0	0	32
09:00 PM	0	23	1	0	1	0	0	3	0	0	0	0	0	0	28
10:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
Day Total	0	863	181	1	59	0	0	86	3	0	7	0	0	24	1224
Percent	0%	70.5%	14.8%	0.1%	4.8%	0%	0%	7%	0.2%	0%	0.6%	0%	0%	2%	
ADT 1224															
AM Peak Volume	12:00 AM	11:00 AM	6:00 AM	12:00 AM	11:00 AM	12:00 AM	12:00 AM	7:00 AM	8:00 AM	12:00 AM	5:00 AM	12:00 AM	12:00 AM	10:00 AM	
	0	62	21	0	8	0	0	11	1	0	1	0	0	4	
PM Peak Volume	12:00 PM	4:00 PM	4:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	3:00 PM	4:00 PM
	0	98	18	1	7	0	0	10	1	0	3	0	0	4	125

Comments:

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd

QC JOB #: 16124308

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Shasta, CA

DATE: Apr 5 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:00 AM	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4
02:00 AM	0	4	0	0	1	0	0	1	0	0	0	0	0	0	6
03:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
05:00 AM	0	13	3	0	0	0	0	3	0	0	0	0	0	2	21
06:00 AM	0	21	14	0	6	0	0	6	0	0	1	0	0	1	49
07:00 AM	0	36	17	0	4	0	0	4	0	0	2	0	0	2	65
08:00 AM	0	46	11	0	9	0	0	8	0	0	0	0	0	1	75
09:00 AM	0	55	11	0	8	0	0	7	0	0	1	0	0	2	84
10:00 AM	0	66	12	0	6	1	0	11	0	0	0	0	0	1	97
11:00 AM	0	48	12	0	3	1	0	5	0	0	1	0	0	0	70
12:00 PM	0	50	10	0	4	0	0	5	0	0	1	0	0	0	70
01:00 PM	0	64	8	0	7	0	0	4	0	0	0	0	0	1	84
02:00 PM	0	74	8	0	3	0	0	5	0	0	0	0	0	0	90
03:00 PM	0	74	18	0	5	0	0	4	0	0	0	0	0	2	103
04:00 PM	0	98	20	0	2	0	0	8	0	0	2	0	0	3	133
05:00 PM	0	83	13	0	3	0	0	1	0	0	1	0	0	3	104
06:00 PM	0	53	8	0	2	0	0	2	0	0	0	0	0	5	70
07:00 PM	0	30	3	0	1	0	0	0	0	0	0	0	0	2	36
08:00 PM	0	30	3	0	0	0	0	3	0	0	0	0	0	0	36
09:00 PM	1	19	3	0	0	0	0	2	0	0	0	0	0	1	26
10:00 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	0	21
11:00 PM	0	8	2	0	0	0	0	1	0	0	0	0	0	1	12
Day Total	1	903	179	0	66	2	0	82	0	0	9	0	0	27	1269
Percent	0.1%	71.2%	14.1%	0%	5.2%	0.2%	0%	6.5%	0%	0%	0.7%	0%	0%	2.1%	
ADT 1269															
AM Peak Volume	12:00 AM 0	10:00 AM 66	7:00 AM 17	12:00 AM 0	8:00 AM 9	10:00 AM 1	12:00 AM 0	10:00 AM 11	12:00 AM 0	12:00 AM 0	7:00 AM 2	12:00 AM 0	12:00 AM 0	5:00 AM 2	10:00 AM 97
PM Peak Volume	9:00 PM 1	4:00 PM 98	4:00 PM 20	12:00 PM 0	1:00 PM 7	12:00 PM 0	12:00 PM 0	4:00 PM 8	12:00 PM 0	12:00 PM 0	4:00 PM 2	12:00 PM 0	12:00 PM 0	6:00 PM 5	4:00 PM 133

Comments:

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd

QC JOB #: 16124308

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Shasta, CA

DATE: Apr 6 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
01:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	5	2	0	1	0	0	1	0	0	0	0	0	0	9
03:00 AM	0	4	1	0	1	0	0	1	0	0	0	0	0	0	7
04:00 AM	0	5	2	0	0	0	0	2	0	0	0	0	0	0	9
05:00 AM	0	16	3	0	4	0	0	8	0	0	2	0	0	1	34
06:00 AM	0	22	16	0	4	0	0	5	0	0	0	0	0	0	47
07:00 AM	0	46	10	0	4	0	0	7	0	0	0	0	0	1	68
08:00 AM	0	55	12	0	3	0	0	11	0	0	0	0	0	0	81
09:00 AM	0	57	7	0	8	0	0	10	0	0	0	0	0	1	83
10:00 AM	0	50	6	0	6	0	0	10	0	0	0	0	0	3	75
11:00 AM	0	68	14	0	5	0	0	8	0	0	1	0	0	0	96
12:00 PM	0	59	12	0	7	0	0	8	1	0	0	0	0	1	88
01:00 PM	1	65	12	0	8	0	0	4	0	0	0	0	0	1	91
02:00 PM	0	84	9	1	4	0	0	0	0	0	1	0	0	0	99
03:00 PM	0	80	15	0	4	0	0	2	0	0	0	0	0	2	103
04:00 PM	0	96	16	0	3	0	0	6	0	0	0	0	0	2	123
05:00 PM	0	65	13	0	1	0	0	3	0	0	0	0	0	0	82
06:00 PM	0	61	7	0	2	0	0	1	0	0	0	0	0	0	71
07:00 PM	0	36	4	0	2	0	0	2	0	0	0	0	0	1	45
08:00 PM	1	28	2	0	2	0	0	0	0	0	0	0	0	0	33
09:00 PM	0	17	4	0	1	0	0	0	0	0	0	0	0	0	22
10:00 PM	0	7	3	0	0	0	0	1	0	0	0	0	0	0	11
11:00 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
Day Total	2	943	170	1	72	0	0	90	1	0	4	0	0	13	1296
Percent	0.2%	72.8%	13.1%	0.1%	5.6%	0%	0%	6.9%	0.1%	0%	0.3%	0%	0%	1%	
ADT 1296															
AM Peak Volume	12:00 AM 0	11:00 AM 68	6:00 AM 16	12:00 AM 0	9:00 AM 8	12:00 AM 0	12:00 AM 0	8:00 AM 11	12:00 AM 0	12:00 AM 0	5:00 AM 2	12:00 AM 0	12:00 AM 0	10:00 AM 3	11:00 AM 96
PM Peak Volume	1:00 PM 1	4:00 PM 96	4:00 PM 16	2:00 PM 1	1:00 PM 8	12:00 PM 0	12:00 PM 0	12:00 PM 8	12:00 PM 1	12:00 PM 0	2:00 PM 1	12:00 PM 0	12:00 PM 0	3:00 PM 2	4:00 PM 123

Comments:

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd

QC JOB #: 16124308

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Shasta, CA

DATE: Apr 4 2023 - Apr 6 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	3	2709	530	2	197	2	0	258	4	0	20	0	0	64	3789
Percent	0.1%	71.5%	14%	0.1%	5.2%	0.1%	0%	6.8%	0.1%	0%	0.5%	0%	0%	1.7%	
ADT 1263															

Comments:

Type of report: Tube Count - Volume Data

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd										QC JOB #: 16124308	
SPECIFIC LOCATION:										DIRECTION: EB	
CITY/STATE: Shasta, CA										DATE: Apr 4 2023 - Apr 6 2023	
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile	
		4 Apr 23	5 Apr 23	6 Apr 23		Hourly Traffic			Hourly Traffic		
12:00 AM		8	2	11		7			7	<div></div>	
01:00 AM		2	4	2		3			3	<div></div>	
02:00 AM		3	6	9		6			6	<div></div>	
03:00 AM		2	3	7		4			4	<div></div>	
04:00 AM		9	8	9		9			9	<div></div>	
05:00 AM		26	21	34		27			27	<div></div>	
06:00 AM		50	49	47		49			49	<div></div>	
07:00 AM		75	65	68		69			69	<div></div>	
08:00 AM		78	75	81		78			78	<div></div>	
09:00 AM		82	84	83		83			83	<div></div>	
10:00 AM		68	97	75		80			80	<div></div>	
11:00 AM		94	70	96		87			87	<div></div>	
12:00 PM		72	70	88		77			77	<div></div>	
01:00 PM		84	84	91		86			86	<div></div>	
02:00 PM		78	90	99		89			89	<div></div>	
03:00 PM		97	103	103		101			101	<div></div>	
04:00 PM		125	133	123		127			127	<div></div>	
05:00 PM		90	104	82		92			92	<div></div>	
06:00 PM		69	70	71		70			70	<div></div>	
07:00 PM		34	36	45		38			38	<div></div>	
08:00 PM		32	36	33		34			34	<div></div>	
09:00 PM		28	26	22		25			25	<div></div>	
10:00 PM		11	21	11		14			14	<div></div>	
11:00 PM		7	12	6		8			8	<div></div>	
Day Total		1224	1269	1296		1263			1263		
% Weekday Average		96.9%	100.5%	102.6%							
% Week Average		96.9%	100.5%	102.6%		100%					
AM Peak Volume		11:00 AM 94	10:00 AM 97	11:00 AM 96		11:00 AM 87			11:00 AM 87		
PM Peak Volume		4:00 PM 125	4:00 PM 133	4:00 PM 123		4:00 PM 127			4:00 PM 127		
Comments:											

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124308 DIRECTION: EB, WB DATE: Apr 4 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	3	2	5	0	0	0	0	0	0	10	41-50	7
01:00 AM	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5	46-55	5
02:00 AM	0	0	0	0	0	2	4	2	1	0	0	0	0	0	9	41-50	6
03:00 AM	1	0	0	0	0	0	0	3	4	1	0	0	0	0	9	46-55	7
04:00 AM	1	0	0	0	2	2	1	7	2	2	1	0	0	0	18	46-55	9
05:00 AM	0	0	2	0	1	6	13	22	5	4	0	0	0	0	53	41-50	35
06:00 AM	1	0	0	0	0	3	24	37	11	8	1	0	0	0	85	41-50	61
07:00 AM	1	0	0	0	6	10	24	66	32	3	1	1	0	0	144	46-55	98
08:00 AM	1	0	0	0	0	2	39	75	45	9	0	0	0	0	171	46-55	120
09:00 AM	2	0	0	0	0	10	46	74	39	6	1	1	0	0	179	41-50	120
10:00 AM	7	0	0	0	0	11	41	67	36	13	2	0	0	0	177	41-50	108
11:00 AM	2	0	0	0	1	15	31	79	43	14	1	0	0	0	186	46-55	122
12:00 PM	1	0	0	1	3	13	34	61	41	12	3	1	0	0	170	46-55	102
01:00 PM	1	0	0	0	0	11	41	77	38	9	2	0	0	0	179	41-50	118
02:00 PM	3	0	0	0	1	12	26	66	64	12	1	0	0	0	185	46-55	130
03:00 PM	4	0	0	0	0	4	26	58	66	20	2	0	0	0	180	46-55	124
04:00 PM	4	0	0	1	3	1	41	111	46	9	1	1	0	0	218	46-55	157
05:00 PM	3	0	0	0	0	3	33	67	43	10	3	0	0	0	162	46-55	110
06:00 PM	3	0	0	0	3	1	25	35	43	6	1	0	0	0	117	46-55	78
07:00 PM	0	0	0	0	0	1	15	29	23	4	4	0	0	0	76	46-55	52
08:00 PM	0	0	0	0	1	5	15	19	5	0	0	0	0	0	45	41-50	34
09:00 PM	0	0	0	1	1	7	10	7	4	3	1	0	0	0	34	36-45	17
10:00 PM	0	0	0	0	0	0	5	6	2	4	0	0	0	0	17	41-50	11
11:00 PM	0	0	0	1	1	0	3	5	1	2	0	0	0	0	13	41-50	8
Day Total	35	0	2	4	23	122	499	980	597	151	25	4	0	0	2442	46-55	1577
Percent	1.4%	0%	0.1%	0.2%	0.9%	5%	20.4%	40.1%	24.4%	6.2%	1%	0.2%	0%	0%			
AM Peak Volume	10:00 AM	12:00 AM	5:00 AM	12:00 AM	7:00 AM	11:00 AM	9:00 AM	11:00 AM	8:00 AM	11:00 AM	10:00 AM	7:00 AM	12:00 AM	12:00 AM	11:00 AM		
	7	0	2	0	6	15	46	79	45	14	2	1	0	0	186		
PM Peak Volume	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	4:00 PM	3:00 PM	3:00 PM	7:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM		
	4	0	0	1	3	13	41	111	66	20	4	1	0	0	218		
Comments:																	

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124308 DIRECTION: EB, WB DATE: Apr 5 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	3	4	0	0	0	0	0	0	7	41-50	7
01:00 AM	0	0	0	1	0	1	2	1	0	0	0	0	0	0	5	41-50	3
02:00 AM	0	0	0	0	0	1	2	4	0	2	0	0	0	0	9	41-50	6
03:00 AM	0	0	0	0	0	1	0	1	2	2	0	0	0	0	6	51-60	4
04:00 AM	0	0	0	0	0	1	3	8	3	0	0	0	0	0	15	41-50	11
05:00 AM	2	0	0	2	0	1	12	14	15	5	0	1	0	0	52	46-55	29
06:00 AM	4	0	0	0	0	4	11	42	25	11	1	0	0	0	98	46-55	67
07:00 AM	5	0	0	1	7	8	21	39	34	14	2	1	1	0	133	46-55	73
08:00 AM	2	0	0	0	1	8	35	83	42	17	2	0	0	0	190	46-55	125
09:00 AM	3	0	1	0	1	3	29	77	50	8	2	2	0	0	176	46-55	127
10:00 AM	4	0	1	0	0	4	35	82	59	15	4	0	0	0	204	46-55	141
11:00 AM	3	0	0	0	1	15	42	56	33	15	4	1	0	0	170	41-50	98
12:00 PM	1	0	0	0	4	6	36	59	44	19	2	0	0	0	171	46-55	103
01:00 PM	4	0	0	0	1	2	40	87	35	15	1	0	0	0	185	41-50	127
02:00 PM	2	0	0	0	1	11	42	71	35	4	2	0	0	0	168	41-50	113
03:00 PM	3	0	0	0	0	9	54	71	48	17	1	0	1	0	204	41-50	125
04:00 PM	5	0	0	0	2	8	47	88	43	13	1	0	0	0	207	41-50	135
05:00 PM	5	0	0	0	0	5	39	68	62	16	1	0	0	0	196	46-55	130
06:00 PM	6	0	0	0	0	1	10	58	28	11	4	2	0	0	120	46-55	86
07:00 PM	4	0	0	0	0	3	9	23	15	4	1	0	0	0	59	46-55	38
08:00 PM	0	0	0	0	2	5	12	22	5	1	0	0	0	0	47	41-50	34
09:00 PM	2	0	0	0	1	9	8	11	8	0	0	0	0	0	39	43-52	19
10:00 PM	0	0	0	0	0	3	8	13	5	0	0	0	0	0	29	41-50	21
11:00 PM	1	0	0	0	2	2	3	5	2	1	0	0	0	0	16	41-50	8
Day Total	56	0	2	4	23	111	503	987	593	190	28	7	2	0	2506	46-55	1580
Percent	2.2%	0%	0.1%	0.2%	0.9%	4.4%	20.1%	39.4%	23.7%	7.6%	1.1%	0.3%	0.1%	0%			
AM Peak Volume	7:00 AM 5	12:00 AM 0	9:00 AM 1	5:00 AM 2	7:00 AM 7	11:00 AM 15	11:00 AM 42	8:00 AM 83	10:00 AM 59	8:00 AM 17	10:00 AM 4	9:00 AM 2	7:00 AM 1	12:00 AM 0	10:00 AM 204		
PM Peak Volume	6:00 PM 6	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 4	2:00 PM 11	3:00 PM 54	4:00 PM 88	5:00 PM 62	12:00 PM 19	6:00 PM 4	6:00 PM 2	3:00 PM 1	12:00 PM 0	4:00 PM 207		
Comments:																	

Report generated on 4/11/2023 4:55 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124308 DIRECTION: EB, WB DATE: Apr 6 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	3	3	8	3	0	0	0	0	0	17	41-50	11
01:00 AM	0	0	0	0	0	0	2	2	1	0	0	0	0	0	5	41-50	4
02:00 AM	0	0	0	0	0	0	5	6	3	2	0	0	0	0	16	41-50	11
03:00 AM	0	0	0	0	0	0	6	7	3	5	2	0	0	0	23	41-50	13
04:00 AM	1	0	0	0	0	4	1	4	2	0	2	0	0	0	14	46-55	6
05:00 AM	1	0	0	0	0	2	14	27	13	4	2	1	0	0	64	41-50	41
06:00 AM	1	0	0	0	1	1	21	25	29	17	2	0	0	0	97	46-55	54
07:00 AM	1	0	0	0	0	2	27	51	34	15	6	0	0	0	136	46-55	85
08:00 AM	2	0	0	0	0	4	33	85	53	15	4	0	0	0	196	46-55	138
09:00 AM	5	0	0	0	0	5	33	74	56	16	1	0	0	0	190	46-55	130
10:00 AM	6	0	0	0	2	5	28	72	51	18	4	0	0	0	186	46-55	123
11:00 AM	4	0	0	0	0	9	43	75	43	17	1	0	0	0	192	41-50	118
12:00 PM	5	0	0	0	0	9	39	77	41	13	1	0	0	0	185	46-55	118
01:00 PM	2	0	0	0	2	10	38	84	43	18	2	0	0	0	199	46-55	127
02:00 PM	4	0	0	1	0	9	36	80	58	9	1	0	0	0	198	46-55	138
03:00 PM	3	0	0	0	3	13	41	92	59	23	2	0	0	0	236	46-55	151
04:00 PM	6	0	0	0	0	12	63	82	39	14	4	2	0	0	222	41-50	145
05:00 PM	1	0	0	0	1	4	22	70	47	11	6	0	0	0	162	46-55	117
06:00 PM	1	0	0	0	0	2	16	52	30	9	1	0	1	0	112	46-55	82
07:00 PM	2	0	0	0	1	3	14	26	17	5	1	0	0	0	69	46-55	43
08:00 PM	1	0	0	0	1	6	13	18	5	0	3	1	0	0	48	41-50	31
09:00 PM	1	0	0	0	3	11	12	8	3	1	0	0	0	0	39	36-45	23
10:00 PM	0	0	0	0	0	1	7	2	6	0	0	0	0	0	16	41-50	9
11:00 PM	0	0	0	0	1	1	3	3	1	0	0	0	0	0	9	41-50	6
Day Total	47	0	0	1	15	116	520	1030	640	212	45	4	1	0	2631	46-55	1670
Percent	1.8%	0%	0%	0%	0.6%	4.4%	19.8%	39.1%	24.3%	8.1%	1.7%	0.2%	0%	0%			
AM Peak Volume	10:00 AM	12:00 AM	12:00 AM	12:00 AM	10:00 AM	11:00 AM	11:00 AM	8:00 AM	9:00 AM	10:00 AM	7:00 AM	5:00 AM	12:00 AM	12:00 AM	8:00 AM		
	6	0	0	0	2	9	43	85	56	18	6	1	0	0	196		
PM Peak Volume	4:00 PM	12:00 PM	12:00 PM	2:00 PM	3:00 PM	3:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM	5:00 PM	4:00 PM	6:00 PM	12:00 PM	3:00 PM		
	6	0	0	1	3	13	63	92	59	23	6	2	1	0	236		
Comments:																	

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd														QC JOB #: 16124308			
SPECIFIC LOCATION:														DIRECTION: EB, WB			
CITY/STATE: Shasta, CA														DATE: Apr 4 2023 - Apr 6 2023			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	138	0	4	9	61	349	1522	2997	1830	553	98	15	3	0	7579	46-55	4827
Percent	1.8%	0%	0.1%	0.1%	0.8%	4.6%	20.1%	39.5%	24.1%	7.3%	1.3%	0.2%	0%	0%			
Cumulative Percent	1.8%	1.8%	1.9%	2%	2.8%	7.4%	27.5%	67%	91.2%	98.5%	99.8%	100%	100%	100%			
ADT 2526															85th Percentile: 53 MPH Mean Speed(Average): 47 MPH Median: 47 MPH Mode: 48 MPH		
Comments:																	

Type of report: Tube Count - Vehicle Classification Data

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd

SPECIFIC LOCATION:

CITY/STATE: Shasta, CA

QC JOB #: 16124308

DIRECTION: EB, WB

DATE: Apr 4 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	7	0	0	1	0	0	2	0	0	0	0	0	0	10
01:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00 AM	0	5	1	0	1	0	0	2	0	0	0	0	0	0	9
03:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	1	9
04:00 AM	0	10	3	0	1	0	0	2	0	0	1	0	0	1	18
05:00 AM	0	34	6	0	3	1	0	7	0	0	2	0	0	0	53
06:00 AM	0	50	27	0	2	0	0	5	0	0	0	0	0	1	85
07:00 AM	0	100	24	0	4	0	0	14	1	0	0	0	0	1	144
08:00 AM	0	119	31	0	7	0	0	12	1	0	0	0	0	1	171
09:00 AM	0	121	32	0	11	1	0	10	0	0	2	0	0	2	179
10:00 AM	0	106	36	0	7	0	0	17	0	0	4	0	0	7	177
11:00 AM	0	121	35	0	15	0	0	11	0	0	2	0	0	2	186
12:00 PM	0	112	25	0	13	0	0	16	0	0	4	0	0	0	170
01:00 PM	0	123	27	0	10	0	0	15	1	0	2	0	0	1	179
02:00 PM	0	122	31	0	13	1	0	13	0	0	2	0	0	3	185
03:00 PM	0	126	36	1	5	0	0	4	1	0	3	0	0	4	180
04:00 PM	0	162	31	0	10	0	0	10	0	0	1	0	0	4	218
05:00 PM	0	134	17	0	1	0	0	5	0	0	2	0	0	3	162
06:00 PM	0	92	14	0	3	0	0	4	0	0	1	0	0	3	117
07:00 PM	0	57	14	0	4	0	0	1	0	0	0	0	0	0	76
08:00 PM	0	36	5	0	1	0	0	3	0	0	0	0	0	0	45
09:00 PM	0	28	1	0	1	0	0	4	0	0	0	0	0	0	34
10:00 PM	0	14	2	0	0	0	0	1	0	0	0	0	0	0	17
11:00 PM	0	9	0	0	1	0	0	1	0	0	2	0	0	0	13
Day Total	0	1699	399	1	115	3	0	159	4	0	28	0	0	34	2442
Percent	0%	69.6%	16.3%	0%	4.7%	0.1%	0%	6.5%	0.2%	0%	1.1%	0%	0%	1.4%	
ADT 2442															
AM Peak Volume	12:00 AM	9:00 AM	10:00 AM	12:00 AM	11:00 AM	5:00 AM	12:00 AM	10:00 AM	7:00 AM	12:00 AM	10:00 AM	12:00 AM	12:00 AM	10:00 AM	11:00 AM
	0	121	36	0	15	1	0	17	1	0	4	0	0	7	186
PM Peak Volume	12:00 PM	4:00 PM	3:00 PM	3:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	4:00 PM
	0	162	36	1	13	1	0	16	1	0	4	0	0	4	218

Comments:

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd

QC JOB #: 16124308

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Shasta, CA

DATE: Apr 5 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
01:00 AM	0	2	0	0	0	0	0	3	0	0	0	0	0	0	5
02:00 AM	0	4	0	0	1	0	0	3	0	0	1	0	0	0	9
03:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
04:00 AM	0	9	4	0	1	0	0	1	0	0	0	0	0	0	15
05:00 AM	0	31	8	0	0	1	0	8	0	0	2	0	0	2	52
06:00 AM	0	51	27	0	7	0	0	8	0	0	1	0	0	4	98
07:00 AM	0	75	40	0	5	0	0	6	0	0	2	0	0	5	133
08:00 AM	0	122	40	0	10	0	0	13	0	0	3	0	0	2	190
09:00 AM	0	111	33	0	10	1	0	14	0	0	4	0	0	3	176
10:00 AM	0	136	30	0	13	1	0	13	0	0	7	0	0	4	204
11:00 AM	0	115	24	0	7	1	0	15	0	0	5	0	0	3	170
12:00 PM	0	121	26	0	9	0	0	12	0	0	2	0	0	1	171
01:00 PM	0	125	26	0	16	0	0	14	0	0	0	0	0	4	185
02:00 PM	0	128	20	0	5	0	0	13	0	0	0	0	0	2	168
03:00 PM	0	150	34	0	8	0	0	8	0	0	1	0	0	3	204
04:00 PM	0	157	24	0	8	0	0	11	0	0	2	0	0	5	207
05:00 PM	0	151	24	0	7	0	0	8	0	0	1	0	0	5	196
06:00 PM	0	86	22	0	2	0	0	4	0	0	0	0	0	6	120
07:00 PM	0	43	9	0	1	0	0	1	0	0	1	0	0	4	59
08:00 PM	0	38	4	0	0	0	0	5	0	0	0	0	0	0	47
09:00 PM	1	26	4	0	1	0	0	3	0	0	2	0	0	2	39
10:00 PM	0	26	2	0	0	0	0	1	0	0	0	0	0	0	29
11:00 PM	0	10	2	0	1	0	0	2	0	0	0	0	0	1	16
Day Total	1	1727	405	0	113	4	0	166	0	0	34	0	0	56	2506
Percent	0%	68.9%	16.2%	0%	4.5%	0.2%	0%	6.6%	0%	0%	1.4%	0%	0%	2.2%	
ADT 2506															
AM Peak Volume	12:00 AM	10:00 AM	7:00 AM	12:00 AM	10:00 AM	5:00 AM	12:00 AM	11:00 AM	12:00 AM	12:00 AM	10:00 AM	12:00 AM	12:00 AM	7:00 AM	10:00 AM
	0	136	40	0	13	1	0	15	0	0	7	0	0	5	204
PM Peak Volume	9:00 PM	4:00 PM	3:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	6:00 PM	4:00 PM
	1	157	34	0	16	0	0	14	0	0	2	0	0	6	207

Comments:

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd

QC JOB #: 16124308

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Shasta, CA

DATE: Apr 6 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
12:00 AM	0	14	1	0	1	0	0	1	0	0	0	0	0	0	17
01:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:00 AM	0	8	3	0	2	0	0	3	0	0	0	0	0	0	16
03:00 AM	0	10	6	0	4	0	0	3	0	0	0	0	0	0	23
04:00 AM	0	8	2	0	0	0	0	3	0	0	0	0	0	1	14
05:00 AM	0	35	9	0	6	0	0	10	0	0	3	0	0	1	64
06:00 AM	0	46	28	0	10	0	0	12	0	0	0	0	0	1	97
07:00 AM	0	89	26	0	8	0	0	12	0	0	0	0	0	1	136
08:00 AM	0	125	38	0	12	0	0	19	0	0	0	0	0	2	196
09:00 AM	0	129	23	0	15	0	0	17	0	0	1	0	0	5	190
10:00 AM	0	126	23	0	13	0	0	16	0	0	2	0	0	6	186
11:00 AM	0	138	23	0	14	0	0	10	0	0	3	0	0	4	192
12:00 PM	0	127	22	0	13	0	0	16	1	0	1	0	0	5	185
01:00 PM	1	137	29	0	12	0	0	16	0	0	2	0	0	2	199
02:00 PM	0	155	24	1	10	0	0	2	0	0	2	0	0	4	198
03:00 PM	0	167	39	0	11	0	0	13	0	0	3	0	0	3	236
04:00 PM	0	160	33	1	5	0	0	13	0	0	4	0	0	6	222
05:00 PM	0	131	21	0	3	0	0	5	0	0	1	0	0	1	162
06:00 PM	0	85	18	0	3	0	0	4	0	0	1	0	0	1	112
07:00 PM	0	52	6	0	4	0	0	5	0	0	0	0	0	2	69
08:00 PM	1	39	2	0	3	0	0	2	0	0	0	0	0	1	48
09:00 PM	0	30	5	0	2	0	0	1	0	0	0	0	0	1	39
10:00 PM	0	10	4	0	1	0	0	1	0	0	0	0	0	0	16
11:00 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
Day Total	2	1833	386	2	153	0	0	184	1	0	23	0	0	47	2631
Percent	0.1%	69.7%	14.7%	0.1%	5.8%	0%	0%	7%	0%	0%	0.9%	0%	0%	1.8%	
ADT 2631															
AM Peak Volume	12:00 AM	11:00 AM	8:00 AM	12:00 AM	9:00 AM	12:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	5:00 AM	12:00 AM	12:00 AM	10:00 AM	8:00 AM
	0	138	38	0	15	0	0	19	0	0	3	0	0	6	196
PM Peak Volume	1:00 PM	3:00 PM	3:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	12:00 PM	12:00 PM	4:00 PM	3:00 PM
	1	167	39	1	13	0	0	16	1	0	4	0	0	6	236

Comments:

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd

QC JOB #: 16124308

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Shasta, CA

DATE: Apr 4 2023 - Apr 6 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	3	5259	1190	3	381	7	0	509	5	0	85	0	0	137	7579
Percent	0%	69.4%	15.7%	0%	5%	0.1%	0%	6.7%	0.1%	0%	1.1%	0%	0%	1.8%	
ADT 2526															

Comments:

Type of report: Tube Count - Volume Data

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd								QC JOB #: 16124308		
SPECIFIC LOCATION:								DIRECTION: EB, WB		
CITY/STATE: Shasta, CA								DATE: Apr 4 2023 - Apr 6 2023		
Start Time	Mon 4 Apr 23	Tue 5 Apr 23	Wed 6 Apr 23	Thu 6 Apr 23	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	10	7	17			11			11	<div></div>
01:00 AM	5	5	5			5			5	<div></div>
02:00 AM	9	9	16			11			11	<div></div>
03:00 AM	9	6	23			13			13	<div></div>
04:00 AM	18	15	14			16			16	<div></div>
05:00 AM	53	52	64			56			56	<div></div>
06:00 AM	85	98	97			93			93	<div></div>
07:00 AM	144	133	136			138			138	<div></div>
08:00 AM	171	190	196			186			186	<div></div>
09:00 AM	179	176	190			182			182	<div></div>
10:00 AM	177	204	186			189			189	<div></div>
11:00 AM	186	170	192			183			183	<div></div>
12:00 PM	170	171	185			175			175	<div></div>
01:00 PM	179	185	199			188			188	<div></div>
02:00 PM	185	168	198			184			184	<div></div>
03:00 PM	180	204	236			207			207	<div></div>
04:00 PM	218	207	222			216			216	<div></div>
05:00 PM	162	196	162			173			173	<div></div>
06:00 PM	117	120	112			116			116	<div></div>
07:00 PM	76	59	69			68			68	<div></div>
08:00 PM	45	47	48			47			47	<div></div>
09:00 PM	34	39	39			37			37	<div></div>
10:00 PM	17	29	16			21			21	<div></div>
11:00 PM	13	16	9			13			13	<div></div>
Day Total	2442	2506	2631			2528			2528	
% Weekday Average	96.6%	99.1%	104.1%							
% Week Average	96.6%	99.1%	104.1%			100%				
AM Peak Volume	11:00 AM 186	10:00 AM 204	8:00 AM 196			10:00 AM 189			10:00 AM 189	
PM Peak Volume	4:00 PM 218	4:00 PM 207	3:00 PM 236			4:00 PM 216			4:00 PM 216	
Comments:										

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124308 DIRECTION: WB DATE: Apr 4 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	31-40	1
01:00 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	46-55	3
02:00 AM	0	0	0	0	0	2	3	1	0	0	0	0	0	0	6	36-45	5
03:00 AM	1	0	0	0	0	0	0	3	2	1	0	0	0	0	7	46-55	5
04:00 AM	0	0	0	0	2	1	1	2	1	1	1	0	0	0	9	31-40	3
05:00 AM	0	0	2	0	0	1	6	12	4	2	0	0	0	0	27	41-50	18
06:00 AM	1	0	0	0	0	1	9	16	4	4	0	0	0	0	35	41-50	25
07:00 AM	0	0	0	0	0	1	8	34	22	2	1	1	0	0	69	46-55	56
08:00 AM	0	0	0	0	0	1	17	42	28	5	0	0	0	0	93	46-55	70
09:00 AM	1	0	0	0	0	5	21	42	23	3	1	1	0	0	97	46-55	65
10:00 AM	3	0	0	0	0	6	15	42	30	11	2	0	0	0	109	46-55	72
11:00 AM	1	0	0	0	0	2	12	42	27	8	0	0	0	0	92	46-55	69
12:00 PM	1	0	0	1	1	4	19	34	25	9	3	1	0	0	98	46-55	59
01:00 PM	0	0	0	0	0	1	16	47	25	4	2	0	0	0	95	46-55	72
02:00 PM	0	0	0	0	1	11	11	36	39	8	1	0	0	0	107	46-55	75
03:00 PM	0	0	0	0	0	0	11	33	25	14	0	0	0	0	83	46-55	58
04:00 PM	1	0	0	1	3	0	12	46	25	5	0	0	0	0	93	46-55	71
05:00 PM	1	0	0	0	0	2	13	27	18	8	3	0	0	0	72	46-55	45
06:00 PM	1	0	0	0	3	1	9	12	19	2	1	0	0	0	48	46-55	31
07:00 PM	0	0	0	0	0	1	5	16	14	3	3	0	0	0	42	46-55	30
08:00 PM	0	0	0	0	0	3	3	6	1	0	0	0	0	0	13	41-50	9
09:00 PM	0	0	0	0	0	2	2	0	1	1	0	0	0	0	6	36-45	4
10:00 PM	0	0	0	0	0	0	3	1	1	1	0	0	0	0	6	41-50	4
11:00 PM	0	0	0	1	0	0	1	3	0	1	0	0	0	0	6	41-50	4
Day Total	11	0	2	3	10	46	197	499	336	93	18	3	0	0	1218	46-55	835
Percent	0.9%	0%	0.2%	0.2%	0.8%	3.8%	16.2%	41%	27.6%	7.6%	1.5%	0.2%	0%	0%			
AM Peak Volume	10:00 AM 3	12:00 AM 0	5:00 AM 2	12:00 AM 0	4:00 AM 2	10:00 AM 6	9:00 AM 21	8:00 AM 42	10:00 AM 30	10:00 AM 11	10:00 AM 2	7:00 AM 1	12:00 AM 0	12:00 AM 0	10:00 AM 109		
PM Peak Volume	12:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 1	4:00 PM 3	2:00 PM 11	12:00 PM 19	1:00 PM 47	2:00 PM 39	3:00 PM 14	12:00 PM 3	12:00 PM 1	12:00 PM 0	12:00 PM 0	2:00 PM 107		
Comments:																	

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124308 DIRECTION: WB DATE: Apr 5 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	2	3	0	0	0	0	0	0	5	41-50	5
01:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
02:00 AM	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	41-50	2
03:00 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	46-55	2
04:00 AM	0	0	0	0	0	1	0	4	2	0	0	0	0	0	7	46-55	6
05:00 AM	0	0	0	2	0	1	6	8	10	3	0	1	0	0	31	46-55	18
06:00 AM	3	0	0	0	0	1	2	22	13	7	1	0	0	0	49	46-55	35
07:00 AM	3	0	0	0	0	1	7	16	24	13	2	1	1	0	68	46-55	40
08:00 AM	1	0	0	0	0	0	19	50	31	13	1	0	0	0	115	46-55	81
09:00 AM	1	0	1	0	0	1	10	32	36	7	2	2	0	0	92	46-55	68
10:00 AM	3	0	0	0	0	1	9	53	30	9	2	0	0	0	107	46-55	83
11:00 AM	3	0	0	0	1	7	21	31	22	10	4	1	0	0	100	46-55	53
12:00 PM	1	0	0	0	3	3	12	36	32	13	1	0	0	0	101	46-55	68
01:00 PM	3	0	0	0	1	2	27	44	18	5	1	0	0	0	101	41-50	71
02:00 PM	2	0	0	0	1	2	20	28	21	2	2	0	0	0	78	46-55	49
03:00 PM	1	0	0	0	0	6	21	35	27	10	0	0	1	0	101	46-55	62
04:00 PM	2	0	0	0	2	2	11	39	13	5	0	0	0	0	74	46-55	52
05:00 PM	2	0	0	0	0	4	18	32	31	5	0	0	0	0	92	46-55	63
06:00 PM	1	0	0	0	0	1	3	27	14	3	1	0	0	0	50	46-55	41
07:00 PM	2	0	0	0	0	3	4	7	6	1	0	0	0	0	23	46-55	13
08:00 PM	0	0	0	0	1	1	2	5	2	0	0	0	0	0	11	45-54	7
09:00 PM	1	0	0	0	0	4	1	5	2	0	0	0	0	0	13	46-55	7
10:00 PM	0	0	0	0	0	0	2	3	3	0	0	0	0	0	8	46-55	6
11:00 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	4	41-50	3
Day Total	29	0	1	2	10	42	198	486	338	107	17	5	2	0	1237	46-55	824
Percent	2.3%	0%	0.1%	0.2%	0.8%	3.4%	16%	39.3%	27.3%	8.6%	1.4%	0.4%	0.2%	0%			
AM Peak Volume	6:00 AM 3	12:00 AM 0	9:00 AM 1	5:00 AM 2	11:00 AM 1	11:00 AM 7	11:00 AM 21	10:00 AM 53	9:00 AM 36	7:00 AM 13	11:00 AM 4	9:00 AM 2	7:00 AM 1	12:00 AM 0	8:00 AM 115		
PM Peak Volume	1:00 PM 3	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 3	3:00 PM 6	1:00 PM 27	1:00 PM 44	12:00 PM 32	12:00 PM 13	2:00 PM 2	12:00 PM 0	3:00 PM 1	12:00 PM 0	101		
Comments:																	

Report generated on 4/11/2023 4:55 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd SPECIFIC LOCATION: CITY/STATE: Shasta, CA															QC JOB #: 16124308 DIRECTION: WB DATE: Apr 6 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	3	1	2	0	0	0	0	0	0	6	36-45	4
01:00 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	41-50	3
02:00 AM	0	0	0	0	0	0	1	3	3	0	0	0	0	0	7	46-55	6
03:00 AM	0	0	0	0	0	0	4	4	2	4	2	0	0	0	16	41-50	8
04:00 AM	1	0	0	0	0	2	0	1	0	0	1	0	0	0	5	31-40	2
05:00 AM	0	0	0	0	0	0	3	12	8	4	2	1	0	0	30	46-55	20
06:00 AM	1	0	0	0	0	0	7	9	16	15	2	0	0	0	50	51-60	31
07:00 AM	0	0	0	0	0	0	4	26	20	12	6	0	0	0	68	46-55	46
08:00 AM	2	0	0	0	0	3	14	46	36	10	4	0	0	0	115	46-55	82
09:00 AM	4	0	0	0	0	3	15	38	34	12	1	0	0	0	107	46-55	72
10:00 AM	3	0	0	0	2	2	17	43	29	13	2	0	0	0	111	46-55	72
11:00 AM	4	0	0	0	0	1	17	34	29	10	1	0	0	0	96	46-55	63
12:00 PM	4	0	0	0	0	2	16	42	25	7	1	0	0	0	97	46-55	67
01:00 PM	1	0	0	0	0	2	22	43	27	12	1	0	0	0	108	46-55	70
02:00 PM	4	0	0	1	0	4	17	36	31	5	1	0	0	0	99	46-55	67
03:00 PM	1	0	0	0	0	10	14	53	39	14	2	0	0	0	133	46-55	92
04:00 PM	4	0	0	0	0	5	15	42	21	8	3	1	0	0	99	46-55	63
05:00 PM	1	0	0	0	0	2	9	35	23	4	6	0	0	0	80	46-55	58
06:00 PM	1	0	0	0	0	1	2	17	11	7	1	0	1	0	41	46-55	28
07:00 PM	1	0	0	0	1	2	6	5	7	2	0	0	0	0	24	46-55	12
08:00 PM	1	0	0	0	0	1	5	4	2	0	1	1	0	0	15	41-50	9
09:00 PM	1	0	0	0	0	4	7	2	2	1	0	0	0	0	17	36-45	11
10:00 PM	0	0	0	0	0	0	2	1	2	0	0	0	0	0	5	41-50	3
11:00 PM	0	0	0	0	1	0	0	1	1	0	0	0	0	0	3	46-55	2
Day Total	34	0	0	1	4	47	200	500	368	140	37	3	1	0	1335	46-55	868
Percent	2.5%	0%	0%	0.1%	0.3%	3.5%	15%	37.5%	27.6%	10.5%	2.8%	0.2%	0.1%	0%			
AM Peak Volume	9:00 AM	12:00 AM	12:00 AM	12:00 AM	10:00 AM	12:00 AM	10:00 AM	8:00 AM	8:00 AM	6:00 AM	7:00 AM	5:00 AM	12:00 AM	12:00 AM	8:00 AM		
	4	0	0	0	2	3	17	46	36	15	6	1	0	0	115		
PM Peak Volume	12:00 PM	12:00 PM	12:00 PM	2:00 PM	7:00 PM	3:00 PM	1:00 PM	3:00 PM	3:00 PM	3:00 PM	5:00 PM	4:00 PM	6:00 PM	12:00 PM	3:00 PM		
	4	0	0	1	1	10	22	53	39	14	6	1	1	0	133		
Comments:																	

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd														QC JOB #: 16124308			
SPECIFIC LOCATION:														DIRECTION: WB			
CITY/STATE: Shasta, CA														DATE: Apr 4 2023 - Apr 6 2023			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	74	0	3	6	24	135	595	1485	1042	340	72	11	3	0	3790	46-55	2527
Percent	2%	0%	0.1%	0.2%	0.6%	3.6%	15.7%	39.2%	27.5%	9%	1.9%	0.3%	0.1%	0%			
Cumulative Percent	2%	2%	2%	2.2%	2.8%	6.4%	22.1%	61.3%	88.8%	97.7%	99.6%	99.9%	100%	100%			
ADT 1263															85th Percentile: 54 MPH Mean Speed(Average): 48 MPH Median: 48 MPH Mode: 48 MPH		
Comments:																	

Type of report: Tube Count - Vehicle Classification Data

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd

QC JOB #: 16124308

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Shasta, CA

DATE: Apr 4 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00 AM	0	3	1	0	0	0	0	2	0	0	0	0	0	0	6
03:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	1	7
04:00 AM	0	4	3	0	1	0	0	0	0	0	1	0	0	0	9
05:00 AM	0	17	5	0	0	1	0	3	0	0	1	0	0	0	27
06:00 AM	0	24	6	0	1	0	0	3	0	0	0	0	0	1	35
07:00 AM	0	56	9	0	0	0	0	3	1	0	0	0	0	0	69
08:00 AM	0	62	21	0	1	0	0	9	0	0	0	0	0	0	93
09:00 AM	0	66	18	0	4	1	0	5	0	0	2	0	0	1	97
10:00 AM	0	70	20	0	4	0	0	8	0	0	4	0	0	3	109
11:00 AM	0	59	19	0	7	0	0	4	0	0	2	0	0	1	92
12:00 PM	0	64	19	0	6	0	0	6	0	0	3	0	0	0	98
01:00 PM	0	62	16	0	7	0	0	8	0	0	2	0	0	0	95
02:00 PM	0	70	22	0	6	1	0	8	0	0	0	0	0	0	107
03:00 PM	0	56	22	0	4	0	0	1	0	0	0	0	0	0	83
04:00 PM	0	64	13	0	9	0	0	5	0	0	1	0	0	1	93
05:00 PM	0	61	6	0	0	0	0	2	0	0	2	0	0	1	72
06:00 PM	0	39	5	0	1	0	0	1	0	0	1	0	0	1	48
07:00 PM	0	28	10	0	4	0	0	0	0	0	0	0	0	0	42
08:00 PM	0	11	0	0	0	0	0	2	0	0	0	0	0	0	13
09:00 PM	0	5	0	0	0	0	0	1	0	0	0	0	0	0	6
10:00 PM	0	3	2	0	0	0	0	1	0	0	0	0	0	0	6
11:00 PM	0	2	0	0	1	0	0	1	0	0	2	0	0	0	6
Day Total	0	836	218	0	56	3	0	73	1	0	21	0	0	10	1218
Percent	0%	68.6%	17.9%	0%	4.6%	0.2%	0%	6%	0.1%	0%	1.7%	0%	0%	0.8%	
ADT 1218															
AM Peak Volume	12:00 AM	10:00 AM	8:00 AM	12:00 AM	11:00 AM	5:00 AM	12:00 AM	8:00 AM	7:00 AM	12:00 AM	10:00 AM	12:00 AM	12:00 AM	10:00 AM	10:00 AM
	0	70	21	0	7	1	0	9	1	0	4	0	0	3	109
PM Peak Volume	12:00 PM	2:00 PM	2:00 PM	12:00 PM	4:00 PM	2:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	2:00 PM
	0	70	22	0	9	1	0	8	0	0	3	0	0	1	107

Comments:

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd

QC JOB #: 16124308

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Shasta, CA

DATE: Apr 5 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
03:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00 AM	0	3	3	0	0	0	0	1	0	0	0	0	0	0	7
05:00 AM	0	18	5	0	0	1	0	5	0	0	2	0	0	0	31
06:00 AM	0	30	13	0	1	0	0	2	0	0	0	0	0	3	49
07:00 AM	0	39	23	0	1	0	0	2	0	0	0	0	0	3	68
08:00 AM	0	76	29	0	1	0	0	5	0	0	3	0	0	1	115
09:00 AM	0	56	22	0	2	1	0	7	0	0	3	0	0	1	92
10:00 AM	0	70	18	0	7	0	0	2	0	0	7	0	0	3	107
11:00 AM	0	67	12	0	4	0	0	10	0	0	4	0	0	3	100
12:00 PM	0	71	16	0	5	0	0	7	0	0	1	0	0	1	101
01:00 PM	0	61	18	0	9	0	0	10	0	0	0	0	0	3	101
02:00 PM	0	54	12	0	2	0	0	8	0	0	0	0	0	2	78
03:00 PM	0	76	16	0	3	0	0	4	0	0	1	0	0	1	101
04:00 PM	0	59	4	0	6	0	0	3	0	0	0	0	0	2	74
05:00 PM	0	68	11	0	4	0	0	7	0	0	0	0	0	2	92
06:00 PM	0	33	14	0	0	0	0	2	0	0	0	0	0	1	50
07:00 PM	0	13	6	0	0	0	0	1	0	0	1	0	0	2	23
08:00 PM	0	8	1	0	0	0	0	2	0	0	0	0	0	0	11
09:00 PM	0	7	1	0	1	0	0	1	0	0	2	0	0	1	13
10:00 PM	0	6	1	0	0	0	0	1	0	0	0	0	0	0	8
11:00 PM	0	2	0	0	1	0	0	1	0	0	0	0	0	0	4
Day Total	0	824	226	0	47	2	0	84	0	0	25	0	0	29	1237
Percent	0%	66.6%	18.3%	0%	3.8%	0.2%	0%	6.8%	0%	0%	2%	0%	0%	2.3%	
ADT 1237															
AM Peak Volume	12:00 AM	8:00 AM	8:00 AM	12:00 AM	10:00 AM	5:00 AM	12:00 AM	11:00 AM	12:00 AM	12:00 AM	10:00 AM	12:00 AM	12:00 AM	6:00 AM	8:00 AM
	0	76	29	0	7	1	0	10	0	0	7	0	0	3	115
PM Peak Volume	12:00 PM	3:00 PM	1:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	9:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM
	0	76	18	0	9	0	0	10	0	0	2	0	0	3	101

Comments:

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd

QC JOB #: 16124308

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Shasta, CA

DATE: Apr 6 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
12:00 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
01:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00 AM	0	3	1	0	1	0	0	2	0	0	0	0	0	0	7
03:00 AM	0	6	5	0	3	0	0	2	0	0	0	0	0	0	16
04:00 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	1	5
05:00 AM	0	19	6	0	2	0	0	2	0	0	1	0	0	0	30
06:00 AM	0	24	12	0	6	0	0	7	0	0	0	0	0	1	50
07:00 AM	0	43	16	0	4	0	0	5	0	0	0	0	0	0	68
08:00 AM	0	70	26	0	9	0	0	8	0	0	0	0	0	2	115
09:00 AM	0	72	16	0	7	0	0	7	0	0	1	0	0	4	107
10:00 AM	0	76	17	0	7	0	0	6	0	0	2	0	0	3	111
11:00 AM	0	70	9	0	9	0	0	2	0	0	2	0	0	4	96
12:00 PM	0	68	10	0	6	0	0	8	0	0	1	0	0	4	97
01:00 PM	0	72	17	0	4	0	0	12	0	0	2	0	0	1	108
02:00 PM	0	71	15	0	6	0	0	2	0	0	1	0	0	4	99
03:00 PM	0	87	24	0	7	0	0	11	0	0	3	0	0	1	133
04:00 PM	0	64	17	1	2	0	0	7	0	0	4	0	0	4	99
05:00 PM	0	66	8	0	2	0	0	2	0	0	1	0	0	1	80
06:00 PM	0	24	11	0	1	0	0	3	0	0	1	0	0	1	41
07:00 PM	0	16	2	0	2	0	0	3	0	0	0	0	0	1	24
08:00 PM	0	11	0	0	1	0	0	2	0	0	0	0	0	1	15
09:00 PM	0	13	1	0	1	0	0	1	0	0	0	0	0	1	17
10:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	0	890	216	1	81	0	0	94	0	0	19	0	0	34	1335
Percent	0%	66.7%	16.2%	0.1%	6.1%	0%	0%	7%	0%	0%	1.4%	0%	0%	2.5%	
ADT 1335															
AM Peak Volume	12:00 AM	10:00 AM	8:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	10:00 AM	12:00 AM	12:00 AM	9:00 AM	8:00 AM
	0	76	26	0	9	0	0	8	0	0	2	0	0	4	115
PM Peak Volume	12:00 PM	3:00 PM	3:00 PM	4:00 PM	3:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM
	0	87	24	1	7	0	0	12	0	0	4	0	0	4	133

Comments:

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd

QC JOB #: 16124308

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Shasta, CA

DATE: Apr 4 2023 - Apr 6 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	0	2550	660	1	184	5	0	251	1	0	65	0	0	73	3790
Percent	0%	67.3%	17.4%	0%	4.9%	0.1%	0%	6.6%	0%	0%	1.7%	0%	0%	1.9%	
ADT 1263															

Comments:

Type of report: Tube Count - Volume Data

LOCATION: WB SR 299 west of Bunch Grass Lookout Rd								QC JOB #: 16124308		
SPECIFIC LOCATION:								DIRECTION: WB		
CITY/STATE: Shasta, CA								DATE: Apr 4 2023 - Apr 6 2023		
Start Time	Mon 4 Apr 23	Tue 5 Apr 23	Wed 6 Apr 23	Thu 6 Apr 23	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	2	5	6			4			4	<div></div>
01:00 AM	3	1	3			2			2	<div></div>
02:00 AM	6	3	7			5			5	<div></div>
03:00 AM	7	3	16			9			9	<div></div>
04:00 AM	9	7	5			7			7	<div></div>
05:00 AM	27	31	30			29			29	<div></div>
06:00 AM	35	49	50			45			45	<div></div>
07:00 AM	69	68	68			68			68	<div></div>
08:00 AM	93	115	115			108			108	<div></div>
09:00 AM	97	92	107			99			99	<div></div>
10:00 AM	109	107	111			109			109	<div></div>
11:00 AM	92	100	96			96			96	<div></div>
12:00 PM	98	101	97			99			99	<div></div>
01:00 PM	95	101	108			101			101	<div></div>
02:00 PM	107	78	99			95			95	<div></div>
03:00 PM	83	101	133			106			106	<div></div>
04:00 PM	93	74	99			89			89	<div></div>
05:00 PM	72	92	80			81			81	<div></div>
06:00 PM	48	50	41			46			46	<div></div>
07:00 PM	42	23	24			30			30	<div></div>
08:00 PM	13	11	15			13			13	<div></div>
09:00 PM	6	13	17			12			12	<div></div>
10:00 PM	6	8	5			6			6	<div></div>
11:00 PM	6	4	3			4			4	<div></div>
Day Total	1218	1237	1335			1263			1263	
% Weekday Average	96.4%	97.9%	105.7%							
% Week Average	96.4%	97.9%	105.7%			100%				
AM Peak Volume	10:00 AM 109	8:00 AM 115	8:00 AM 115			10:00 AM 109			10:00 AM 109	
PM Peak Volume	2:00 PM 107	12:00 PM 101	3:00 PM 133			3:00 PM 106			3:00 PM 106	
Comments:										

Report generated on 4/11/2023 4:55 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

APPENDIX C

CASE_ID	ACCIDENT_YE	PRIMARY_RD	SECONDARY_STATE_ROUTE	COLLISION_S	NUMBER_KILI	NUMBER_INJL	MOTORCYCL	TRUCK_ACCI	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y
8819497	2019	CHURN CREE	RT 299	299	3	0	2		40.6140213	-122.3494873	SHASTA	REDDING	-122.3534393	40.61416245
90858538	2018	SR-299 E/B	TO CHURN CREE	299	2	0	1 Y		40.61386108	-122.3527832	SHASTA	REDDING	-122.3527832	40.61386108
9286452	2020	RT 299	RT 5	299	3	0	1		40.6124382	-122.3628387	SHASTA	REDDING	-122.3606796	40.6126709
9001532	2019	LAKE BL	RT 5	299	4	0	1		40.6140213	-122.3494873	SHASTA	REDDING	-122.3542175	40.61380386
91320575	2020	SR-299 (EAST I-5		299	4	0	1		40.61296844	-122.3588867	SHASTA	REDDING	-122.3588943	40.61298752
8711810	2018	CHURN CREE	RT 299	299	3	0	2				SHASTA	REDDING	-122.3475113	40.6149826
90985017	2019	SR-299	JIM HARVEY R	299	3	0	2		40.62654877	-122.2921524	SHASTA	UNINCORPOR	-122.2921524	40.62654877
91342181	2020	SR-299	JACK PINE LAI	299	4	0	2		40.63106155	-122.2710114	SHASTA	UNINCORPOR	-122.2710037	40.63101196
90701577	2018	SR-299	MOOSE CAMP	299	4	0	1		40.86534882	-121.838707	SHASTA	UNINCORPOR	-121.838707	40.86546326
90755792	2018	SR-299	MOOSE CAMP	299	2	0	1	Y	40.86225891	-121.7965088	SHASTA	UNINCORPOR	-121.7965317	40.86219025
91248564	2020	SR-299	INTERMOUNT	299	4	0	2		40.63140869	-122.2691574	SHASTA	UNINCORPOR	-122.2691574	40.63140488
91060860	2019	SR-299	WILSON WAY	299	4	0	1		40.63291168	-122.2616577	SHASTA	UNINCORPOR	-122.261673	40.63295746
90762950	2018	SR-299 W/B	HELENA LN	299	4	0	3		40.63050842	-122.2733536	SHASTA	UNINCORPOR	-122.2733536	40.63051987
90808511	2018	SR-299	JIM HARVEY R	299	3	0	2	Y	40.62628937	-122.2935028	SHASTA	UNINCORPOR	-122.2934952	40.62626266
91204327	2020	SR-299	HELENA LANE	299	3	0	2		40.63055038	-122.2733002	SHASTA	UNINCORPOR	-122.2732925	40.63053131
91157996	2019	SR-299	BEST LANE	299	3	0	1		40.63256836	-122.2641068	SHASTA	UNINCORPOR	-122.2640839	40.63245773
91021148	2019	SR-299	JIM HARVEY R	299	4	0	1		40.62638092	-122.2929306	SHASTA	UNINCORPOR	-122.2929306	40.62638092
91021813	2019	SR-299 E/B	NEAL LANE	299	3	0	3		40.6291008	-122.2789993	SHASTA	UNINCORPOR	-122.2790375	40.62930298
91274616	2020	SR-299	KERN DR.	299	2	0	1		40.63439941	-122.2555313	SHASTA	UNINCORPOR	-122.2555008	40.63426971
91324201	2020	SR-299	WILSON WAY	299	3	0	2		40.63301086	-122.2616119	SHASTA	UNINCORPOR	-122.2616043	40.63297272
91151052	2019	SR-299	BUNCH GRAS	299	4	0	1		40.85232925	-121.7687531	SHASTA	UNINCORPOR	-121.7687531	40.852314
91104457	2019	SR-299	NEAL LANE	299	4	0	3	Y	40.62950134	-122.2781525	SHASTA	UNINCORPOR	-122.2781448	40.62948608
91204321	2020	SR-299 E/B	DESCHUTES F	299	3	0	1		40.63623047	-122.2492905	SHASTA	UNINCORPOR	-122.2492981	40.63624191
90684697	2018	SR-299	E. STILLWATE	299	3	0	4		40.62564087	-122.2967911	SHASTA	UNINCORPOR	-122.2967758	40.62555695
91282907	2020	SR-299	BUNCH GRAS	299	3	0	1		40.85227966	-121.7691803	SHASTA	UNINCORPOR	-121.7691803	40.852314
91340043	2020	SR-299	LIVONA LANE	299	2	0	2		40.62860107	-122.282608	SHASTA	UNINCORPOR	-122.2826004	40.62857056
91047179	2019	SR-299	CLASSIC MEA	299	3	0	1		40.66463852	-122.1855621	SHASTA	UNINCORPOR	-122.1855545	40.66463089
90837967	2018	SR-299	WOODMAN LN	299	1	2	0		40.68505096	-122.1483994	SHASTA	UNINCORPOR	-122.1483765	40.68497467
91425650	2020	SR-299	WOODMAN LN	299	1	1	0		40.68233871	-122.1533966	SHASTA	UNINCORPOR	-122.1534348	40.68239212
91205190	2020	SR-299 W/B	DUBOIS RD	299	2	0	1		40.7461319	-122.0624084	SHASTA	UNINCORPOR	-122.0624542	40.74617767
91342176	2020	SR-299	CEDAR CREE	299	4	0	3		40.77843094	-122.0041733	SHASTA	UNINCORPOR	-122.0041656	40.77837372
90886613	2018	STATE ROUTE	WOODMAN LA	299	2	0	4		40.68016052	-122.1583633	SHASTA	UNINCORPOR	-122.1583557	40.68014145
90644228	2018	SR-299	SUGAR PINE C	299	3	0	1		40.72277069	-122.0819778	SHASTA	UNINCORPOR	-122.0819702	40.72277069
90810688	2018	STATE ROUTE	MCCANLESS C	299	3	0	3	Y	40.76263046	-122.0120773	SHASTA	UNINCORPOR	-122.0120239	40.76260757
91326012	2020	SR-299	SUGAR PINE C	299	3	0	1		40.70849991	-122.0904388	SHASTA	UNINCORPOR	-122.0905151	40.70850372
91090774	2019	SR-299	SUGAR PINE C	299	3	0	4		40.72045898	-122.0818787	SHASTA	UNINCORPOR	-122.0818558	40.72045517
91302056	2020	SR-299	DU BOIS RD	299	4	0	1		40.74914169	-122.0533299	SHASTA	UNINCORPOR	-122.0533295	40.74919128
90854104	2018	SR-299	DUSTY OAKS	299	1	1	0		40.68719101	-122.1363907	SHASTA	UNINCORPOR	-122.1363907	40.68719864
91050412	2019	SR-299	SUGAR PINE C	299	4	0	1		40.72917938	-122.0761719	SHASTA	UNINCORPOR	-122.0761719	40.72917938
91072818	2019	SR-299E	OLD ALTURAS	299	1	1	0	Y	40.64796829	-122.2215576	SHASTA	UNINCORPOR	-122.2215958	40.64799881
90809718	2018	SR-299E	OLD ALTURAS	299	2	0	1		40.64464951	-122.2257233	SHASTA	UNINCORPOR	-122.2257538	40.64469528
90996953	2019	SR-299	SUGAR PINE C	299	3	0	1		40.72048187	-122.0817337	SHASTA	UNINCORPOR	-122.0818405	40.72050095
90919994	2019	SR-299	WOODMAN LA	299	4	0	1		40.6778183	-122.1643524	SHASTA	UNINCORPOR	-122.16436	40.67783737
91083218	2019	SR-299	OAK RUN RD	299	4	0	1		40.75667191	-122.0183716	SHASTA	UNINCORPOR	-122.0183792	40.75667191
91214975	2020	SR-299	SUGAR PINE C	299	1	1	0	Y	40.74610138	-122.0625381	SHASTA	UNINCORPOR	-122.0625381	40.74609756
91144029	2019	SR-299	SUGAR PINE C	299	4	0	1		40.70853043	-122.090477	SHASTA	UNINCORPOR	-122.0905151	40.70853424
90808400	2018	SR-299	SEAMAN GULC	299	4	0	2		40.70338821	-122.0962296	SHASTA	UNINCORPOR	-122.0962296	40.70338821
91099443	2019	SR-299	SUGAR PINE C	299	3	0	2		40.7426796	-122.0681686	SHASTA	UNINCORPOR	-122.0681763	40.74269867
90656470	2018	STATE ROUTE	SUGAR PINE C	299	3	0	1		40.73303986	-122.073761	SHASTA	UNINCORPOR	-122.0737839	40.7330513
91104434	2019	SR-299	SEAMAN GULC	299	4	0	1		40.69715118	-122.1024094	SHASTA	UNINCORPOR	-122.1024551	40.69722366
91134646	2019	SR-299	DU BOIS RD	299	4	0	1		40.7469902	-122.054863	SHASTA	UNINCORPOR	-122.0548172	40.74694824
90735661	2018	SR-299	SUGAR PINE C	299	3	0	1		40.71260071	-122.0838394	SHASTA	UNINCORPOR	-122.0839996	40.71272659
90928589	2019	STATE ROUTE	SUGAR PINE C	299	4	0	1	Y	40.71331024	-122.0837097	SHASTA	UNINCORPOR	-122.0837021	40.71331024
90877327	2018	SR-299	OAK RUN RD	299	3	0	1		40.7458992	-122.0627975	SHASTA	UNINCORPOR	-122.0627213	40.74584961
91045708	2019	SR-299	MPM 49.30	299	4	0	1		40.77845001	-122.002121	SHASTA	UNINCORPOR	-122.0021286	40.7784729
91179899	2020	SR-299	OLD ALTURAS	299	4	0	1		40.64075089	-122.2319717	SHASTA	UNINCORPOR	-122.2320251	40.64084244

91125452	2019 SR-299	JAVELINA	299	4	0	3		40.69430161	-122.1070709	SHASTA	UNINCORPOR	-122.1070938	40.69433975
91308639	2020 SR-299	SEAMAN GULC	299	4	0	1		40.73141098	-122.0760727	SHASTA	UNINCORPOR	-122.0760727	40.73141098
91040564	2019 STATE ROUTE	SUGAR PINE C	299	4	0	1		40.71950912	-122.0822067	SHASTA	UNINCORPOR	-122.0822222	40.71951675
91350106	2020 SR-299	DU BOIS RD	299	4	0	1		40.75172043	-122.043457	SHASTA	UNINCORPOR	-122.043457	40.75175095
90888718	2018 STATE ROUTE	WOODMAN LA	299	4	0	1		40.68085861	-122.156662	SHASTA	UNINCORPOR	-122.1566696	40.6808815
91361577	2020 STATE ROUTE	SUGAR PINE C	299	1	1	3	Y	40.74485016	-122.0633698	SHASTA	UNINCORPOR	-122.0633926	40.74487305
91287794	2020 SR-299	TERRY MILL R	299	4	0	2	Y	40.79309845	-121.9433975	SHASTA	UNINCORPOR	-121.9433746	40.79306793
90819703	2018 SR-299	WEBSTER WA	299	4	0	2		40.85292053	-121.9041595	SHASTA	UNINCORPOR	-121.9042282	40.85293198
90684368	2018 SR-299	KING MILL RD	299	4	0	1		40.80075073	-121.9389267	SHASTA	UNINCORPOR	-121.9389191	40.80075073
91273293	2020 SR-299	WOODHILL DF	299	4	0	1		40.84542084	-121.9145203	SHASTA	UNINCORPOR	-121.9145203	40.84545517
90635010	2018 SR-299 W/B	WOODHILL DF	299	4	0	1		40.84569931	-121.9019089	SHASTA	UNINCORPOR	-121.9019089	40.8456955
91247262	2020 SR-299	WOODHILL DF	299	4	0	1		40.84613037	-121.9015427	SHASTA	UNINCORPOR	-121.9014893	40.84609604
90818855	2018 SR-299	FENDERS FEF	299	1	1	1		40.82154846	-121.9329071	SHASTA	UNINCORPOR	-121.9329071	40.82154846
90819804	2018 SR-299	DUNN MOODY	299	2	0	2		40.81800842	-121.9355774	SHASTA	UNINCORPOR	-121.9356232	40.81804276
91313828	2020 SR-299	BIG BEND RD	299	2	0	1		40.8655014	-121.9126587	SHASTA	UNINCORPOR	-121.912674	40.86553955
90719178	2018 STATE ROUTE	BIG BEND RD	299	3	0	2	Y	40.8468399	-121.9011612	SHASTA	UNINCORPOR	-121.9012146	40.8468399
91272133	2020 SR-299	WOODHILL DF	299	4	0	1		40.85972977	-121.9088516	SHASTA	UNINCORPOR	-121.9087982	40.85977554
90965735	2019 SR-299	WOODHILL DF	299	3	0	2		40.84671021	-121.9074936	SHASTA	UNINCORPOR	-121.9075089	40.84665298
90873289	2018 STATE ROUTE	TAMARACK RI	299	3	0	1		40.87707138	-121.7395706	SHASTA	UNINCORPOR	-121.7395782	40.87708282
91189927	2020 SR-299	BUNCH GRAS	299	3	0	1 Y		40.85231018	-121.7603226	SHASTA	UNINCORPOR	-121.7603226	40.85228729
91316938	2020 SR-299	TAMARACK RI	299	3	0	1 Y		40.87429047	-121.7061768	SHASTA	UNINCORPOR	-121.7061996	40.87418365
90952284	2019 SR-299	MOOSE CAMP	299	2	0	1		40.85593033	-121.7442398	SHASTA	UNINCORPOR	-121.7444077	40.85620117
90984073	2019 STATE ROUTE	ELM ST.	299	2	0	11	Y	40.87779999	-121.6768723	SHASTA	UNINCORPOR	-121.6768417	40.87776566
91253047	2020 SR-299	PINE STREET	299	4	0	2		40.88008881	-121.6739578	SHASTA	UNINCORPOR	-121.6739655	40.88009644
91163903	2020 SR-299	TIMBER DR	299	4	0	3		40.88127136	-121.6725006	SHASTA	UNINCORPOR	-121.6725006	40.88127136

CRASH DIAGRAM

Primary Street:
CA-299 E

Secondary Street:
Between I-5 and Hawley Road

Time Period:
3 Years (2018-2020)

Agency Name:
Westwood Professional Services

Mapping Summary:	
Fatal Crash	0
Injury Crash	4
Mapped	4
Not Drawn	1
Total	5

→ Straight

↶ Left Turn

↷ Right Turn

↺ U-Turn

↻ Overturned

↘ Ran Off Road

⌛ Stopped

⌛ Parked

Pedestrian

Bicycle

Object

Fatal Crash

Injury Crash



CRASH DIAGRAM

Primary Street:
CA-299 E

Secondary Street:
Between Hawley Road and Old O

Time Period:
3 Years (2018-2020)

Agency Name:
Westwood Professional Services

Mapping Summary:	
Fatal Crash	0
Injury Crash	1
Mapped	1
Not Drawn	0
Total	1

- Straight

↶ Left Turn

↷ Right Turn

↺ U-Turn

↻ Overturned

↘ Ran Off Road

⌘ Stopped

⌘ Parked
- Pedestrian

Bicycle

Object

Fatal Crash

Injury Crash



CRASH DIAGRAM

Primary Street:
CA-299 E

Secondary Street:
Between Old Oregon Trail and De

Time Period:
3 Years (2018-2020)

Agency Name:
Westwood Professional Services

Mapping Summary:	
Fatal Crash	0
Injury Crash	12
Mapped	12
Not Drawn	4
Total	16

- Straight

↶ Left Turn

↷ Right Turn

↺ U-Turn

↻ Overturned

↘ Ran Off Road

⌛ Stopped

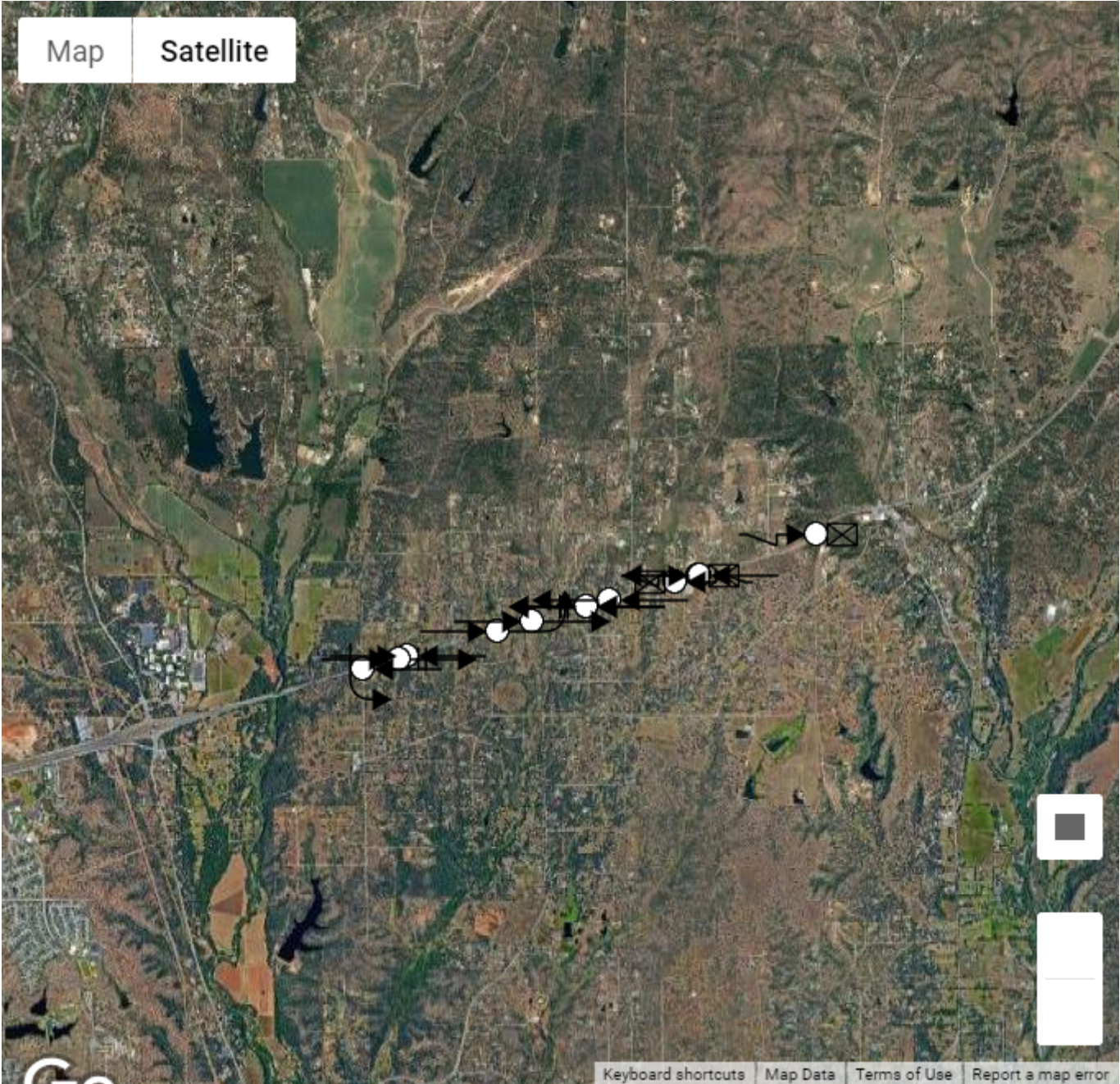
⌛ Parked
- Pedestrian

Bicycle

Object

Fatal Crash

Injury Crash



Date Created: 07/25/2023

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CRASH DIAGRAM

Primary Street:
CA-299 E

Secondary Street:
Deschutes Road to Terry Mill Roa

Time Period:
3 Years (2018-2020)

Agency Name:
Westwood Professional Services

Mapping Summary:

Fatal Crash	4
Injury Crash	22
Mapped	26
Not Drawn	11
Total	37

- Straight

↶ Left Turn

↷ Right Turn

↶ U-Turn

↶ Overturned

↷ Ran Off Road

⏹ Stopped

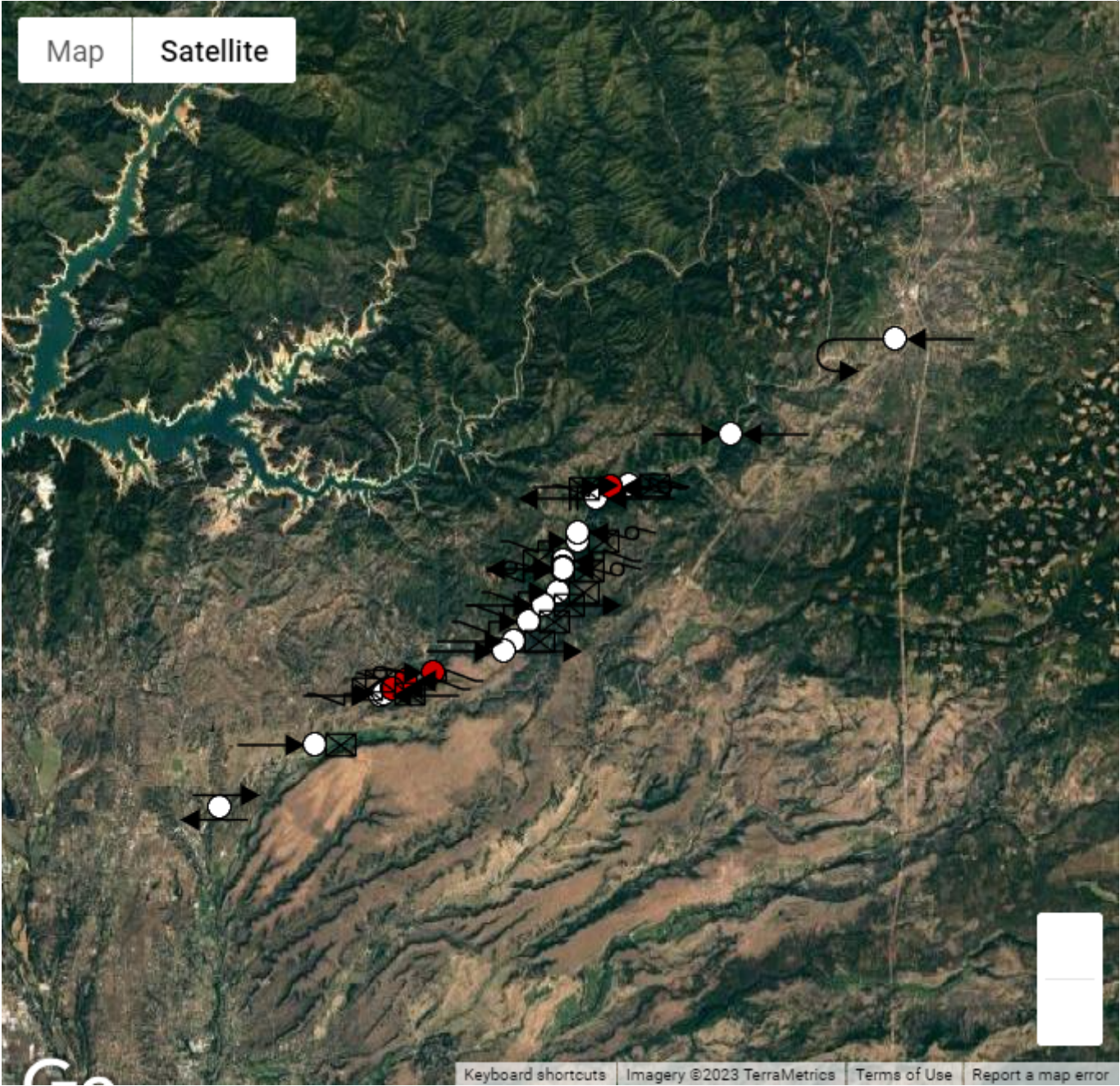
⏹ Parked
- Pedestrian

Bicycle

Object

Fatal Crash

Injury Crash



CRASH DIAGRAM

Primary Street:

CA-299 E

Secondary Street:

Terry Mill Road to Big Bend Road

Time Period:

3 Years (2018-2020)

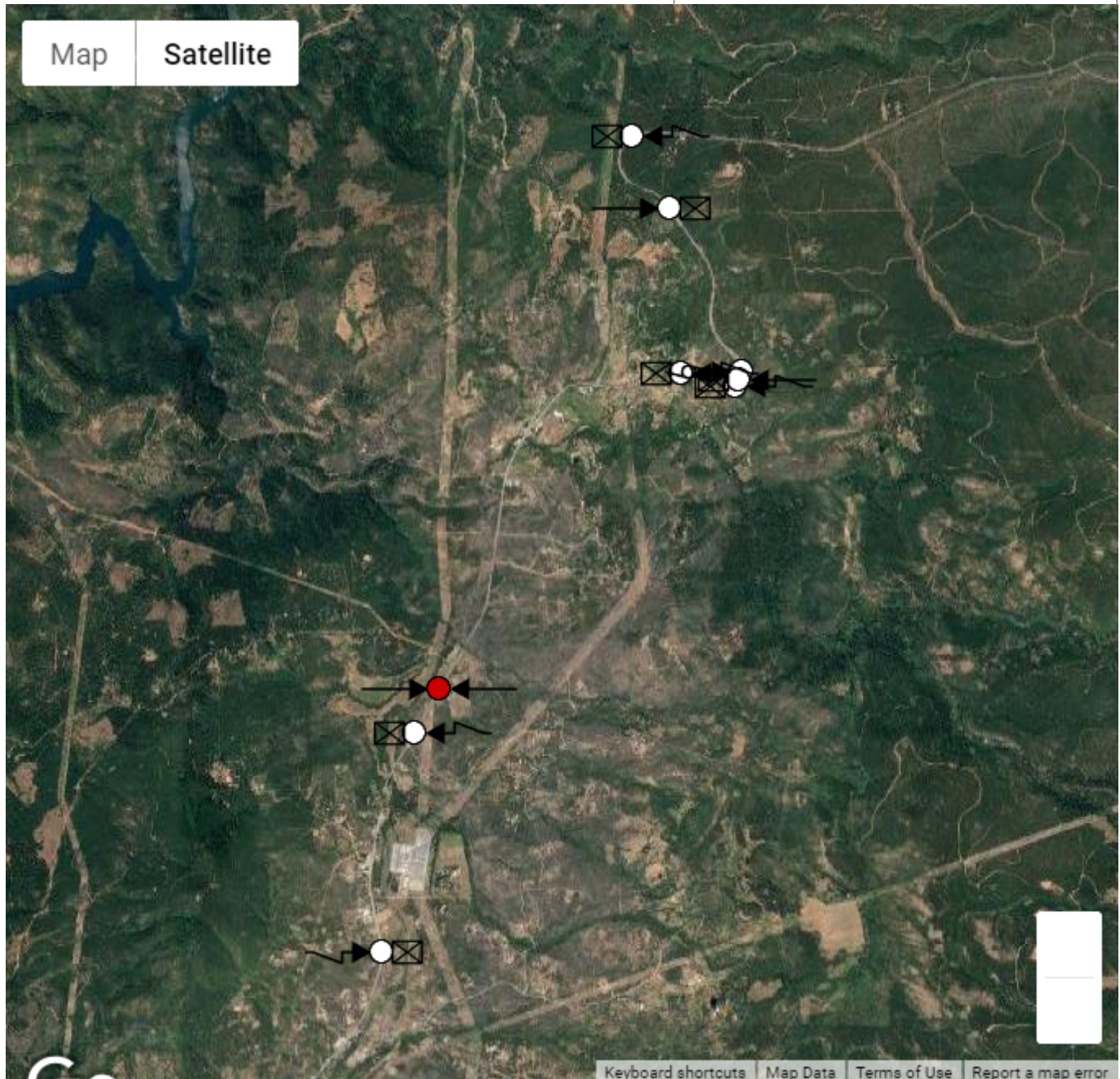
Agency Name:

Westwood Professional Services

Mapping Summary:

Fatal Crash	1
Injury Crash	8
Mapped	9
Not Drawn	2
Total	11

→ Straight	🚶 Pedestrian
↶ Left Turn	🚲 Bicycle
↷ Right Turn	☒ Object
↶ U-Turn	● Fatal Crash
↶ Overturned	○ Injury Crash
↷ Ran Off Road	
⏸ Stopped	
🅑 Parked	



Date Created: 07/25/2023

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CRASH DIAGRAM

Primary Street:
CA-299 E

Secondary Street:
Site Entrance #1 to #2

Time Period:
3 Years (2018-2020)

Agency Name:
Westwood Professional Services

Mapping Summary:	
Fatal Crash	0
Injury Crash	2
Mapped	2
Not Drawn	0
Total	2

- Straight

↶ Left Turn

↷ Right Turn

↶ U-Turn

↶ Overturned

↷ Ran Off Road

⏹ Stopped

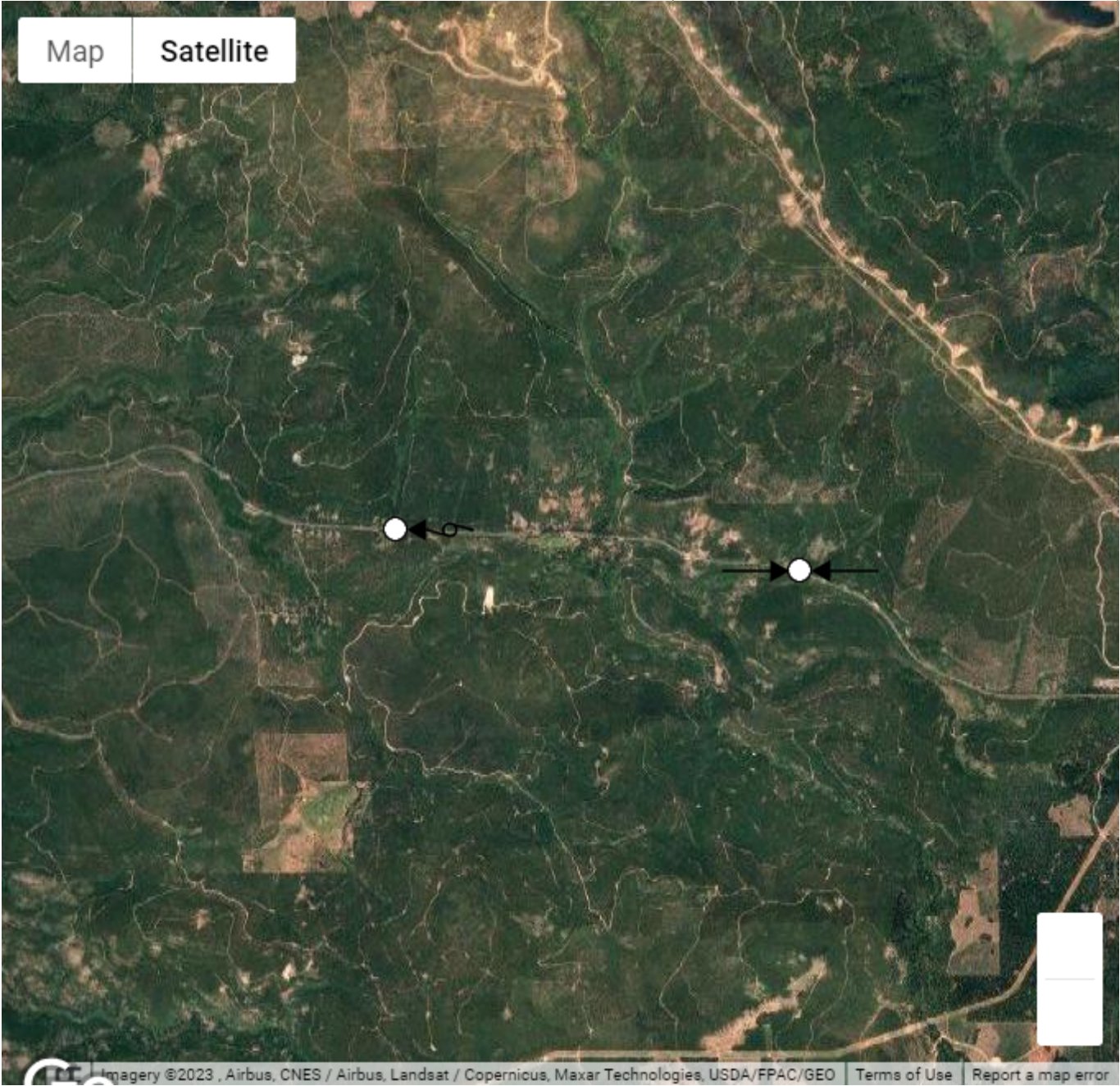
⏹ Parked
- Pedestrian

Bicycle

Object

Fatal Crash

Injury Crash



CRASH DIAGRAM

Primary Street:
CA-299 E

Secondary Street:
Site Entrance #2 to Tamarack Road

Time Period:
3 Years (2018-2020)

Agency Name:
Westwood Professional Services

Mapping Summary:	
Fatal Crash	0
Injury Crash	5
Mapped	5
Not Drawn	1
Total	6

- Straight

↶ Left Turn

↷ Right Turn

↶ U-Turn

↶ Overturned

↷ Ran Off Road

⏹ Stopped

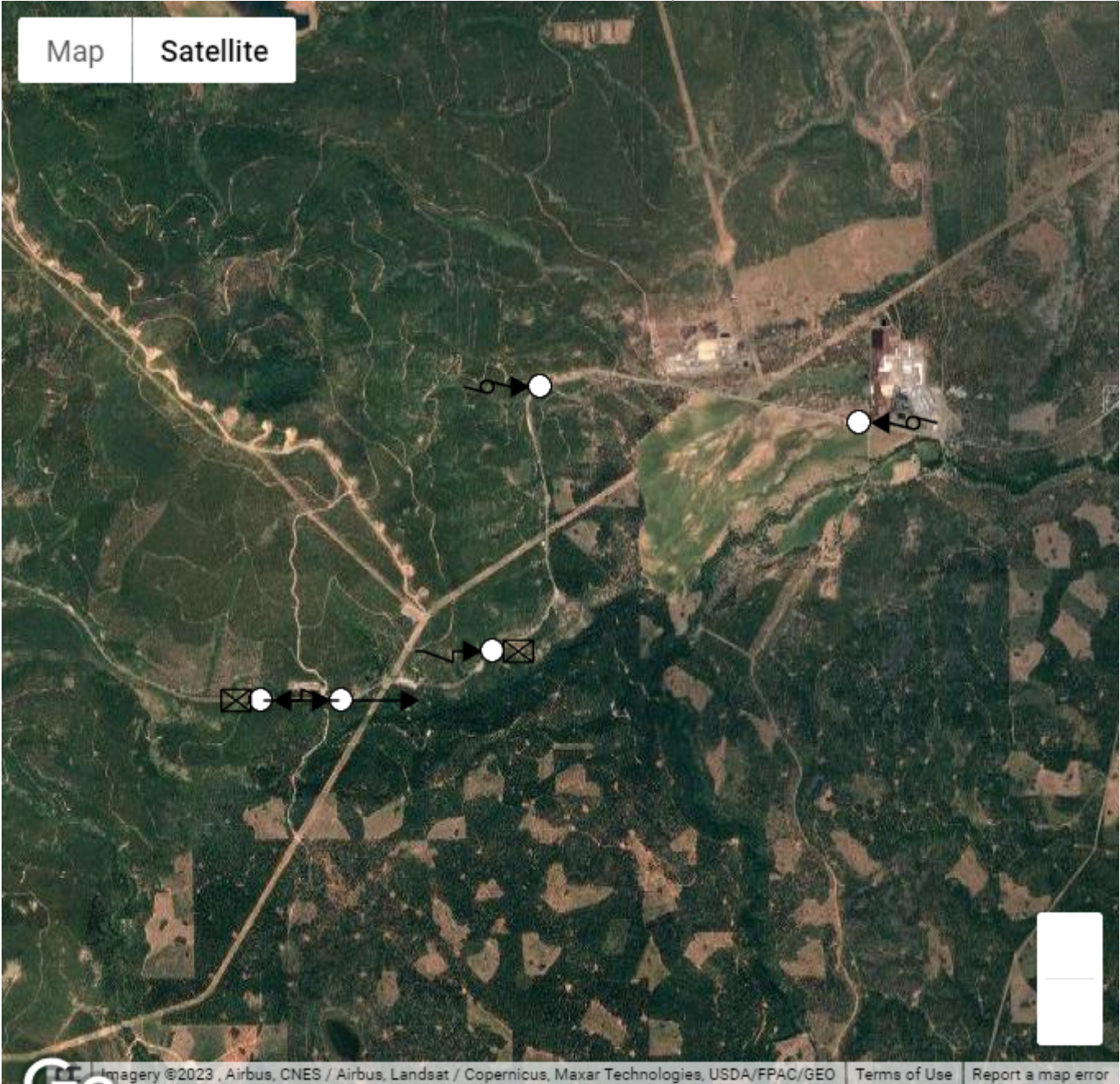
⏹ Parked
- Pedestrian

Bicycle

Object

Fatal Crash

Injury Crash



Date Created: 07/25/2023

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CRASH DIAGRAM

Primary Street:
CA-299 E

Secondary Street:
Tamarack Road to Elm Street

Time Period:
3 Years (2018-2020)

Agency Name:
Westwood Professional Services

Mapping Summary:	
Fatal Crash	0
Injury Crash	1
Mapped	1
Not Drawn	0
Total	1

- Straight

↶ Left Turn

↷ Right Turn

↺ U-Turn

↻ Overturned

↘ Ran Off Road

⌛ Stopped

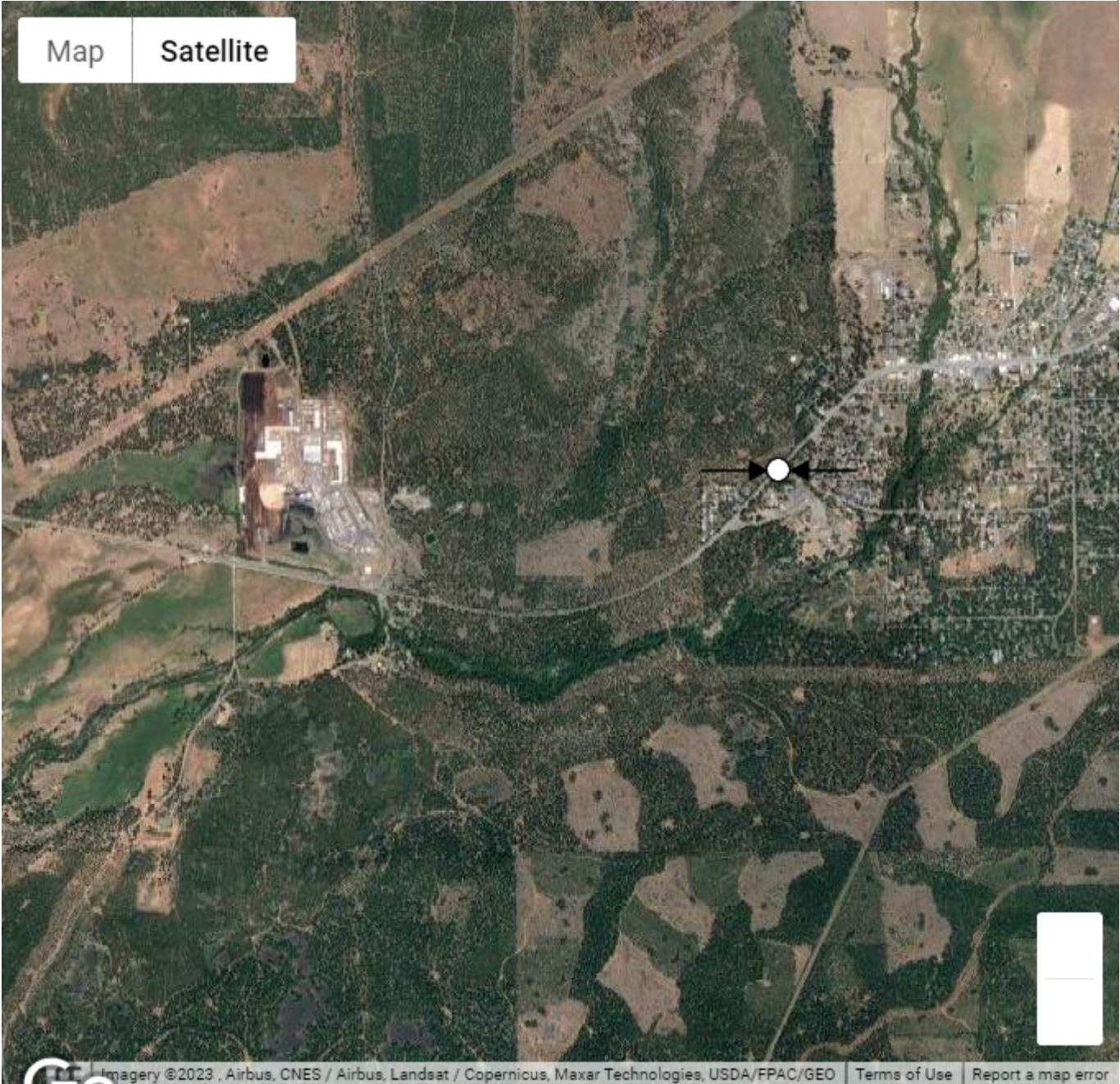
⌛ Parked
- Pedestrian

Bicycle

Object

Fatal Crash

Injury Crash



Date Created: 07/25/2023

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CRASH DIAGRAM

Primary Street:
CA-299 E

Secondary Street:
Elm Street to Plumas Street

Time Period:
3 Years (2018-2020)

Agency Name:
Westwood Professional Services

Mapping Summary:	
Fatal Crash	0
Injury Crash	2
Mapped	2
Not Drawn	0
Total	2

- Straight

↶ Left Turn

↷ Right Turn

↶ U-Turn

↶ Overturned

↷ Ran Off Road

⌘ Stopped

⌘ Parked
- Pedestrian

Bicycle

Object

Fatal Crash

Injury Crash



Crash Rate =	$\frac{(\text{Number of Crashes}) \times (1,000,000)}{\text{Vehicle Miles of Travel}}$
Fatality Rate =	$\frac{(\text{Number of Victims}) \times (100,000,000)}{\text{Vehicle Miles of Travel}}$

The terms Rural and Urban are not to be confused with Inside and Outside Cities since they are not necessarily the same. Urban areas are defined and approved by the Federal Highway Administration (FHWA) on the general basis of urban characteristics and do not necessarily coincide with city boundaries.

Suburban areas are defined as areas inside city limits but classified as rural, plus areas outside city limits but classified as urban by the FHWA. All areas not classified as urban are rural.

D. Basic or Average Crash Rate Tables

The basic or average crash rate tables begin on page 83. The rates shown were all reviewed and revised during March 2020, with addition of Intersection Rate Group 31 – Roundabout, all access.

The average rates for all highway, intersection and ramp rate groups are primarily based on crash data for the years 2015 through 2019. These five years data were also used to determine the percentages of fatal and injury crashes.

It should be noted that some of the rate groups are based on limited amounts of mileage and travel. The use of these rate groups by local agencies as a standard or average rate for local roads may or may not be entirely appropriate.

E. Pedestrian and Bicycle Fatality and Injury Data

The pedestrian tables begin on page 91. The data contained in these tables includes the number of pedestrians that were involved in crashes on California state highways. Beginning 2012, crosswalks on state highways are included as intersection crash locations.

The bicycle tables begin on page 101. The data contained in these tables include the number of bicyclists that were involved in crashes on California state highways.

The pedestrian and bicyclist data also include crashes in the ramp area 4 and intersection area 6 as defined below.

- **Non-state Route – Associated with Ramp Area 4** is the area in an interchange on a county road or city street within 100 feet outside the outermost ramp terminal.
- **Non-state Route – Associated with State Route Intersection Area 6** is when a vehicle leaves the road from or when the crash occurs on a non-state route outside the state right of way limits and within 250 feet from the center of the intersection.

**CALIFORNIA STATE HIGHWAYS
STATEWIDE TRAVEL AND CRASH RATES**

LANE TYPE	2020 ROAD MILES	2020 TRAVEL (MVM)	2020			3-YR Rates (2018, 2019, 2020)		
			CRASHES		VICTIMS	CRASHES		VICTIMS
			TOTAL PER MVM	FATAL+ INJURY PER MVM	FATALITIES PER 100 MVM	TOTAL PER MVM	FATAL + INJURY PER MVM	FATALITIES PER 100 MVM
RURAL (INSIDE + OUTSIDE CITY)								
	7,058.8	9,766.5	0.99	0.45	3.44	1.03	0.46	3.32
2 AND 3 LN	70.2	252.9	0.85	0.28	1.58	0.96	0.33	2.51
4+ UND	324.1	1,730.2	0.61	0.23	1.56	0.74	0.27	1.53
4+ DIV	7,453.0	11,749.6	0.93	0.41	3.12	0.99	0.43	3.04
SUBTOTAL	718.5	1,550.2	0.68	0.29	2.45	0.72	0.30	2.34
2 AND 3 LN EXP	589.5	3,651.3	0.53	0.19	1.31	0.60	0.21	1.30
4+ DIV EXP	8,761.1	16,951.1	0.82	0.35	2.67	0.88	0.37	2.61
NON FWY	1,720.1	22,914.6	0.46	0.15	0.83	0.49	0.16	0.87
FREEWAY	10,481.2	39,865.7	0.61	0.24	1.61	0.65	0.25	1.60
TOTAL URBAN (INSIDE + OUTSIDE CITY)								
	921.2	3,310.4	1.09	0.48	2.45	1.20	0.52	1.95
2 AND 3 LN	86.1	621.4	1.37	0.62	2.09	1.41	0.63	2.32
4+ UND	588.7	6,287.1	1.00	0.50	2.00	1.13	0.56	1.72
4+ DIV	1,595.9	10,218.9	1.05	0.50	2.15	1.17	0.55	1.83
SUBTOTAL	97.8	356.8	0.93	0.37	2.52	0.92	0.35	1.72
2 AND 3 LN EXP	187.3	2,147.5	0.71	0.29	0.79	0.79	0.31	0.93
4+ DIV EXP	1,881.0	12,723.2	0.99	0.46	1.93	1.10	0.50	1.67
NON FWY	2,691.4	120,925.3	0.78	0.24	0.61	0.95	0.30	0.51
FREEWAY	4,572.4	133,648.5	0.80	0.27	0.73	0.96	0.32	0.62
TOTAL STATEWIDE								
	7,980.0	13,076.9	1.02	0.46	3.19	1.07	0.47	2.97
2 AND 3 LN	156.2	874.3	1.22	0.53	1.94	1.29	0.55	2.37
4+ UND	912.8	8,017.3	0.91	0.44	1.91	1.05	0.50	1.68
4+ DIV	9,049.0	21,968.5	0.99	0.45	2.67	1.07	0.48	2.47
SUBTOTAL	816.3	1,907.0	0.73	0.31	2.46	0.76	0.31	2.22
2 AND 3 LN EXP	776.8	5,798.8	0.60	0.23	1.12	0.67	0.25	1.16
4+ DIV EXP	10,642.1	29,674.3	0.89	0.40	2.36	0.97	0.43	2.20
NON FWY	4,411.5	143,839.9	0.73	0.23	0.64	0.88	0.28	0.56
FREEWAY	15,053.6	173,514.2	0.76	0.26	0.93	0.89	0.30	0.84

TOTAL

APPENDIX D

HCS7 Multilane Highway Report

Project Information

Analyst	PJV	Date	5/15/2023
Agency	California Energy Commission	Analysis Year	2020
Jurisdiction	Shasta County	Time Period Analyzed	PEAK HOUR
Project Description	PRE-CONSTRUCTION_Segment 1- Eastbound - between I-5 and Hawley Road	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-0.41
Measured or Base Free-Flow Speed	Base	Grade Length, mi	0.60
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume(V) veh/h	575	Heavy Vehicle Adjustment Factor (fHV)	0.942
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	324
Total Trucks, %	4.73	Capacity (c), pc/h/ln	2072
Single-Unit Trucks (SUT), %	30	Adjusted Capacity (cadj), pc/h/ln	2006
Tractor-Trailers (TT), %	70	Volume-to-Capacity Ratio (v/c)	0.16

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	53.6
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	6.0
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (VOL),veh/h	306	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	3.35
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	C

HCS7 Multilane Highway Report

Project Information

Analyst	PJV	Date	5/15/2023
Agency	California Energy Commission	Analysis Year	2020
Jurisdiction	Shasta County	Time Period Analyzed	PEAK HOUR
Project Description	PRE-CONSTRUCTION_Segment 1- Eastbound - between I-5 and Hawley Road	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	0.41
Measured or Base Free-Flow Speed	Base	Grade Length, mi	0.60
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume(V) veh/h	1100	Heavy Vehicle Adjustment Factor (fHV)	0.936
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	625
Total Trucks, %	4.73	Capacity (c), pc/h/ln	2072
Single-Unit Trucks (SUT), %	30	Adjusted Capacity (cadj), pc/h/ln	2006
Tractor-Trailers (TT), %	70	Volume-to-Capacity Ratio (v/c)	0.31

Direction 2 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	53.6
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	11.7
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (VOL),veh/h	585	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	3.68
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	D

HCS7 Multilane Highway Report

Project Information

Analyst	PJV	Date	5/15/2023
Agency	California Energy Commission	Analysis Year	2020
Jurisdiction	Shasta County	Time Period Analyzed	PEAK HOUR
Project Description	PRE-CONSTRUCTION_Segment 2 - Eastbound - between Hawley Road and Old Oregon Trail	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-0.08
Measured or Base Free-Flow Speed	Base	Grade Length, mi	1.70
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	5
Median Type	Divided	Total Lateral Clearance (TLC), ft	11
Free-Flow Speed (FFS), mi/h	54.6		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume(V) veh/h	475	Heavy Vehicle Adjustment Factor (fHV)	0.951
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	266
Total Trucks, %	3.76	Capacity (c), pc/h/ln	2064
Single-Unit Trucks (SUT), %	23	Adjusted Capacity (cadj), pc/h/ln	1998
Tractor-Trailers (TT), %	77	Volume-to-Capacity Ratio (v/c)	0.13

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	53.2
Total Lateral Clearance Adj. (fLLC)	0.4	Density (D), pc/mi/ln	5.0
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (vOL),veh/h	253	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	2.82
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	C

HCS7 Multilane Highway Report

Project Information

Analyst	PJV	Date	5/15/2023
Agency	California Energy Commission	Analysis Year	2020
Jurisdiction	Shasta County	Time Period Analyzed	PEAK HOUR
Project Description	PRE-CONSTRUCTION_Segment 2 - Eastbound - between Hawley Road and Old Oregon Trail	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	0.08
Measured or Base Free-Flow Speed	Base	Grade Length, mi	0.60
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume(V) veh/h	575	Heavy Vehicle Adjustment Factor (fHV)	0.950
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	322
Total Trucks, %	3.76	Capacity (c), pc/h/ln	2072
Single-Unit Trucks (SUT), %	23	Adjusted Capacity (cadj), pc/h/ln	2006
Tractor-Trailers (TT), %	77	Volume-to-Capacity Ratio (v/c)	0.16

Direction 2 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	53.6
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	6.0
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (vOL),veh/h	306	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	2.92
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	C

HCS7 Two-Lane Highway Report

Project Information

Analyst	Carlos Arias	Date	5/15/2023
Agency	Westwood	Analysis Year	2020
Jurisdiction	Shasta County	Time Period Analyzed	Peak Hour
Project Description	Fountain Wind Two Lane e-w E Bound - Along CA-299E from Old Oregon Trail to Plumas Street	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	8.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	277	Opposing Demand Flow Rate, veh/h	484
Peak Hour Factor	0.94	Total Trucks, %	3.76
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.6
Speed Slope Coefficient	3.71254	Speed Power Coefficient	0.48424
PF Slope Coefficient	-1.26145	PF Power Coefficient	0.76719
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.8
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22704	-	-	59.0

Vehicle Results

Average Speed, mi/h	59.0	Percent Followers, %	37.5
Segment Travel Time, minutes	4.37	Followers Density, followers/mi/ln	1.8
Vehicle LOS	A		

Segment 2

Vehicle Inputs

Segment Type	Passing Lanes	Length, ft	99999
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	138	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	14.90
Segment Capacity, veh/h	1400	Demand/Capacity (D/C)	0.10

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	61.2
Speed Slope Coefficient	7.28696	Speed Power Coefficient	1.58663
PF Slope Coefficient	-0.96880	PF Power Coefficient	0.89273
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	99999	-	-	61.2

Passing Lane Results		
	Faster Lane	Slower Lane
Flow Rate, veh/h	92	46
Percentage of Heavy Vehicles (HV%), %	5.96	32.90
Initial Average Speed (Sint), mi/h	61.5	60.6
Average Speed at Midpoint (SPLmid), mi/h	63.2	58.9
Percent Followers at Midpoint (PFPLmid), %	11.2	5.7

Vehicle Results			
Average Speed, mi/h	61.2	Percent Followers, %	15.3
Segment Travel Time, minutes	18.58	Followers Density, followers/mi/ln	0.3
Vehicle LOS	A		

Segment 3

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	15105
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	144	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	14.90
Segment Capacity, veh/h	1400	Demand/Capacity (D/C)	0.10

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	61.2
Speed Slope Coefficient	7.24983	Speed Power Coefficient	1.54401
PF Slope Coefficient	-0.96855	PF Power Coefficient	0.89690
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	15105	-	-	61.1

Passing Lane Results		
	Faster Lane	Slower Lane
Flow Rate, veh/h	96	48
Percentage of Heavy Vehicles (HV%), %	5.96	32.72
Initial Average Speed (Sint), mi/h	61.5	60.6
Average Speed at Midpoint (SPLmid), mi/h	63.2	58.9
Percent Followers at Midpoint (PFPLmid), %	11.5	5.8

Vehicle Results			
Average Speed, mi/h	61.1	Percent Followers, %	15.6
Segment Travel Time, minutes	2.81	Followers Density, followers/mi/ln	0.4
Vehicle LOS	A		

Segment 4

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	35904
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	6.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	144	Opposing Demand Flow Rate, veh/h	144
Peak Hour Factor	0.94	Total Trucks, %	14.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results			
Segment Vertical Class	2	Free-Flow Speed, mi/h	59.8
Speed Slope Coefficient	4.53356	Speed Power Coefficient	0.66486
PF Slope Coefficient	-1.17419	PF Power Coefficient	0.79683
In Passing Lane Effective Length?	Yes	Total Segment Density, veh/mi/ln	0.5
%Improved % Followers	9.4	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	35904	-	-	59.3

Vehicle Results			
Average Speed, mi/h	59.3	Percent Followers, %	22.1
Segment Travel Time, minutes	6.89	Followers Density, followers/mi/ln	0.5
Vehicle LOS	A		

Segment 5

Vehicle Inputs					
Segment Type		Passing Zone	Length, ft		12144
Measured FFS		Measured	Free-Flow Speed, mi/h		47.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		179	Opposing Demand Flow Rate, veh/h		179
Peak Hour Factor		0.94	Total Trucks, %		31.00
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.11
Intermediate Results					
Segment Vertical Class		4	Free-Flow Speed, mi/h		47.0
Speed Slope Coefficient		30.47189	Speed Power Coefficient		0.74794
PF Slope Coefficient		-1.43469	PF Power Coefficient		0.80690
In Passing Lane Effective Length?		Yes	Total Segment Density, veh/mi/ln		1.3
%Improved % Followers		7.2	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12144	-	-	42.4
Vehicle Results					
Average Speed, mi/h		42.4	Percent Followers, %		30.1
Segment Travel Time, minutes		3.25	Followers Density, followers/mi/ln		1.2
Vehicle LOS		A			
Segment 6					
Vehicle Inputs					
Segment Type		Passing Lanes	Length, ft		25872
Measured FFS		Measured	Free-Flow Speed, mi/h		46.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		179	Opposing Demand Flow Rate, veh/h		-
Peak Hour Factor		0.94	Total Trucks, %		31.00
Segment Capacity, veh/h		1100	Demand/Capacity (D/C)		0.16
Intermediate Results					
Segment Vertical Class		2	Free-Flow Speed, mi/h		46.0
Speed Slope Coefficient		12.22850	Speed Power Coefficient		1.55917
PF Slope Coefficient		-0.91332	PF Power Coefficient		0.77795
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		0.8
%Improved % Followers		0.0	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	25872	-	-	45.8

Passing Lane Results					
	Faster Lane		Slower Lane		
Flow Rate, veh/h	115		63		
Percentage of Heavy Vehicles (HV%), %	12.40		64.76		
Initial Average Speed (Sint), mi/h	74.4		63.6		
Average Speed at Midpoint (SPLmid), mi/h	76.5		61.6		
Percent Followers at Midpoint (PFPLmid), %	8.8		0.0		
Vehicle Results					
Average Speed, mi/h	45.8	Percent Followers, %	21.3		
Segment Travel Time, minutes	6.42	Followers Density, followers/mi/ln	0.8		
Vehicle LOS	A				
Segment 7					
Vehicle Inputs					
Segment Type	Passing Lanes	Length, ft	30624		
Measured FFS	Measured	Free-Flow Speed, mi/h	47.0		
Demand and Capacity					
Directional Demand Flow Rate, veh/h	213	Opposing Demand Flow Rate, veh/h	-		
Peak Hour Factor	0.94	Total Trucks, %	30.00		
Segment Capacity, veh/h	1100	Demand/Capacity (D/C)	0.19		
Intermediate Results					
Segment Vertical Class	4	Free-Flow Speed, mi/h	47.0		
Speed Slope Coefficient	28.73583	Speed Power Coefficient	1.16507		
PF Slope Coefficient	-0.82245	PF Power Coefficient	1.06542		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.7		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	30624	-	-	44.7
Passing Lane Results					
	Faster Lane		Slower Lane		
Flow Rate, veh/h	135		78		
Percentage of Heavy Vehicles (HV%), %	12.00		61.11		
Initial Average Speed (Sint), mi/h	72.7		55.9		
Average Speed at Midpoint (SPLmid), mi/h	74.7		53.9		
Percent Followers at Midpoint (PFPLmid), %	11.0		-		
Vehicle Results					
Average Speed, mi/h	44.7		Percent Followers, %		14.6

Segment Travel Time, minutes	7.78	Followers Density, followers/mi/ln	0.7
Vehicle LOS	A		

Segment 8

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	7392
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	191	Opposing Demand Flow Rate, veh/h	197
Peak Hour Factor	0.94	Total Trucks, %	17.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.9
Speed Slope Coefficient	3.62198	Speed Power Coefficient	0.54015
PF Slope Coefficient	-1.19891	PF Power Coefficient	0.80879
In Passing Lane Effective Length?	Yes	Total Segment Density, veh/mi/ln	0.9
%Improved % Followers	14.0	% Improved Avg Speed	0.6

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7392	-	-	59.9

Vehicle Results

Average Speed, mi/h	60.3	Percent Followers, %	27.0
Segment Travel Time, minutes	1.39	Followers Density, followers/mi/ln	0.7
Vehicle LOS	A		

Segment 9

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	22.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	463	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.27

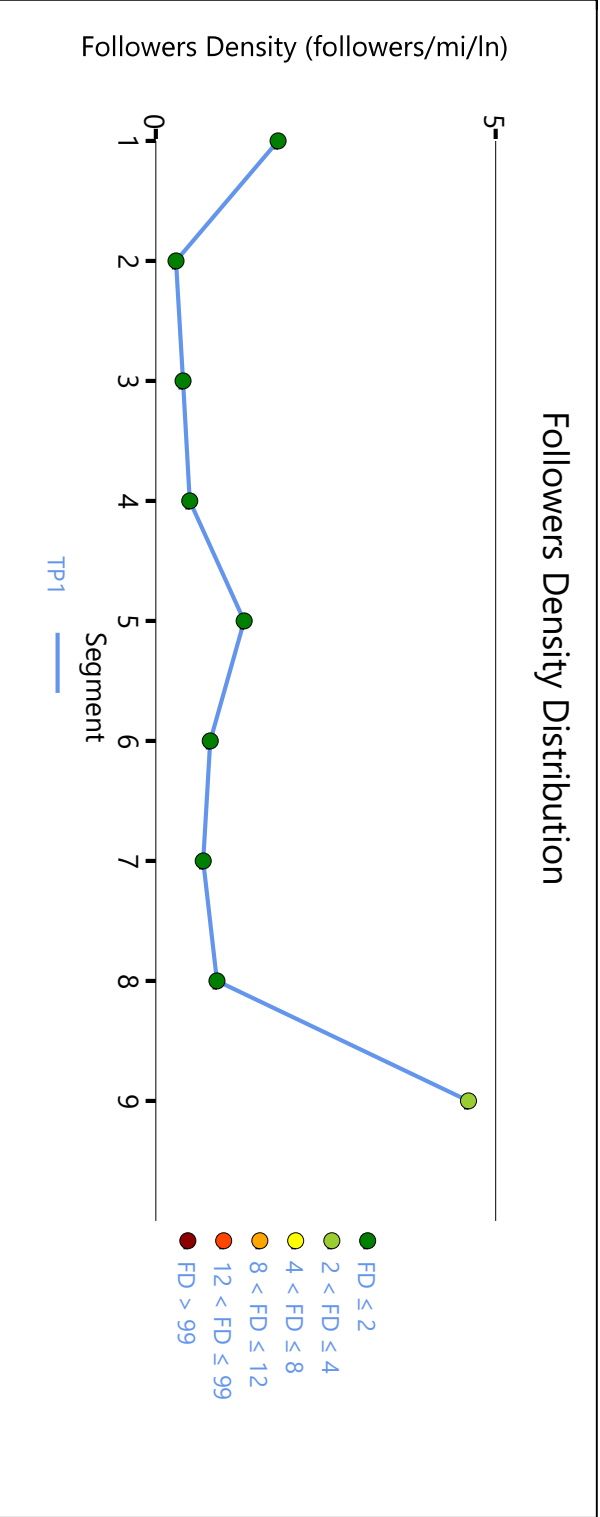
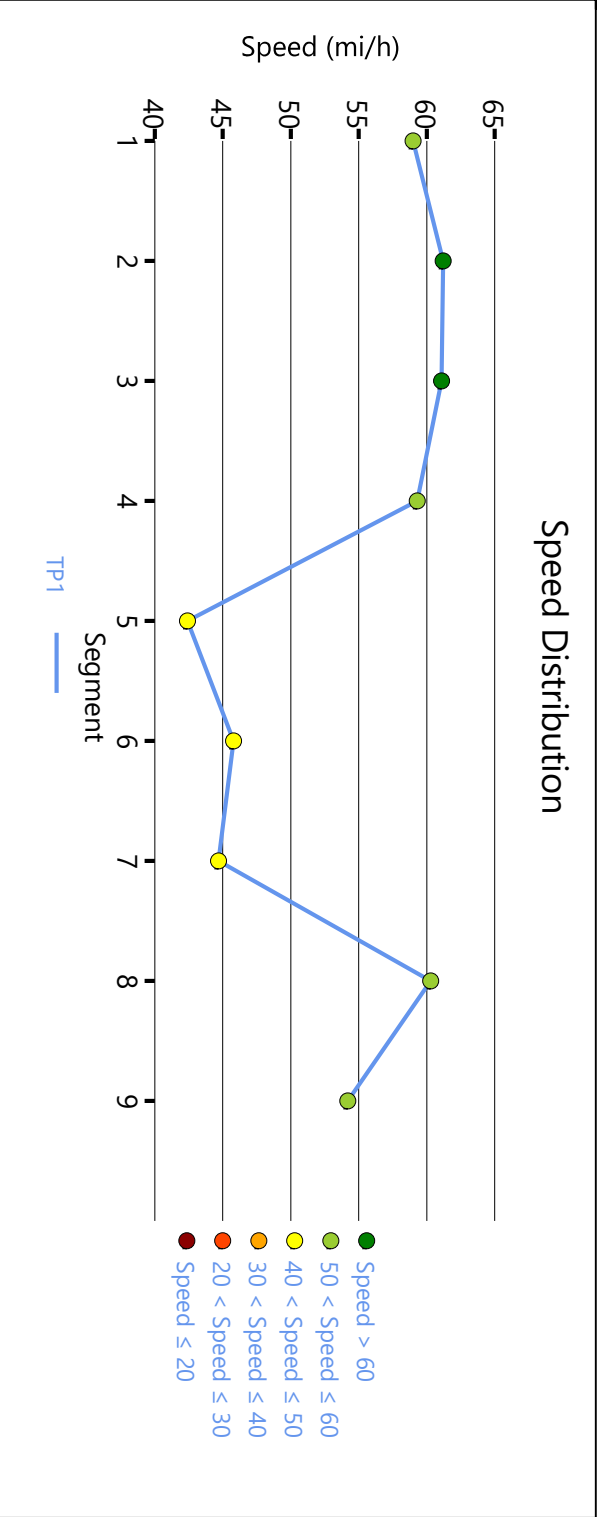
Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.6
Speed Slope Coefficient	3.59598	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.36655	PF Power Coefficient	0.74751

In Passing Lane Effective Length?	Yes	Total Segment Density, veh/mi/ln	4.6
%Improved % Followers	10.7	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2640	-	-	54.2

Vehicle Results			
Average Speed, mi/h	54.2	Percent Followers, %	53.6
Segment Travel Time, minutes	0.55	Followers Density, followers/mi/ln	4.1
Vehicle LOS	C		



HCS7 Two-Lane Highway Report

Project Information

Analyst	Carlos Arias	Date	4/12/2023
Agency	Westwood	Analysis Year	2020
Jurisdiction	Shasta County	Time Period Analyzed	Peak Hour
Project Description	Fountain Wind Two Lane e-w _ West Bound - Along CA-299E from Old Oregon Trail to Plumas Street	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	22.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	191	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	55.5
Speed Slope Coefficient	3.88683	Speed Power Coefficient	0.44359
PF Slope Coefficient	-1.43208	PF Power Coefficient	0.73380
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.2
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2640	-	-	54.2

Vehicle Results

Average Speed, mi/h	54.2	Percent Followers, %	34.7
Segment Travel Time, minutes	0.55	Followers Density, followers/mi/ln	1.2
Vehicle LOS	A		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	7392
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h		197	Opposing Demand Flow Rate, veh/h		191
Peak Hour Factor		0.94	Total Trucks, %		17.50
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.12
Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		60.9
Speed Slope Coefficient		3.62000	Speed Power Coefficient		0.54167
PF Slope Coefficient		-1.19762	PF Power Coefficient		0.80923
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		0.9
%Improved % Followers		0.0	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7392	-	-	59.8
Vehicle Results					
Average Speed, mi/h		59.8	Percent Followers, %		27.5
Segment Travel Time, minutes		1.40	Followers Density, followers/mi/ln		0.9
Vehicle LOS		A			
Segment 3					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft		30624
Measured FFS		Measured	Free-Flow Speed, mi/h		47.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		213	Opposing Demand Flow Rate, veh/h		213
Peak Hour Factor		0.94	Total Trucks, %		30.00
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.13
Intermediate Results					
Segment Vertical Class		4	Free-Flow Speed, mi/h		47.0
Speed Slope Coefficient		30.13295	Speed Power Coefficient		0.73099
PF Slope Coefficient		-1.45615	PF Power Coefficient		0.80231
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		1.8
%Improved % Followers		0.0	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	30624	-	-	40.9
Vehicle Results					
Average Speed, mi/h		40.9	Percent Followers, %		34.3
Segment Travel Time, minutes		8.51	Followers Density, followers/mi/ln		1.8
Vehicle LOS		A			

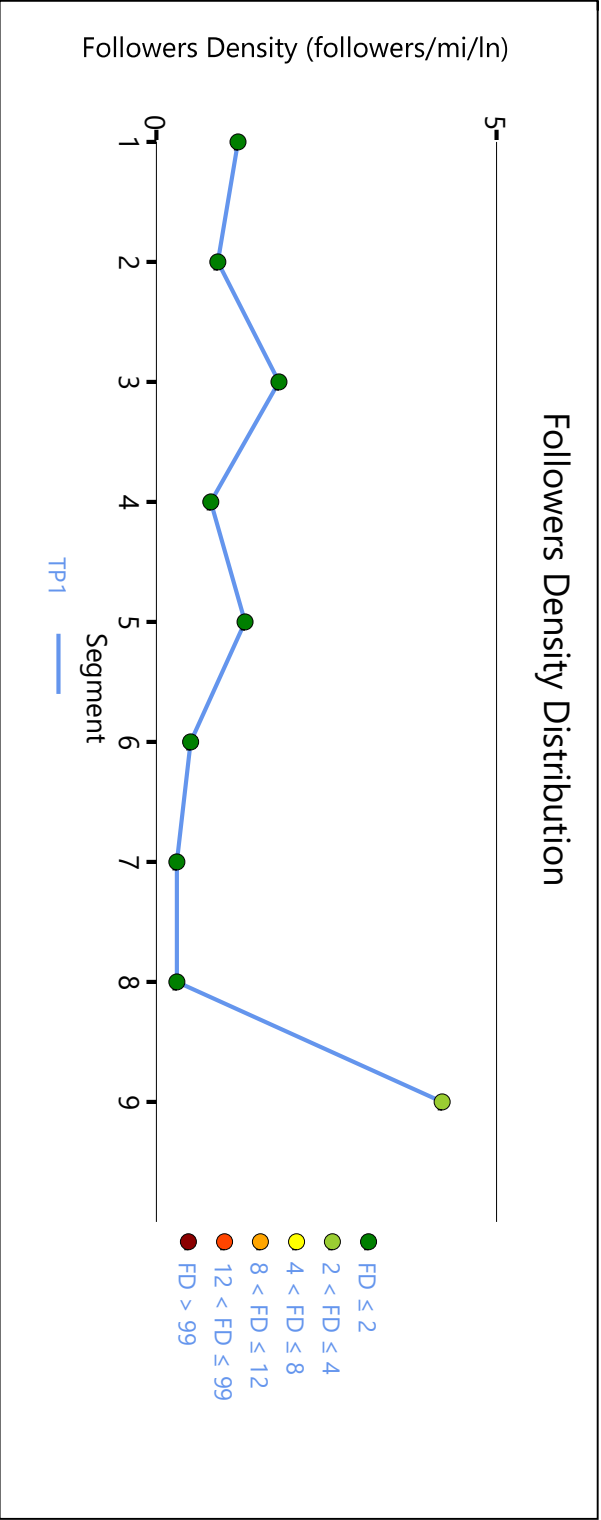
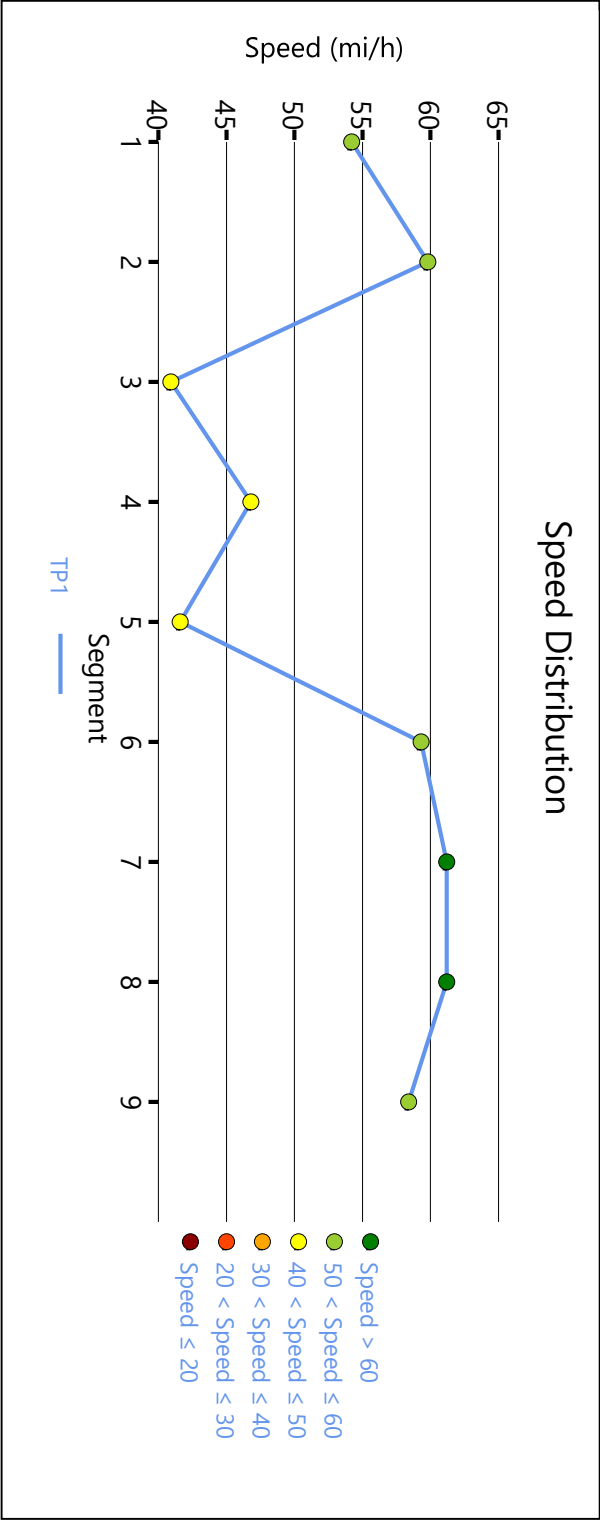
Segment 4					
Vehicle Inputs					
Segment Type		Passing Lanes	Length, ft	25872	
Measured FFS		Measured	Free-Flow Speed, mi/h	47.0	
Demand and Capacity					
Directional Demand Flow Rate, veh/h		179	Opposing Demand Flow Rate, veh/h	-	
Peak Hour Factor		0.94	Total Trucks, %	31.00	
Segment Capacity, veh/h		1100	Demand/Capacity (D/C)	0.16	
Intermediate Results					
Segment Vertical Class		2	Free-Flow Speed, mi/h	47.0	
Speed Slope Coefficient		12.22850	Speed Power Coefficient	1.55917	
PF Slope Coefficient		-0.91061	PF Power Coefficient	0.78832	
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln	0.8	
%Improved % Followers		0.0	% Improved Avg Speed	0.0	
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	25872	-	-	46.8
Passing Lane Results					
		Faster Lane		Slower Lane	
Flow Rate, veh/h		115		63	
Percentage of Heavy Vehicles (HV%), %		12.40		64.76	
Initial Average Speed (Sint), mi/h		74.4		63.6	
Average Speed at Midpoint (SPLmid), mi/h		76.5		61.6	
Percent Followers at Midpoint (PFPLmid), %		8.8		0.0	
Vehicle Results					
Average Speed, mi/h		46.8	Percent Followers, %		20.9
Segment Travel Time, minutes		6.29	Followers Density, followers/mi/ln		0.8
Vehicle LOS		A			
Segment 5					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft	12144	
Measured FFS		Measured	Free-Flow Speed, mi/h	46.0	
Demand and Capacity					
Directional Demand Flow Rate, veh/h		179	Opposing Demand Flow Rate, veh/h	179	
Peak Hour Factor		0.94	Total Trucks, %	31.00	
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)	0.11	

Intermediate Results					
Segment Vertical Class	4	Free-Flow Speed, mi/h	46.0		
Speed Slope Coefficient	30.47189	Speed Power Coefficient	0.74794		
PF Slope Coefficient	-1.43570	PF Power Coefficient	0.80084		
In Passing Lane Effective Length?	Yes	Total Segment Density, veh/mi/ln	1.3		
%Improved % Followers	13.9	% Improved Avg Speed	0.5		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12144	-	-	41.4
Vehicle Results					
Average Speed, mi/h	41.6	Percent Followers, %	30.3		
Segment Travel Time, minutes	3.31	Followers Density, followers/mi/ln	1.1		
Vehicle LOS	A				
Segment 6					
Vehicle Inputs					
Segment Type	Passing Zone	Length, ft	35904		
Lane Width, ft	12	Shoulder Width, ft	6		
Speed Limit, mi/h	55	Access Point Density, pts/mi	6.0		
Demand and Capacity					
Directional Demand Flow Rate, veh/h	144	Opposing Demand Flow Rate, veh/h	144		
Peak Hour Factor	0.94	Total Trucks, %	14.90		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08		
Intermediate Results					
Segment Vertical Class	2	Free-Flow Speed, mi/h	59.8		
Speed Slope Coefficient	4.53356	Speed Power Coefficient	0.66486		
PF Slope Coefficient	-1.17419	PF Power Coefficient	0.79683		
In Passing Lane Effective Length?	Yes	Total Segment Density, veh/mi/ln	0.5		
%Improved % Followers	8.5	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	35904	-	-	59.3
Vehicle Results					
Average Speed, mi/h	59.3	Percent Followers, %	22.1		
Segment Travel Time, minutes	6.89	Followers Density, followers/mi/ln	0.5		
Vehicle LOS	A				
Segment 7					

Vehicle Inputs					
Segment Type		Passing Lanes		Length, ft	
Lane Width, ft		12		Shoulder Width, ft	
Speed Limit, mi/h		55		Access Point Density, pts/mi	
Demand and Capacity					
Directional Demand Flow Rate, veh/h		138		Opposing Demand Flow Rate, veh/h	
Peak Hour Factor		0.94		Total Trucks, %	
Segment Capacity, veh/h		1400		Demand/Capacity (D/C)	
Intermediate Results					
Segment Vertical Class		1		Free-Flow Speed, mi/h	
Speed Slope Coefficient		7.24983		Speed Power Coefficient	
PF Slope Coefficient		-0.96855		PF Power Coefficient	
In Passing Lane Effective Length?		No		Total Segment Density, veh/mi/ln	
%Improved % Followers		0.0		% Improved Avg Speed	
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	15105	-	-	61.2
Passing Lane Results					
		Faster Lane		Slower Lane	
Flow Rate, veh/h		92		46	
Percentage of Heavy Vehicles (HV%), %		5.96		32.90	
Initial Average Speed (Sint), mi/h		61.5		60.6	
Average Speed at Midpoint (SPLmid), mi/h		63.2		58.9	
Percent Followers at Midpoint (PFPLmid), %		11.1		5.6	
Vehicle Results					
Average Speed, mi/h		61.2		Percent Followers, %	
Segment Travel Time, minutes		2.81		Followers Density, followers/mi/ln	
Vehicle LOS		A			
Segment 8					
Vehicle Inputs					
Segment Type		Passing Lanes		Length, ft	
Lane Width, ft		12		Shoulder Width, ft	
Speed Limit, mi/h		55		Access Point Density, pts/mi	
Demand and Capacity					
Directional Demand Flow Rate, veh/h		138		Opposing Demand Flow Rate, veh/h	
Peak Hour Factor		0.94		Total Trucks, %	
Segment Capacity, veh/h		1400		Demand/Capacity (D/C)	

Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		61.2
Speed Slope Coefficient		7.28696	Speed Power Coefficient		1.58663
PF Slope Coefficient		-0.96880	PF Power Coefficient		0.89273
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		0.3
%Improved % Followers		0.0	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	99999	-	-	61.2
Passing Lane Results					
		Faster Lane		Slower Lane	
Flow Rate, veh/h		92		46	
Percentage of Heavy Vehicles (HV%), %		5.96		32.90	
Initial Average Speed (Sint), mi/h		61.5		60.6	
Average Speed at Midpoint (SPLmid), mi/h		63.2		58.9	
Percent Followers at Midpoint (PFPLmid), %		11.2		5.7	
Vehicle Results					
Average Speed, mi/h		61.2	Percent Followers, %		15.3
Segment Travel Time, minutes		18.58	Followers Density, followers/mi/ln		0.3
Vehicle LOS		A			
Segment 9					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft		22704
Lane Width, ft		12	Shoulder Width, ft		6
Speed Limit, mi/h		55	Access Point Density, pts/mi		8.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		484	Opposing Demand Flow Rate, veh/h		277
Peak Hour Factor		0.94	Total Trucks, %		3.76
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.28
Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		60.6
Speed Slope Coefficient		3.65687	Speed Power Coefficient		0.52021
PF Slope Coefficient		-1.23195	PF Power Coefficient		0.77833
In Passing Lane Effective Length?		Yes	Total Segment Density, veh/mi/ln		4.2
%Improved % Followers		4.9	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h

1	Tangent	22704	-	-	58.4
Vehicle Results					
Average Speed, mi/h		58.4	Percent Followers, %		50.4
Segment Travel Time, minutes		4.42	Followers Density, followers/mi/h		4.0
Vehicle LOS		B			



HCS7 Multilane Highway Report

Project Information

Analyst	PJV	Date	6/9/2023
Agency	California Energy Commission	Analysis Year	2025
Jurisdiction	Shasta County	Time Period Analyzed	PEAK HOUR
Project Description	CONSTRUCTION_Segment 1- Eastbound - between I-5 and Hawley Road	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-0.41
Measured or Base Free-Flow Speed	Base	Grade Length, mi	0.60
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume(V) veh/h	666	Heavy Vehicle Adjustment Factor (fHV)	0.942
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	376
Total Trucks, %	4.73	Capacity (c), pc/h/ln	2072
Single-Unit Trucks (SUT), %	30	Adjusted Capacity (cadj), pc/h/ln	2006
Tractor-Trailers (TT), %	70	Volume-to-Capacity Ratio (v/c)	0.19

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	53.6
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	7.0
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (vOL),veh/h	354	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	3.43
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	C

HCS7 Multilane Highway Report

Project Information

Analyst	PJV	Date	6/9/2023
Agency	California Energy Commission	Analysis Year	2025
Jurisdiction	Shasta County	Time Period Analyzed	PEAK HOUR
Project Description	CONSTRUCTION_Segment 1- Eastbound - between I-5 and Hawley Road	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	0.41
Measured or Base Free-Flow Speed	Base	Grade Length, mi	0.60
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume(V) veh/h	1160	Heavy Vehicle Adjustment Factor (fHV)	0.936
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	659
Total Trucks, %	4.73	Capacity (c), pc/h/ln	2072
Single-Unit Trucks (SUT), %	30	Adjusted Capacity (cadj), pc/h/ln	2006
Tractor-Trailers (TT), %	70	Volume-to-Capacity Ratio (v/c)	0.33

Direction 2 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	53.6
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	12.3
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (vOL),veh/h	617	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	3.71
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	D

HCS7 Multilane Highway Report

Project Information

Analyst	PJV	Date	6/9/2023
Agency	California Energy Commission	Analysis Year	2025
Jurisdiction	Shasta County	Time Period Analyzed	PEAK HOUR
Project Description	CONSTRUCTION_Segment 2 - Eastbound - between Hawley Road and Old Oregon Trail	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-0.08
Measured or Base Free-Flow Speed	Base	Grade Length, mi	1.70
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	5
Median Type	Divided	Total Lateral Clearance (TLC), ft	11
Free-Flow Speed (FFS), mi/h	54.6		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume(V) veh/h	566	Heavy Vehicle Adjustment Factor (fHV)	0.951
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	316
Total Trucks, %	3.76	Capacity (c), pc/h/ln	2064
Single-Unit Trucks (SUT), %	23	Adjusted Capacity (cadj), pc/h/ln	1998
Tractor-Trailers (TT), %	77	Volume-to-Capacity Ratio (v/c)	0.16

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	53.2
Total Lateral Clearance Adj. (fLLC)	0.4	Density (D), pc/mi/ln	5.9
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (VOL),veh/h	301	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	2.91
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	C

HCS7 Multilane Highway Report

Project Information

Analyst	PJV	Date	6/9/2023
Agency	California Energy Commission	Analysis Year	2025
Jurisdiction	Shasta County	Time Period Analyzed	PEAK HOUR
Project Description	CONSTRUCTION_Segment 2 - Eastbound - between Hawley Road and Old Oregon Trail	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	0.08
Measured or Base Free-Flow Speed	Base	Grade Length, mi	0.60
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume(V) veh/h	635	Heavy Vehicle Adjustment Factor (fHV)	0.950
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	356
Total Trucks, %	3.76	Capacity (c), pc/h/ln	2072
Single-Unit Trucks (SUT), %	23	Adjusted Capacity (cadj), pc/h/ln	2006
Tractor-Trailers (TT), %	77	Volume-to-Capacity Ratio (v/c)	0.18

Direction 2 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	53.6
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	6.6
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (VOL),veh/h	338	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	2.97
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	C

HCS7 Two-Lane Highway Report

Project Information

Analyst	Carlos Arias	Date	6/9/2023
Agency	Westwood	Analysis Year	2025
Jurisdiction	Shasta County	Time Period Analyzed	Peak Hour
Project Description	Fountain Wind Two Lane e-w E Bound - Along CA-299E from Old Oregon Trail to Plumas Street	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	8.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	373	Opposing Demand Flow Rate, veh/h	548
Peak Hour Factor	0.94	Total Trucks, %	3.76
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.22

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.6
Speed Slope Coefficient	3.72711	Speed Power Coefficient	0.47597
PF Slope Coefficient	-1.26788	PF Power Coefficient	0.76437
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22704	-	-	58.6

Vehicle Results

Average Speed, mi/h	58.6	Percent Followers, %	45.0
Segment Travel Time, minutes	4.41	Followers Density, followers/mi/ln	2.9
Vehicle LOS	B		

Segment 2

Vehicle Inputs

Segment Type	Passing Lanes	Length, ft	99999
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	235	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	14.90
Segment Capacity, veh/h	1400	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.2
Speed Slope Coefficient	7.28696	Speed Power Coefficient	1.58663
PF Slope Coefficient	-0.96880	PF Power Coefficient	0.89273
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	99999	-	-	60.9

Passing Lane Results

	Faster Lane	Slower Lane
Flow Rate, veh/h	150	85
Percentage of Heavy Vehicles (HV%), %	5.96	30.60
Initial Average Speed (Sint), mi/h	61.5	60.7
Average Speed at Midpoint (SPLmid), mi/h	63.2	59.0
Percent Followers at Midpoint (PFPLmid), %	16.8	10.0

Vehicle Results

Average Speed, mi/h	60.9	Percent Followers, %	23.4
Segment Travel Time, minutes	18.66	Followers Density, followers/mi/ln	0.9
Vehicle LOS	A		

Segment 3

Vehicle Inputs

Segment Type	Passing Lanes	Length, ft	15105
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	235	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	14.90
Segment Capacity, veh/h	1400	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.2
Speed Slope Coefficient	7.24983	Speed Power Coefficient	1.54401
PF Slope Coefficient	-0.96855	PF Power Coefficient	0.89690
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	15105	-	-	60.9

Passing Lane Results		
	Faster Lane	Slower Lane
Flow Rate, veh/h	150	85
Percentage of Heavy Vehicles (HV%), %	5.96	30.60
Initial Average Speed (Sint), mi/h	61.5	60.7
Average Speed at Midpoint (SPLmid), mi/h	63.2	59.0
Percent Followers at Midpoint (PFPLmid), %	16.7	9.9

Vehicle Results			
Average Speed, mi/h	60.9	Percent Followers, %	23.2
Segment Travel Time, minutes	2.82	Followers Density, followers/mi/ln	0.9
Vehicle LOS	A		

Segment 4

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	35904
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	6.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	240	Opposing Demand Flow Rate, veh/h	207
Peak Hour Factor	0.94	Total Trucks, %	14.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results			
Segment Vertical Class	2	Free-Flow Speed, mi/h	59.8
Speed Slope Coefficient	4.58482	Speed Power Coefficient	0.64081
PF Slope Coefficient	-1.19424	PF Power Coefficient	0.79047
In Passing Lane Effective Length?	Yes	Total Segment Density, veh/mi/ln	1.3
%Improved % Followers	8.4	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	35904	-	-	58.5

Vehicle Results			
Average Speed, mi/h	58.5	Percent Followers, %	32.1
Segment Travel Time, minutes	6.97	Followers Density, followers/mi/ln	1.2
Vehicle LOS	A		

Segment 5

Vehicle Inputs					
Segment Type		Passing Zone	Length, ft		12144
Measured FFS		Measured	Free-Flow Speed, mi/h		47.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		276	Opposing Demand Flow Rate, veh/h		243
Peak Hour Factor		0.94	Total Trucks, %		31.00
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.16
Intermediate Results					
Segment Vertical Class		4	Free-Flow Speed, mi/h		47.0
Speed Slope Coefficient		30.59918	Speed Power Coefficient		0.71659
PF Slope Coefficient		-1.47032	PF Power Coefficient		0.80180
In Passing Lane Effective Length?		Yes	Total Segment Density, veh/mi/ln		2.9
%Improved % Followers		6.2	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12144	-	-	38.2
Vehicle Results					
Average Speed, mi/h		38.2	Percent Followers, %		40.7
Segment Travel Time, minutes		3.61	Followers Density, followers/mi/ln		2.8
Vehicle LOS		B			
Segment 6					
Vehicle Inputs					
Segment Type		Passing Lanes	Length, ft		25872
Measured FFS		Measured	Free-Flow Speed, mi/h		46.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		276	Opposing Demand Flow Rate, veh/h		-
Peak Hour Factor		0.94	Total Trucks, %		31.00
Segment Capacity, veh/h		1100	Demand/Capacity (D/C)		0.25
Intermediate Results					
Segment Vertical Class		2	Free-Flow Speed, mi/h		46.0
Speed Slope Coefficient		12.22850	Speed Power Coefficient		1.55917
PF Slope Coefficient		-0.91332	PF Power Coefficient		0.77795
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		1.7
%Improved % Followers		0.0	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	25872	-	-	45.2

Passing Lane Results					
	Faster Lane		Slower Lane		
Flow Rate, veh/h	169		106		
Percentage of Heavy Vehicles (HV%), %	12.40		60.59		
Initial Average Speed (Sint), mi/h	74.3		64.5		
Average Speed at Midpoint (SPLmid), mi/h	76.4		62.4		
Percent Followers at Midpoint (PFPLmid), %	12.7		0.5		
Vehicle Results					
Average Speed, mi/h	45.2	Percent Followers, %	28.5		
Segment Travel Time, minutes	6.51	Followers Density, followers/mi/ln	1.7		
Vehicle LOS	A				
Segment 7					
Vehicle Inputs					
Segment Type	Passing Lanes	Length, ft	30624		
Measured FFS	Measured	Free-Flow Speed, mi/h	47.0		
Demand and Capacity					
Directional Demand Flow Rate, veh/h	310	Opposing Demand Flow Rate, veh/h	-		
Peak Hour Factor	0.94	Total Trucks, %	30.00		
Segment Capacity, veh/h	1100	Demand/Capacity (D/C)	0.28		
Intermediate Results					
Segment Vertical Class	4	Free-Flow Speed, mi/h	47.0		
Speed Slope Coefficient	28.73583	Speed Power Coefficient	1.16507		
PF Slope Coefficient	-0.82245	PF Power Coefficient	1.06542		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.5		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	30624	-	-	42.3
Passing Lane Results					
	Faster Lane			Slower Lane	
Flow Rate, veh/h	188			122	
Percentage of Heavy Vehicles (HV%), %	12.00			57.68	
Initial Average Speed (Sint), mi/h	72.4			56.3	
Average Speed at Midpoint (SPLmid), mi/h	74.4			54.3	
Percent Followers at Midpoint (PFPLmid), %	15.4			-	
Vehicle Results					
Average Speed, mi/h	42.3		Percent Followers, %		21.0

Segment Travel Time, minutes	8.22	Followers Density, followers/mi/ln	1.5
Vehicle LOS	A		

Segment 8

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	7392
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	288	Opposing Demand Flow Rate, veh/h	261
Peak Hour Factor	0.94	Total Trucks, %	17.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.9
Speed Slope Coefficient	3.64391	Speed Power Coefficient	0.52382
PF Slope Coefficient	-1.21262	PF Power Coefficient	0.80405
In Passing Lane Effective Length?	Yes	Total Segment Density, veh/mi/ln	1.7
%Improved % Followers	13.0	% Improved Avg Speed	0.1

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7392	-	-	59.3

Vehicle Results

Average Speed, mi/h	59.4	Percent Followers, %	36.0
Segment Travel Time, minutes	1.41	Followers Density, followers/mi/ln	1.5
Vehicle LOS	A		

Segment 9

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	22.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	560	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

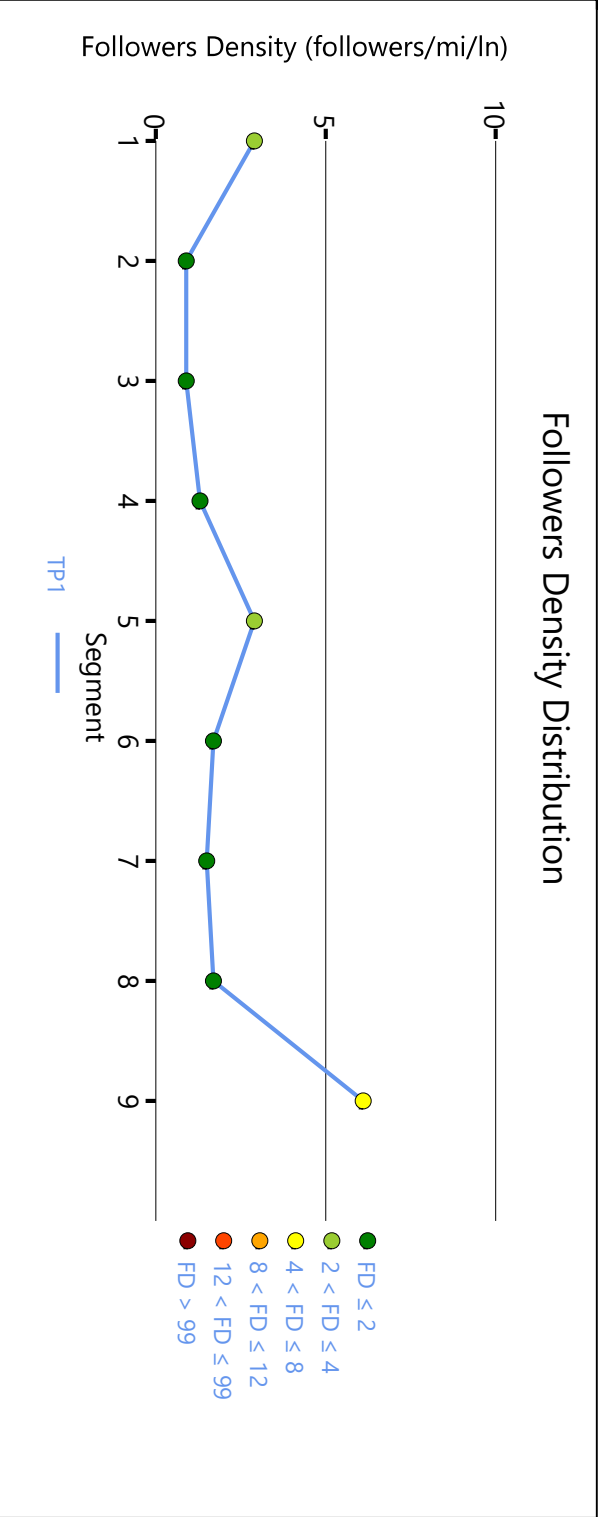
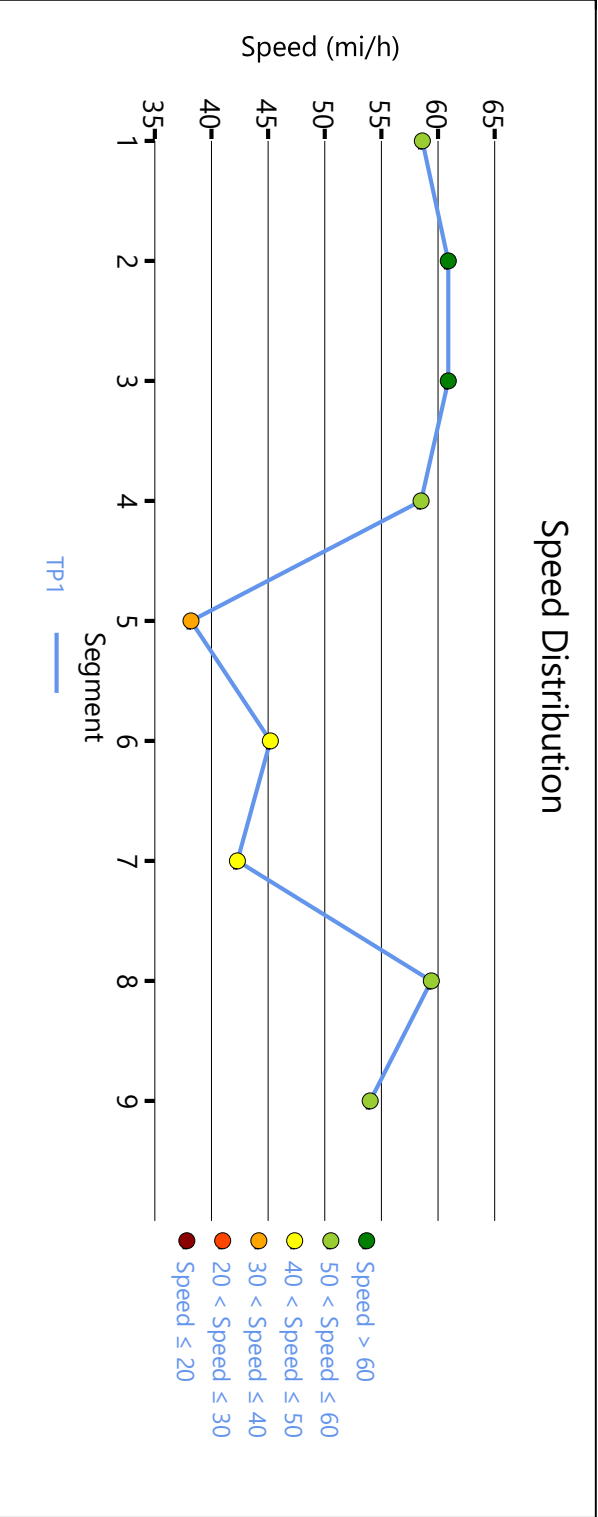
Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.6
Speed Slope Coefficient	3.59598	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.36655	PF Power Coefficient	0.74751

In Passing Lane Effective Length?	Yes	Total Segment Density, veh/mi/ln	6.1
%Improved % Followers	9.7	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2640	-	-	54.0

Vehicle Results			
Average Speed, mi/h	54.0	Percent Followers, %	58.7
Segment Travel Time, minutes	0.56	Followers Density, followers/mi/ln	5.5
Vehicle LOS	C		



HCS7 Two-Lane Highway Report

Project Information

Analyst	Carlos Arias	Date	6/9/2023
Agency	Westwood	Analysis Year	2025
Jurisdiction	Shasta County	Time Period Analyzed	Peak Hour
Project Description	Fountain Wind Two Lane e-w _ West Bound - Along CA-299E from Old Oregon Trail to Plumas Street	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	22.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	255	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.15

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	55.5
Speed Slope Coefficient	3.88683	Speed Power Coefficient	0.44359
PF Slope Coefficient	-1.43208	PF Power Coefficient	0.73380
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2640	-	-	53.8

Vehicle Results

Average Speed, mi/h	53.8	Percent Followers, %	40.9
Segment Travel Time, minutes	0.56	Followers Density, followers/mi/ln	1.9
Vehicle LOS	A		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	7392
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h		261	Opposing Demand Flow Rate, veh/h		288
Peak Hour Factor		0.94	Total Trucks, %		17.50
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.15
Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		60.9
Speed Slope Coefficient		3.65256	Speed Power Coefficient		0.51767
PF Slope Coefficient		-1.21772	PF Power Coefficient		0.80222
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		1.5
%Improved % Followers		0.0	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7392	-	-	59.4
Vehicle Results					
Average Speed, mi/h		59.4	Percent Followers, %		33.9
Segment Travel Time, minutes		1.41	Followers Density, followers/mi/ln		1.5
Vehicle LOS		A			
Segment 3					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft		30624
Measured FFS		Measured	Free-Flow Speed, mi/h		47.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		277	Opposing Demand Flow Rate, veh/h		310
Peak Hour Factor		0.94	Total Trucks, %		30.00
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.16
Intermediate Results					
Segment Vertical Class		4	Free-Flow Speed, mi/h		47.0
Speed Slope Coefficient		30.30657	Speed Power Coefficient		0.69074
PF Slope Coefficient		-1.50563	PF Power Coefficient		0.79558
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		3.1
%Improved % Followers		0.0	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	30624	-	-	37.9
Vehicle Results					
Average Speed, mi/h		37.9	Percent Followers, %		41.8
Segment Travel Time, minutes		9.19	Followers Density, followers/mi/ln		3.1
Vehicle LOS		B			

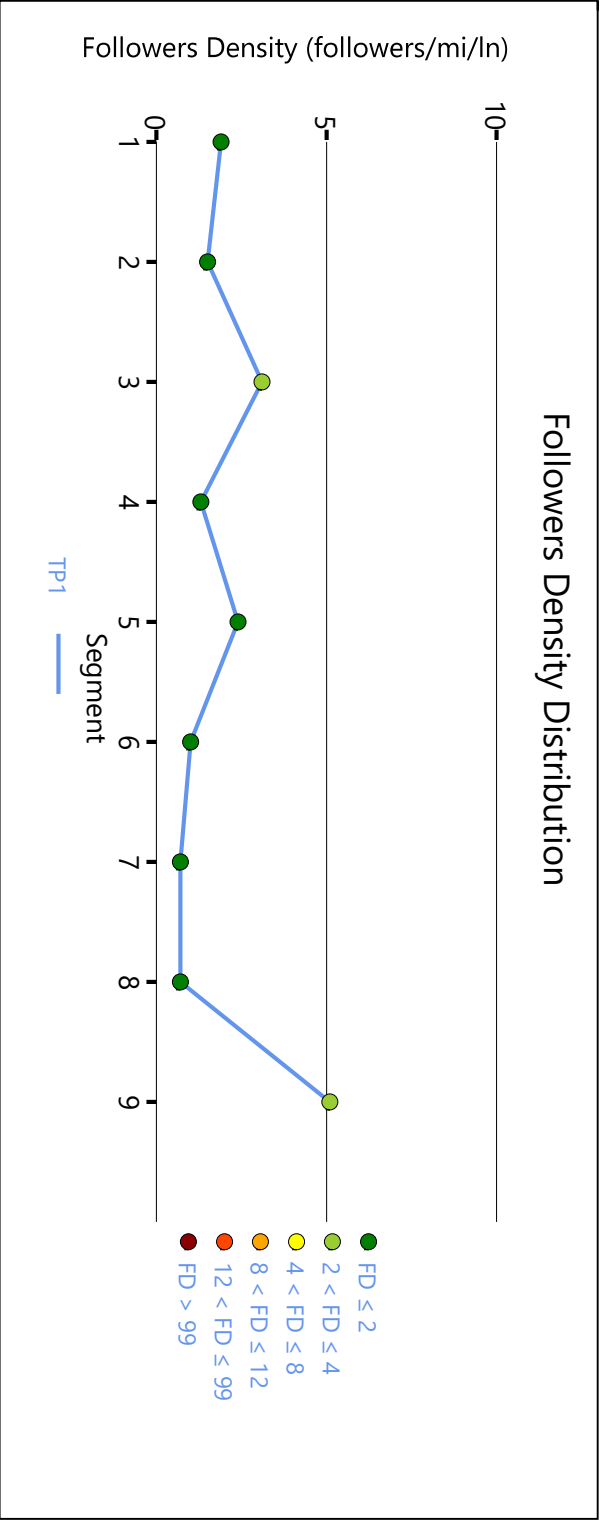
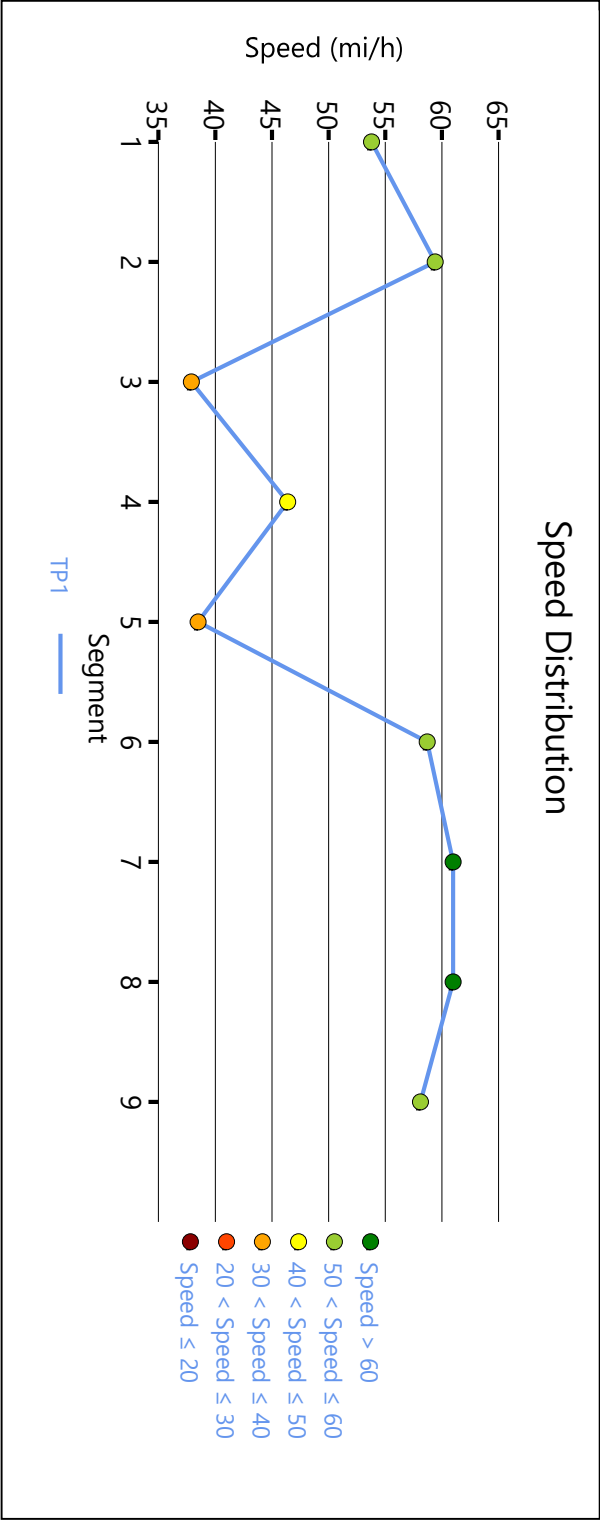
Segment 4					
Vehicle Inputs					
Segment Type		Passing Lanes	Length, ft	25872	
Measured FFS		Measured	Free-Flow Speed, mi/h	47.0	
Demand and Capacity					
Directional Demand Flow Rate, veh/h		243	Opposing Demand Flow Rate, veh/h	-	
Peak Hour Factor		0.94	Total Trucks, %	31.00	
Segment Capacity, veh/h		1100	Demand/Capacity (D/C)	0.22	
Intermediate Results					
Segment Vertical Class		2	Free-Flow Speed, mi/h	47.0	
Speed Slope Coefficient		12.22850	Speed Power Coefficient	1.55917	
PF Slope Coefficient		-0.91061	PF Power Coefficient	0.78832	
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln	1.3	
%Improved % Followers		0.0	% Improved Avg Speed	0.0	
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	25872	-	-	46.4
Passing Lane Results					
		Faster Lane		Slower Lane	
Flow Rate, veh/h		151		91	
Percentage of Heavy Vehicles (HV%), %		12.40		61.80	
Initial Average Speed (S _{int}), mi/h		74.4		64.2	
Average Speed at Midpoint (S _{PLmid}), mi/h		76.4		62.2	
Percent Followers at Midpoint (PF _{PLmid}), %		11.4		0.3	
Vehicle Results					
Average Speed, mi/h		46.4	Percent Followers, %	25.8	
Segment Travel Time, minutes		6.33	Followers Density, followers/mi/ln	1.3	
Vehicle LOS		A			
Segment 5					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft	12144	
Measured FFS		Measured	Free-Flow Speed, mi/h	46.0	
Demand and Capacity					
Directional Demand Flow Rate, veh/h		243	Opposing Demand Flow Rate, veh/h	276	
Peak Hour Factor		0.94	Total Trucks, %	31.00	
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)	0.14	

Intermediate Results					
Segment Vertical Class		4	Free-Flow Speed, mi/h		46.0
Speed Slope Coefficient		30.65835	Speed Power Coefficient		0.70288
PF Slope Coefficient		-1.48821	PF Power Coefficient		0.79349
In Passing Lane Effective Length?		Yes	Total Segment Density, veh/mi/ln		2.4
%Improved % Followers		14.0	% Improved Avg Speed		0.9
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12144	-	-	38.2
Vehicle Results					
Average Speed, mi/h		38.5	Percent Followers, %		38.3
Segment Travel Time, minutes		3.58	Followers Density, followers/mi/ln		2.1
Vehicle LOS		A			
Segment 6					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft		35904
Lane Width, ft		12	Shoulder Width, ft		6
Speed Limit, mi/h		55	Access Point Density, pts/mi		6.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		207	Opposing Demand Flow Rate, veh/h		240
Peak Hour Factor		0.94	Total Trucks, %		14.90
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.12
Intermediate Results					
Segment Vertical Class		2	Free-Flow Speed, mi/h		59.8
Speed Slope Coefficient		4.60786	Speed Power Coefficient		0.63042
PF Slope Coefficient		-1.20320	PF Power Coefficient		0.78760
In Passing Lane Effective Length?		Yes	Total Segment Density, veh/mi/ln		1.0
%Improved % Followers		8.6	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	35904	-	-	58.7
Vehicle Results					
Average Speed, mi/h		58.7	Percent Followers, %		29.4
Segment Travel Time, minutes		6.95	Followers Density, followers/mi/ln		1.0
Vehicle LOS		A			
Segment 7					

Vehicle Inputs					
Segment Type		Passing Lanes		Length, ft	
Lane Width, ft		12		Shoulder Width, ft	
Speed Limit, mi/h		55		Access Point Density, pts/mi	
Demand and Capacity					
Directional Demand Flow Rate, veh/h		202		Opposing Demand Flow Rate, veh/h	
Peak Hour Factor		0.94		Total Trucks, %	
Segment Capacity, veh/h		1400		Demand/Capacity (D/C)	
Intermediate Results					
Segment Vertical Class		1		Free-Flow Speed, mi/h	
Speed Slope Coefficient		7.24983		Speed Power Coefficient	
PF Slope Coefficient		-0.96855		PF Power Coefficient	
In Passing Lane Effective Length?		No		Total Segment Density, veh/mi/ln	
%Improved % Followers		0.0		% Improved Avg Speed	
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	15105	-	-	61.0
Passing Lane Results					
		Faster Lane		Slower Lane	
Flow Rate, veh/h		131		72	
Percentage of Heavy Vehicles (HV%), %		5.96		31.23	
Initial Average Speed (Sint), mi/h		61.5		60.7	
Average Speed at Midpoint (SPLmid), mi/h		63.2		58.9	
Percent Followers at Midpoint (PFPLmid), %		14.9		8.4	
Vehicle Results					
Average Speed, mi/h		61.0		Percent Followers, %	
Segment Travel Time, minutes		2.81		Followers Density, followers/mi/ln	
Vehicle LOS		A			
Segment 8					
Vehicle Inputs					
Segment Type		Passing Lanes		Length, ft	
Lane Width, ft		12		Shoulder Width, ft	
Speed Limit, mi/h		55		Access Point Density, pts/mi	
Demand and Capacity					
Directional Demand Flow Rate, veh/h		202		Opposing Demand Flow Rate, veh/h	
Peak Hour Factor		0.94		Total Trucks, %	
Segment Capacity, veh/h		1400		Demand/Capacity (D/C)	

Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		61.2
Speed Slope Coefficient		7.28696	Speed Power Coefficient		1.58663
PF Slope Coefficient		-0.96880	PF Power Coefficient		0.89273
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		0.7
%Improved % Followers		0.0	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	99999	-	-	61.0
Passing Lane Results					
		Faster Lane		Slower Lane	
Flow Rate, veh/h		131		72	
Percentage of Heavy Vehicles (HV%), %		5.96		31.23	
Initial Average Speed (Sint), mi/h		61.5		60.7	
Average Speed at Midpoint (SPLmid), mi/h		63.2		58.9	
Percent Followers at Midpoint (PFPLmid), %		15.0		8.6	
Vehicle Results					
Average Speed, mi/h		61.0	Percent Followers, %		20.7
Segment Travel Time, minutes		18.63	Followers Density, followers/mi/ln		0.7
Vehicle LOS		A			
Segment 9					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft		22704
Lane Width, ft		12	Shoulder Width, ft		6
Speed Limit, mi/h		55	Access Point Density, pts/mi		8.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		548	Opposing Demand Flow Rate, veh/h		373
Peak Hour Factor		0.94	Total Trucks, %		3.76
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.32
Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		60.6
Speed Slope Coefficient		3.68478	Speed Power Coefficient		0.50130
PF Slope Coefficient		-1.24770	PF Power Coefficient		0.77267
In Passing Lane Effective Length?		Yes	Total Segment Density, veh/mi/ln		5.1
%Improved % Followers		4.3	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h

1	Tangent	22704	-	-	58.1
Vehicle Results					
Average Speed, mi/h		58.1	Percent Followers, %	54.3	
Segment Travel Time, minutes		4.44	Followers Density, followers/mi/ln	4.9	
Vehicle LOS		C			



HCS7 Multilane Highway Report

Project Information

Analyst	PJV	Date	6/9/2023
Agency	California Energy Commission	Analysis Year	2027
Jurisdiction	Shasta County	Time Period Analyzed	PEAK HOUR
Project Description	POST-CONSTRUCTION_Segment 1- Eastbound - between I-5 and Hawley Road	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-0.41
Measured or Base Free-Flow Speed	Base	Grade Length, mi	0.60
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume(V) veh/h	583	Heavy Vehicle Adjustment Factor (fHV)	0.942
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	329
Total Trucks, %	4.73	Capacity (c), pc/h/ln	2072
Single-Unit Trucks (SUT), %	30	Adjusted Capacity (cadj), pc/h/ln	2006
Tractor-Trailers (TT), %	70	Volume-to-Capacity Ratio (v/c)	0.16

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	53.6
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	6.1
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (VOL),veh/h	310	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	3.36
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	C

HCS7 Multilane Highway Report

Project Information

Analyst	PJV	Date	6/9/2023
Agency	California Energy Commission	Analysis Year	2027
Jurisdiction	Shasta County	Time Period Analyzed	PEAK HOUR
Project Description	POST-CONSTRUCTION_Segment 1- Eastbound - between I-5 and Hawley Road	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	0.41
Measured or Base Free-Flow Speed	Base	Grade Length, mi	0.60
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume(V) veh/h	1108	Heavy Vehicle Adjustment Factor (fHV)	0.936
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	630
Total Trucks, %	4.73	Capacity (c), pc/h/ln	2072
Single-Unit Trucks (SUT), %	30	Adjusted Capacity (cadj), pc/h/ln	2006
Tractor-Trailers (TT), %	70	Volume-to-Capacity Ratio (v/c)	0.31

Direction 2 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	53.6
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	11.8
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (VOL),veh/h	589	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	3.68
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	D

HCS7 Multilane Highway Report

Project Information

Analyst	PJV	Date	6/9/2023
Agency	California Energy Commission	Analysis Year	2027
Jurisdiction	Shasta County	Time Period Analyzed	PEAK HOUR
Project Description	POST-CONSTRUCTION_Segment 2 - Eastbound - between Hawley Road and Old Oregon Trail	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-0.08
Measured or Base Free-Flow Speed	Base	Grade Length, mi	1.70
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	5
Median Type	Divided	Total Lateral Clearance (TLC), ft	11
Free-Flow Speed (FFS), mi/h	54.6		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume(V) veh/h	483	Heavy Vehicle Adjustment Factor (fHV)	0.951
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	270
Total Trucks, %	3.76	Capacity (c), pc/h/ln	2064
Single-Unit Trucks (SUT), %	23	Adjusted Capacity (cadj), pc/h/ln	1998
Tractor-Trailers (TT), %	77	Volume-to-Capacity Ratio (v/c)	0.14

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	53.2
Total Lateral Clearance Adj. (fLLC)	0.4	Density (D), pc/mi/ln	5.1
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (vOL),veh/h	257	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	2.83
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	C

HCS7 Multilane Highway Report

Project Information

Analyst	PJV	Date	6/9/2023
Agency	California Energy Commission	Analysis Year	2027
Jurisdiction	Shasta County	Time Period Analyzed	PEAK HOUR
Project Description	POST-CONSTRUCTION_Segment 2 - Eastbound - between Hawley Road and Old Oregon Trail	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	0.08
Measured or Base Free-Flow Speed	Base	Grade Length, mi	0.60
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume(V) veh/h	583	Heavy Vehicle Adjustment Factor (fHV)	0.950
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	326
Total Trucks, %	3.76	Capacity (c), pc/h/ln	2072
Single-Unit Trucks (SUT), %	23	Adjusted Capacity (cadj), pc/h/ln	2006
Tractor-Trailers (TT), %	77	Volume-to-Capacity Ratio (v/c)	0.16

Direction 2 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	53.6
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	6.1
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (vOL),veh/h	310	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	2.92
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	C

HCS7 Two-Lane Highway Report

Project Information

Analyst	Carlos Arias	Date	6/9/2023
Agency	Westwood	Analysis Year	2027
Jurisdiction	Shasta County	Time Period Analyzed	Peak Hour
Project Description	Fountain Wind Two Lane e-w E Bound - Along CA-299E from Old Oregon Trail to Plumas Street	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	8.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	285	Opposing Demand Flow Rate, veh/h	493
Peak Hour Factor	0.94	Total Trucks, %	3.76
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.6
Speed Slope Coefficient	3.71453	Speed Power Coefficient	0.48307
PF Slope Coefficient	-1.26236	PF Power Coefficient	0.76680
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22704	-	-	58.9

Vehicle Results

Average Speed, mi/h	58.9	Percent Followers, %	38.3
Segment Travel Time, minutes	4.38	Followers Density, followers/mi/ln	1.9
Vehicle LOS	A		

Segment 2

Vehicle Inputs

Segment Type	Passing Lanes	Length, ft	99999
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	147	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	14.90
Segment Capacity, veh/h	1400	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.2
Speed Slope Coefficient	7.28696	Speed Power Coefficient	1.58663
PF Slope Coefficient	-0.96880	PF Power Coefficient	0.89273
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	99999	-	-	61.1

Passing Lane Results

	Faster Lane	Slower Lane
Flow Rate, veh/h	98	49
Percentage of Heavy Vehicles (HV%), %	5.96	32.62
Initial Average Speed (Sint), mi/h	61.5	60.6
Average Speed at Midpoint (SPLmid), mi/h	63.2	58.9
Percent Followers at Midpoint (PFPLmid), %	11.8	6.1

Vehicle Results

Average Speed, mi/h	61.1	Percent Followers, %	16.0
Segment Travel Time, minutes	18.58	Followers Density, followers/mi/ln	0.4
Vehicle LOS	A		

Segment 3

Vehicle Inputs

Segment Type	Passing Lanes	Length, ft	15105
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	147	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	14.90
Segment Capacity, veh/h	1400	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.2
Speed Slope Coefficient	7.24983	Speed Power Coefficient	1.54401
PF Slope Coefficient	-0.96855	PF Power Coefficient	0.89690
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	15105	-	-	61.1

Passing Lane Results		
	Faster Lane	Slower Lane
Flow Rate, veh/h	98	49
Percentage of Heavy Vehicles (HV%), %	5.96	32.62
Initial Average Speed (Sint), mi/h	61.5	60.6
Average Speed at Midpoint (SPLmid), mi/h	63.2	58.9
Percent Followers at Midpoint (PFPLmid), %	11.7	6.0

Vehicle Results			
Average Speed, mi/h	61.1	Percent Followers, %	15.9
Segment Travel Time, minutes	2.81	Followers Density, followers/mi/ln	0.4
Vehicle LOS	A		

Segment 4

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	35904
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	6.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	152	Opposing Demand Flow Rate, veh/h	152
Peak Hour Factor	0.94	Total Trucks, %	14.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results			
Segment Vertical Class	2	Free-Flow Speed, mi/h	59.8
Speed Slope Coefficient	4.54104	Speed Power Coefficient	0.66128
PF Slope Coefficient	-1.17713	PF Power Coefficient	0.79590
In Passing Lane Effective Length?	Yes	Total Segment Density, veh/mi/ln	0.6
%Improved % Followers	9.3	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	35904	-	-	59.2

Vehicle Results			
Average Speed, mi/h	59.2	Percent Followers, %	23.1
Segment Travel Time, minutes	6.90	Followers Density, followers/mi/ln	0.5
Vehicle LOS	A		

Segment 5

Vehicle Inputs					
Segment Type		Passing Zone		Length, ft	
Measured FFS		Measured		Free-Flow Speed, mi/h	
				12144	
				47.0	
Demand and Capacity					
Directional Demand Flow Rate, veh/h		187		Opposing Demand Flow Rate, veh/h	
				187	
Peak Hour Factor		0.94		Total Trucks, %	
				31.00	
Segment Capacity, veh/h		1700		Demand/Capacity (D/C)	
				0.11	
Intermediate Results					
Segment Vertical Class		4		Free-Flow Speed, mi/h	
				47.0	
Speed Slope Coefficient		30.49005		Speed Power Coefficient	
				0.74331	
PF Slope Coefficient		-1.43973		PF Power Coefficient	
				0.80616	
In Passing Lane Effective Length?		Yes		Total Segment Density, veh/mi/ln	
				1.4	
%Improved % Followers		7.1		% Improved Avg Speed	
				0.0	
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12144	-	-	42.0
Vehicle Results					
Average Speed, mi/h		42.0		Percent Followers, %	
				31.1	
Segment Travel Time, minutes		3.28		Followers Density, followers/mi/ln	
				1.3	
Vehicle LOS		A			
Segment 6					
Vehicle Inputs					
Segment Type		Passing Lanes		Length, ft	
				25872	
Measured FFS		Measured		Free-Flow Speed, mi/h	
				46.0	
Demand and Capacity					
Directional Demand Flow Rate, veh/h		187		Opposing Demand Flow Rate, veh/h	
				-	
Peak Hour Factor		0.94		Total Trucks, %	
				31.00	
Segment Capacity, veh/h		1100		Demand/Capacity (D/C)	
				0.17	
Intermediate Results					
Segment Vertical Class		2		Free-Flow Speed, mi/h	
				46.0	
Speed Slope Coefficient		12.22850		Speed Power Coefficient	
				1.55917	
PF Slope Coefficient		-0.91332		PF Power Coefficient	
				0.77795	
In Passing Lane Effective Length?		No		Total Segment Density, veh/mi/ln	
				0.9	
%Improved % Followers		0.0		% Improved Avg Speed	
				0.0	
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	25872	-	-	45.7

Passing Lane Results					
	Faster Lane		Slower Lane		
Flow Rate, veh/h	120	67			
Percentage of Heavy Vehicles (HV%), %	12.40	64.30			
Initial Average Speed (Sint), mi/h	74.4	63.7			
Average Speed at Midpoint (SPLmid), mi/h	76.4	61.7			
Percent Followers at Midpoint (PFPLmid), %	9.2	0.0			
Vehicle Results					
Average Speed, mi/h	45.7	Percent Followers, %	22.0		
Segment Travel Time, minutes	6.43	Followers Density, followers/mi/ln	0.9		
Vehicle LOS	A				
Segment 7					
Vehicle Inputs					
Segment Type	Passing Lanes	Length, ft	30624		
Measured FFS	Measured	Free-Flow Speed, mi/h	47.0		
Demand and Capacity					
Directional Demand Flow Rate, veh/h	221	Opposing Demand Flow Rate, veh/h	-		
Peak Hour Factor	0.94	Total Trucks, %	30.00		
Segment Capacity, veh/h	1100	Demand/Capacity (D/C)	0.20		
Intermediate Results					
Segment Vertical Class	4	Free-Flow Speed, mi/h	47.0		
Speed Slope Coefficient	28.73583	Speed Power Coefficient	1.16507		
PF Slope Coefficient	-0.82245	PF Power Coefficient	1.06542		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.8		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	30624	-	-	44.5
Passing Lane Results					
	Faster Lane		Slower Lane		
Flow Rate, veh/h	140		82		
Percentage of Heavy Vehicles (HV%), %	12.00		60.75		
Initial Average Speed (Sint), mi/h	72.7		56.0		
Average Speed at Midpoint (SPLmid), mi/h	74.7		54.0		
Percent Followers at Midpoint (PFPLmid), %	11.4		-		
Vehicle Results					
Average Speed, mi/h	44.5		Percent Followers, %		15.2

Segment Travel Time, minutes	7.81	Followers Density, followers/mi/ln	0.8
Vehicle LOS	A		

Segment 8

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	7392
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	200	Opposing Demand Flow Rate, veh/h	205
Peak Hour Factor	0.94	Total Trucks, %	17.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.9
Speed Slope Coefficient	3.62509	Speed Power Coefficient	0.53776
PF Slope Coefficient	-1.20092	PF Power Coefficient	0.80811
In Passing Lane Effective Length?	Yes	Total Segment Density, veh/mi/ln	0.9
%Improved % Followers	13.9	% Improved Avg Speed	0.6

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7392	-	-	59.8

Vehicle Results

Average Speed, mi/h	60.2	Percent Followers, %	27.9
Segment Travel Time, minutes	1.40	Followers Density, followers/mi/ln	0.8
Vehicle LOS	A		

Segment 9

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	22.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	471	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

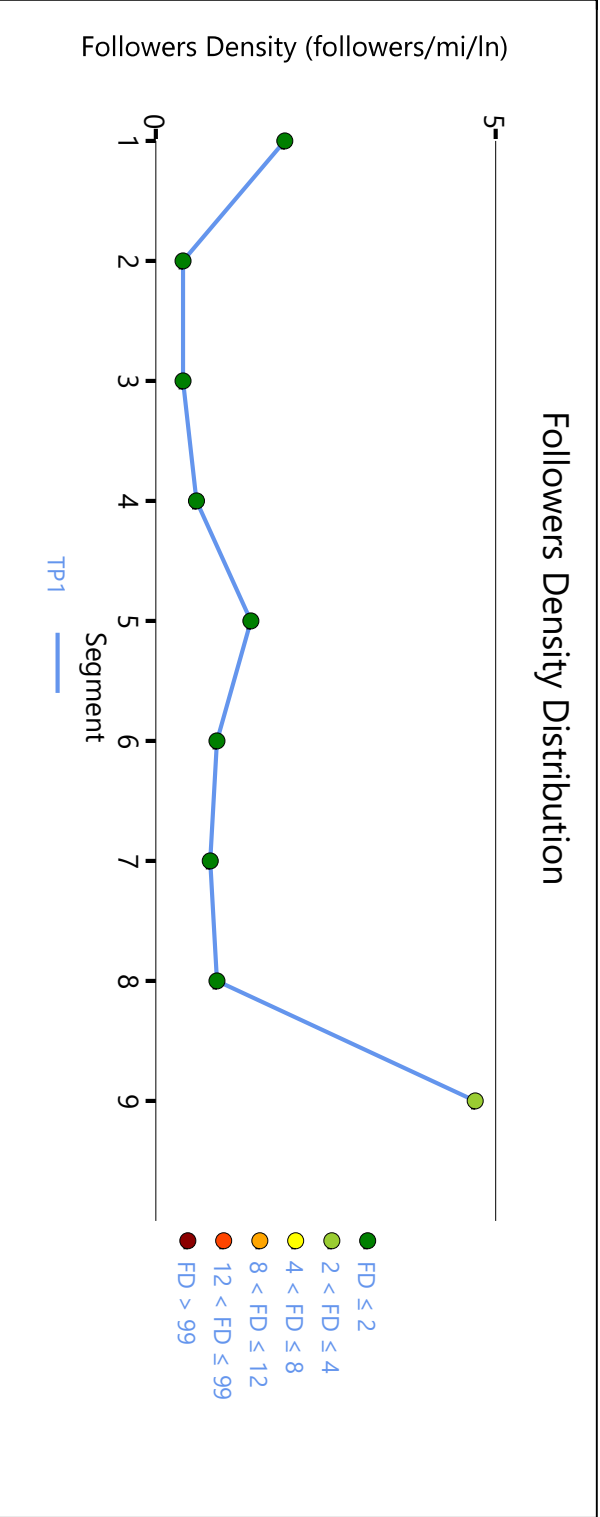
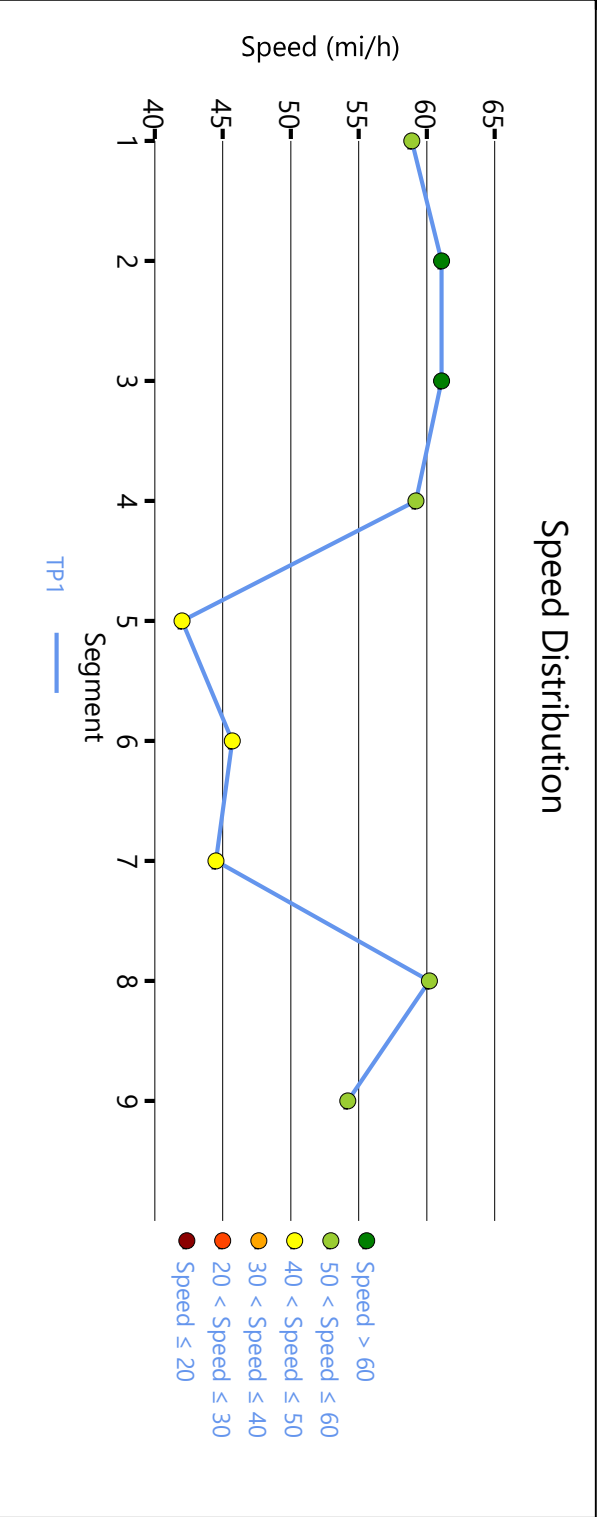
Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.6
Speed Slope Coefficient	3.59598	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.36655	PF Power Coefficient	0.74751

In Passing Lane Effective Length?	Yes	Total Segment Density, veh/mi/ln	4.7
%Improved % Followers	10.6	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2640	-	-	54.2

Vehicle Results			
Average Speed, mi/h	54.2	Percent Followers, %	54.1
Segment Travel Time, minutes	0.55	Followers Density, followers/mi/ln	4.2
Vehicle LOS	C		



HCS7 Two-Lane Highway Report

Project Information

Analyst	Carlos Arias	Date	6/9/2023
Agency	Westwood	Analysis Year	2027
Jurisdiction	Shasta County	Time Period Analyzed	Peak Hour
Project Description	Fountain Wind Two Lane e-w _ West Bound - Along CA-299E from Old Oregon Trail to Plumas Street	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	22.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	200	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	55.5
Speed Slope Coefficient	3.88683	Speed Power Coefficient	0.44359
PF Slope Coefficient	-1.43208	PF Power Coefficient	0.73380
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2640	-	-	54.1

Vehicle Results

Average Speed, mi/h	54.1	Percent Followers, %	35.6
Segment Travel Time, minutes	0.55	Followers Density, followers/mi/ln	1.3
Vehicle LOS	A		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	7392
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h		205	Opposing Demand Flow Rate, veh/h		200
Peak Hour Factor		0.94	Total Trucks, %		17.50
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.12
Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		60.9
Speed Slope Coefficient		3.62315	Speed Power Coefficient		0.53925
PF Slope Coefficient		-1.19967	PF Power Coefficient		0.80854
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		1.0
%Improved % Followers		0.0	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7392	-	-	59.8
Vehicle Results					
Average Speed, mi/h		59.8	Percent Followers, %		28.4
Segment Travel Time, minutes		1.40	Followers Density, followers/mi/ln		1.0
Vehicle LOS		A			
Segment 3					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft		30624
Measured FFS		Measured	Free-Flow Speed, mi/h		47.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		221	Opposing Demand Flow Rate, veh/h		221
Peak Hour Factor		0.94	Total Trucks, %		30.00
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.13
Intermediate Results					
Segment Vertical Class		4	Free-Flow Speed, mi/h		47.0
Speed Slope Coefficient		30.14962	Speed Power Coefficient		0.72693
PF Slope Coefficient		-1.46084	PF Power Coefficient		0.80165
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		1.9
%Improved % Followers		0.0	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	30624	-	-	40.5
Vehicle Results					
Average Speed, mi/h		40.5	Percent Followers, %		35.3
Segment Travel Time, minutes		8.59	Followers Density, followers/mi/ln		1.9
Vehicle LOS		A			

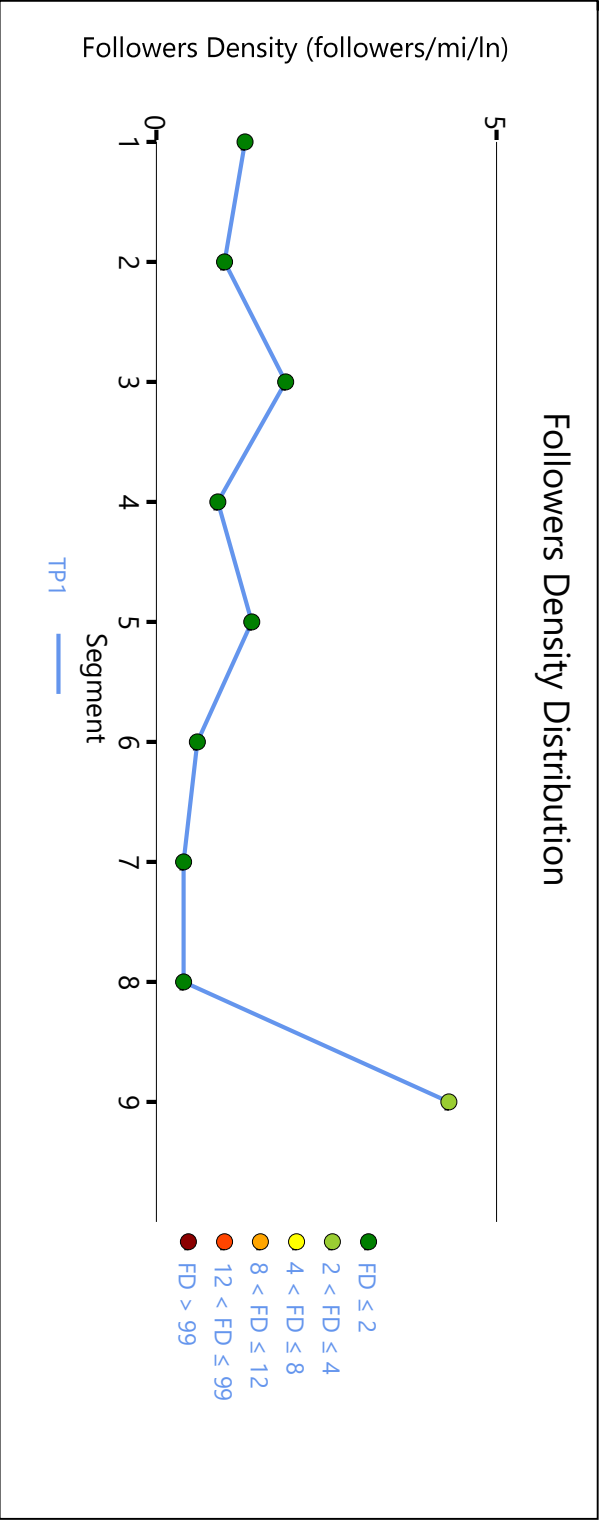
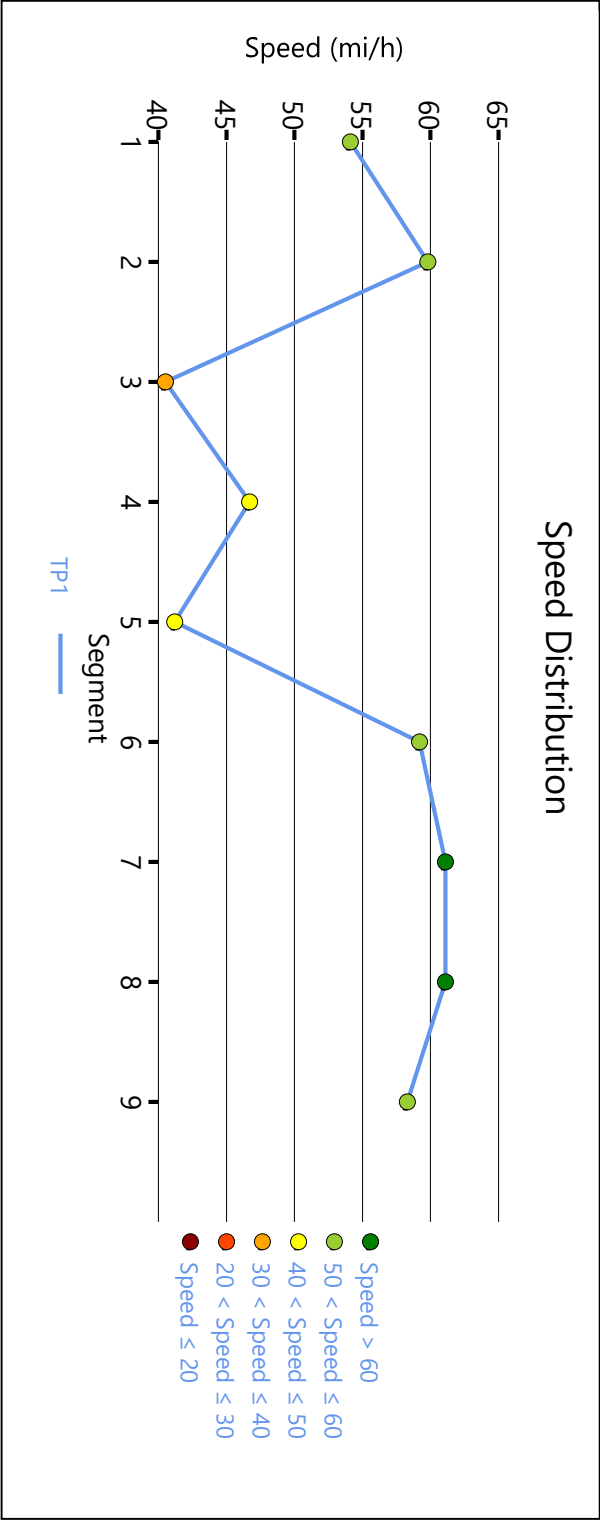
Segment 4					
Vehicle Inputs					
Segment Type		Passing Lanes	Length, ft	25872	
Measured FFS		Measured	Free-Flow Speed, mi/h	47.0	
Demand and Capacity					
Directional Demand Flow Rate, veh/h		187	Opposing Demand Flow Rate, veh/h	-	
Peak Hour Factor		0.94	Total Trucks, %	31.00	
Segment Capacity, veh/h		1100	Demand/Capacity (D/C)	0.17	
Intermediate Results					
Segment Vertical Class		2	Free-Flow Speed, mi/h	47.0	
Speed Slope Coefficient		12.22850	Speed Power Coefficient	1.55917	
PF Slope Coefficient		-0.91061	PF Power Coefficient	0.78832	
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln	0.9	
%Improved % Followers		0.0	% Improved Avg Speed	0.0	
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	25872	-	-	46.7
Passing Lane Results					
		Faster Lane		Slower Lane	
Flow Rate, veh/h		120		67	
Percentage of Heavy Vehicles (HV%), %		12.40		64.30	
Initial Average Speed (S _{int}), mi/h		74.4		63.7	
Average Speed at Midpoint (S _{PLmid}), mi/h		76.4		61.7	
Percent Followers at Midpoint (PF _{PLmid}), %		9.2		0.0	
Vehicle Results					
Average Speed, mi/h		46.7	Percent Followers, %	21.6	
Segment Travel Time, minutes		6.29	Followers Density, followers/mi/ln	0.9	
Vehicle LOS		A			
Segment 5					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft	12144	
Measured FFS		Measured	Free-Flow Speed, mi/h	46.0	
Demand and Capacity					
Directional Demand Flow Rate, veh/h		187	Opposing Demand Flow Rate, veh/h	187	
Peak Hour Factor		0.94	Total Trucks, %	31.00	
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)	0.11	

Intermediate Results					
Segment Vertical Class		4	Free-Flow Speed, mi/h		46.0
Speed Slope Coefficient		30.49005	Speed Power Coefficient		0.74331
PF Slope Coefficient		-1.44074	PF Power Coefficient		0.80011
In Passing Lane Effective Length?		Yes	Total Segment Density, veh/mi/ln		1.4
%Improved % Followers		14.0	% Improved Avg Speed		0.5
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12144	-	-	41.0
Vehicle Results					
Average Speed, mi/h		41.2	Percent Followers, %		31.4
Segment Travel Time, minutes		3.35	Followers Density, followers/mi/ln		1.2
Vehicle LOS		A			
Segment 6					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft		35904
Lane Width, ft		12	Shoulder Width, ft		6
Speed Limit, mi/h		55	Access Point Density, pts/mi		6.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		152	Opposing Demand Flow Rate, veh/h		152
Peak Hour Factor		0.94	Total Trucks, %		14.90
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.09
Intermediate Results					
Segment Vertical Class		2	Free-Flow Speed, mi/h		59.8
Speed Slope Coefficient		4.54104	Speed Power Coefficient		0.66128
PF Slope Coefficient		-1.17713	PF Power Coefficient		0.79590
In Passing Lane Effective Length?		Yes	Total Segment Density, veh/mi/ln		0.6
%Improved % Followers		8.5	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	35904	-	-	59.2
Vehicle Results					
Average Speed, mi/h		59.2	Percent Followers, %		23.1
Segment Travel Time, minutes		6.90	Followers Density, followers/mi/ln		0.5
Vehicle LOS		A			
Segment 7					

Vehicle Inputs					
Segment Type		Passing Lanes		Length, ft	
Lane Width, ft		12		Shoulder Width, ft	
Speed Limit, mi/h		55		Access Point Density, pts/mi	
4.0					
Demand and Capacity					
Directional Demand Flow Rate, veh/h		147		Opposing Demand Flow Rate, veh/h	
Peak Hour Factor		0.94		Total Trucks, %	
Segment Capacity, veh/h		1400		Demand/Capacity (D/C)	
0.10					
Intermediate Results					
Segment Vertical Class		1		Free-Flow Speed, mi/h	
Speed Slope Coefficient		7.24983		Speed Power Coefficient	
PF Slope Coefficient		-0.96855		PF Power Coefficient	
In Passing Lane Effective Length?		No		Total Segment Density, veh/mi/ln	
%Improved % Followers		0.0		% Improved Avg Speed	
0.0					
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	15105	-	-	61.1
Passing Lane Results					
		Faster Lane		Slower Lane	
Flow Rate, veh/h		98		49	
Percentage of Heavy Vehicles (HV%), %		5.96		32.62	
Initial Average Speed (Sint), mi/h		61.5		60.6	
Average Speed at Midpoint (SPLmid), mi/h		63.2		58.9	
Percent Followers at Midpoint (PFPLmid), %		11.7		6.0	
Vehicle Results					
Average Speed, mi/h		61.1		Percent Followers, %	
Segment Travel Time, minutes		2.81		Followers Density, followers/mi/ln	
Vehicle LOS		A			
Segment 8					
Vehicle Inputs					
Segment Type		Passing Lanes		Length, ft	
Lane Width, ft		12		Shoulder Width, ft	
Speed Limit, mi/h		55		Access Point Density, pts/mi	
4.0					
Demand and Capacity					
Directional Demand Flow Rate, veh/h		147		Opposing Demand Flow Rate, veh/h	
Peak Hour Factor		0.94		Total Trucks, %	
Segment Capacity, veh/h		1400		Demand/Capacity (D/C)	
0.10					

Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		61.2
Speed Slope Coefficient		7.28696	Speed Power Coefficient		1.58663
PF Slope Coefficient		-0.96880	PF Power Coefficient		0.89273
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		0.4
%Improved % Followers		0.0	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	99999	-	-	61.1
Passing Lane Results					
		Faster Lane		Slower Lane	
Flow Rate, veh/h		98		49	
Percentage of Heavy Vehicles (HV%), %		5.96		32.62	
Initial Average Speed (Sint), mi/h		61.5		60.6	
Average Speed at Midpoint (SPLmid), mi/h		63.2		58.9	
Percent Followers at Midpoint (PFPLmid), %		11.8		6.1	
Vehicle Results					
Average Speed, mi/h		61.1	Percent Followers, %		16.0
Segment Travel Time, minutes		18.58	Followers Density, followers/mi/ln		0.4
Vehicle LOS		A			
Segment 9					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft		22704
Lane Width, ft		12	Shoulder Width, ft		6
Speed Limit, mi/h		55	Access Point Density, pts/mi		8.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		493	Opposing Demand Flow Rate, veh/h		285
Peak Hour Factor		0.94	Total Trucks, %		3.76
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.29
Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		60.6
Speed Slope Coefficient		3.65951	Speed Power Coefficient		0.51835
PF Slope Coefficient		-1.23352	PF Power Coefficient		0.77779
In Passing Lane Effective Length?		Yes	Total Segment Density, veh/mi/ln		4.3
%Improved % Followers		4.8	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h

1	Tangent	22704	-	-	58.3
Vehicle Results					
Average Speed, mi/h		58.3	Percent Followers, %		50.9
Segment Travel Time, minutes		4.42	Followers Density, followers/mi/h		4.1
Vehicle LOS		C			









APPENDIX E

APPENDIX E – Potential Transportation Environmental Protection Measures for the Fountain Wind Project

Resource Category	Measure	Implementation			
		Preconstruction	Construction	Operations	Decommissioning
Transportation					
TRANS-1	[Project] will coordinate with CalTrans and Shasta County to implement a Transportation and Traffic Management Plan that minimizes risks and inconvenience to the public, while ensuring safe and efficient construction of the Project. The plan will focus on turbine component deliveries, traffic and circulation primarily within and in the vicinity of the Project area. It will be designed to minimize potential hazards from increased truck traffic and worker traffic and to minimize impacts to traffic flow in the vicinity of the Project.	X	X		
TRANS-2	To minimize conflicts between Project traffic and background traffic, deliveries of project components will be scheduled around local volume peaks to the extent feasible.		X		
TRANS-3	Road clearances may include temporarily blocking road intersections via construction cones and/or staffing blocked intersections with a traffic-control flagger to allow haul trucks sole access to the road while delivering Project components. If required, public road closures are not expected to exceed 15 minutes during each/any road closure event.		X		X
TRANS-4	The Project will coordinate with CalTrans to determine whether temporary speed limit reductions during construction are applicable where Project access points intersect with State Highway 299.	X	X		
TRANS-5	Construction deliveries would be coordinated to avoid major traffic-generating events in Redding, to the extent practicable.		X		
TRANS-6	The Project would coordinate with local law enforcement, to manage traffic flows and monitor traffic speed during deliveries.		X		X
TRANS-7	All staging activities and parking of equipment and vehicles would occur within the Project Area and would not occur on maintained State Highways or County roads.		X		
Resource Category	Measure	Implementation			
		Preconstruction	Construction	Operations	Decommissioning
TRANS-8	Equipment and material deliveries to the site would be performed by professional transportation companies familiar with the type of equipment, loads involved, and U.S. DOT, CalTrans, and Shasta County regulations.		X		X
TRANS-9	Road signs would be erected to notify travelers and local residents that construction is occurring in the area and provide information regarding the timing and route for oversized vehicle movements and deliveries. The erection/placement of road signs and the Project construction activities would be performed in accordance with the Shasta County and CalTrans requirements.		X		
TRANS-10	Escort vehicles would assist delivery of oversized turbine components to give drivers additional warning of oversized loads.		X		




APPENDIX F

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	116	51	33	62	0	0
Future Vol, veh/h	116	51	33	62	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	55	36	67	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	181	0	293	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1394	-	698	892
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1394	-	679	892
Mov Cap-2 Maneuver	-	-	-	-	679	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	864	-
Approach	EB		WB		NW	
HCM Control Delay, s	0		2.7		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1394	-	
HCM Lane V/C Ratio	-	-	-	0.026	-	
HCM Control Delay (s)	0	-	-	7.7	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	-	-	-	0.1	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	40	27	103	0	0
Future Vol, veh/h	76	40	27	103	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	43	29	112	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	126	0	275	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	170	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1460	-	715	949
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	860	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1460	-	700	949
Mov Cap-2 Maneuver	-	-	-	-	700	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	842	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.6		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1460	-	
HCM Lane V/C Ratio	-	-	-	0.02	-	
HCM Control Delay (s)	0	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	-	-	-	0.1	-	

Intersection




Int Delay, s/veh 1.3

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	138	0	0	155	27	18
Future Vol, veh/h	138	0	0	155	27	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	150	0	0	168	29	20

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	150
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.12	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.218	-
Pot Cap-1 Maneuver	-	1431	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1431	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-




Approach	EB	WB	NW
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	749	-	-	1431	-
HCM Lane V/C Ratio	0.065	-	-	-	-
HCM Control Delay (s)	10.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	161	0	0	126	22	15
Future Vol, veh/h	161	0	0	126	22	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	0	0	137	24	16
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	175	0	312	175
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1401	-	681	868
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1401	-	681	868
Mov Cap-2 Maneuver	-	-	-	-	681	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	890	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		10.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	746	-	-	1401	-	
HCM Lane V/C Ratio	0.054	-	-	-	-	
HCM Control Delay (s)	10.1	-	-	0	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	




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Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	44	4	4	166	0	0
Future Vol, veh/h	44	4	4	166	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	4	4	180	0	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	52	0	238	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1554	-	750	1018
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1554	-	748	1018
Mov Cap-2 Maneuver	-	-	-	-	748	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	841	-
Approach	EB	WB		NW		
HCM Control Delay, s	0	0.2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1554	-	
HCM Lane V/C Ratio	-	-	-	0.003	-	
HCM Control Delay (s)	0	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	135	4	4	49	0	0
Future Vol, veh/h	135	4	4	49	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	147	4	4	53	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	151
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1430
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1430
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	0
HCM LOS			A




Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1430	-
HCM Lane V/C Ratio	-	-	-	0.003	-
HCM Control Delay (s)	0	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

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Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	197	0	0	144	4	4
Future Vol, veh/h	197	0	0	144	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	214	0	0	157	4	4




Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	214
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1356
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1356
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NW
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	715	-	-	1356	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s)	10.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC
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Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	201	0	0	138	4	4
Future Vol, veh/h	201	0	0	138	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	218	0	0	150	4	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	218	0	368	218
Stage 1	-	-	-	-	218	-
Stage 2	-	-	-	-	150	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1352	-	632	822
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1352	-	632	822
Mov Cap-2 Maneuver	-	-	-	-	632	-
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	878	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		10.1	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	715	-	-	1352	-	
HCM Lane V/C Ratio	0.012	-	-	-	-	
HCM Control Delay (s)	10.1	-	-	0	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

APPENDIX G

Table 9-25. Suggested Left-Turn Treatment Guidelines Based on Results from Benefit–Cost Evaluations for Intersections on Two-Lane Highways in Rural Areas (16)

Left-Turn Lane Peak-Hour Volume (veh/h)	Three-Leg Intersection, Major-Road Two-Lane Highway Peak-Hour Volume (veh/h/ln) that Warrants a Bypass Lane	Three-Leg Intersection, Major-Road Two-Lane Highway Peak-Hour Volume (veh/h/ln) that Warrants a Left-Turn Lane	Four-Leg Intersection, Major-Road Two-Lane Highway Peak-Hour Volume (veh/h/ln) that Warrants a Left-Turn Lane
5	50	200	150
10	50	100	50
15	< 50	100	50
20	< 50	50	< 50
25	< 50	50	< 50
30	< 50	50	< 50
35	< 50	50	< 50
40	< 50	50	< 50
45	< 50	50	< 50
50 or More	< 50	50	< 50

Note: These guidelines apply where the major road is uncontrolled and the minor-road approaches are stop- or yield-controlled. Both the left-turn peak-hour volume and the major-rad volume warrants should be met as shown in Figure 9-36.

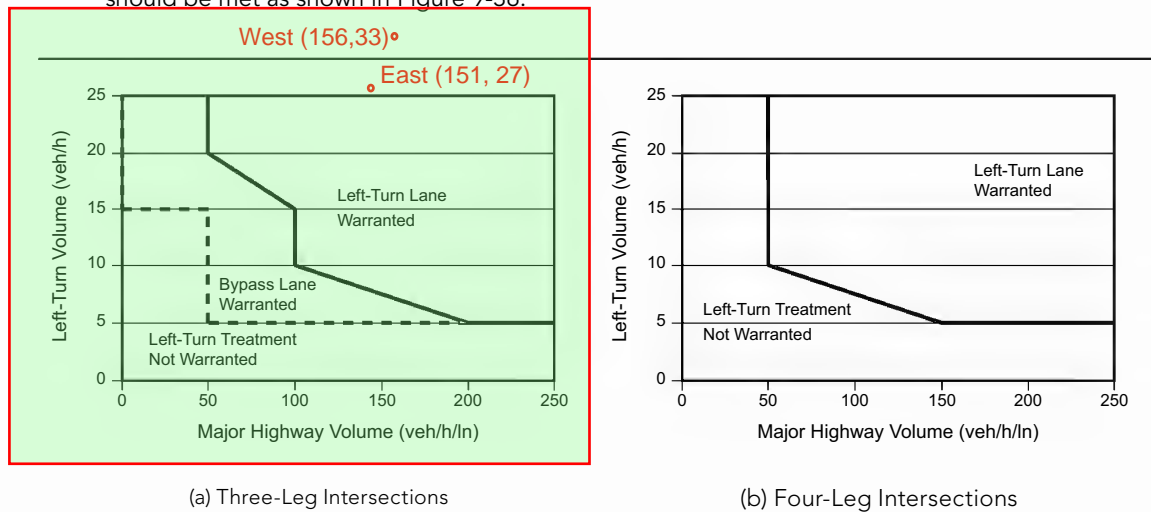


Figure 9-36. Suggested Left-Turn Treatment Warrants Based on Results from Benefit–Cost Evaluations for Intersections on Two-Lane Highways in Rural Areas (16)

The construction and post construction volumes have been applied using the AASHTO warrants above, and have yielded the following results:

APPENDIX H

Data Request Identifier	Request Source	Topic	Information	Adequate	Information Required To Make AFC Conform With Regulations	Applicant Response
	Deficiency Letter Matrix	Traffic and Transportation	...provide a discussion of the existing site conditions, the expected direct, indirect and cumulative impacts due to the construction, operation and maintenance of the project, the measures proposed to mitigate adverse environmental impacts of the project, the effectiveness of the proposed measures, and any monitoring plans proposed to verify the effectiveness of the mitigation.	No	Please expand the analysis of Impact 3.14-2. Impact 3.14-2 of Secion 3.14.3 (Direct and Indirect Effects) presents the analysis of the project relative to CEQA Guidelines Section 15064.3(b), which relates to the evaluation of a project's transportation impacts. Specifically, analysis using vehicle miles of travel (VMT) is identified as the most appropriate measure for the analysis of transportation impacts. The analysis of Impact 3.14-2 relies on GHG analysis in Sections 3.10, GHG Emissions, since the intent of SB 743 is to encourage land use and transportation planning decisions and investments that reduce VMT threshold, the County decided to rely on an established environmental standard that is protective of resources of legislative concern. The less-than-significant impact finding is in part a result of a potential net offset of annual CO2e emissions with implementation (i.e., due to ongoing power generation). The VMT analysis demonstrates that the project will result in a short-term increase in VMT during construction. However, no discussion or analysis is presented of potential TDM strategies (carpooling, ridesharing, etc) or other measures that could be implemented to reduce VMT during construction, although identified in Appendix H, Page 17.	See Section 8.1 of the Updated TIA for discussion of carpooling as a means to reduce construction-related VMT.
	Deficiency Letter Matrix	Traffic and Transportation	A regional transportation setting, on topographic maps (scale of 1:250,000), identifying the project location and major transportation facilities. Include a reference to the transportation element of any applicable local or regional plan.	No	Please update Section 3.14.1.3 (Regulatory Setting) of the DEIR Transportation Section. The Regulatory Setting should include reference to the Regional Transportation Plan & Sustainable Communities Strategy for the Shasta Region and Caltrans Tranportation Concept reports for each State route in the study area. Also please verify the scale of Exhibit 1 of the Traffic report.	The Regulatory Setting section of the CEC EIR made a reference to the Regional Tranporation Plan and Sustainable Communities Strategy for the Shasta Region (2015) and the Route 299 TCR (210). Links to these documents are provided here: https://dot.ca.gov/-/media/dot-media/district-1/documents/Signed-FINAL-299-TCR-12_10-a11y and https://www.srta.ca.gov/142/Regional-Transportation-Plan . Table 1.2 of the Updated TIA for more information about the functional classification, truck route designations, and weight and load limitations of California State Route 299. Exhibit 1 is scaled as printed.
TRAF-004	Deficiency Letter Matrix	Traffic and Transportation	An identification, on topographic maps at a scale of 1:24,000, and a description of existing and planned roads, rail lines, (including light rail), bike trails, airports, bus routes serving the project vicinity, pipelines, and canals in the project area affected by or serving the proposed facility. For each road identified, include the following, where applicable:	No	Please expand the description of regional and local roadways affected and/or serving the proposed project. For logical study segments, the descriptions should summarize the roadway functional classification number of directional travel lanes, posted speed limits, average daily traffic volumes served, applicable weight restrictions, and truck route designation. Also please verify the scale of Exhibit 1 of the Traffic report.	The requested information is included in Tables 1.1 and 1.2 of the revised report. Each exhibit is scaled as printed.
TRAF-005	Deficiency Letter Matrix	Traffic and Transportation	Road classification and design capacity;	No	Please update the capacities documented in Table 3.14-2. The hourly capacities presented are base capacity values, representative of ideal conditions. Base capacities do not account for the impacts of heavy vehicles, grades or other sources of friction that will lower the capacity of a freeway or highway lane.	The capacities have been updated in Table 1.1 of the revised report as requested.
TRAF-006a	Deficiency Letter Matrix	Traffic and Transportation	Current daily average and peak traffic counts;	No	Please collect new average daily vehicle traffic counts. Traffic data from Caltrans Traffic Census Program, representing 2017 conditions, is documented. The data provided through the Caltrans Traffic Census Program are traffic volume estimates and not actual counts. In addition, the data is pre COVID-19 Pandemic and does not capture post pandemic changes in travel behavior. 24-hour vehicle classification traffic counts should be collected (in 15-minute increments) for a minimum three days (Tuesday, Wednesday, Thursday), during a representative time of year.	Average Daily Vehicle Traffic Counts have been collected near the projected access locations and are presented in Table 1.1 of the report. Raw traffic data is included in Appendix B of the report.
TRAF-007	Deficiency Letter Matrix	Traffic and Transportation	Current and projected levels of service before project development, during construction, and during project operation;	No	Please update roadway capacity and intersection operations analysis. As outlined above, the roadway capacity analysis was conducted using base capacity values that do not account for the impacts of heavy vehicles, grades or other sources of friction that will lower the capacity of a freeway or highway lane. In addition, the analysis needs to be updated based on new traffic count data.	The analyses have been revised as requested. Results are presented in Table 1.1 and Appendix D of the Updated TIA.
TRAF-008	Deficiency Letter Matrix	Traffic and Transportation	Weight and load limitations;	No	Please expand the description of regional and local roadways affected and/or serving the proposed project. Identify weight and load limitations on study roadways.	The requested information is included in Table 1.2 of the revised report.
TRAF-009	Deficiency Letter Matrix	Traffic and Transportation	Estimated percentage of current traffic flows for passenger vehicles and trucks; and	No	Please collect new average daily vehicle traffic counts. The heavy vehicle percentages from Caltrans Traffic Census Program on SR 299 are provided. The data is pre COVID-19 Pandemic and does not capture post pandemic changes in travel behavior. 24-hour vehicle classification traffic counts should be collected (in 15-minute increments) for a minimum three days (Tuesday, Wednesday, Thursday), during a representative time of year when construction is anticipated.	Average Daily Vehicle Traffic Counts have been collected near the projected access locations and are presented in Table 1.1 of the report. Raw traffic data is included in Appendix B of the report.
TRAF-010	Deficiency Letter Matrix	Traffic and Transportation	An identification of any road features affecting public safety.	No	Please collect collision records on study roadways. Collect and map the most recent 3- year collision data available for the study corridors to identify locations where road features or characteristics may be affecting public safety. Expand impact discussion Impact 3.14-3 to incorporate relevant findings of collision analysis.	The requested information is included in Table 1.2 of the revised report.

Data Request Identifier	Request Source	Topic	Information	Adequate	Information Required To Make AFC Conform With Regulations	Applicant Response
TRAF-006b	Deficiency Letter Matrix	Traffic and Transportation	An assessment of the construction and operation impacts of the proposed project on the transportation facilities identified in (g)(5)(C). Also include anticipated project specific traffic, estimated changes to daily average and peak traffic counts, levels of service, and traffic/truck mix, and the impact of construction of any facilities identified in (g)(5)(C).	No	Please see above.	Please refer to Table 1.1 and Section 8.0 of the Updated TIA.
	Deficiency Letter Matrix	Traffic and Transportation	Tables that identify laws, regulations, ordinances, standards, adopted local, regional, state, and federal land use plans, leases, and permits applicable to the proposed project, and a discussion of the applicability of, and conformance with each. The table or matrix shall explicitly reference pages in the application wherein conformance, with each law or standard during both construction and operation of the facility is discussed.	No	The Law, Ordinance, Regulation, or Standard Consistency Matrix (TN 248290) does not identify the specific Shasta County Code ordinances or standards that are applicable during constrution and operation of the proposed facility.	See Section 8.1 of the Updated TIA; Please also see LORS Matrix submitted as TN# 249636.
	Deficiency Letter Matrix	Traffic and Transportation	The name, title, phone number, address (required), and email address (if known), of an official who was contacted within each agency, and provide the name of the official who will serve as a contact person for Commission staff.	No	Please provide agency contact information. The DEIR list of federal, state, and local agencies consulted does not include the contact's phone number, address, email address, or the subject matter relevant to the contact. The list does not indicate who should sere as the contact person for Commission staff.	N/A. Applicant to provide requested information outside of traffic study. Please see table with local agency contact information submitted as TN# 249533.
TRAF-004	Follow-up Questions	Traffic and Transportation	A description of the methodology applied and the software used to complete the capacity analysis is missing.	No	Not provided by CEC with follow-up questions	Roadway capacity analysis was performed with HCS Software for the pre-construction, construction, and post-construction scenarios. Traffic data collected by Caltrans in 2020 and roadway characteristics observed from desktop review (i.e., speed limit, number and width of lanes, etc.) were used to calculate roadway capacity. Project access Level of Service (LOS) methodology is described in Section 8.2.
TRAF-010	Follow-up Questions	Traffic and Transportation	An analysis of the collision records is missing. Table 1.2 of the revised report (TN# 250644) includes total number of collisions. However, no information is provided relative to how the collision rates compare to statewide averages for similar facilities or how the characteristics of the roadway that may be affecting public safety or contributing to the reported collisions?	No	Not provided by CEC with follow-up questions	Noted. To facilitate statewide crash averages for similar facilities in California, crash comparisons were initially performed for the most recent year, 2020. However, due to the Covid-19 pandemic, Westwood expanded crash data analysis to include the years 2018, 2019, and 2020 to ensure any pandemic outliers did not skew data analysis. To include the expanded data set, Table 1.2 was updated and Table 1.3 was added to reflect additional crash analysis within boundaries of the project site commuter and delivery routes, in conjunction with statewide data (see Appendix C). The crash rates along the roadway segments of SR 299 are less than the statewide averages for similar 4-lane divided and 2/3-lane facilities.
TRAF-001	Follow-up Questions	Traffic and Transportation	Thank you for providing the inputs for the VMT calculation in Exhibit 4. Please confirm the total VMT calculation, which shows 4,766,749. It appears that the Total Aggregate for Compaction Deliveries may have been double counted. However, Exhibit 4 of the updated Traffic Impact Analysis (TN# 250985) does not quantify the potential reduction in VMT through implementation of carpooling. Also, the calculation of VMT per capita in the 4th paragraph Section 8.1 (Page 16) of the revised report (TN# 250985) should identify the assumed vehicle occupancy. It appears to be 2 employees per vehicle. Please confrom and update the analysis accordingly.	No	Not provided by CEC with follow-up questions	I thank you for the comment. The VMT for the Total Aggregate for Compaction Deliveries has been double counted. The revised VMT is 4,283,329. A revised Exhibit 4 is included in the attached revised traffic impact analysis. The VMT assumes a vehicle occupancy of 2 full time employees per truck. The 36,966 two-way truck trips that were calculated from the developer's full time labor calculations were derived with this assumption. Please refer to the revised Exhibit 4. The calculation of post-construction VMT per capita in Section 8.1 has been updated to identify the originally assumed vehicle occupancy of 2 full time employees per truck.
TRAF-004	Follow-up Questions	Traffic and Transportation	Please describe in the text of Section 8.2 of the updated Traffic Impact Analysis (TN# 250985) which Highway Capacity Manual (HCM) methodologies were applied using the Highway Capacity Software (HSC).	No	Not provided by CEC with follow-up questions	A description of the methodology applied and the software used to complete the roadway capacity analysis was added to Section 3.0 of the report. The LOS analyses for the project accesses in Synchro/SimTraffic are based on the Two-Way Stop Control (TWSC) methodology from the 6th edition of the Highway Capacity Manual (HCM). This description has been added in Section 8.2 of the report.
TRAF-010	Follow-up Questions	Traffic and Transportation	The comparison of the collision rates to statewide averages was responsive to the request. Please review the statewide averages that are being used for the comparison to make sure the correct rates are be applied, relative to the area type that the roadways are located (i.e., Urban vs. Rural). In addition, the conclusion of the analysis presented in Applicant Response No.2 should be incorporated into the text to discuss the conclusions of the analysis presented in Table 1.3 of the updated Traffic Impact Analysis (TN# 250985). The characteristics of the collisions (i.e., primary collision factors) and any characteristics of the roadways that may be affecting public safety was not addressed.	No	Not provided by CEC with follow-up questions	Noted. Based on roadway geometry and proximity to urban centers, the following segments are characterized as "Urban": I-5 to Hawley Road, Hawley Road to Old Oregon Trail, Tamarack Road to Elm Street, and Elm Street to Plumas Street. All other segments not specified above are characterized as "Rural". The conclusion of the analysis presented in Applicant Response No. 2 has been incorporated into Section 3.0 of the text. Of the 81 crashes observed along SR-299, of which were 7 fatal crashes, 40% had an "Improper Turning" Primary Crash Factor (PCF). For fatal crashes, the predominant PCF, comprising of 43% of all fatal crashes was due to "Improper Turning". 75% of all crashes occurred under daylight conditions, and 99% of crashes occurred on roads with "No Unusual Conditions". Based on these results, the crashes observed along SR-299 appear to be due to driver behavior instead of roadway characteristics.