APPENDIX D

Traffic Memorandum/Report

TRAFFIC IMPACT ANALYSIS

For

RUBICON TRAIL MASTER PLAN

El Dorado County

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Rubicon Trail.rpt

TRAFFIC IMPACT ANALYSIS FOR
RUBICON TRAIL MASTER PLAN
El Dorado County

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INTRODUCTION

This report summarizes **kdANDERSON Transportation Engineers'** analysis of the potential traffic impacts and issues associated with implementation of the **Rubicon Trail Master Plan.** The proposed Master Plan will govern the use of this important recreational resource which extends from the El Dorado County community of Georgetown easterly to Lake Tahoe.

Study Scope. The purpose of this analysis is to present an assessment of potential traffic impacts associated with the project and to discuss strategies for continuing to monitor traffic conditions in the area in the future. The analysis includes evaluation of existing conditions in the area based on current summer weekend traffic volumes at key locations along the Rubicon Trail and on roads that provide access to the Trail. The characteristics of current use of the Trail have also been described based on an origin-destination survey conducted by the Friends of the Rubicon Trail.

The Master Plan itself does not involve the creation of new facilities that would attract additional trail users and increase the volume of traffic on the Trail. Thus, this implementation of the master plan is not expected to incrementally increase the volume of traffic on the area road system. This study is, however, intended to assist in Trail stewardship by providing a data baseline against which environmental issues can be addressed in the future.

EXISTING SETTING

This report section describes current traffic volume levels and accompanying traffic operations on the roadways that make up the Rubicon Trail and on the routes that provide access to the Trail.

Existing Road System

The Rubicon Trail is the designation for a system of rural roads that together link the Georgetown area of El Dorado County with Lake Tahoe near Meeks Bay. The overall distance from Georgetown to Lake Tahoe is approximately 70 miles. The condition of the roads that comprise the Rubicon Trail vary greatly and range from paved County roads to Off Highway Vehicle (OHV) trails. Portions of the designated Rubicon Trail follow paved or otherwise improved roads, but the key areas of the trail addressed by this traffic analysis are the roads that provide access to the OHV trails east of the end of the county maintain road system. The text which follows describes the characteristics of the roads that provide access to the Trail, as well as the roadways that comprise the trail itself.

US 50 is a trans-sierra highway that provides regional access to the area of the Rubicon Trail. Located generally 16 miles to the south of the Loon lake area of the Rubicon Trail, US 50 extends from the Sacramento metropolitan area across the Sierra to the City of South Lake Tahoe and on into Nevada. In the area of the master Plan, US 50 is a two-lane conventional highway that follows the natural terrain of the Sierra. The most recent traffic counts available from Caltrans indicate that US 50 carries an *Annual Average Daily Traffic (AADT)* volume of 12,800 to 13,200 vehicles per day in the area of the Master Plan. These volumes rise to 15,200 to 16,200 during the peak traffic volume month.

State Route 89 is a key element of the Lake Tahoe area circulation system. SR 89 begins on the Nevada State line in Alpine County and extends northerly to US 50 in Meyers. The route follows US 50 to a junction at Lake Tahoe Blvd and then continues northerly along the west shore of Lake Tahoe to Tahoe City before extending northerly to Interstate 80 in Truckee. The most recent traffic counts available from Caltrans indicate that US 50 carries an *Annual Average Daily Traffic (AADT)* volume of 3,800 vehicles per day in the area of the Rubicon Trails westerly access. This volume rises to 6,300 during the peak traffic volume month

Wentworth Springs Road is a County maintained road that forms the western end of the Rubicon Trail system. Extending from Main Street in Georgetown, Wentworth Springs Road continues easterly through the Sierras for about 38 miles to its intersection with Ice House Road north of Union Valley Reservoir. The first 24 miles of the route east from Georgetown in paved. East of the Ice House Road intersection, Wentworth Springs Road turns north for about 4 miles towards the Placer County line. Just prior to the County line the route turns easterly and the OHV trail towards Wentworth Springs begins.

Recent traffic counts for the maintained portion of Wentworth Springs Road are available from El Dorado County Department of Transportation. In Georgetown, the road carried a weekday volume

of approximately 3,500 vehicles per day (6/22/06). Nine miles from Georgetown east of Quintette Road, the daily volume ranged from an average of 990 vehicles per day on weekdays to 1,290 vehicles per day on Friday and 1,410 vehicles per day on Sunday June 25, 2006.

Ice House Road is a County maintained road which provides access to the Trail from US 50. Ice House Road originates at US 50 and continues northerly for about 12 miles to an intersection with Wentworth Springs Road. Ice House Road continues north along the Trail toward the Loon Lake area where it provides access at the Ellis Creek Intertie. Traffic counts conducted by the El Dorado County Department of Transportation in summer 2005 indicated that Ice House Road just north of US 50 carried weekday daily volumes that averaged approximately 1,600 vehicles per day. However, the volume observed on Friday and Saturday (7/22 – 7/23/ 05) reached approximately 2,400 vehicles per day and the Sunday volume reached 3,400 vehicles per day.

Ellis Creek OHV Trail is an alternative trail that links the Loon Lake staging area with the main portion of the Trail near the Ellis Creek crossing.

McKinney Road is the Rubicon Trail's connection to State Route 89 in the Tahoma area of Lake Tahoe.

Standards of Significance - Level of Service Methodology

Methodology. The study area includes facilities that are under the jurisdiction of both the USFS and El Dorado County. As a result, the methodologies employed to evaluate traffic conditions and to determine the significance of these traffic conditions varies.

Nationally Recognized Standards. The **US Forest Service** evaluates traffic conditions based on operating Levels of Service derived from nationally recognized methodologies. Level of Service (LOS) is a quantitative measure of traffic flow conditions that can be applied to urban streets and rural highways, as well as signalized and stop controlled intersections. The most relevant nationally recognized guide to the evaluation of the Level of Service is the *2000 Highway Capacity Manual (HCM).* Level of Service based on the 2000 HCM can be employed to address the adequacy of traffic flow on two lane paved roads. However, while the 2000 HCM addresses conditions on rural roads, it lacks a methodology for dealing with rural roadways that are not wide enough to allow vehicles to pass abreast (i.e., less than 18 feet of pavement). In addition, the 2000 version of the HCM no longer addresses conditions on roads in "mountainous" terrain. For that reason, the procedures for identifying LOS on mountainous two lane roads were taken from the 1997 HCM.

The 2000 HCM notes that Level of Service grades of A thru F can be used to describe progressively worsening traffic conditions on roads and at intersections. In the case of intersections controlled by side street stop signs, the length of delays experienced by motorists who must yield the right of way in order to pass through the intersection is the primary measure of the quality of traffic flow. Table 1 presents the general characteristics of each LOS grade.

It is important to note that the Level of Service concept is an evaluation procedure that is predicated on travel time and delay. These issues are irrelevant on un-maintained roads and trails that exist primarily for recreational purposed. Thus, the available procedures for calculating Levels of Service are not applicable to the un-maintained roads and trails that make up much of the Rubicon Trail.

The 1997 HCM suggests that narrow two lane roads in mountainous terrain with no passing opportunities and a high percentage of RV's could handle about 150 to 200 vehicles per hour at LOS C.

TABLE 1
LEVEL OF SERVICE DEFINITIONS

Level of Service	Signalized Intersection	Unsignalized Intersection	Rural Roadway
"A"	Uncongested operations, all queues clear in a single-signal cycle. Delay $\leq$ 10.0 seconds (sec)	Little or no delay. Delay $\leq$ 10.0 sec/vehicle (veh)	Completely free flow.
"B"	Uncongested operations, all queues clear in a single cycle. Delay > 10.0 sec and $\leq$ 20.0 sec	Short traffic delays. Delay > 10 sec/veh and $\leq$ 15 sec/veh	Free flow, presence of other vehicles noticeable.
"C"	Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and $\leq$ 35.0 sec	Average traffic delays. Delay > 15 sec/veh and $\leq$ 25 sec/veh	Ability to maneuver and select operating speed affected.
"D"	Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and $\leq$ 55.0 sec	Long traffic delays. Delay > 25 sec/veh and $\leq$ 35 sec/veh	Unstable flow, speeds and ability to maneuver restricted.
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay > 55.0 sec and $\leq$ 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and $\leq$ 50 sec/veh	At or near capacity, flow quite unstable.
"F"	Total breakdown, stop-and-go operation. Delay > 80.0 sec	Intersection blocked by external causes. Delay > 50 sec/veh	Forced flow, breakdown.
Sources: 2000 Highway Capacity Manual, Transportation Research Board (TRB) Special Report 209.			

El Dorado County General Plan Circulation Element. The County's General Plan EIR includes hourly traffic volume thresholds for county maintained roads. These thresholds are presented in Table 2. However, it is important to note that these standards are not applicable to narrow unmaintained roads or trails.

TABLE 2
OPERATIONAL CLASS AND PEAK-HOUR LEVEL OF SERVICE THRESHOLDS

Operational Class	Peak Hour Level of Service Capacity Threshold				
	A	B	C	D	E
Minor Two-Lane Highway	90	200	680	1,410	1,740
Major Two-Lane Highway	120	290	790	1,600	2,050
Four-Lane, Multilane Highway	1,070	1,760	2,530	3,280	3,650
Two-Lane Arterial	-	-	970	1,760	1,870
Four-Lane Arterial, Undivided	-	-	1,750	2,740	2,890
Four-Lane Arterial, Divided	-	-	1,920	3,540	3,740
Six-Lane Arterial, Divided	-	-	2,710	5,320	5,600
Eight-Lane Arterial, Divided	-	-	3,720	7,110	7,470
Two Freeway Lanes[1]	1,110	2,010	2,880	3,570	4,010
Two Freeway Lanes + Auxiliary Lane[1]	1,410	2,550	3,640	4,490	5,035
Three Freeway Lanes[1]	1,700	3,080	4,400	5,410	6,060
Three Freeway Lanes + Auxiliary Lane[1]	2,010	3,640	5,180	6,350	7,100
Four Freeway Lanes[1]	2,320	4,200	5,950	7,280	8,140

[1] LOS capacity threshold is for one direction
- LOS is not achievable due to type of facility

Source: El Dorado County General Plan EIR Traffic and Circulation

Standards of Significance. *The El Dorado County General Plan Circulation Element notes that LOS C is the minimum standard for acceptable Level of Service in rural areas.*

Existing Traffic Volumes

To quantify existing traffic conditions in the study area available traffic volume data was assembled and new traffic volume counts were conducted. Daily traffic volume counts were conducted by hour at key locations on the routes providing access to the Trail during the summer of 2005.

Methodology. Typically, traffic volume counts made over extended time periods are conducted using mechanical traffic counters that physically register the arrival of vehicles.

Pneumatic Hose Counters. The most common counters use pneumatic tubes that can be temporarily stretched across a road. Each time a pair of tires crosses the tube an impulse of air is transmitted to a diaphragm in the counter and the presence of one axle is registered. The number of axles counted is converted to vehicles, either by simply dividing by two or in the case of classifying counters, by accounting for the special relationships of the axels of multi-axle vehicles.

These devices are regularly employed where temporary traffic counts stations are created and where a firm paved surface is available. However, the pneumatic hoses must be affixed to the roadway in order to obtain an accurate count. In addition, approaching vehicles must cross each hose at an angle of nearly 90 degrees in order to avoid creating multiple impulses from each axel. For this reason, pneumatic hose counters are rarely if ever employed on unstable, unpaved roads.

Other Options. Other counting devises are employed under different circumstances. Magnetic loop detectors are employed by planning agencies in locations were a regular permanent count is desired or where the speed of traffic makes it impossible to maintain pneumatic hoses. Magnetic loops are employed on major highways such as Interstate 80 and US 50 in metropolitan Sacramento. However, these devices also require the presence of a uniformed paved surface, and the loop must be permanently installed in the pavement.

Video monitoring is another technology that is employed in urban areas. For example, television cameras are often installed at intersections in association with traffic signal control systems. Computers linked to the monitor isolate a specific field that defines the limits of a vehicle, and vehicles are counted as they move into and out of the field This method is employed where other on ground mechanisms are not possible. However, this methodology requires a controlled environment where the path of approaching vehicles does not vary.

As part of this analysis the consultant investigated new technologies to determine if any could be applicable to this remote rural situation. One option considered the use of infrared technology to identify activity along trails. This battery powered device counts the number of disruptions of a infra red beam of light. However, this device does not have the ability to differentiate between vehicle and other movable objects, such as animals. Thus, this option was rejected.

Another option that was tested and rejected makes use of a seismic sensor. This approach involves burying a device that registers the presence of traffic on low volume roads. As part of this study the device was tested on a road at the Prairie City OHV Park in Sacramento County. By comparing

observed traffic volumes with the counter's record it was determined that the device did accurately monitor traffic on unpaved roads. However, burying the device on the Rubicon Trail was thought to be problematic, since much of the trail itself is solid granite. For this reason, this approach was note employed for this study.

Traffic Data. Figure 1 notes the location of traffic counts conducted for this study. As noted pneumatic hose counts were conducted at four locations from Friday July 1, 2005 to Tuesday July 5, 2005. These counts were conducted on the main route into the study area via Ice House Road and via the eastern connection to SR 89. These counts represent activity during a peak summer weekend. Pneumatic hose counts were also made at seven locations from Friday August 19 to Monday August 22, 2005. These counts included the four locations counted in July, as well as three locations nearer to Loon Lake.

Daily / Highest Hourly Volumes. Table 1 identifies the total daily volume counted at each location. As shown, the volume of traffic counted on the July 4th weekend was higher than that on the more typical weekend. During the three comparable weekend days (i.e., Friday – Saturday-Sunday) the sum of the volumes observed on the July 4th weekend were 16% to 67% higher than the sum of volume observed on the same three days in August.

Hourly - Directional Distribution. Because traffic data as collected on an hourly basis, it is possible to identify travel patterns on study roads as vehicles move into and out of the study area. For example, Figure 2 illustrates the hourly directional distribution of traffic at one location (i.e., Ice House Road east of Wentworth Springs Road). Data for the remaining time periods is presented in the appendix to this report.

This data can be used to reveal the pattern of traffic flowing into the upper reaches of the Trail. For example, over the course of the four days of the July 4th weekend, Ice House Road carried almost 2,400 vehicles east of Wentworth Springs Road. Northbound traffic was concentrated in the first three days and southbound traffic was heaviest on the latter three days.

Friends of the Rubicon Trail Origin / Destination Survey. The Friends of the Rubicon Trail conducted a survey of motorists at three key locations on the Trail over the July 4th weekend. That survey was expected to provide traffic count information at locations which were unsuitable for mechanical counting devices. However, the format of the data collection was intended to provide information regarding the trail's users, rather than an absolute record of total vehicle volume. The data summary is presented in the Appendix.

The methodology employed for the survey included interviews of Trail users at three locations near the Kiosk on Ice House Road, on Wentworth Springs Road west Ellis Creek and on the east end of the Trail above Cadillac Hill. Users approaching each station were interviewed and asked to identify their entry route onto the Trail and their destination on the Trail and well as their expected exit location. The time and date of the interview was recorded. The surveys were specifically conducted in a manner that avoided double counting users who may have traveled through multiple stations or through one station more than once.

FOTR volunteers conducted the survey around the clock for the three day period. Over the July 4th weekend FOTR volunteers interviewed the drivers of 372 vehicles and identified a total of 280 vehicles using the Trail. From those surveys the following information was developed:

Entry Trail Head Location:	Loon Lake 79%, Wentworth 17%, Tahoe <1%, N.A. 5%
Travel Direction:	Eastbound 85%, Westbound 8%, Northbound 2%, N.A. 6%
Exit Trail Head Location:	Loon Lake 59%, Tahoe 12%, Wentworth 13%, N.A. 16%
Day User or Weekender:	Weekender 77%, Day Use 11%, N.A. 12%

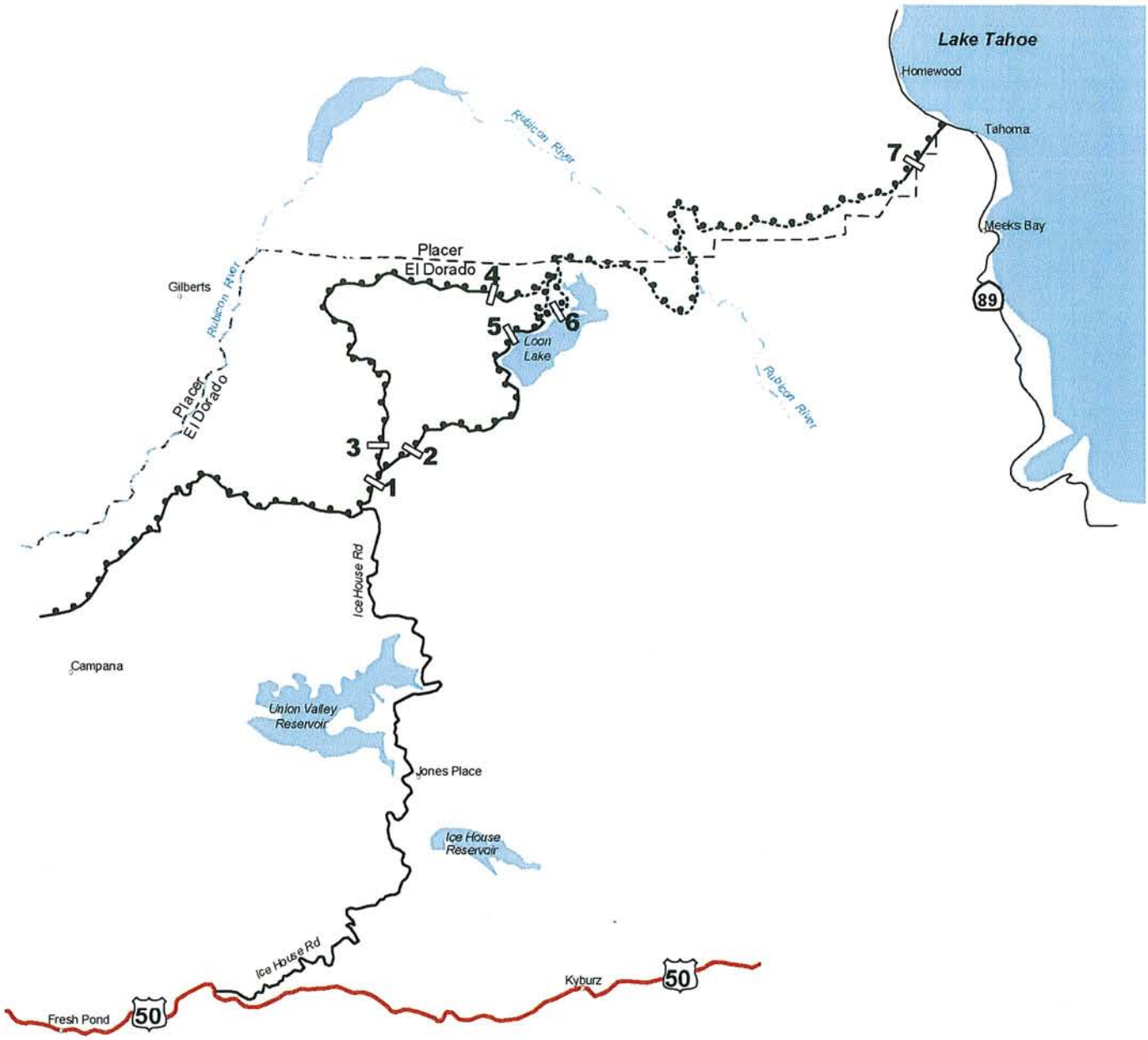
Parking. The availability of parking for vehicles on the trail and for tow vehicles is an important issue near campgrounds and at the trail heads. On peak weekends the number of parked vehicles can approach or exceed the readily available parking supply.

Due to the rugged terrain and difficulty of the Rubicon Trail, many users operate "green sticker vehicles" (non-street legal) on the Rubicon Trail. Therefore, many users must haul their OHVs to a parking area where the towing vehicle and trailer remain, while the Trail user operates their OHV on the Rubicon. Existing parking adjacent to the Rubicon Trail is located at the Loon Lake spillway. This is a large gravel lot adjacent to the Gerle Creek outflow from Loon Lake. Parking at this vicinity is limited and can accommodate approximately 25 tow vehicles and their trailers. When this lot is full, Trail users will often park along either side of Ice House Road or at the Loon Lake Chalet. The County is coordinating with the US Forest Service to determine locations along Ice House Road between the Loon Lake Chalet and the second dam that are too narrow and place "No Parking" signs in these areas.

Quality of Traffic Flow Conditions. The maximum hourly volumes recorded on the maintained roads used to access the Trail has been compared to the Level of Service C threshold for two lane roads identified in the El Dorado County General Plan EIR. As was noted in Table 2 maximum hourly volume observed on the July 4th weekend were as high as 175 vehicles per hour. This volume would be indicative of LOS C or better conditions under El Dorado County General Plan EIR thresholds. This volume would be indicative of LOS C condition under the thresholds derived from the 1997 Highway Capacity Manual.

On the trail itself, issues that are not directly measurable are a better indicator of the acceptability of traffic flow. "Bottlenecks" exist at key location along the trail. At these locations severe terrain slows the progress of vehicles and it may take several minutes for a single rig to clear obstacles. Delays can result when groups of OHV's approach these obstacles, and while most Trail users patiently wait to traverse the area, when waiting for a group traveling together some drivers choose to "detour" off of the trail and into environmentally sensitive areas in order to pass the queue.

Diversion from the established route represents the most significant impact associated with peak use of the Trail. However, no quantitative measure has been identified that matches the propensity for improper use to the overall use of the Trail or to the traffic volume on approaching roads. Additional monitoring of both traffic volumes and travel through constrained locations is needed in order to suggest the level of use hat contributes to these problems.



Legend

- County Maintained Road
- Rubicon Trail
- OHV Trail
- #: Traffic Count Location

KD Anderson
Transportation Engineers

VICINITY MAP

2964-002

figure 1

TABLE 3
TRAFFIC VOLUME COUNTS

#	Road	Location	Vehicles Per Day (Highest Hourly Volume / time)								
			July 1, 2005 to July 5, 2005					August 19, 2005 to August 22, 2005			
			Friday	Saturday	Sunday	Monday	Tuesday	Friday	Saturday	Sunday	Monday
1	Wentworth Springs Rd Ice House Rd	Northeast of South Wentworth Springs Rd junction	1,055 (89 3-4 pm)	1,343 (142 1-2 pm)	1,457 (175 12-1 pm)	929 (166 11-12 am)	92 (36 12-1 pm)	656 (67 1-2 pm)	770 80 (2-3 pm)	879 127 (12-1 pm)	215 (28 1-2 pm)
2	Ice House Road	East of Wentworth Springs	527 (42 7-8 pm)	809 (73 3-4 pm)	743 (79 4-5 pm)	407 (64 1-2 pm)	92 (20 6-7 pm)	489 (50 1-2 pm)	638 (70 2-3 pm)	662 (94 1-2 pm)	172 (36 10-11 am)
3	Wentworth Springs Rd	North of Ice House Rd	299 (32 8-9 pm)	440 (59 10-11 am)	608 (80 1-2 pm)	386 (60 12-1 pm)	122 (19 4-5 pm)	264 (30 1-2 pm)	347 (43 10-11 am)	366 (60 1-2 pm)	98 (24 1-2 pm)
4	Wentworth Road	End of maintained road	-	-	-	-	-	62 (10 1-2 pm)	121 (17 12-1 pm)	61 (14 1-2 pm)	12 (3 6-7 pm)
5	Ice House Road	Prior to 2nd campground	-	-	-	-	-	302 (30 9-10 am)	470 (74 11-12 am)	349 (65 1-2 pm)	76 (11 1-2 pm)
6	Ice House Road	Beyond 2nd Campground	-	-	-	-	-	295 (33 8-9 am)	529 (72 10-11 am)	339 (61 2-3 pm)	88 (13 12-1 pm)
7	McKinney Road	West of Meeks Bay	537 (47 5-6 pm)	506 (47 10-11 am)	611 (60 6-7 pm)	513 (48 2-3 pm)	481 (45 4-5 pm)	287 (36 6-7 pm)	370 (59 5-6 pm)	402 (66 5-6 pm)	183 (51 10-11 am)

Recommendations for Further Action. El Dorado County will need to continue to monitor traffic volumes at key locations along the trail and to monitor the number of users on the trail. This should be accomplished in a manner that allows the County to maintain a data base of Rubicon Trail use.

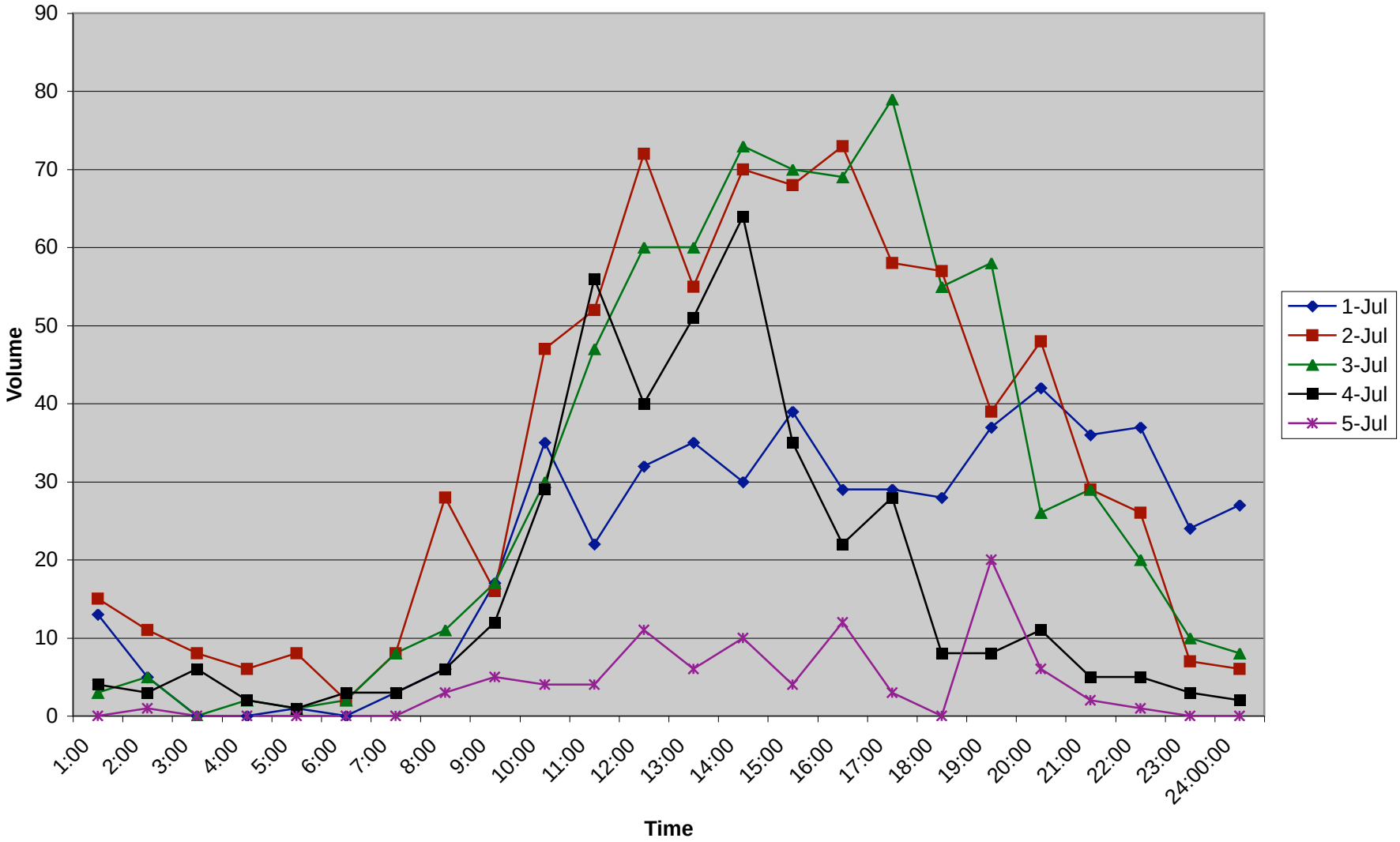
Daily Traffic Counts. Machine traffic counts conducted at the ends of maintained roads will provide a rough indication of the use of the Trail and may prove to be a substitute for a comprehensive cordon survey that attempts to identify every user. The seven locations identified for this study are applicable. Data should continue to be gathered on July 4th and on a typical weekend.

User Surveys. A user survey affords the opportunity to gather specific data that would otherwise only be inferred from non-intrusive methods. However, the labor needed for a round-the-clock survey is not always readily available, and training a large group of volunteers to collect uniform data is problematic. Based on review of the traffic count data, it is reasonable to suggest that the survey hours could be shortened without substantially affecting the outcome, particularly if concurrent pneumatic hose counts also occurred. For example, over the July 4th weekend, the number of vehicles arriving in the evening dropped after Saturday. On Sunday morning only 7 inbound vehicles were counted on Ice House Road east of Wentworth Springs Road from 12:00 midnight to 6:00 a.m. This represented only 2½% of the 292 northbound vehicles that entered on Sunday, and omission of this data would not appreciably affect the use of this data. Alternatively, on Friday night-Saturday morning 35 out of 463 arriving vehicles were counted at that location from midnight to 6 a.m., or 7½% of the daily total.

If additional surveys are conducted, the 24 hour traffic volume data developed from this study should be reviewed to determine how to match personnel resources with the most productive traffic hours.

TECHNICAL APPENDIX

Intersection 2 Ice House Road East of Wentworth Springs Road July 2005



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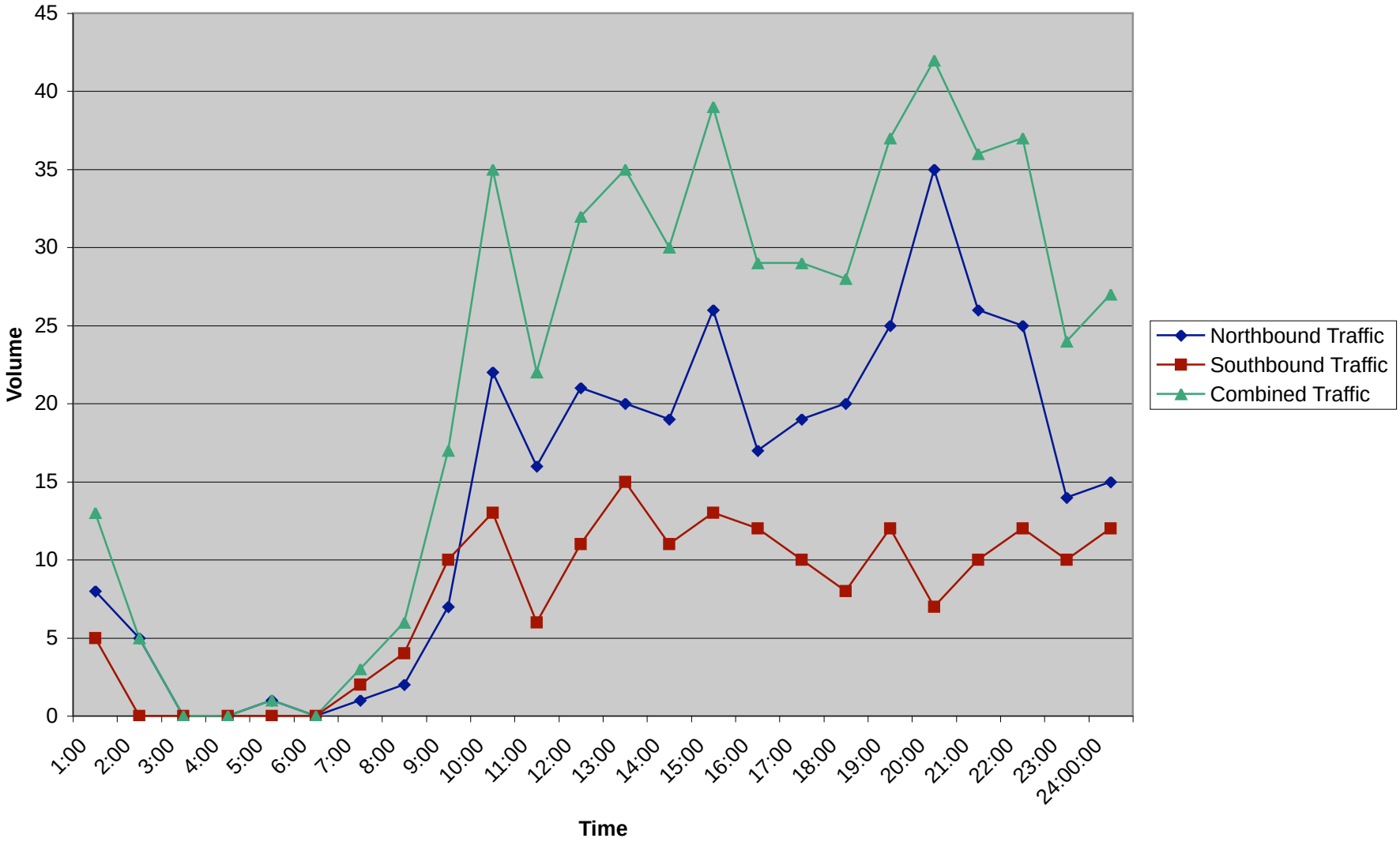

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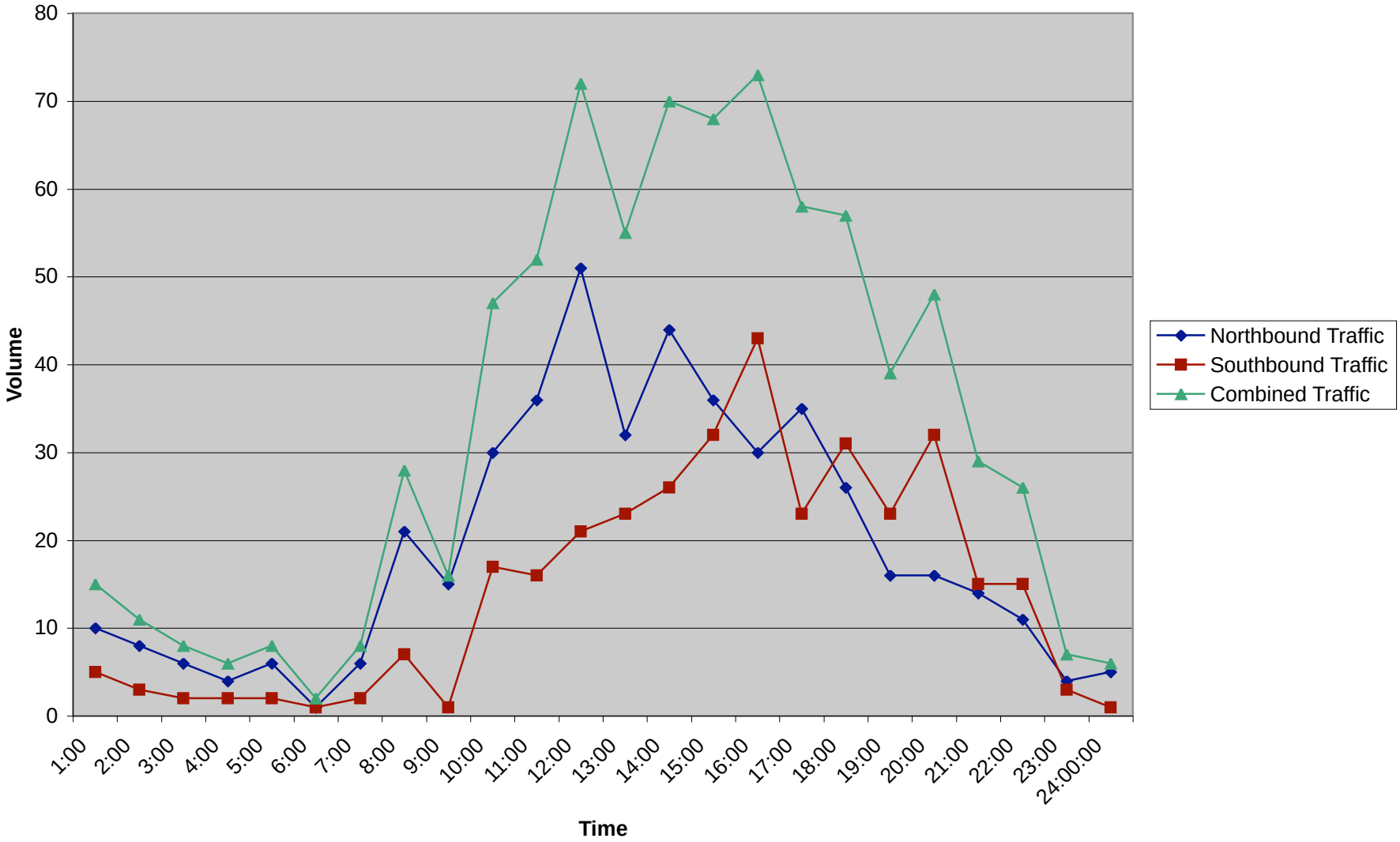

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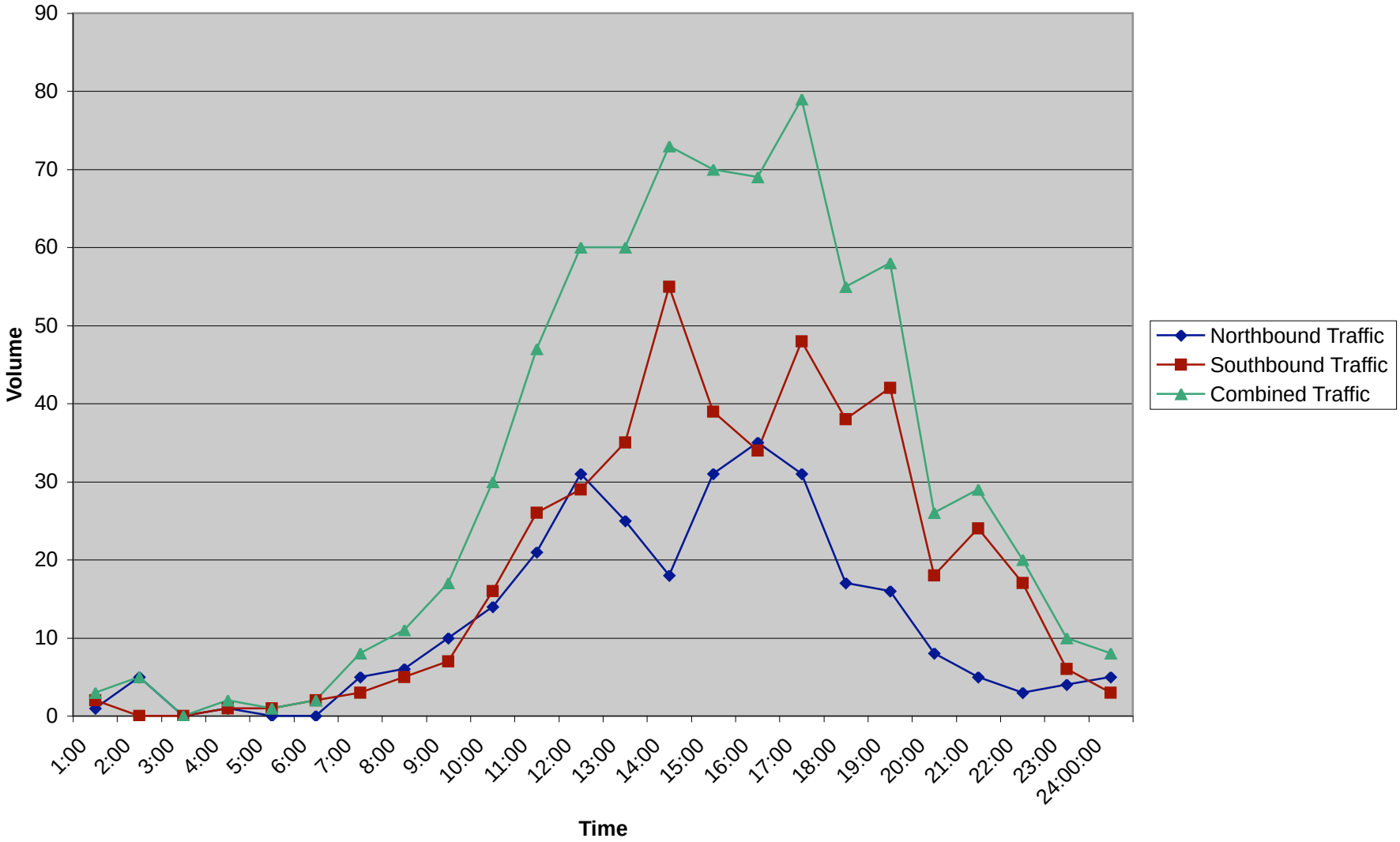

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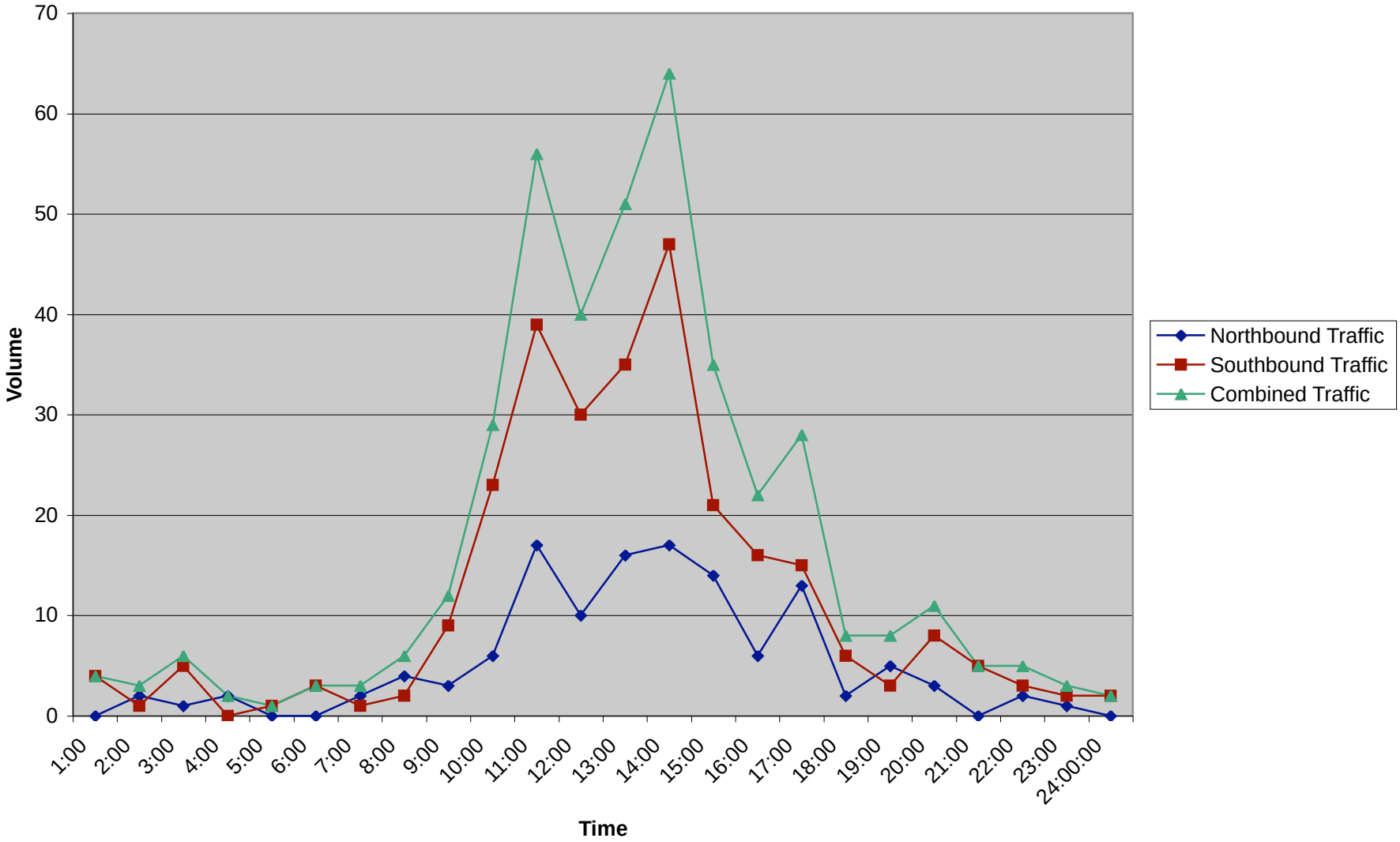

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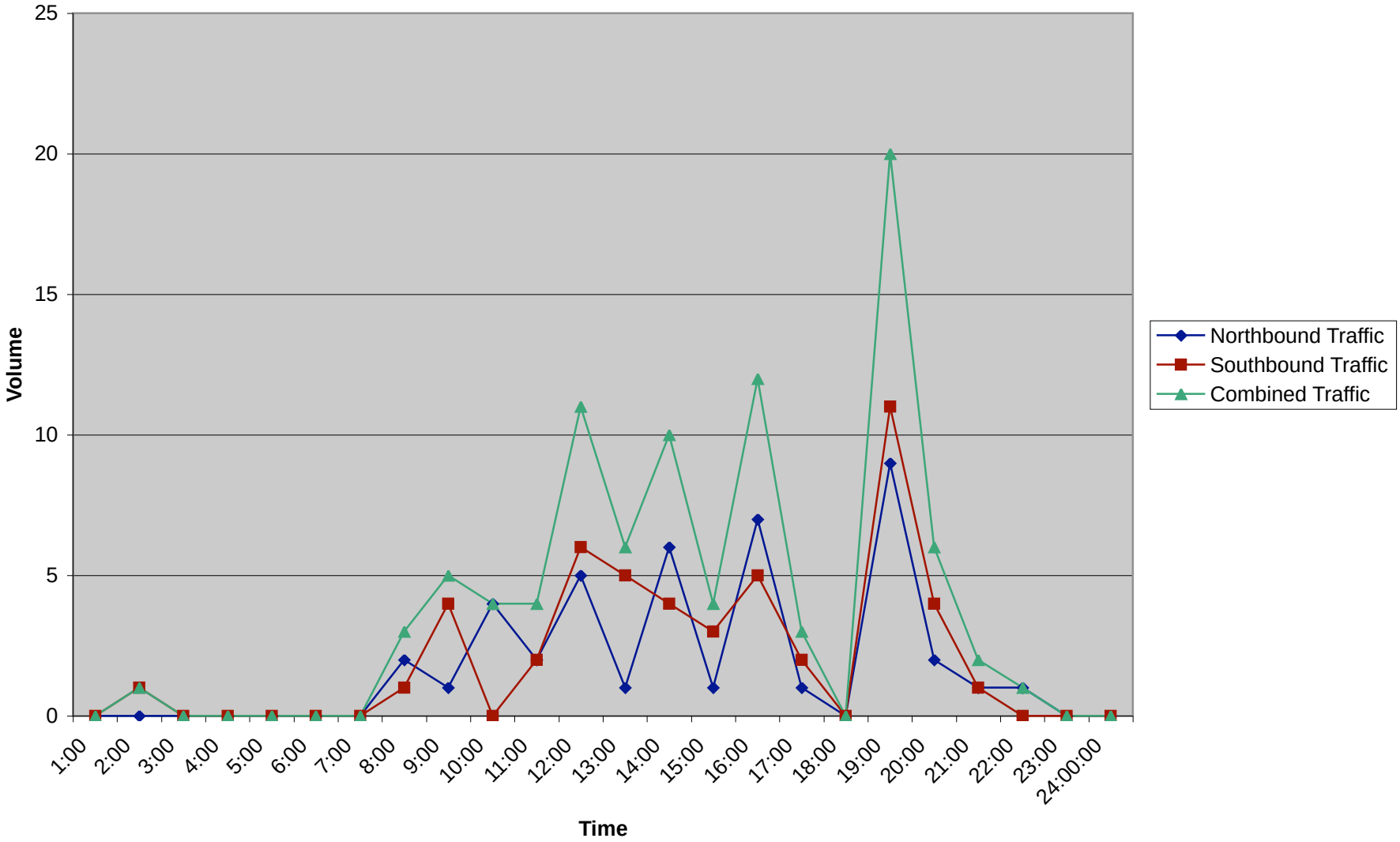
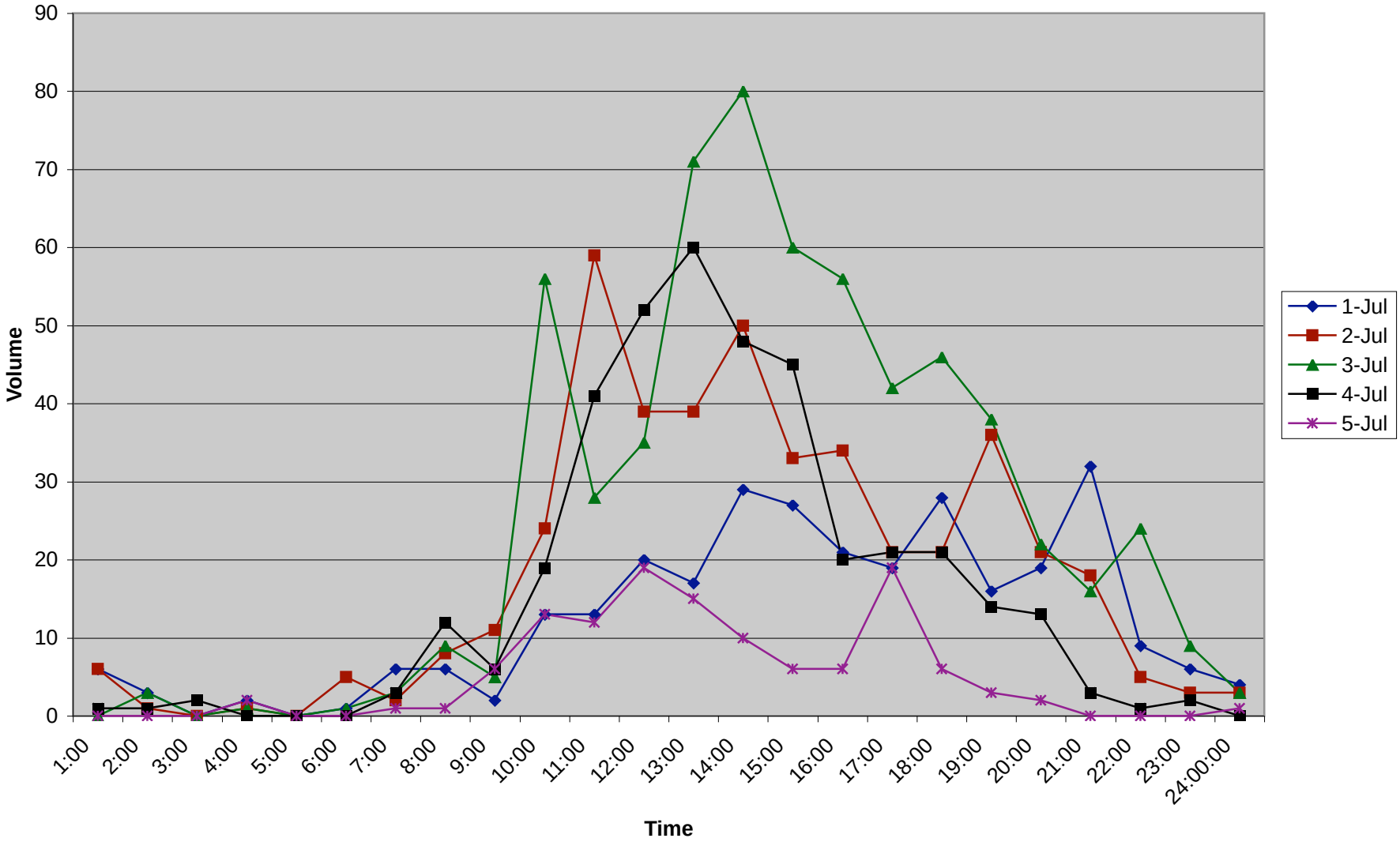


Intersection 3 Wentworth Springs Road West of Ice House Road July 2005



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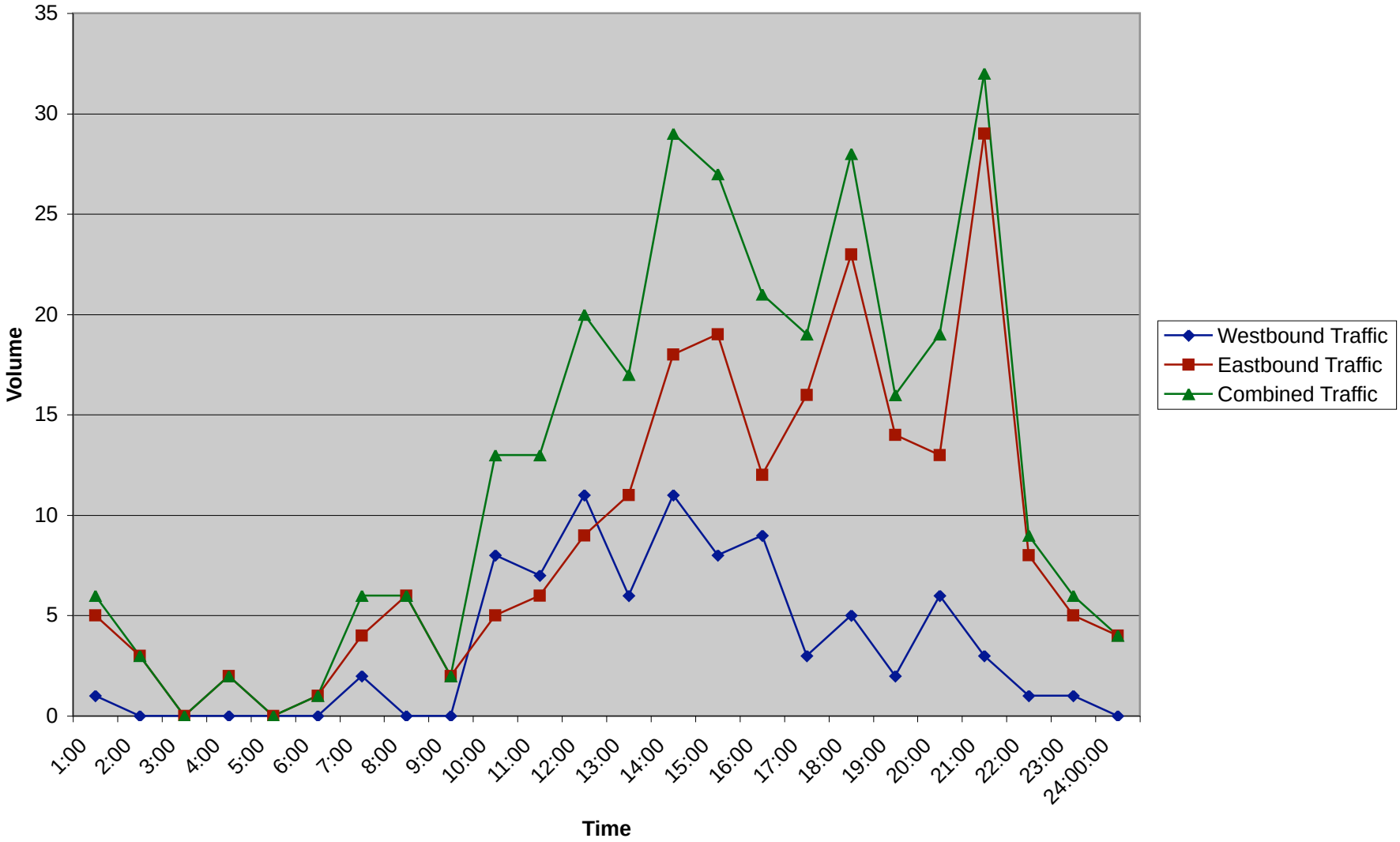

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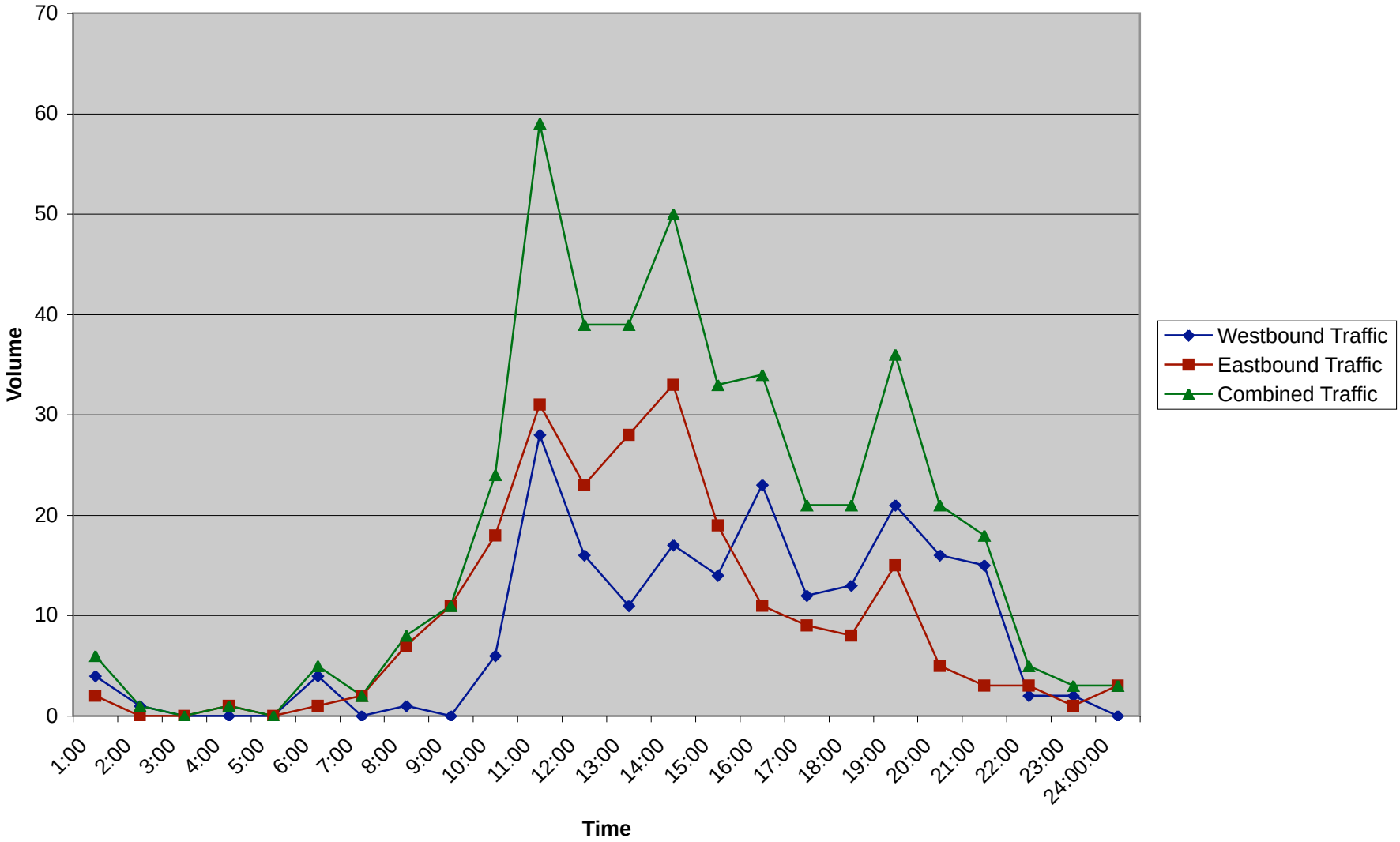

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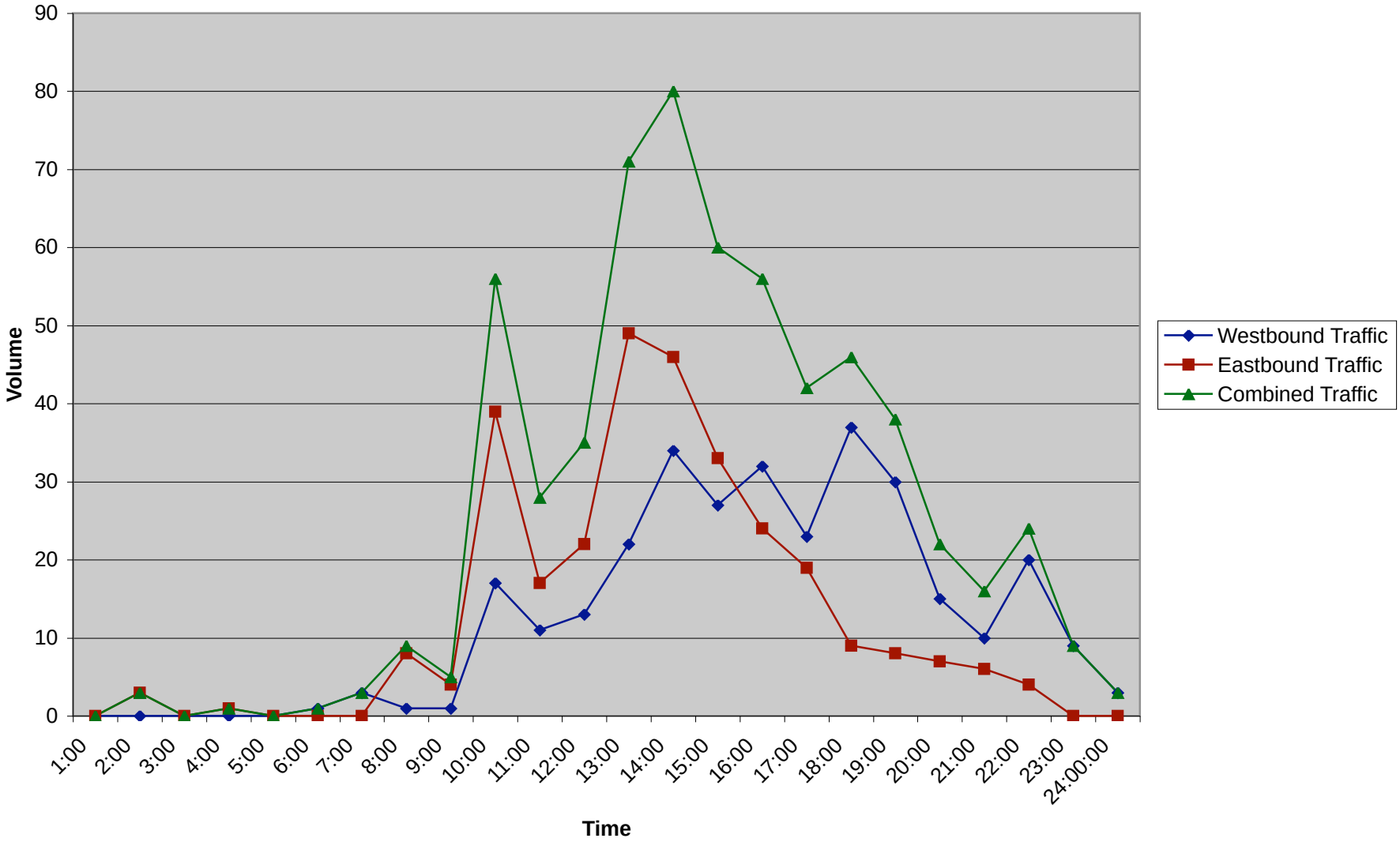

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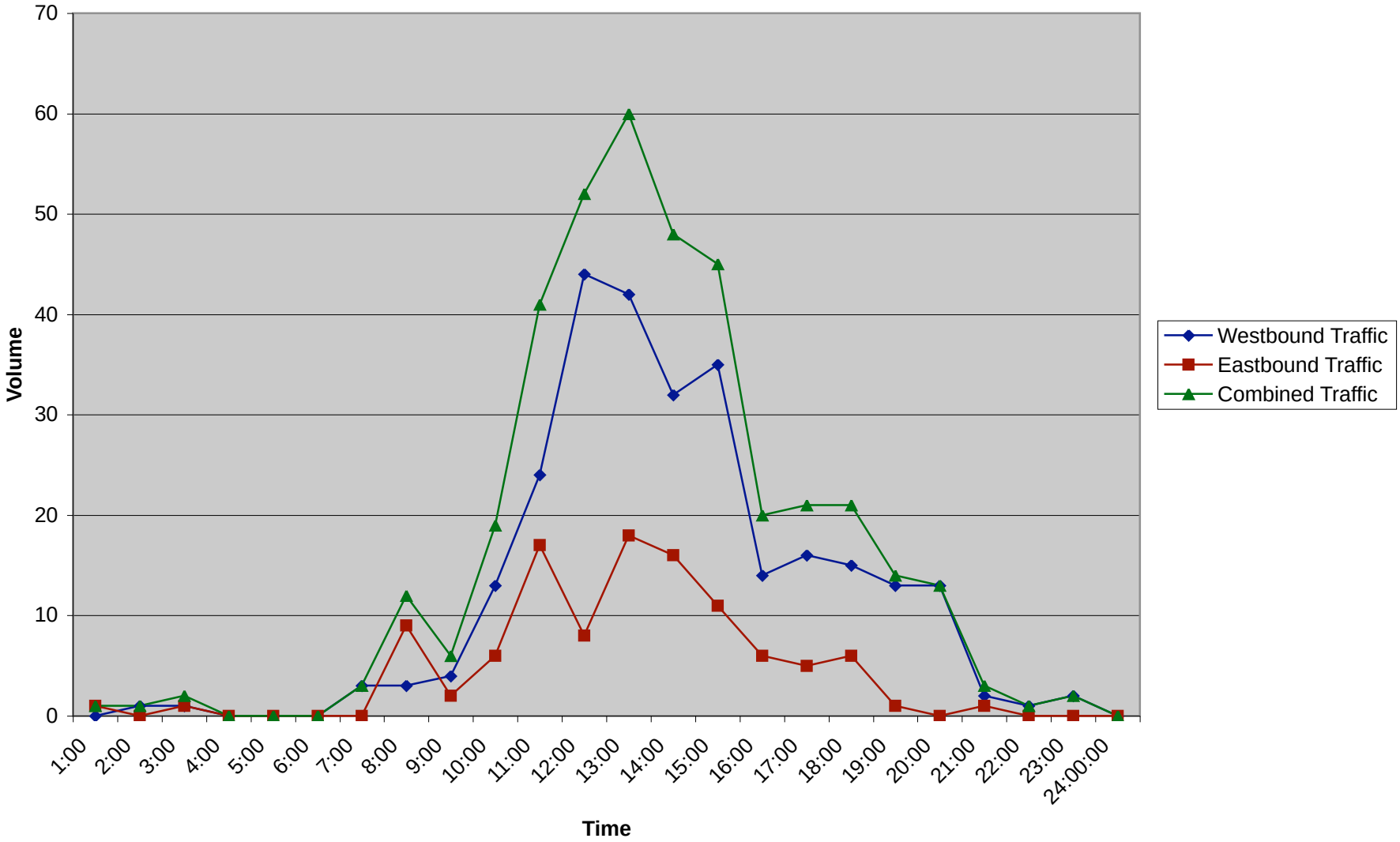

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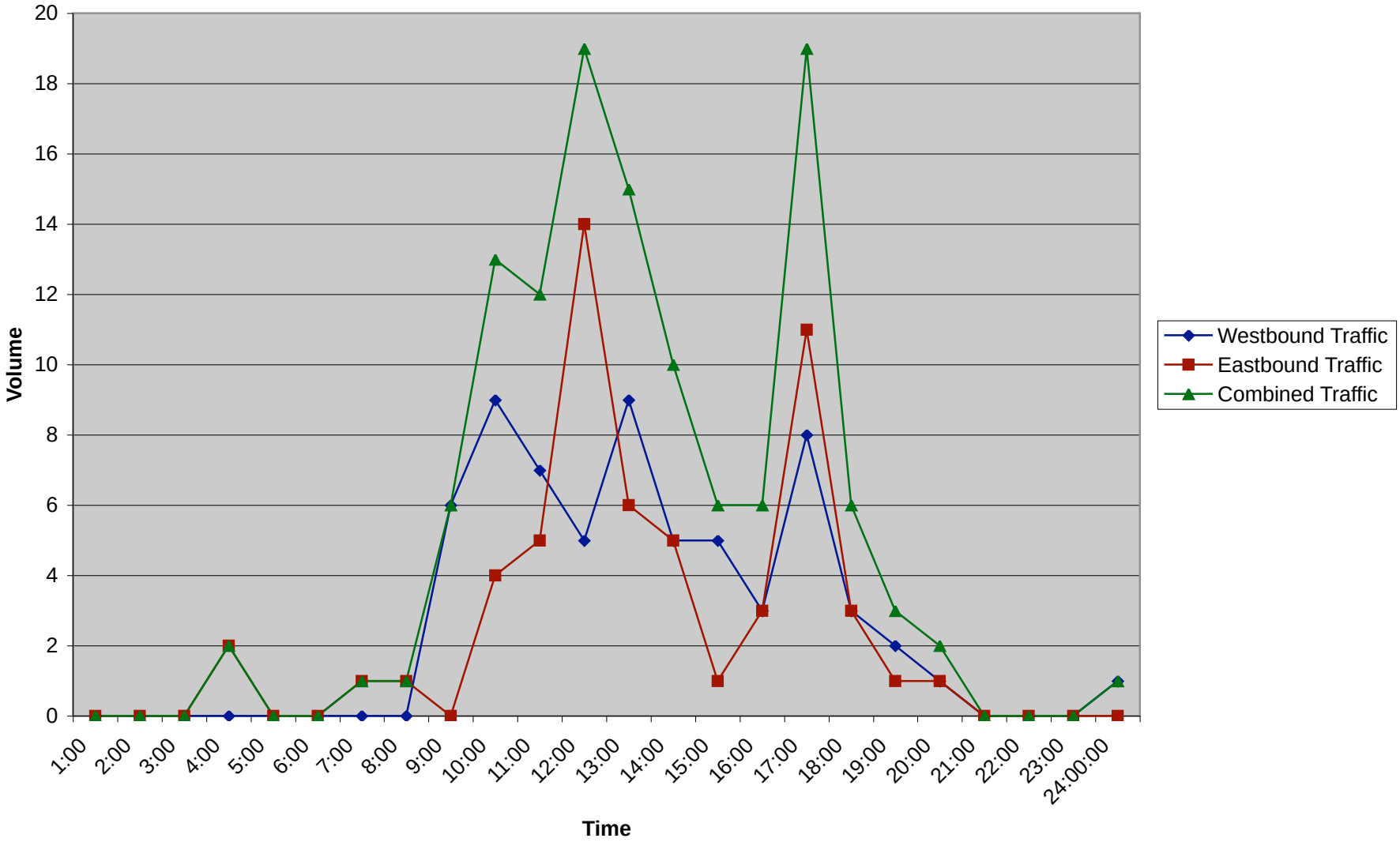
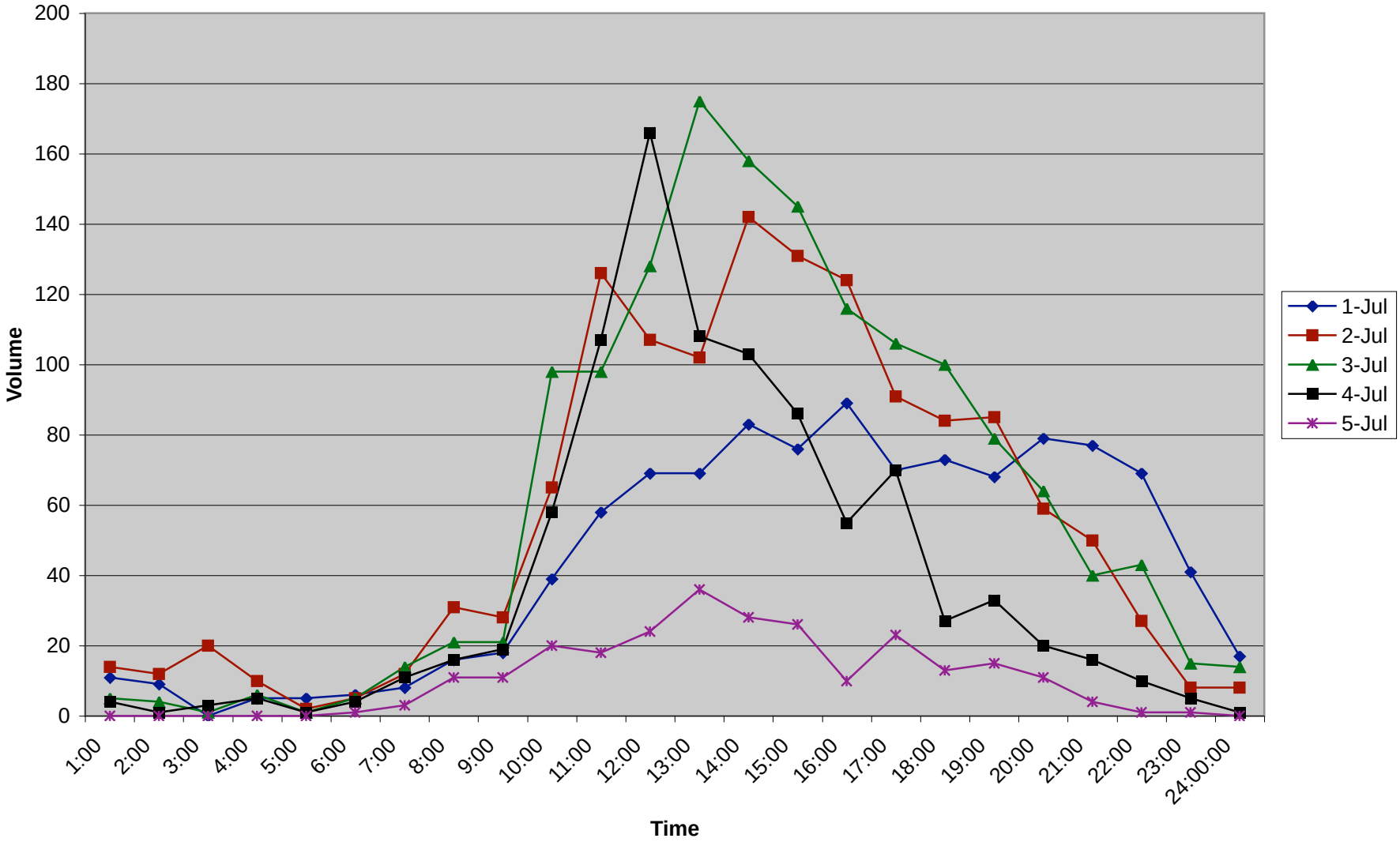
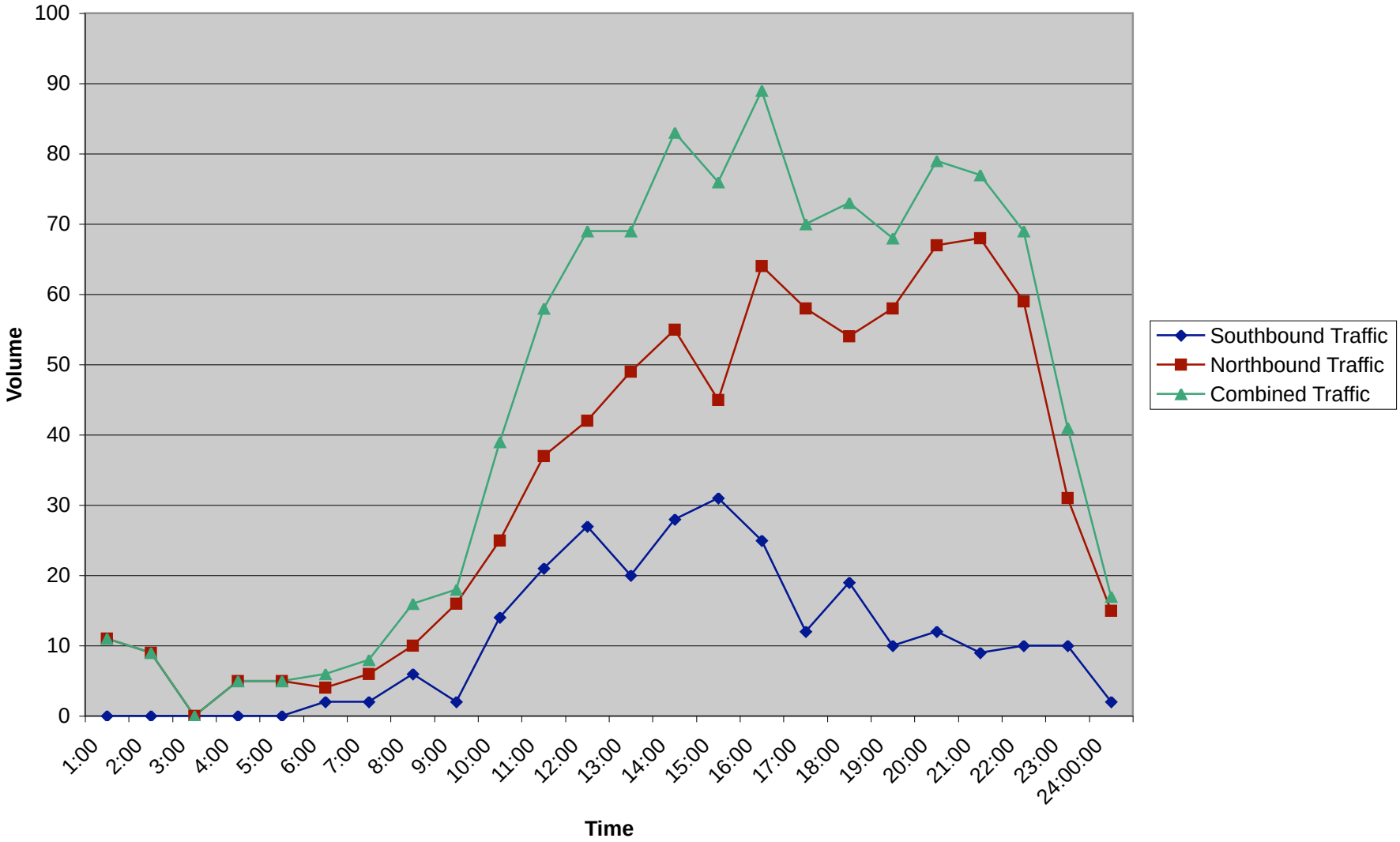


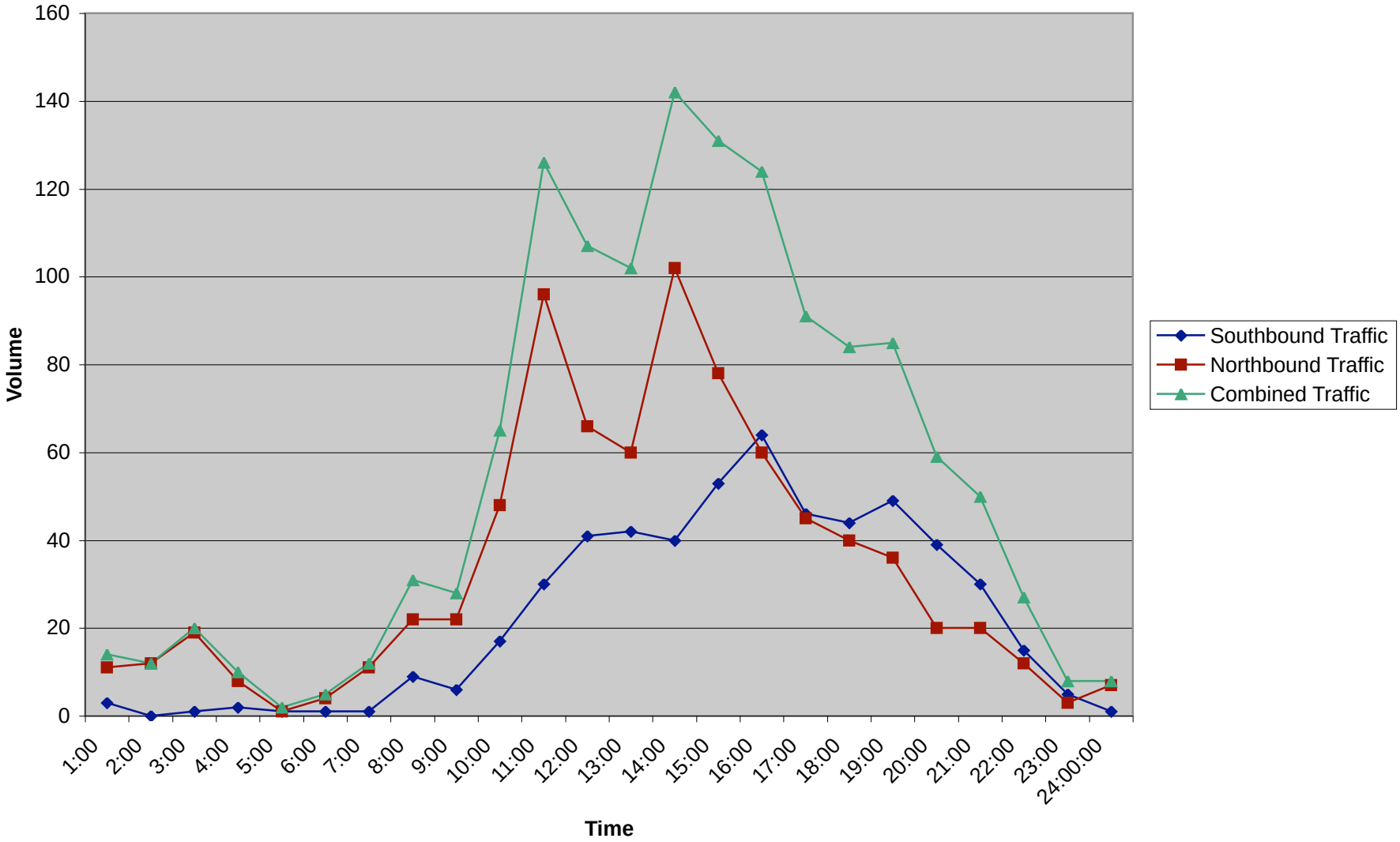
Intersection 4 Wentworth Springs Road North of Ice House Road July 2005



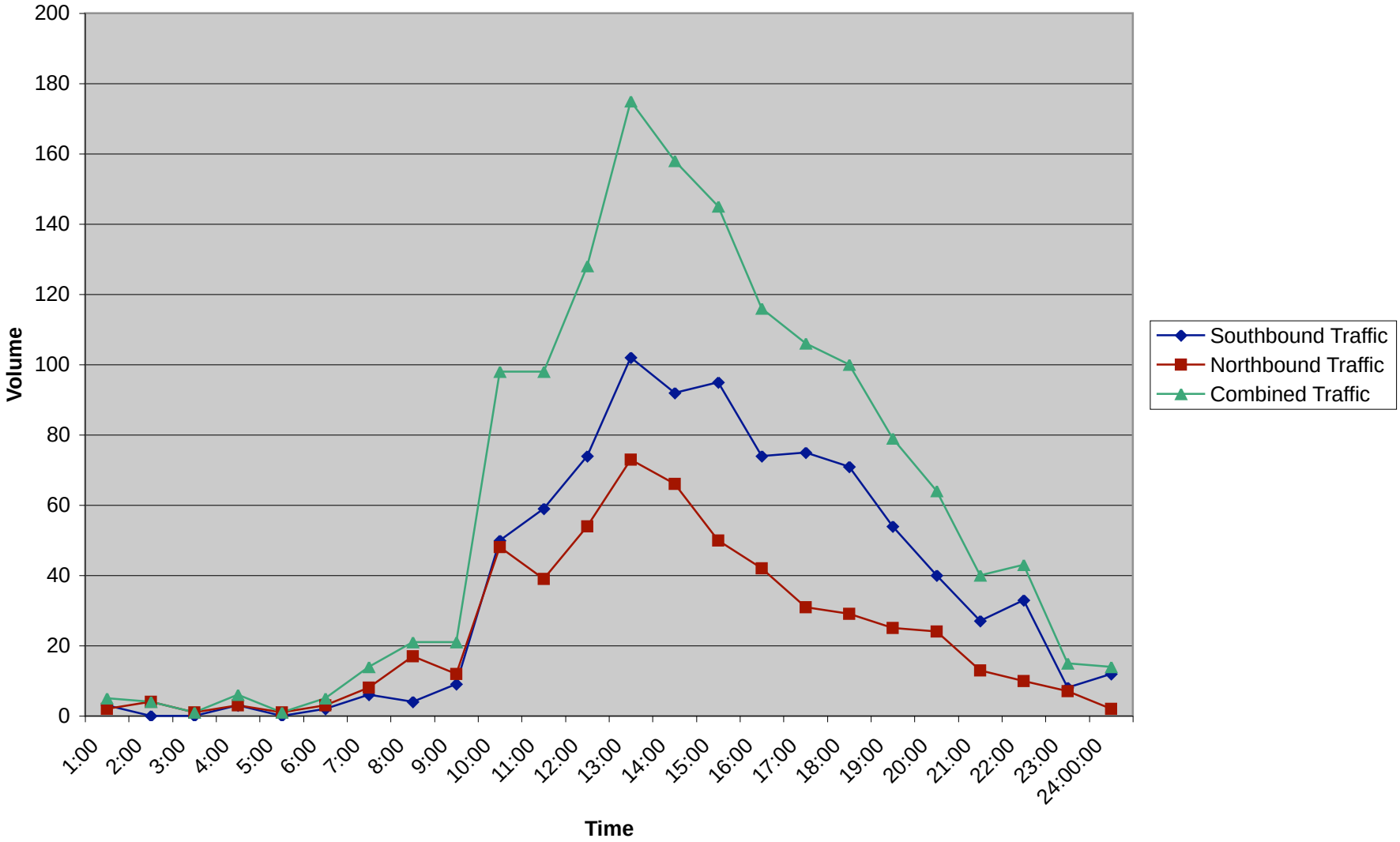
Intersection 4 Wentworth Springs Road North of Ice House July 1, 2005



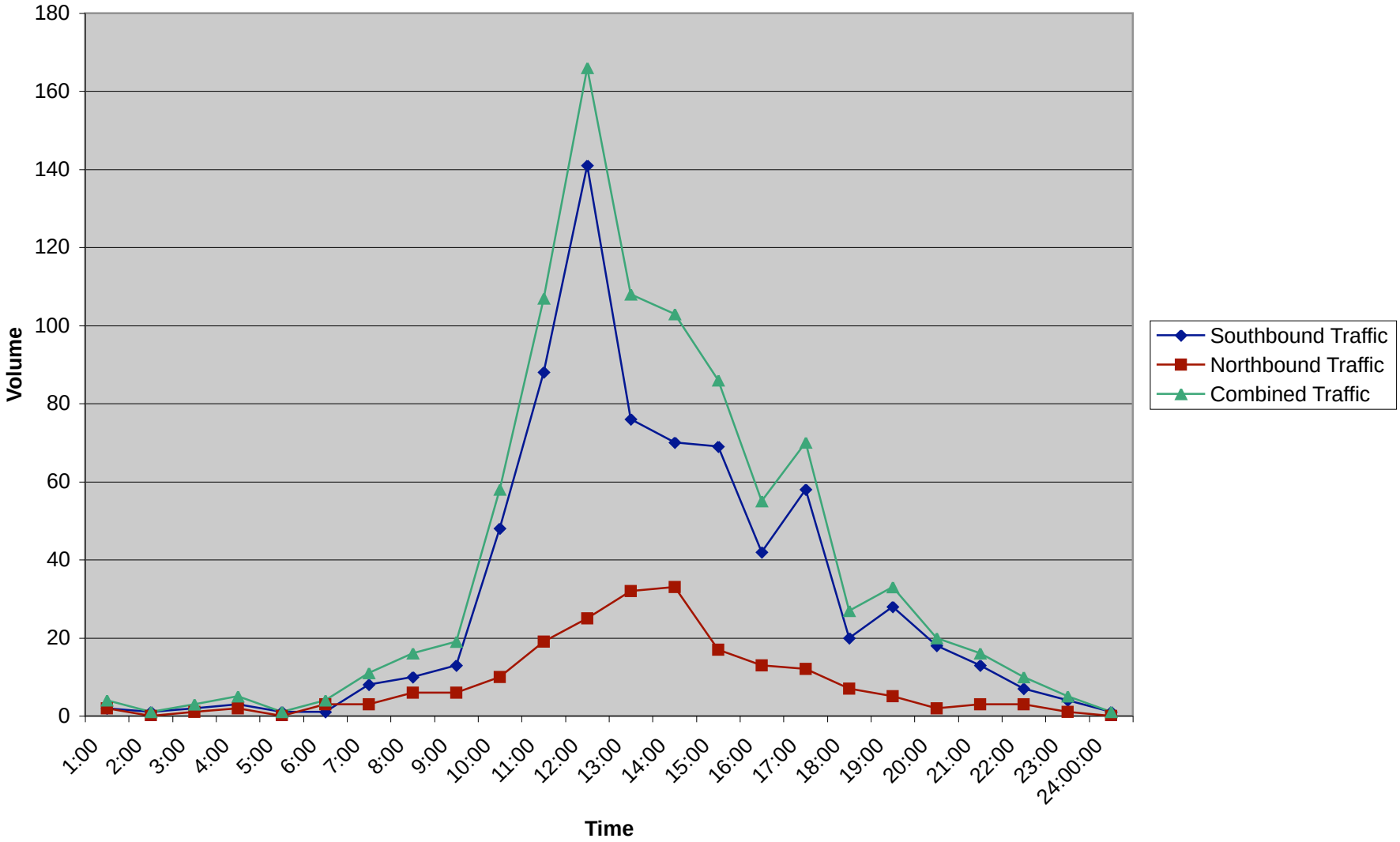
Intersection 4 Wentworth Springs Road North of Ice House July 2, 2005



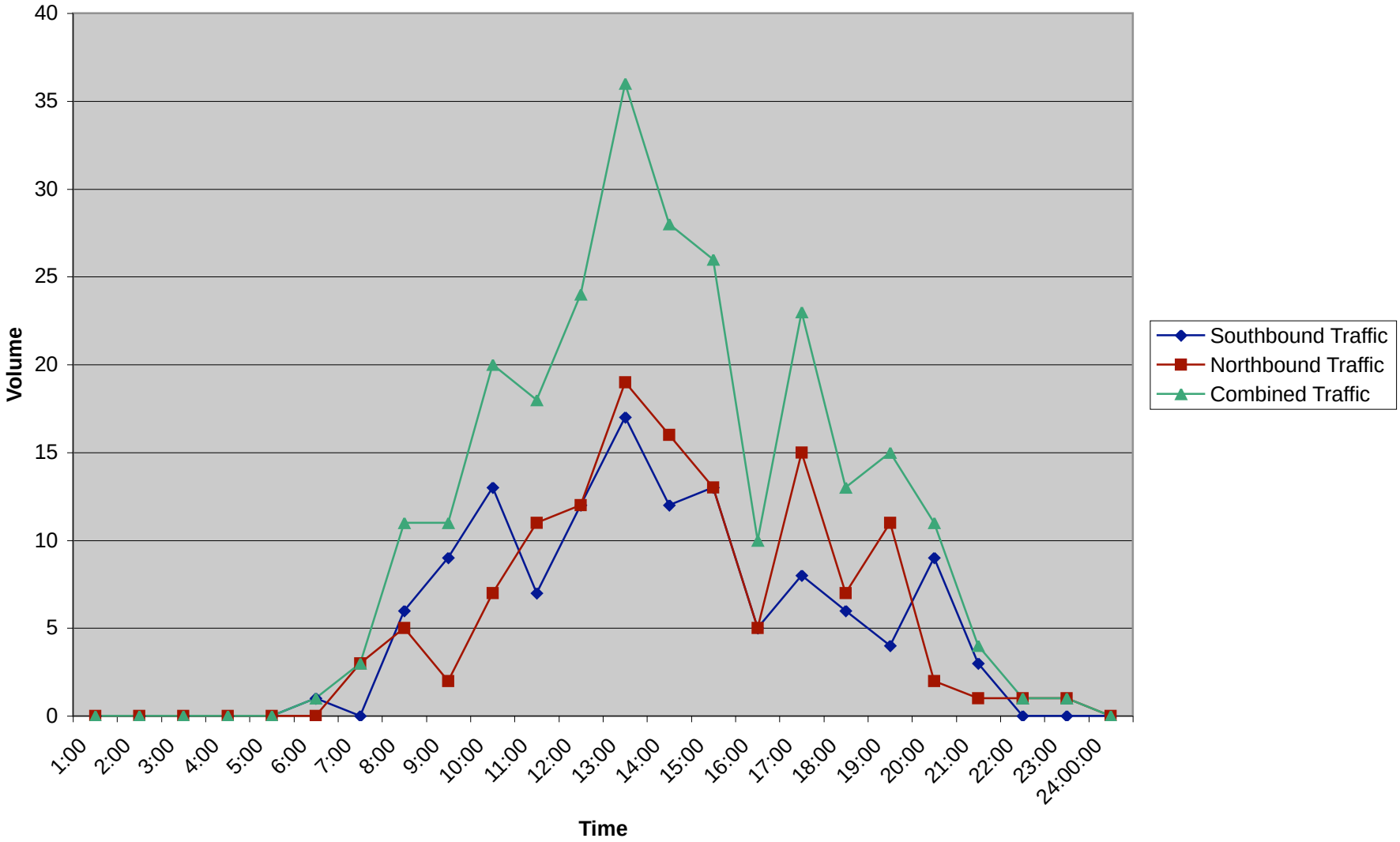
Intersection 4 Wentworth Springs Road North of Ice House July 3, 2005



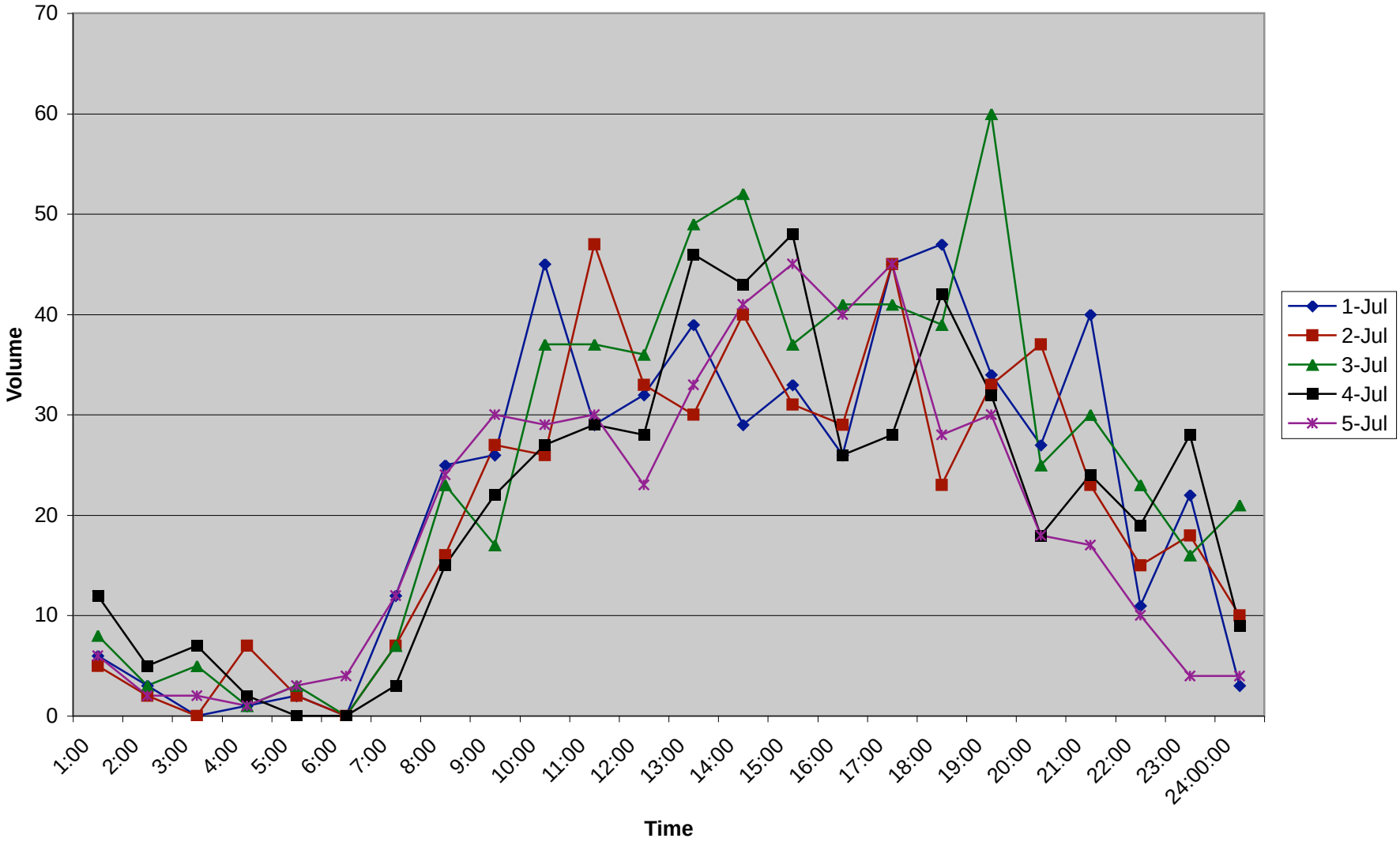
Intersection 4 Wentworth Springs Road North of Ice House July 4, 2005



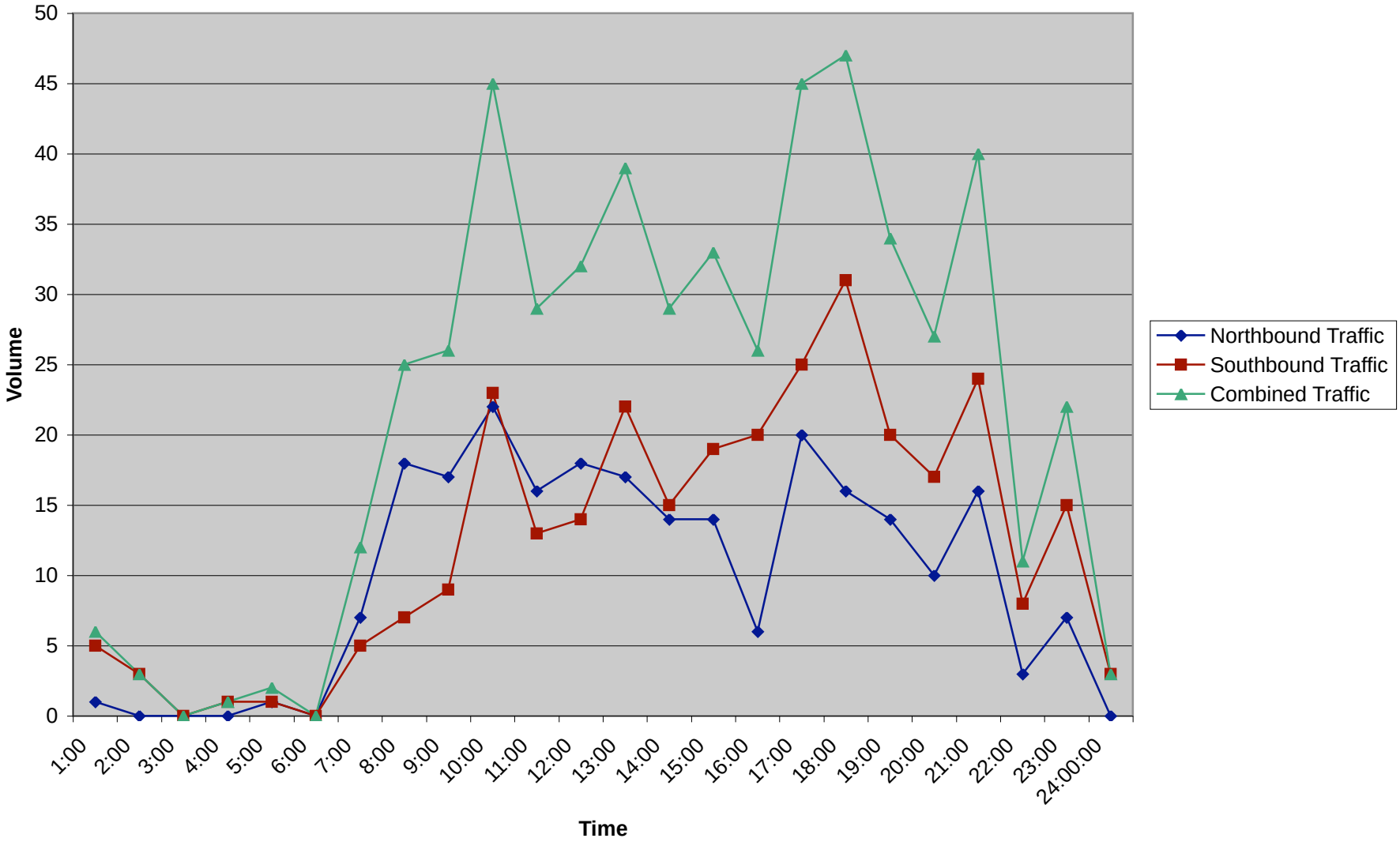
Intersection 4 Wentworth Springs Road North of Ice House July 5, 2005



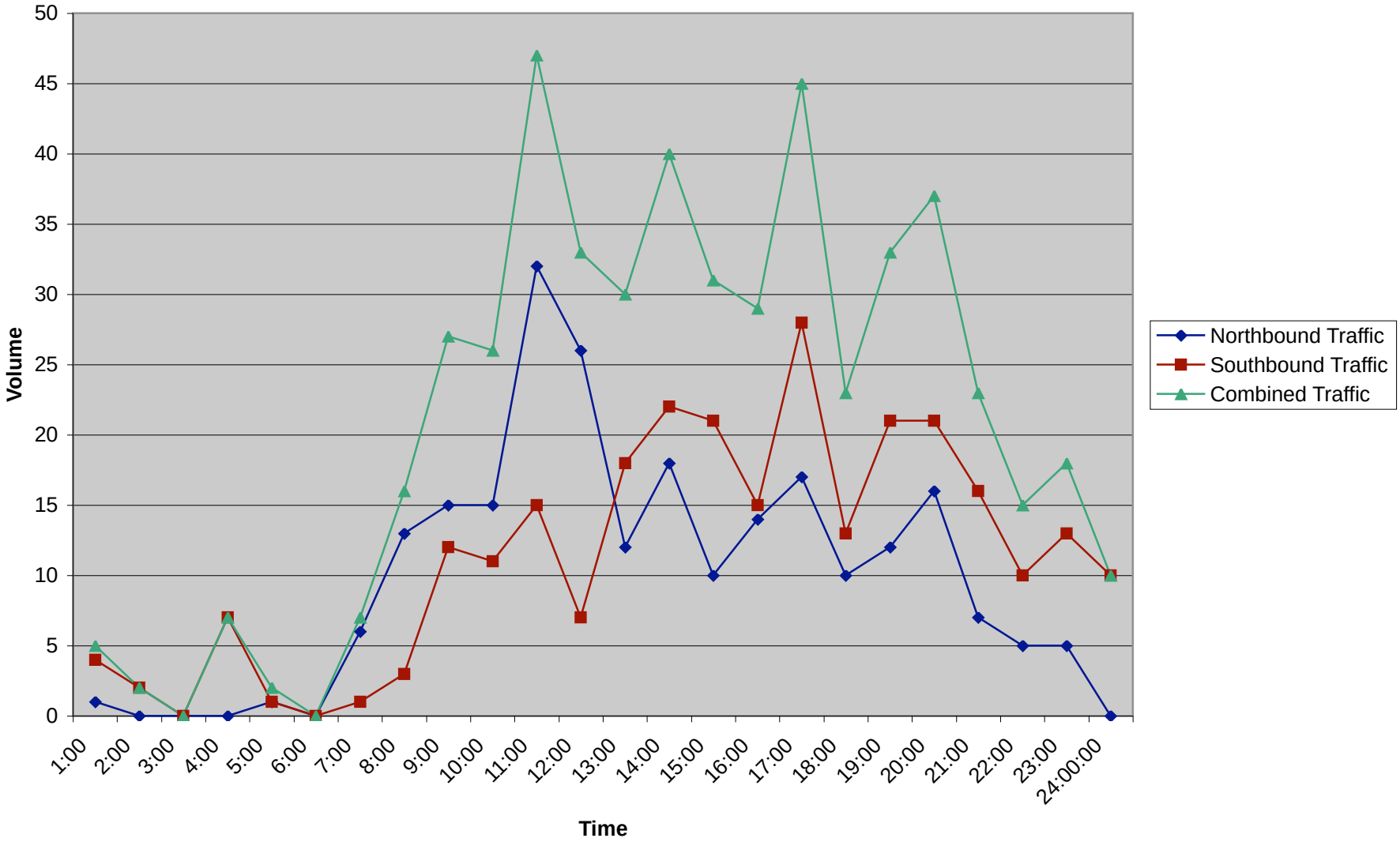
Intersection 7 McKinney Creek Road July 2005



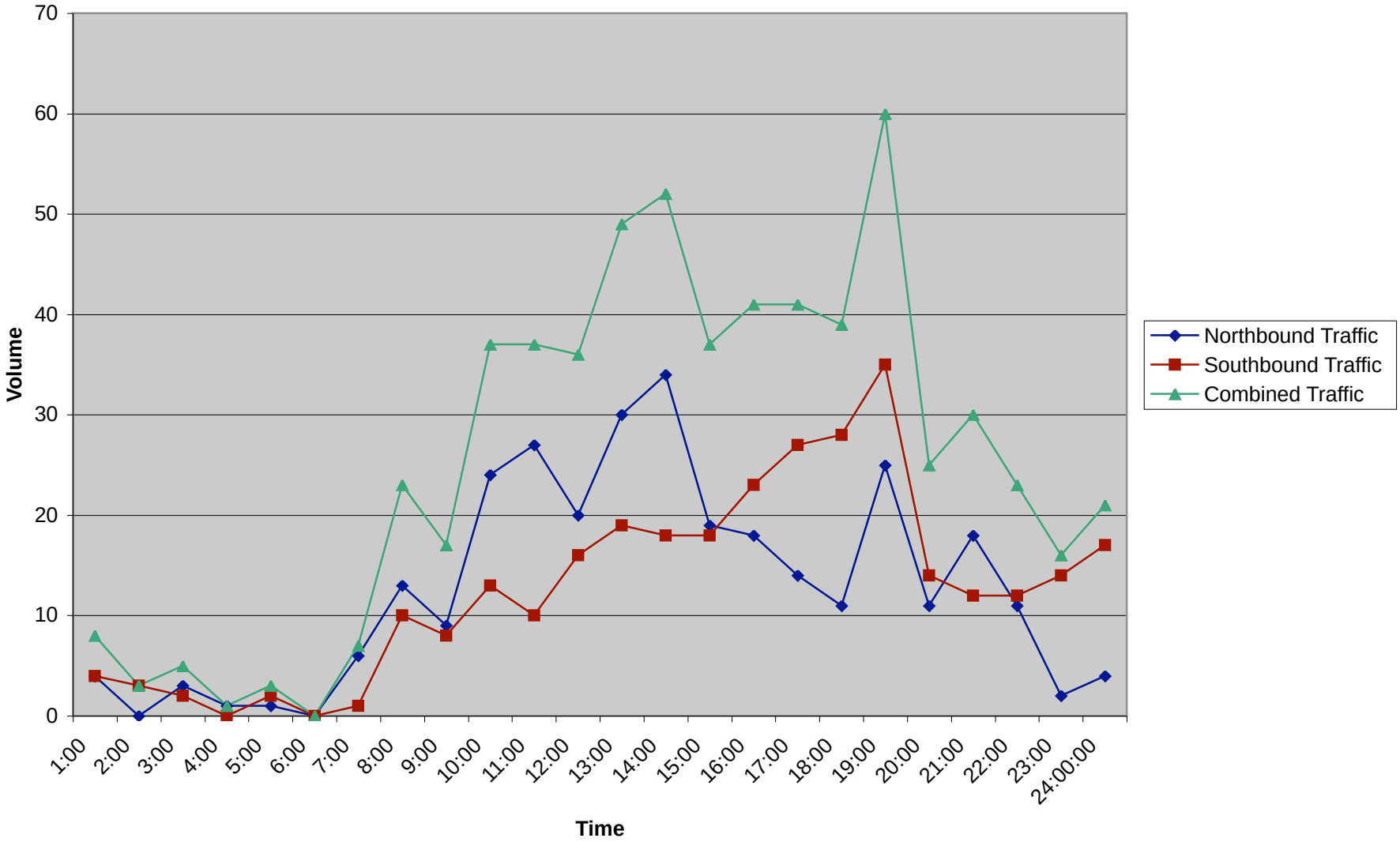
Intersection 7 McKinney Creek Road July 1, 2005



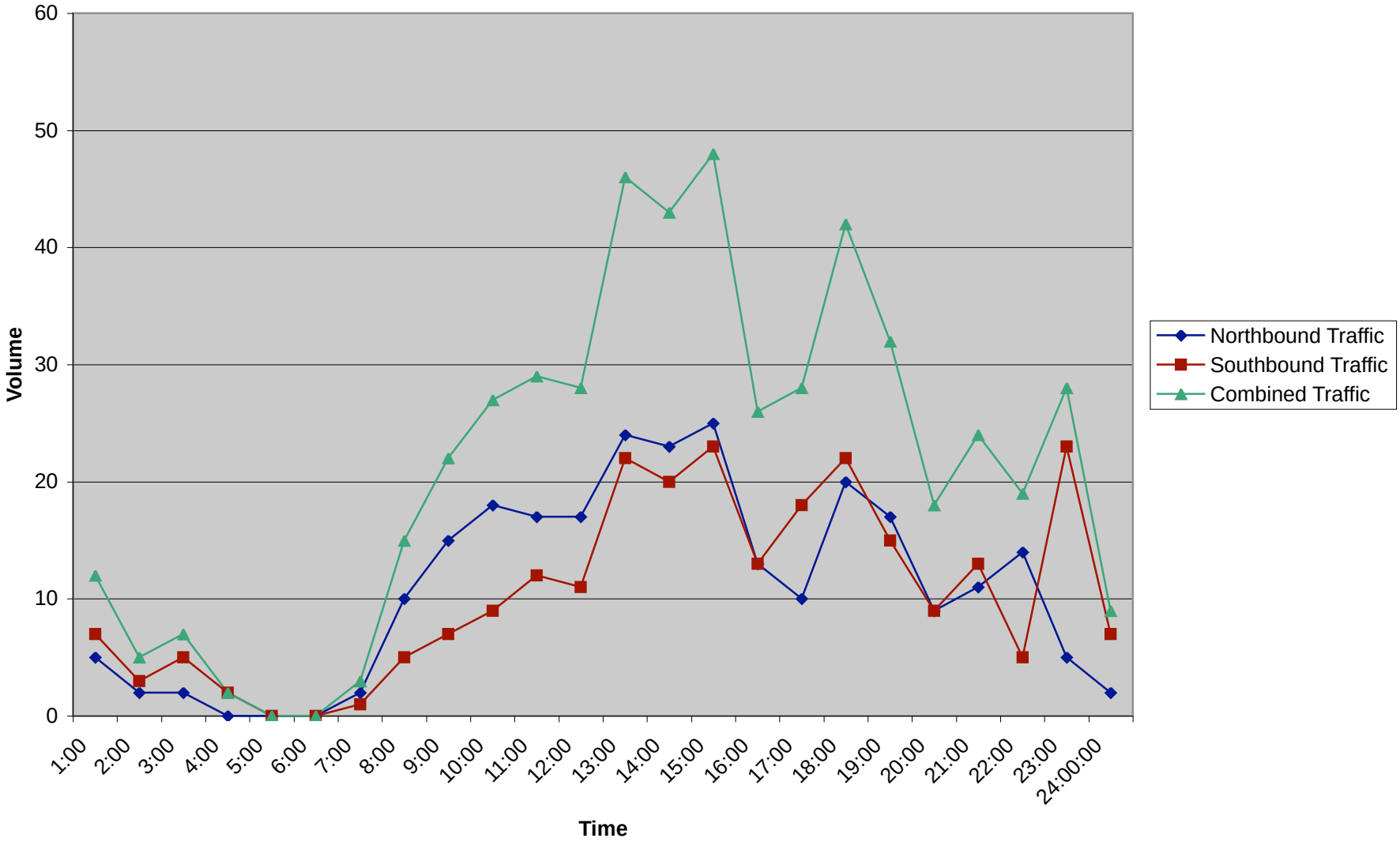
Intersection 7 McKinney Creek Road July 2, 2005



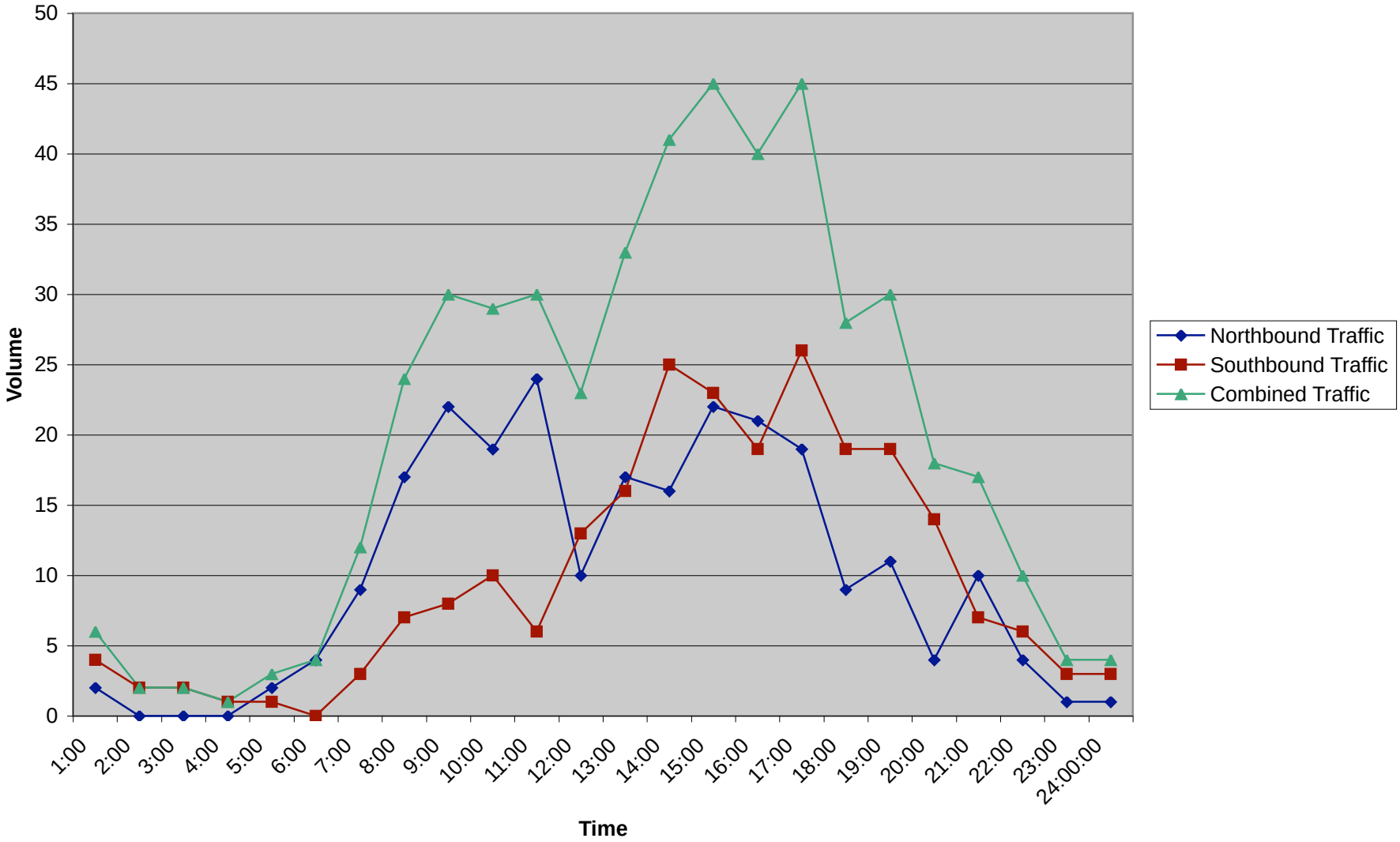
Intersection 7 McKinney Creek Road July 3, 2005



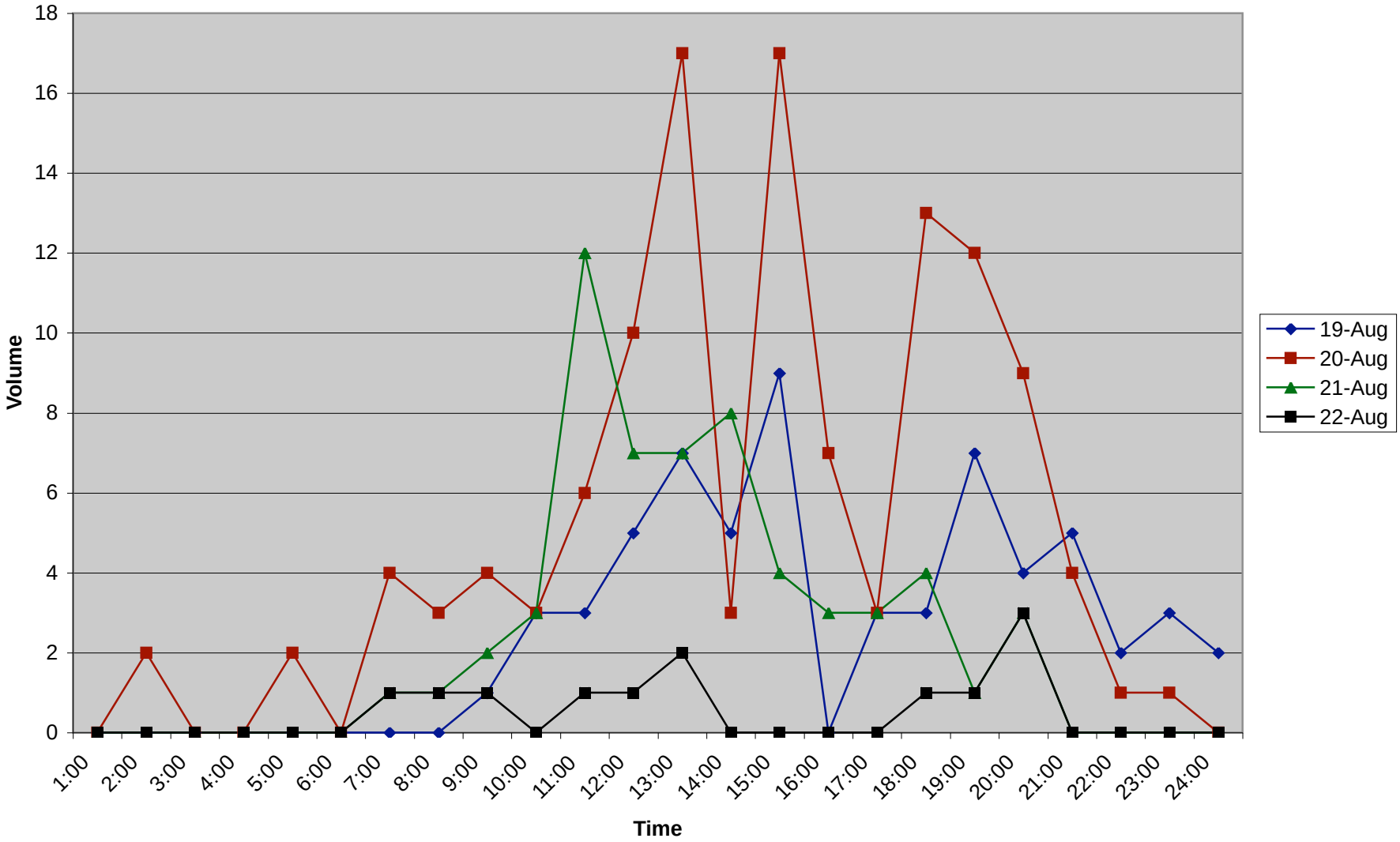
Intersection 7 McKinney Creek Road July 4, 2005



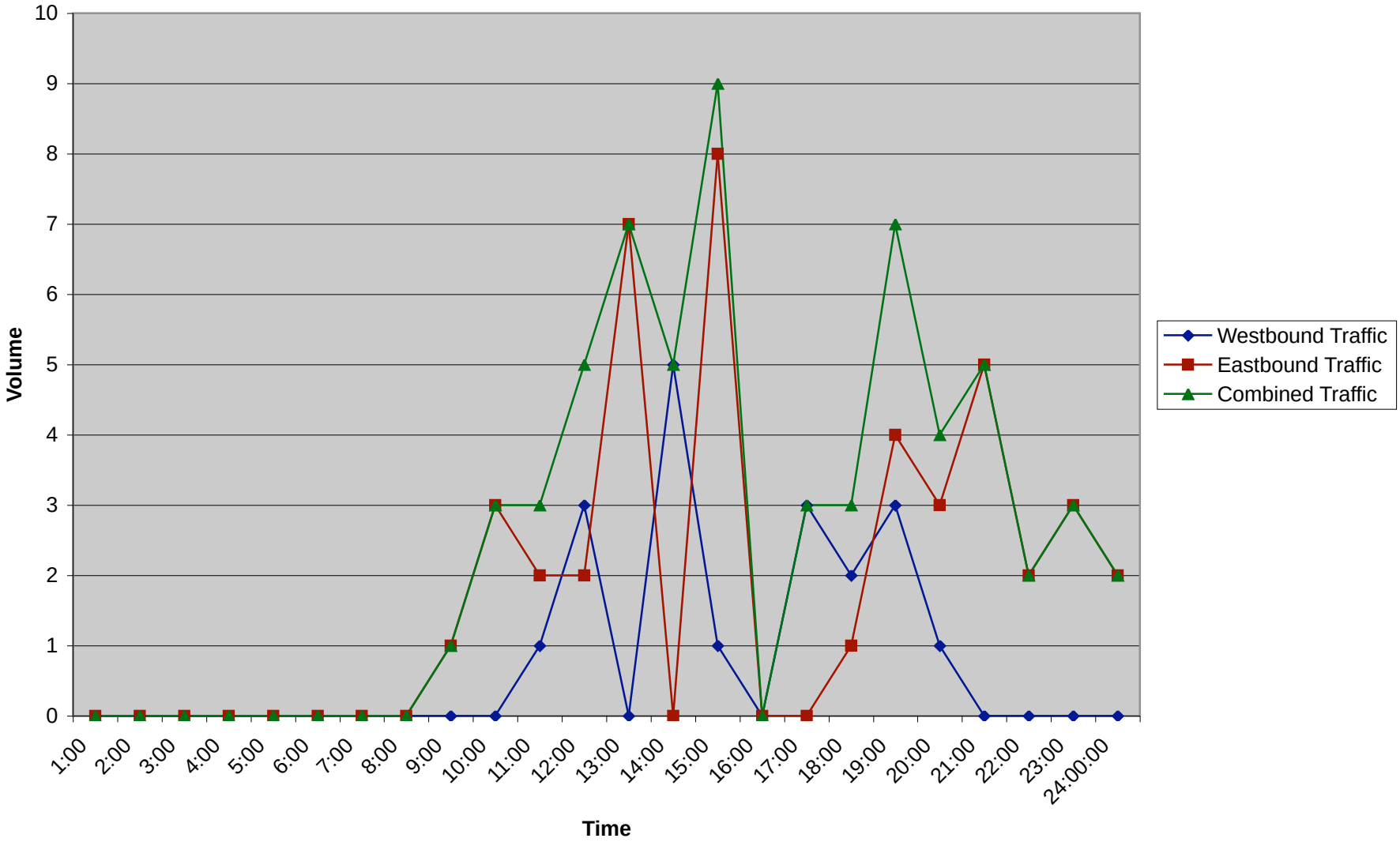
Intersection 7 McKinney Creek Road July 5, 2005



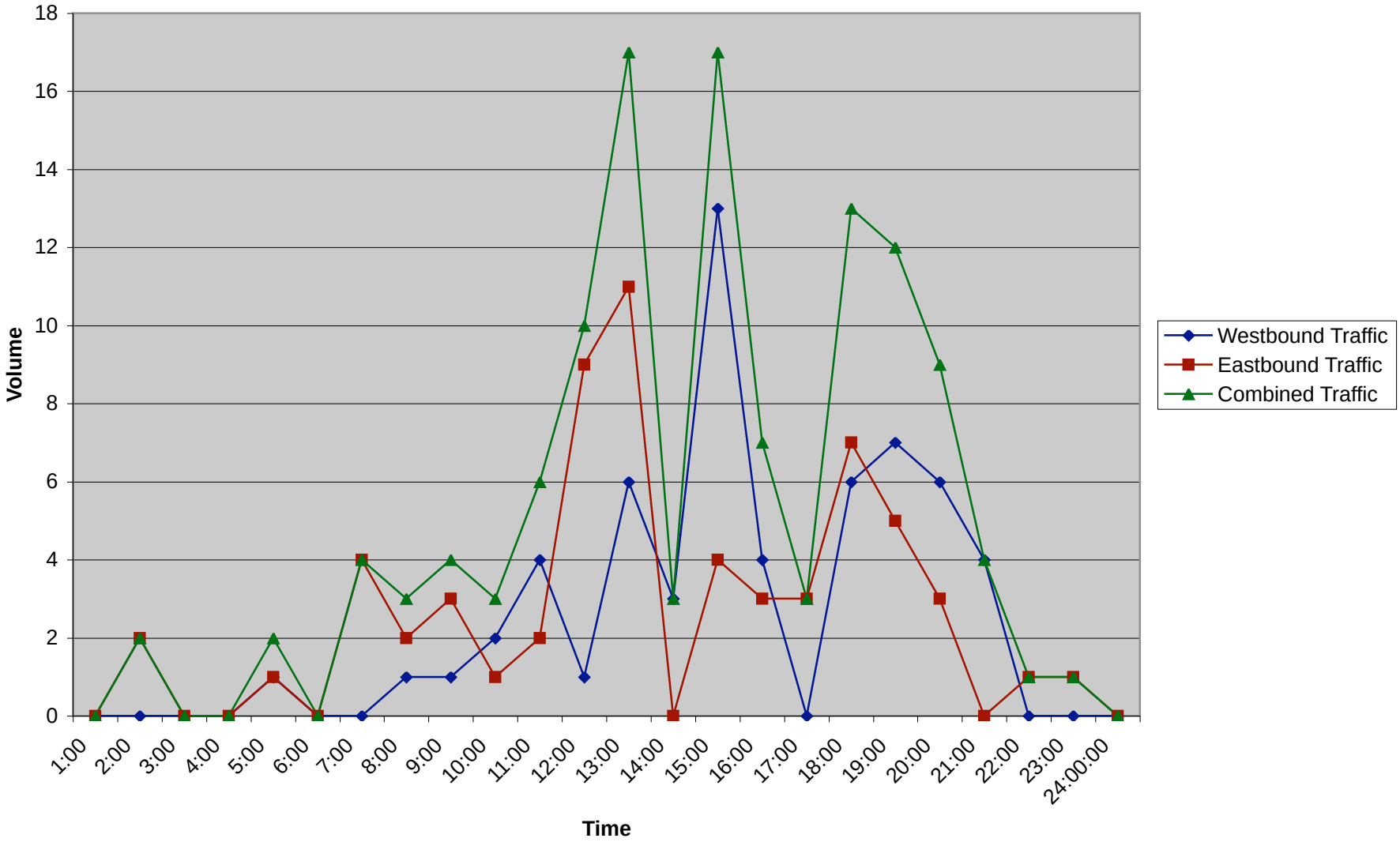
Intersection 1 Wentworth Springs Road South of Ice House Road



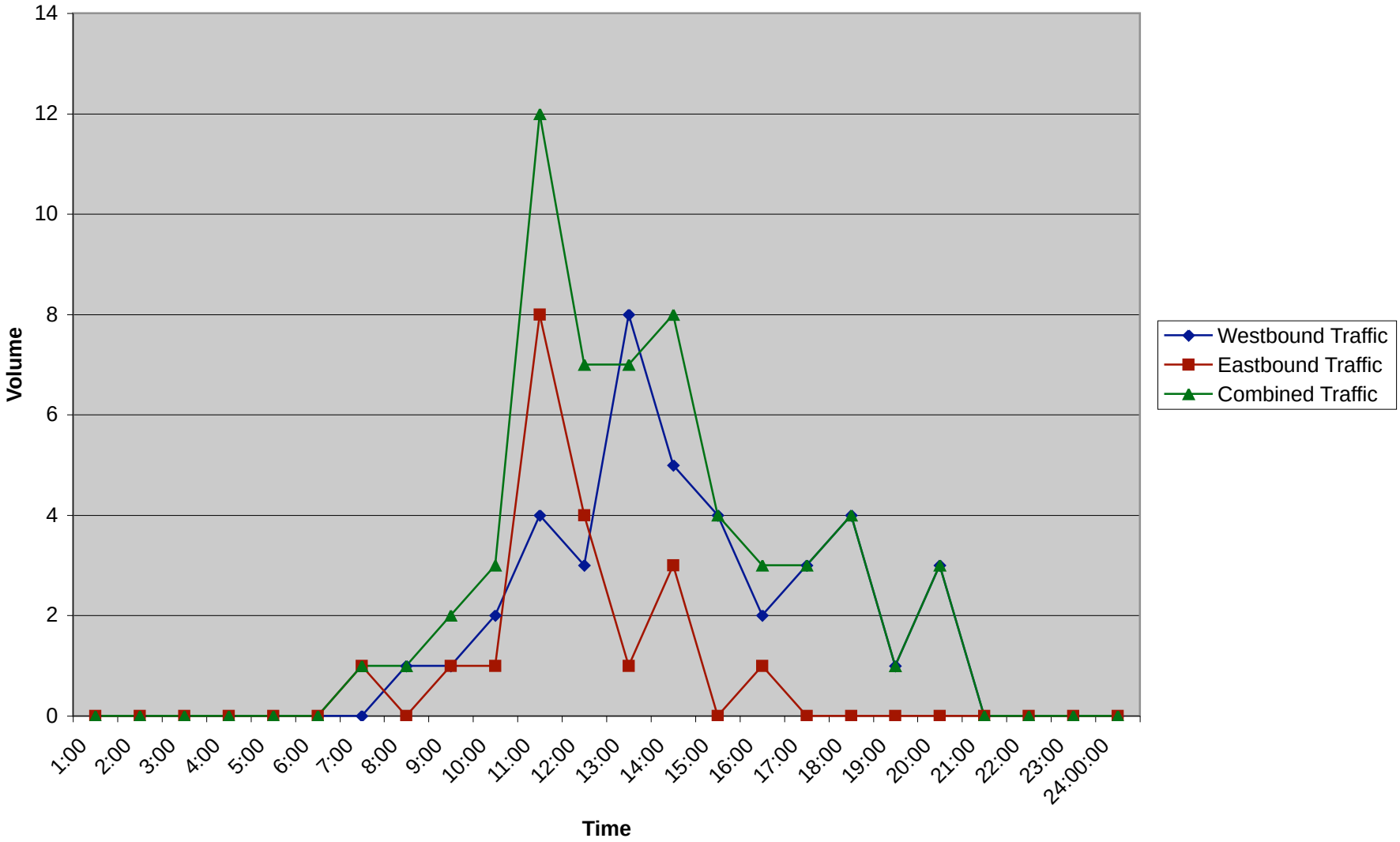
Intersection 1 Wentworth Springs Road South of Ice House Road August 19, 2005



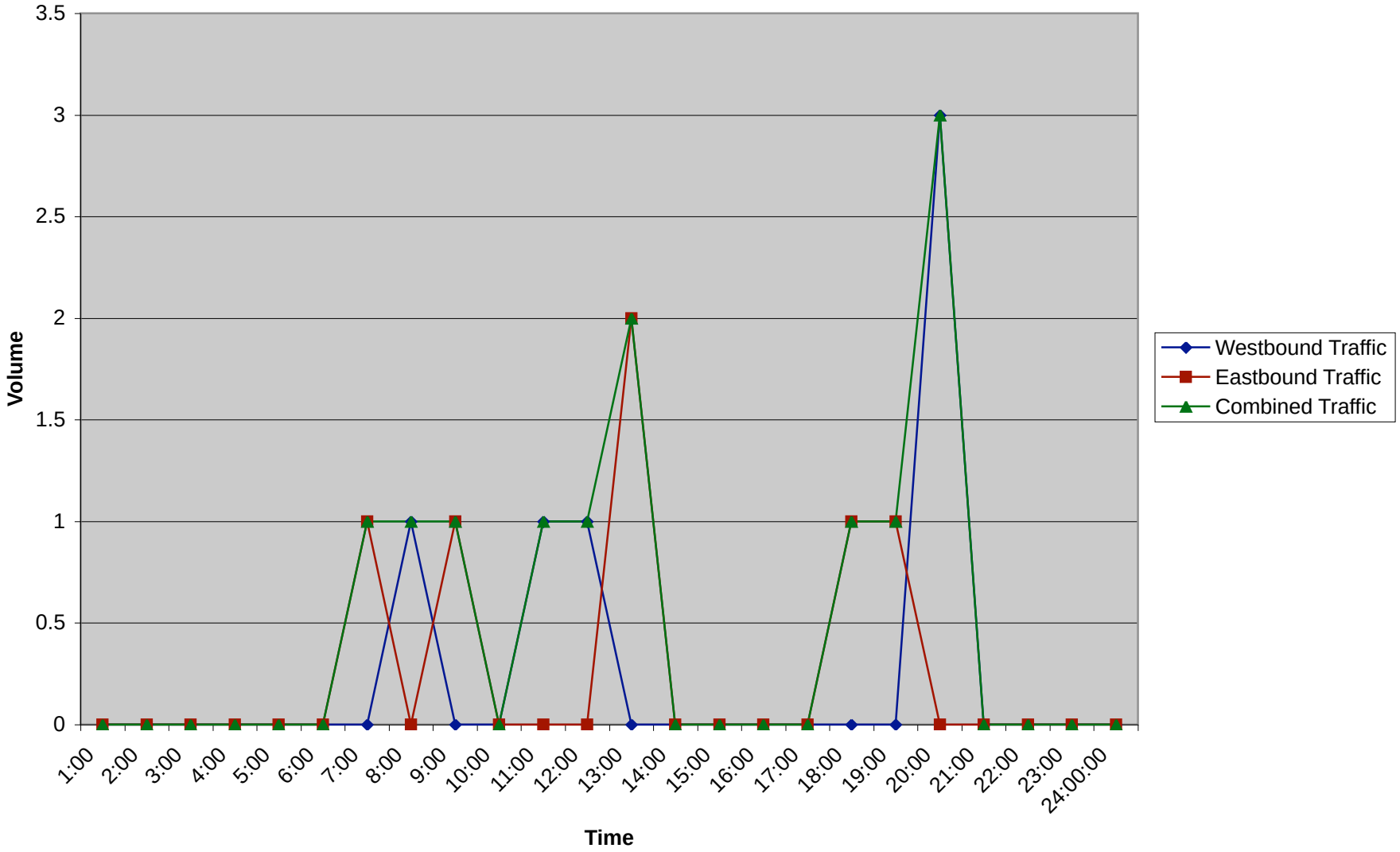
Intersection 1 Wentworth Springs Road South of Ice House Road August 20, 2005



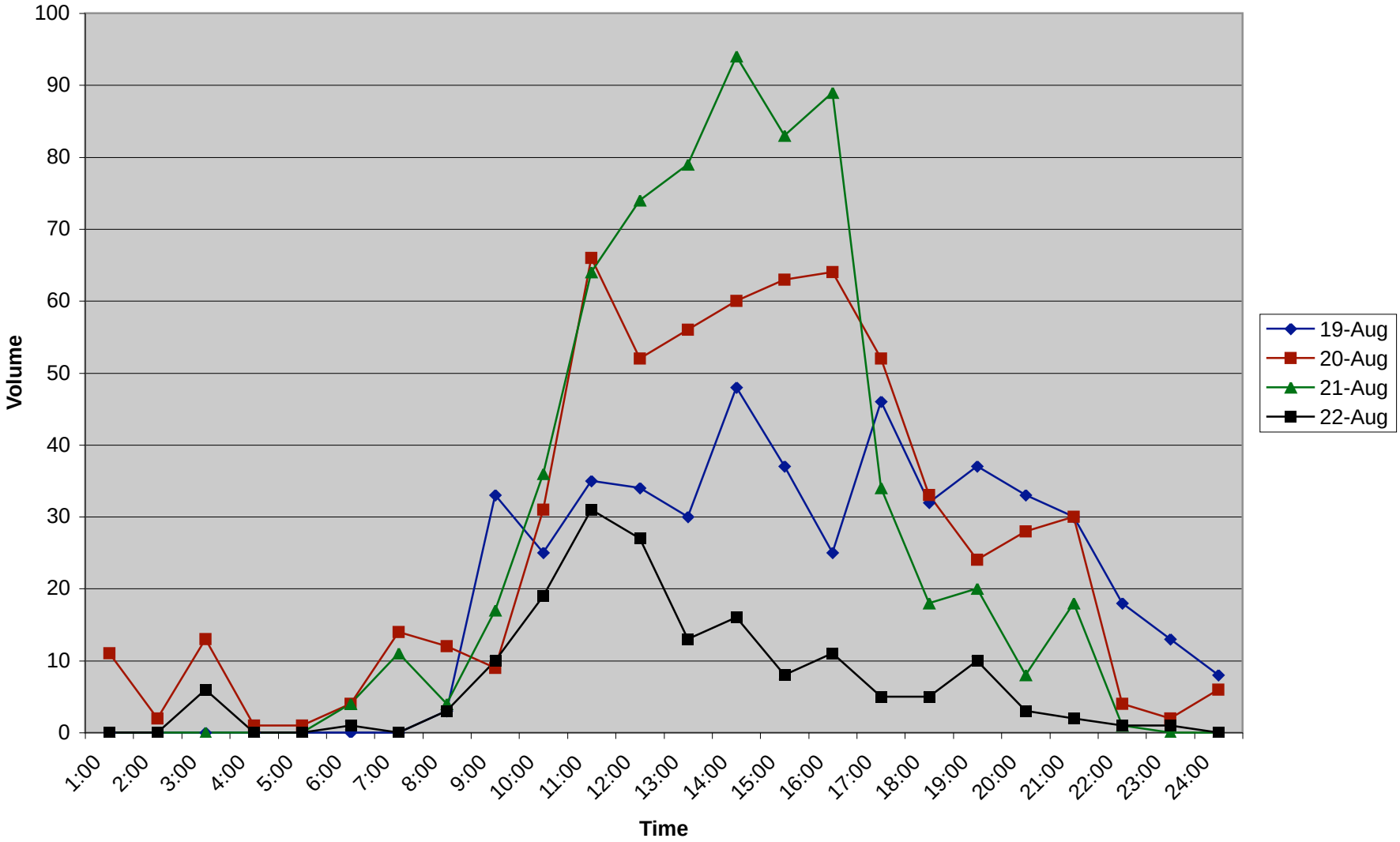
Intersection 1 Wentworth Springs Road South of Ice House Road August 21, 2005



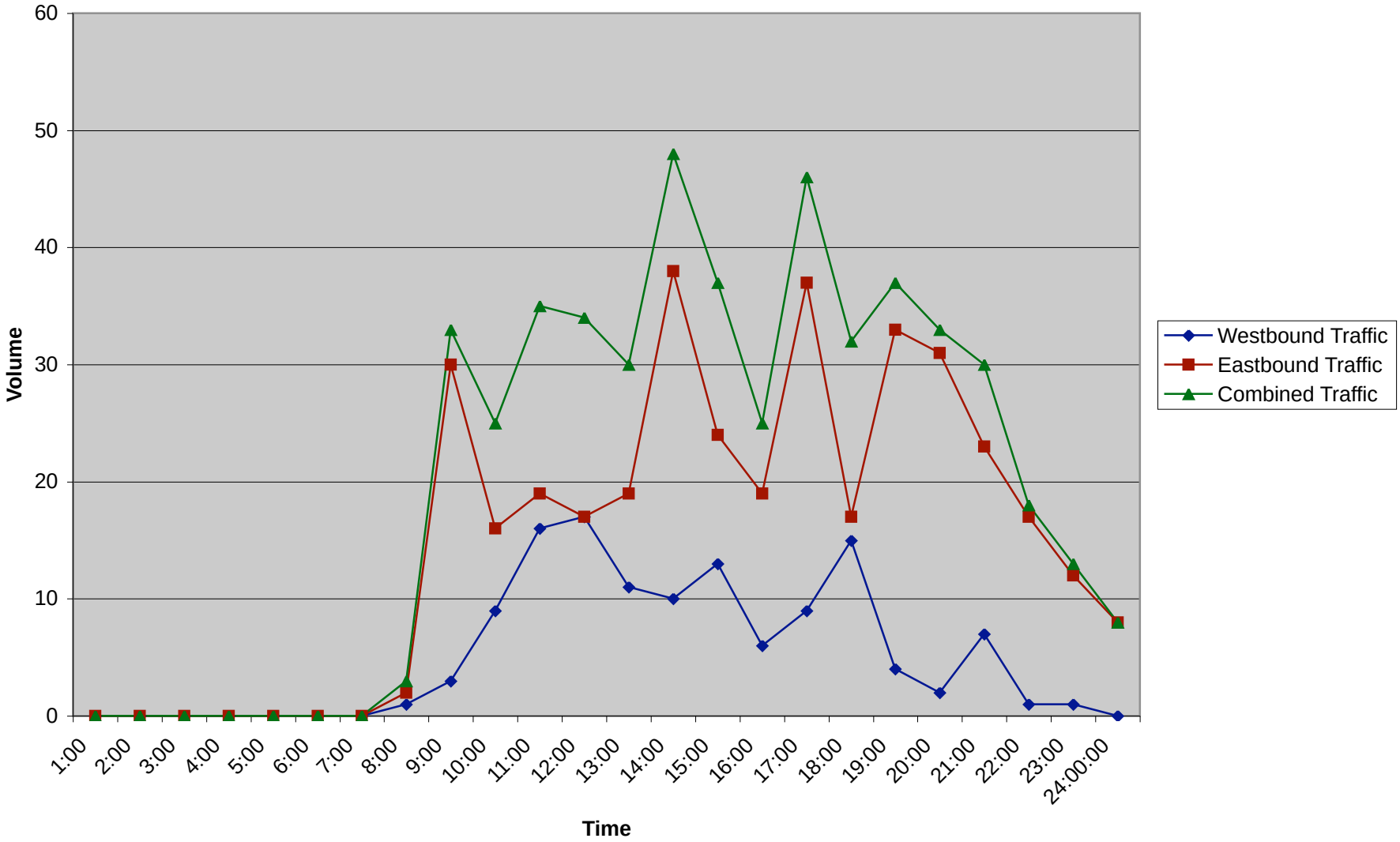
Intersection 1 Wentworth Springs Road South of Ice House Road August 22, 2005



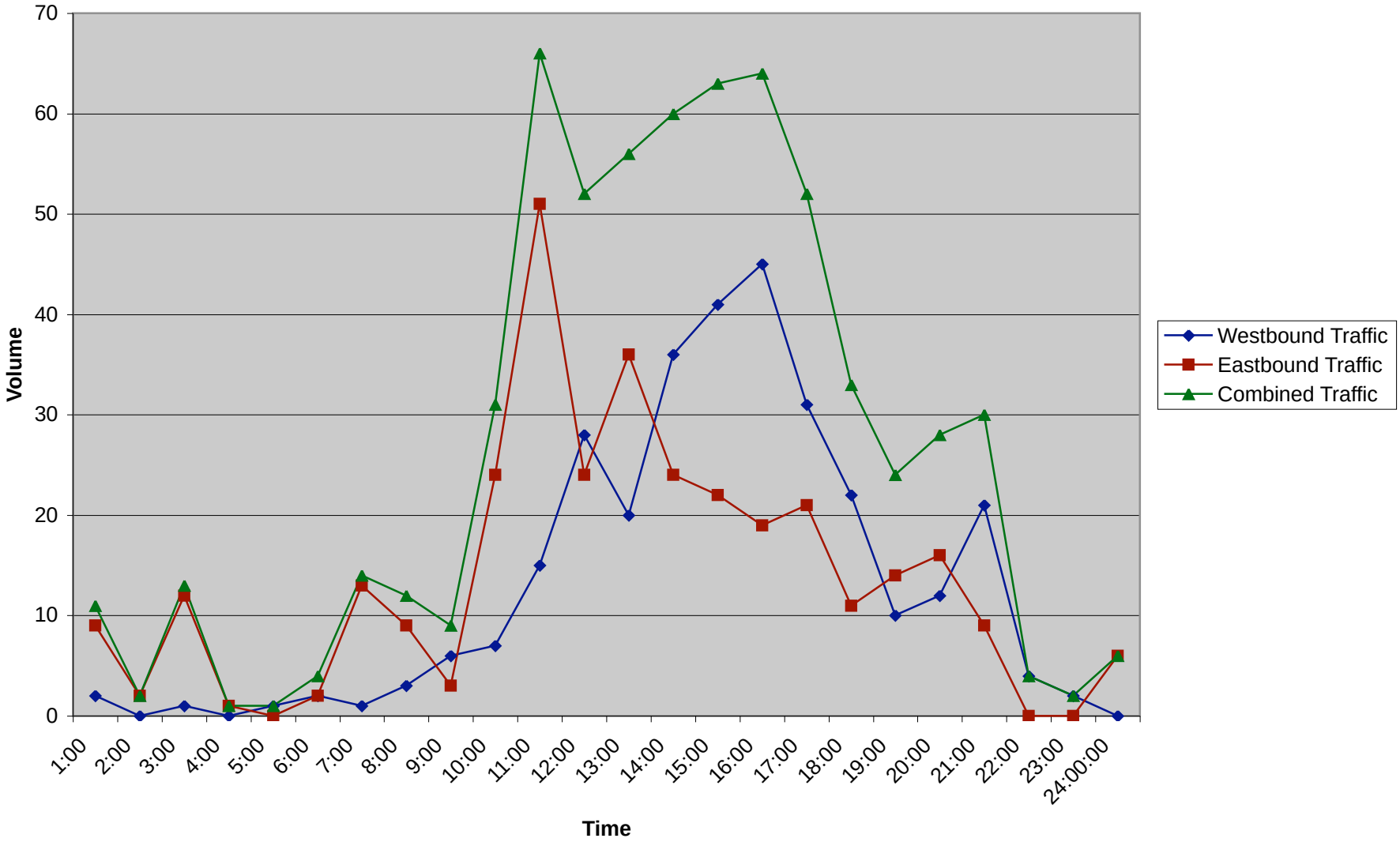
Intersection 2 Ice House Road East of Wentworth Springs Road August 2005



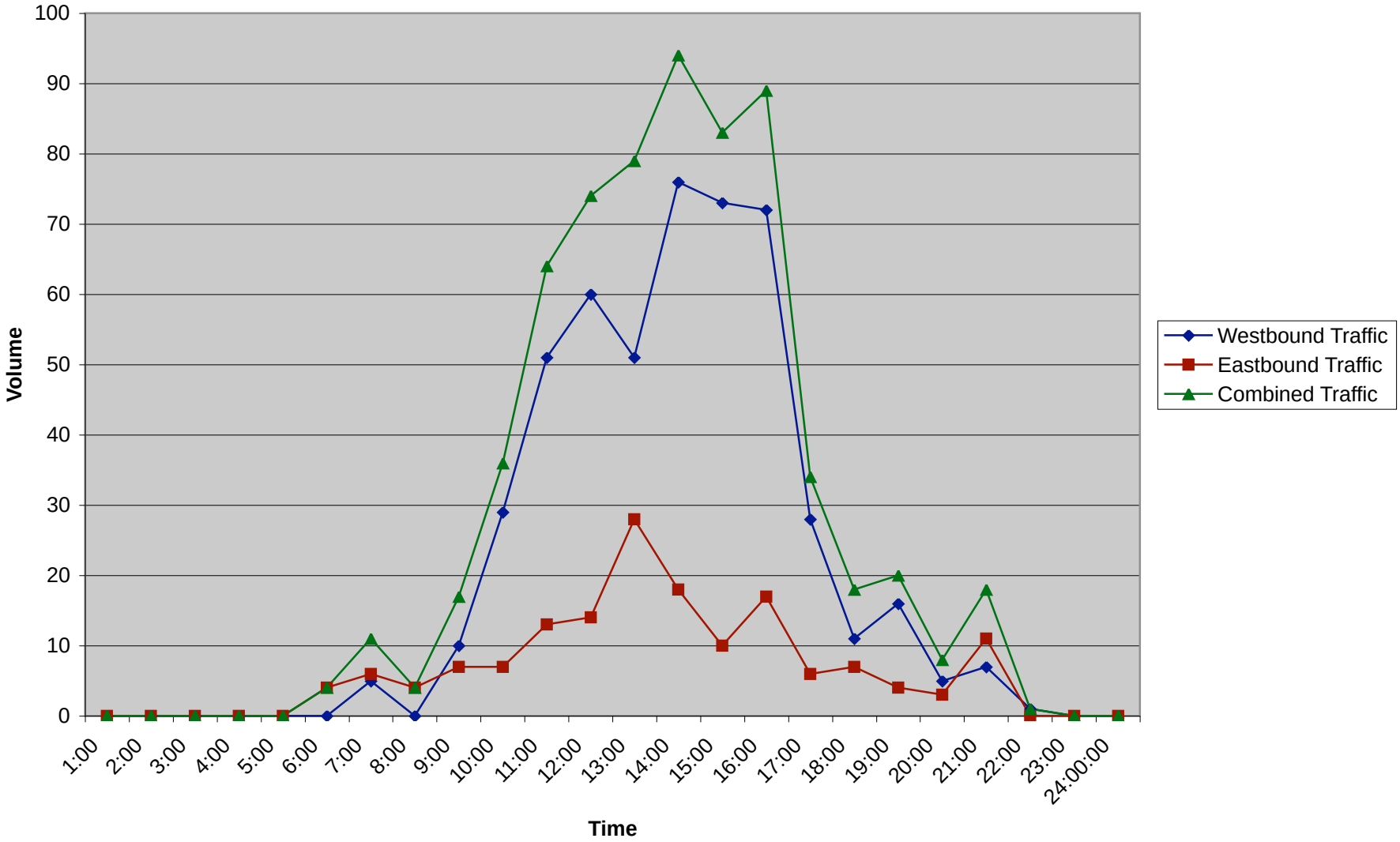
Intersection 2 Ice House Road East of Wentworth Springs Road August 19, 2005



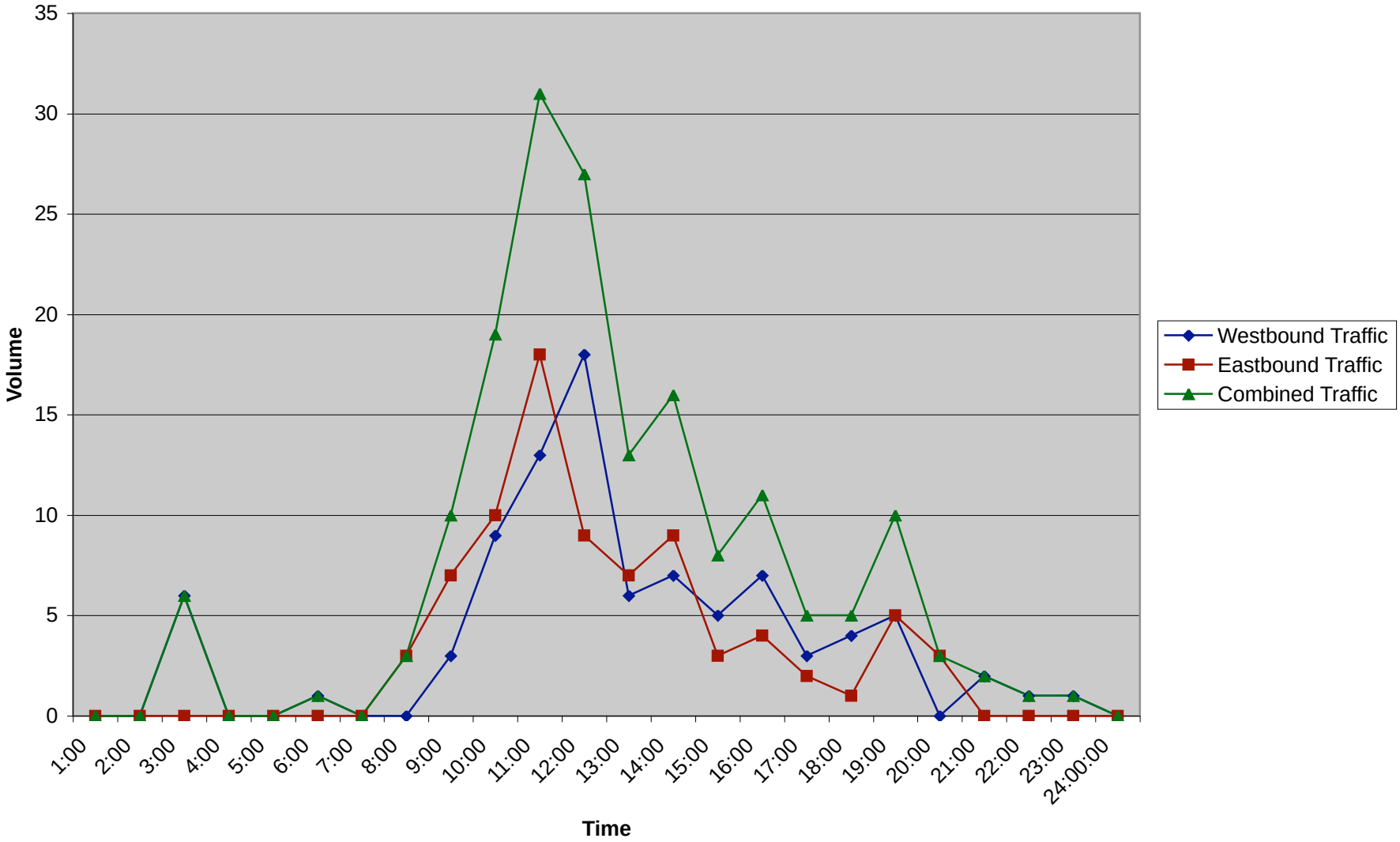
Intersection 2 Ice House Road East of Wentworth Springs Road August 20, 2005



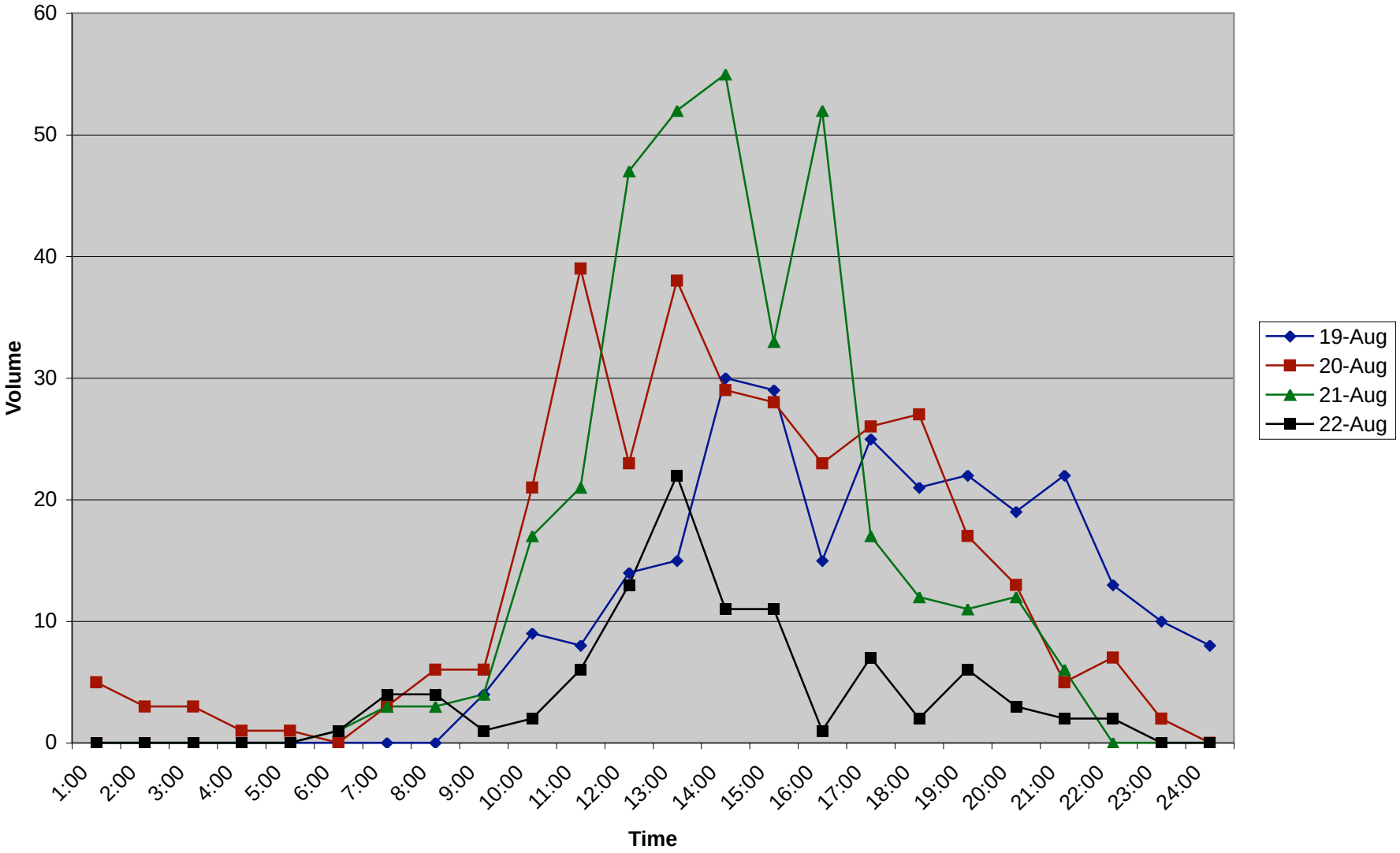
Intersection 2 Ice House Road East of Wentworth Springs Road August 21, 2005



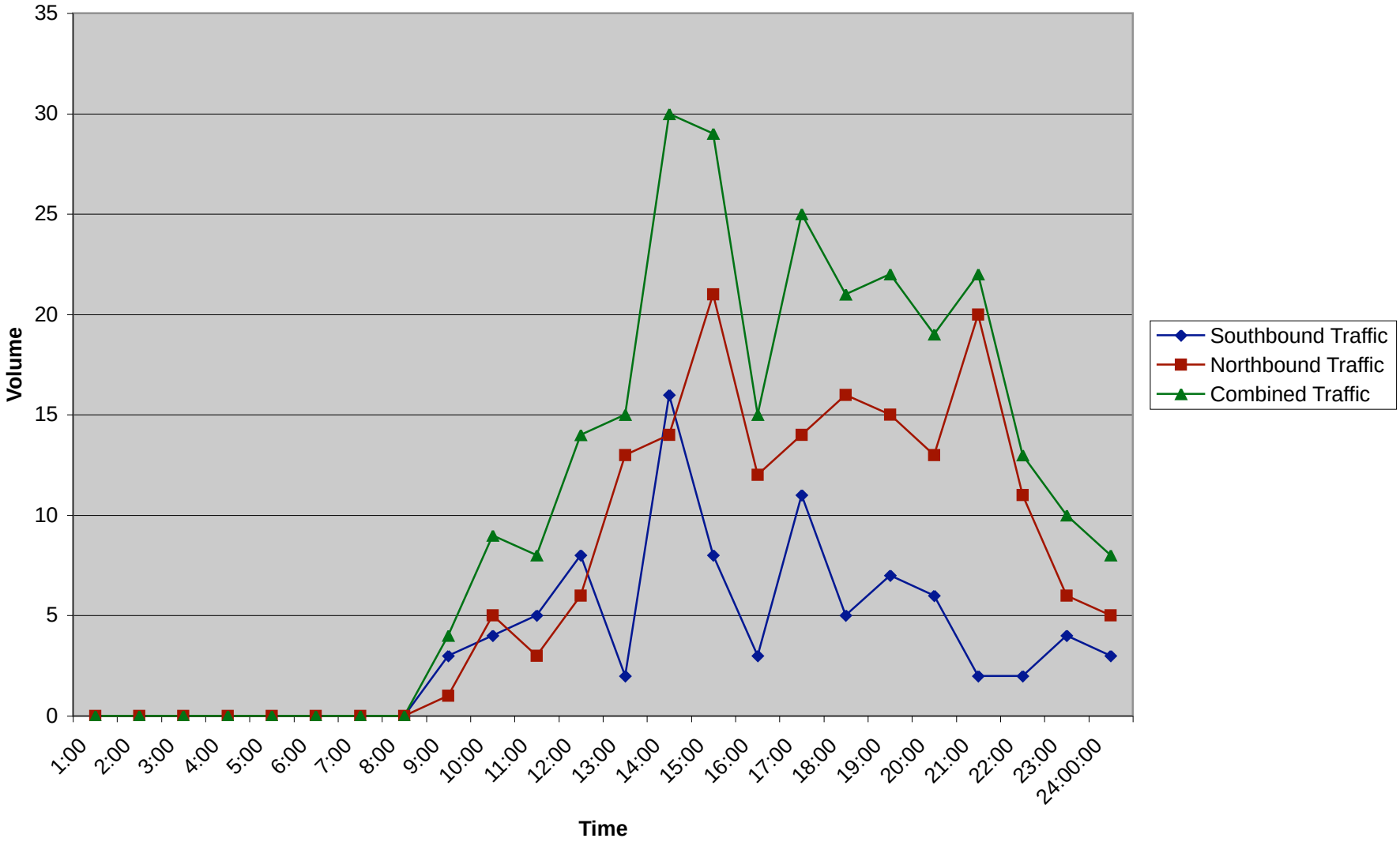
Intersection 2 Ice House Road East of Wentworth Springs Road August 22, 2005



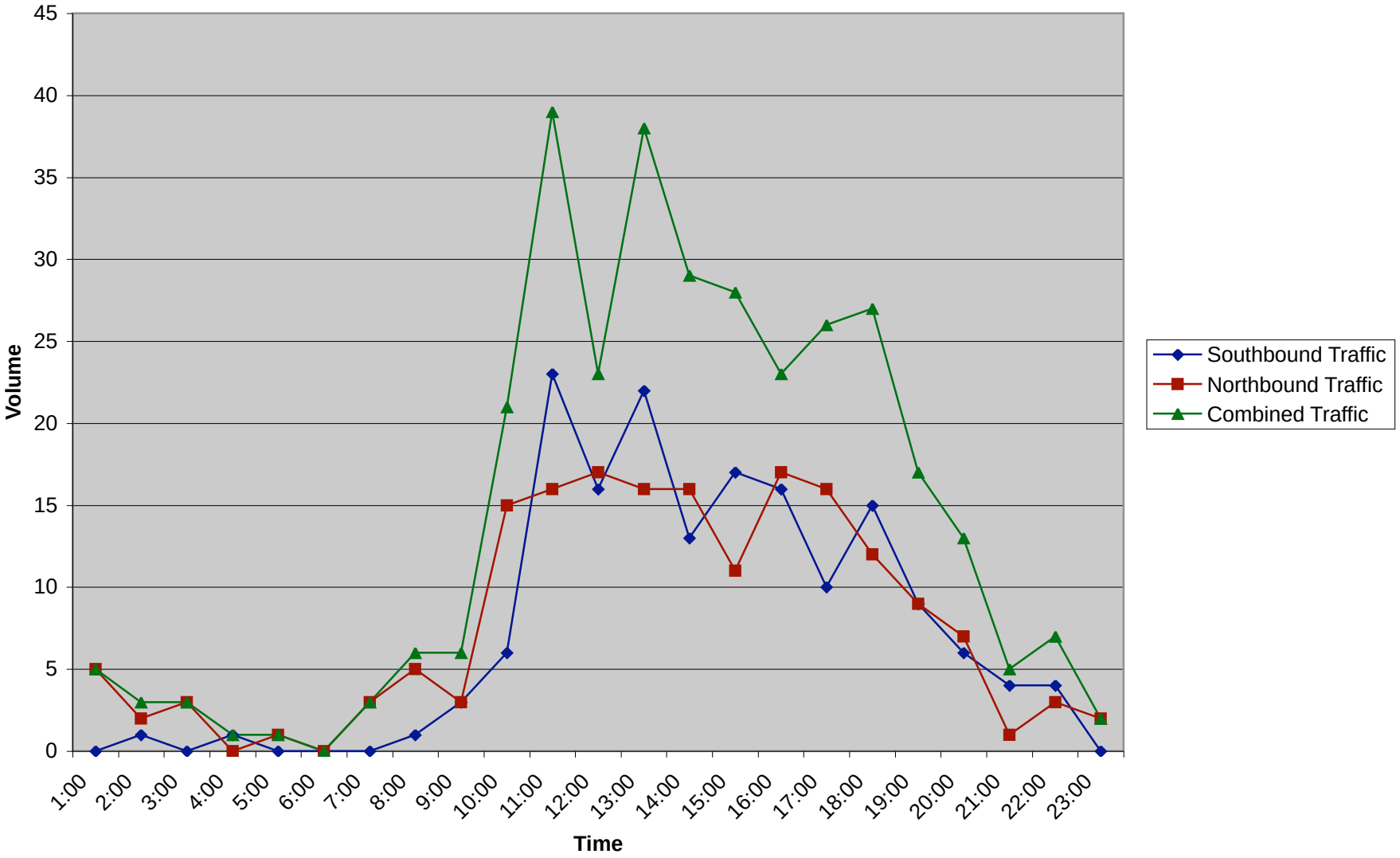
Intersection 3 Wentworth Springs Road West of Ice House Road August 2005



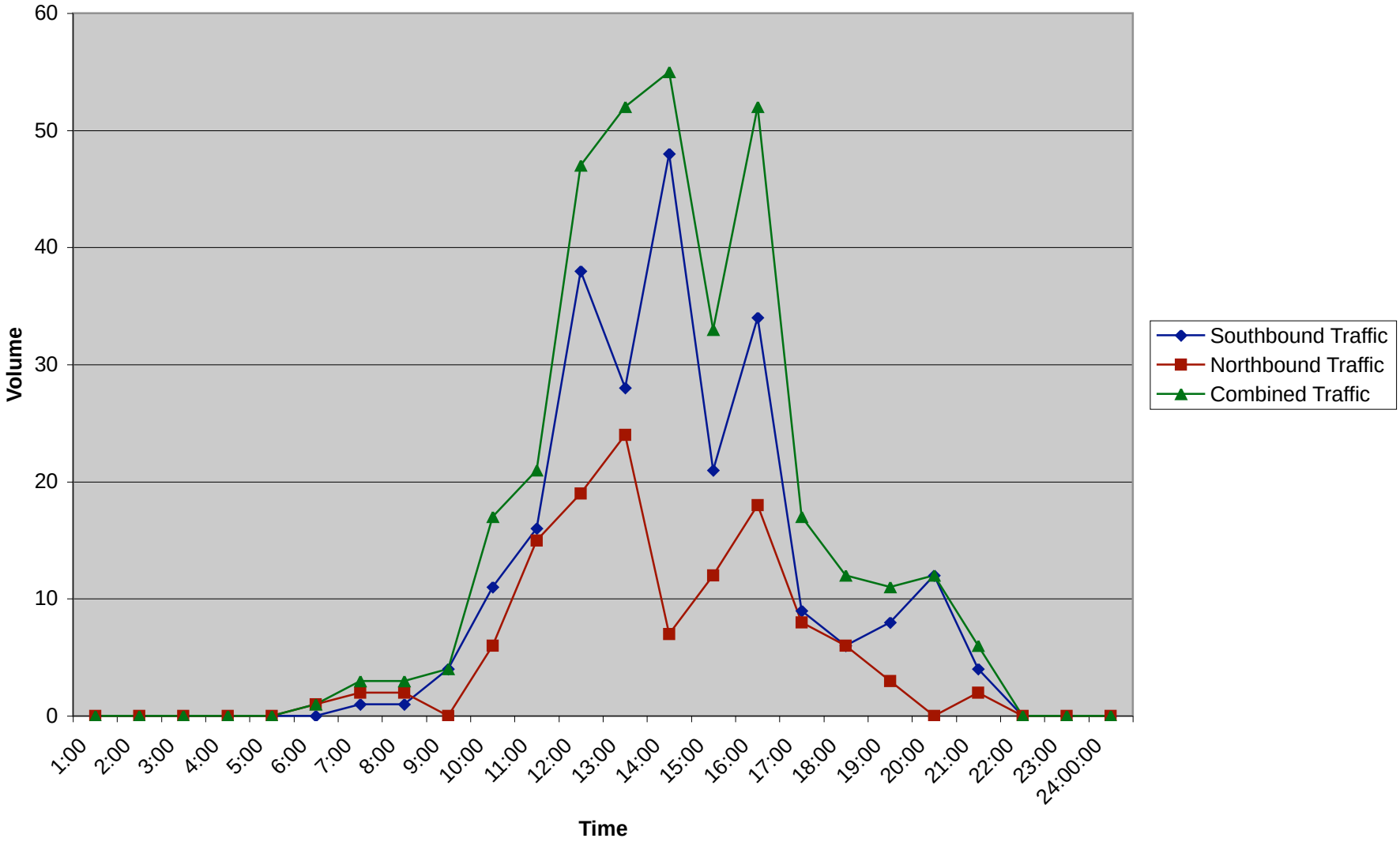
Intersection 3 Wentworth Springs Road West of Ice House Road August 19, 2005



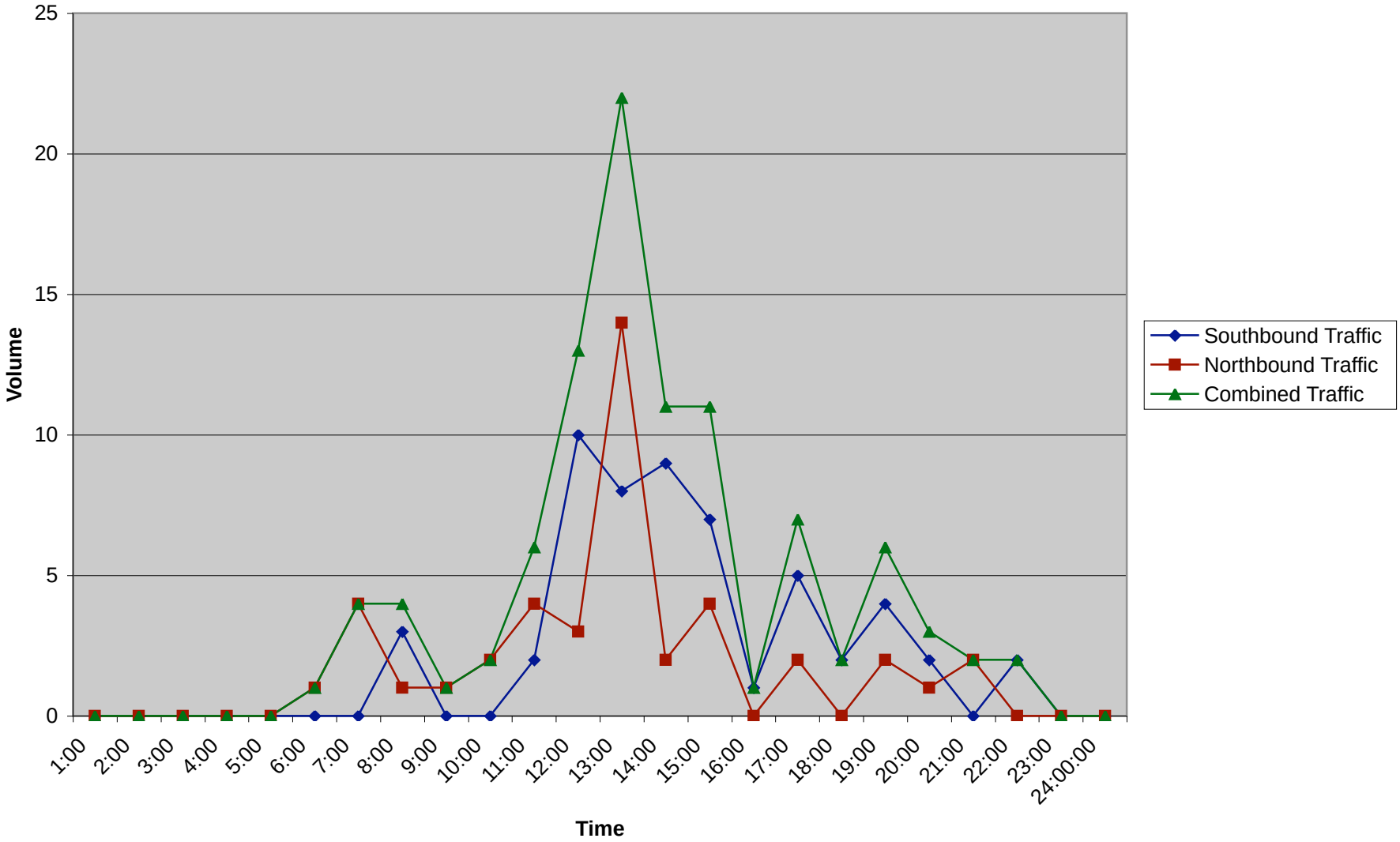
Intersection 3 Wentworth Springs Road West of Ice House Road August 20, 2005



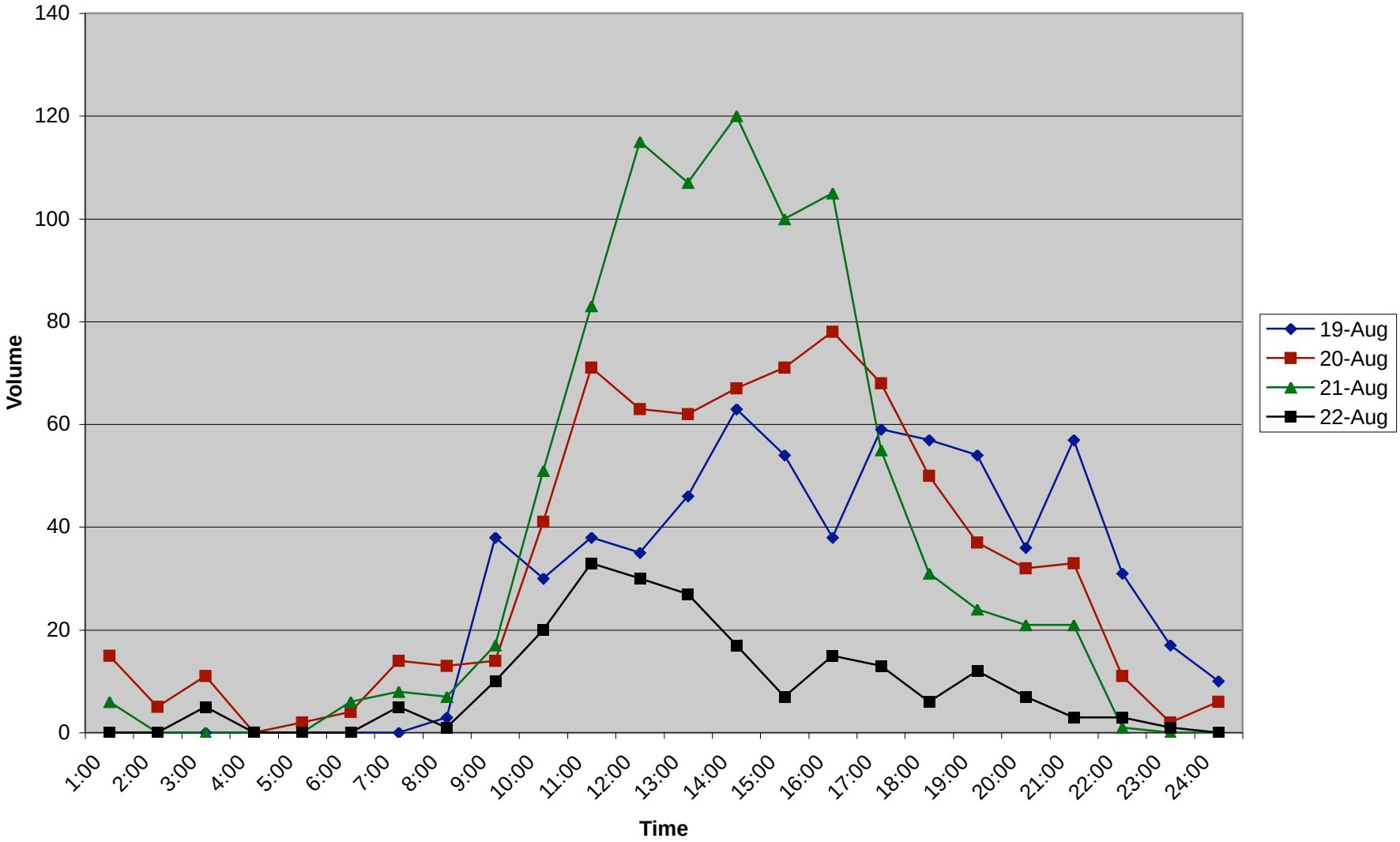
Intersection 3 Wentworth Springs Road West of Ice House Road August 21, 2005



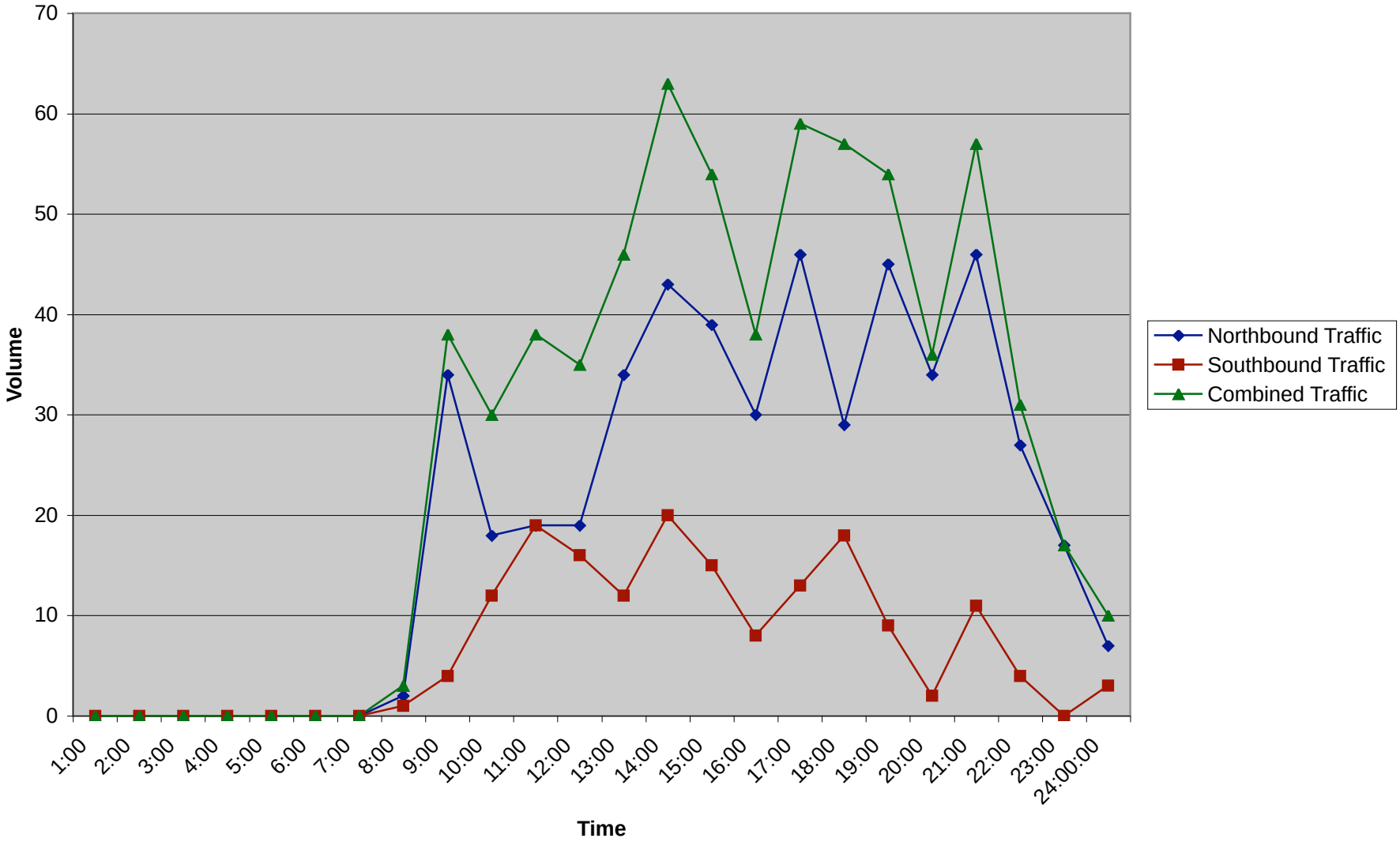
Intersection 3 Wentworth Springs Road West of Ice House Road August 22, 2005



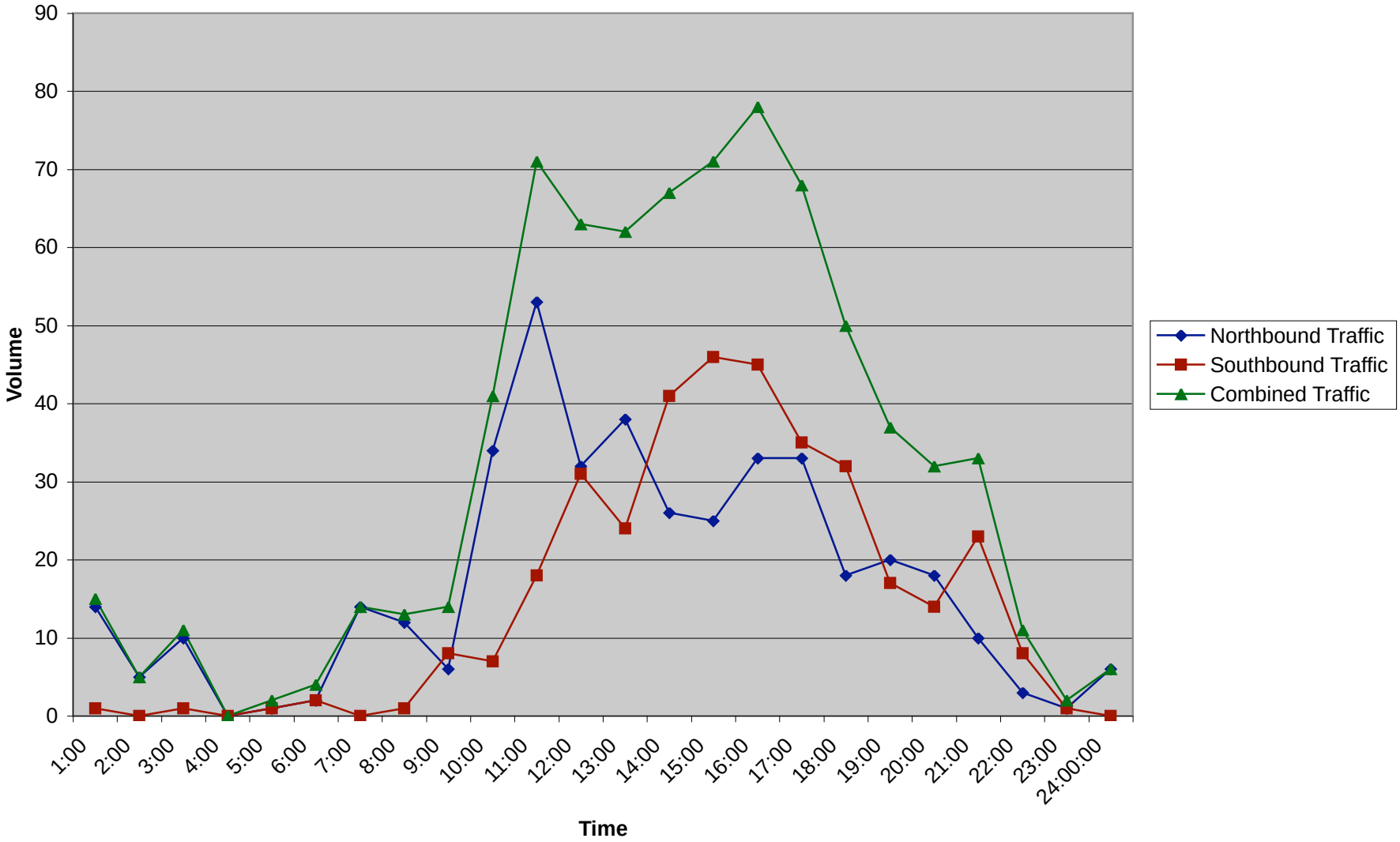
Intersection 4 Wentworth Springs Road North of Ice House Road August 2005



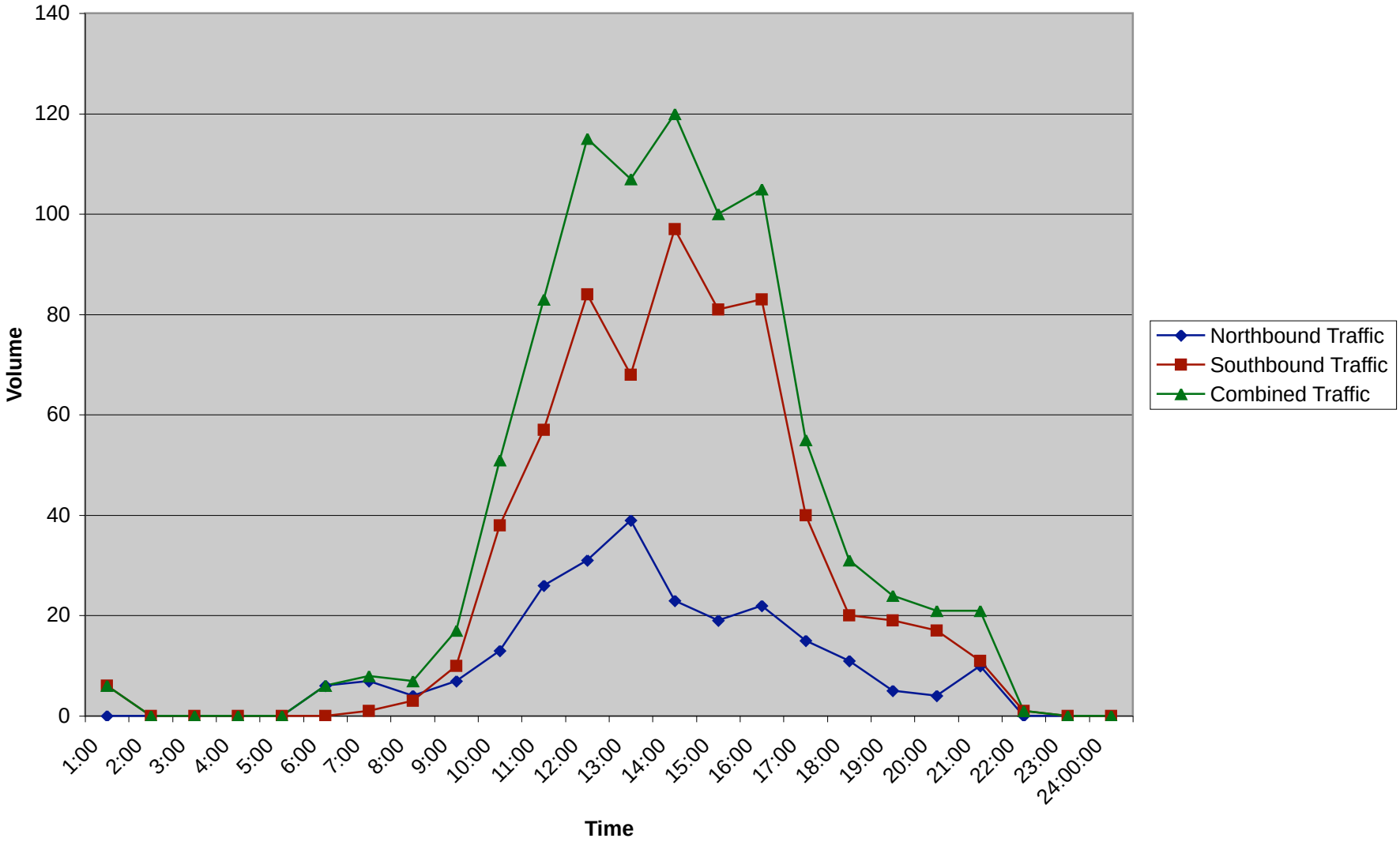
Intersection 4 Wentworth Springs Road North of Ice House Road August 19, 2005



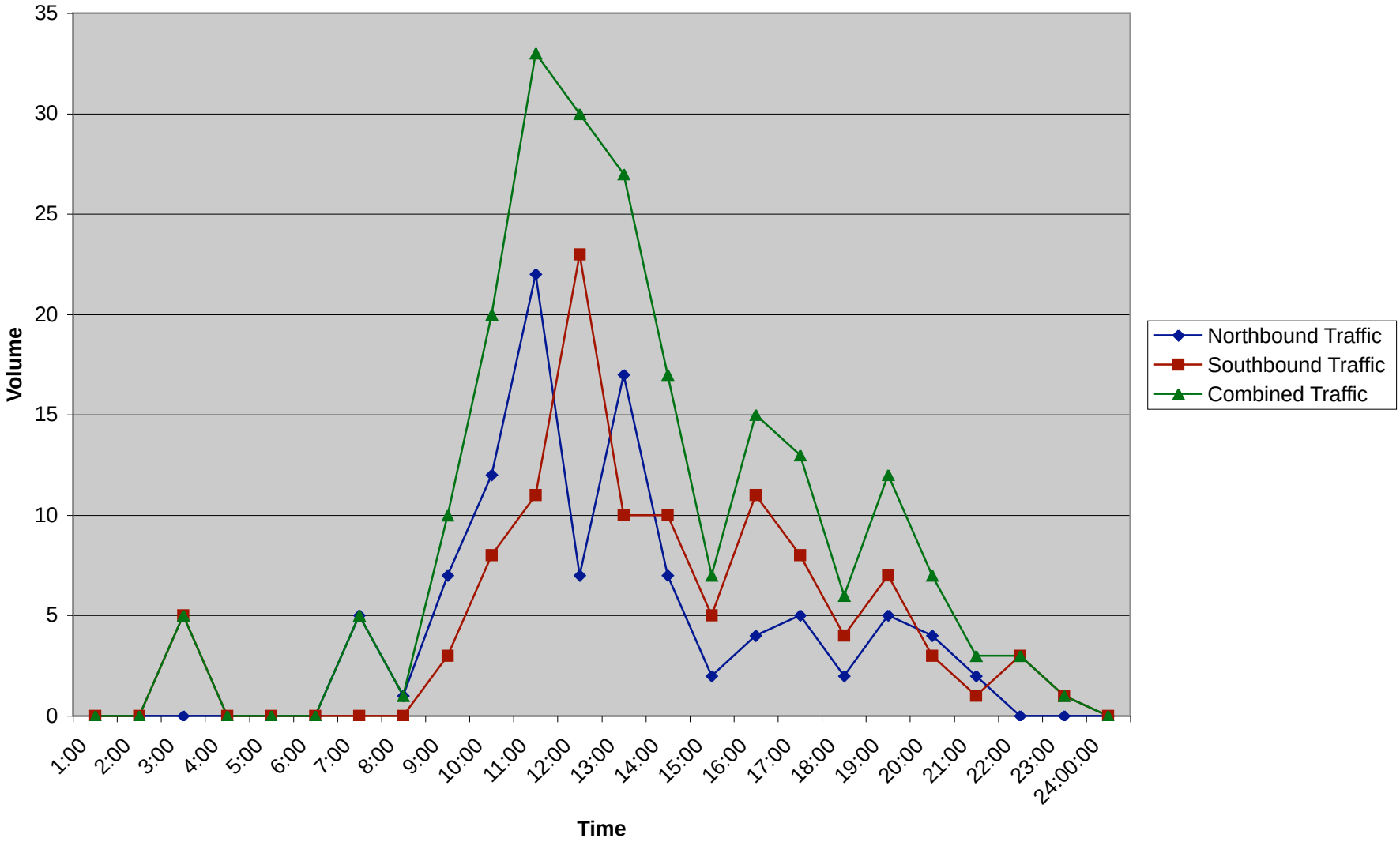
Intersection 4 Wentworth Springs Road North of Ice House Road August 20, 2005



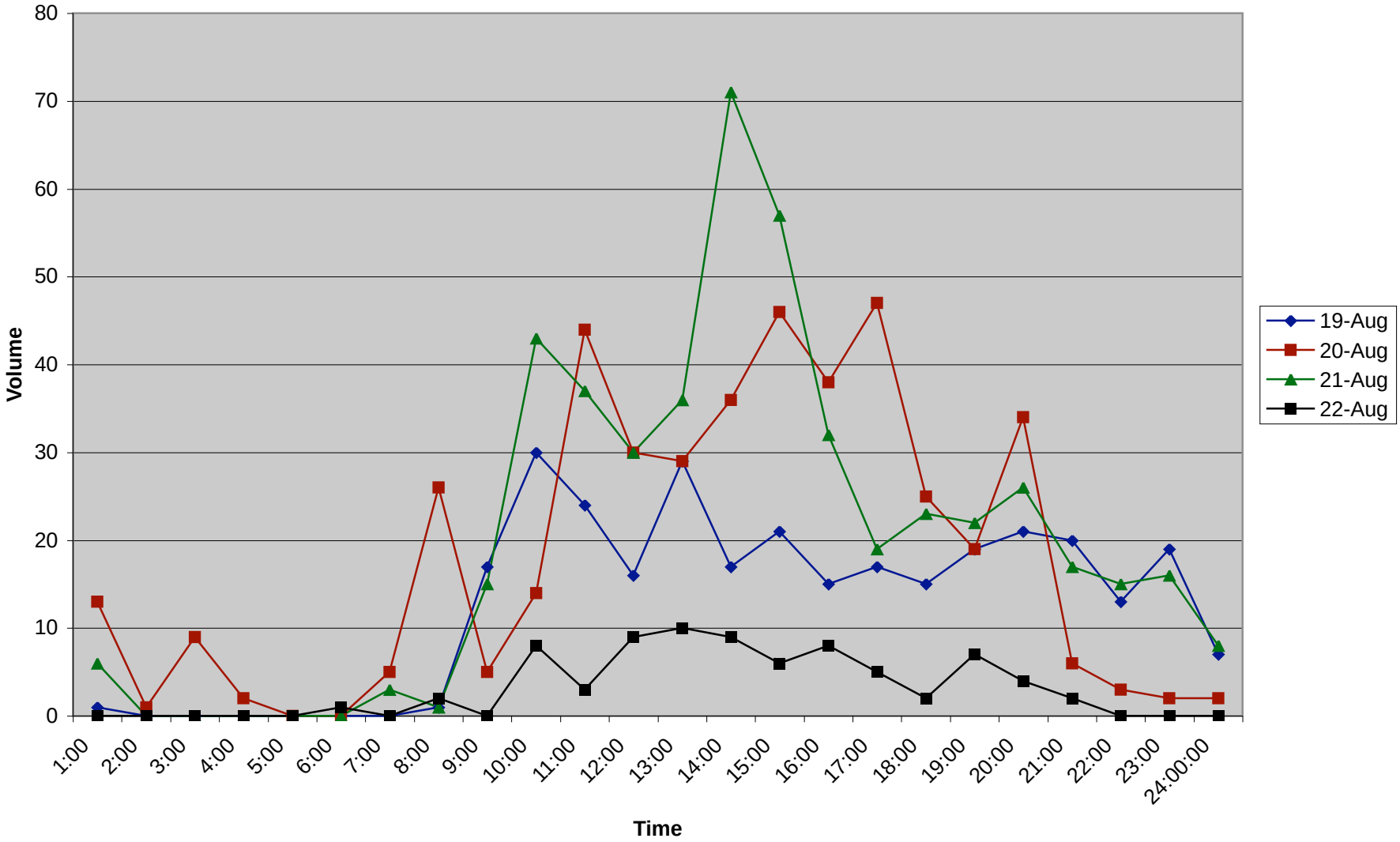
Intersection 4 Wentworth Springs Road North of Ice House Road August 21, 2005



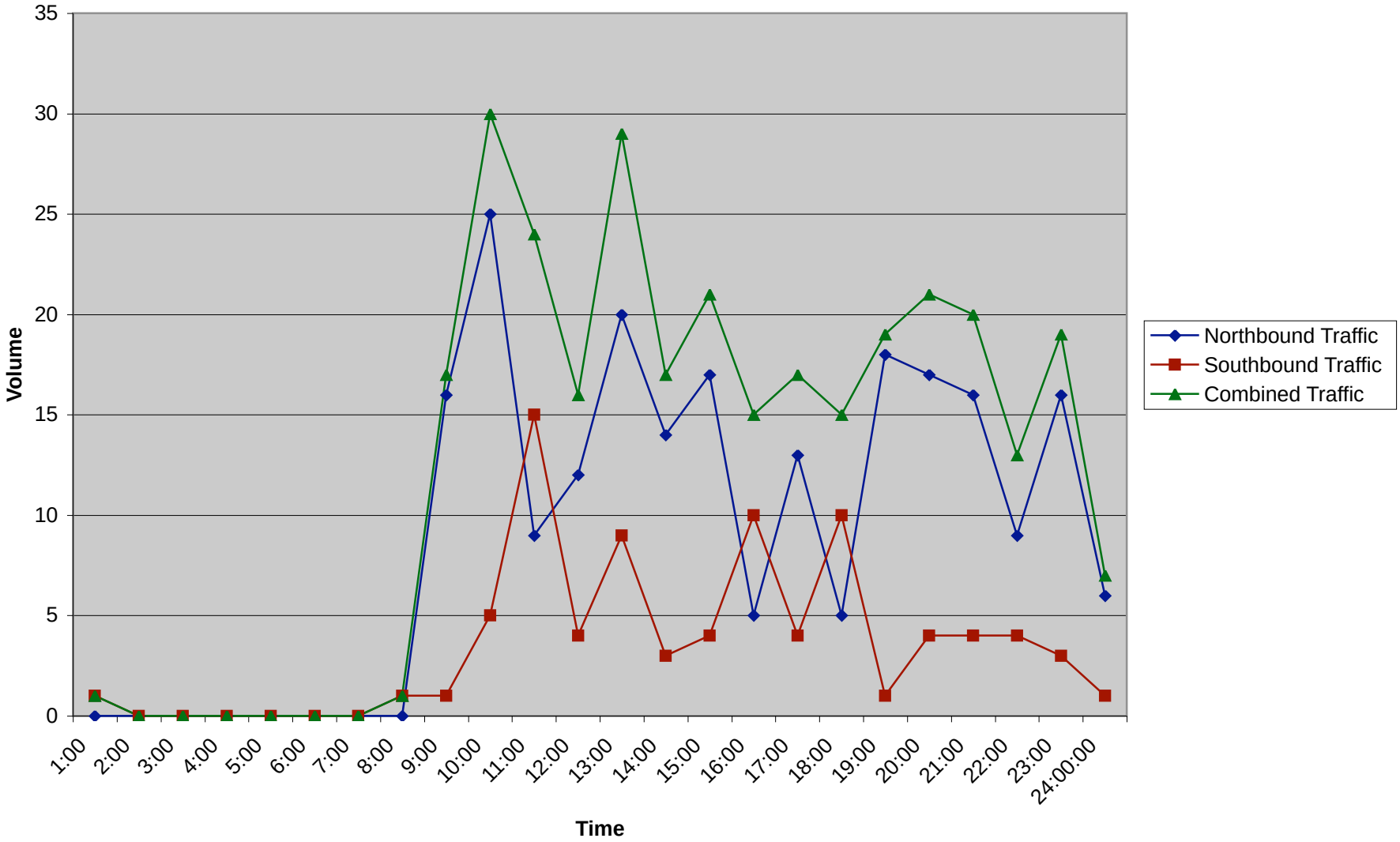
Intersection 4 Wentworth Springs Road North of Ice House Road August 22, 2005



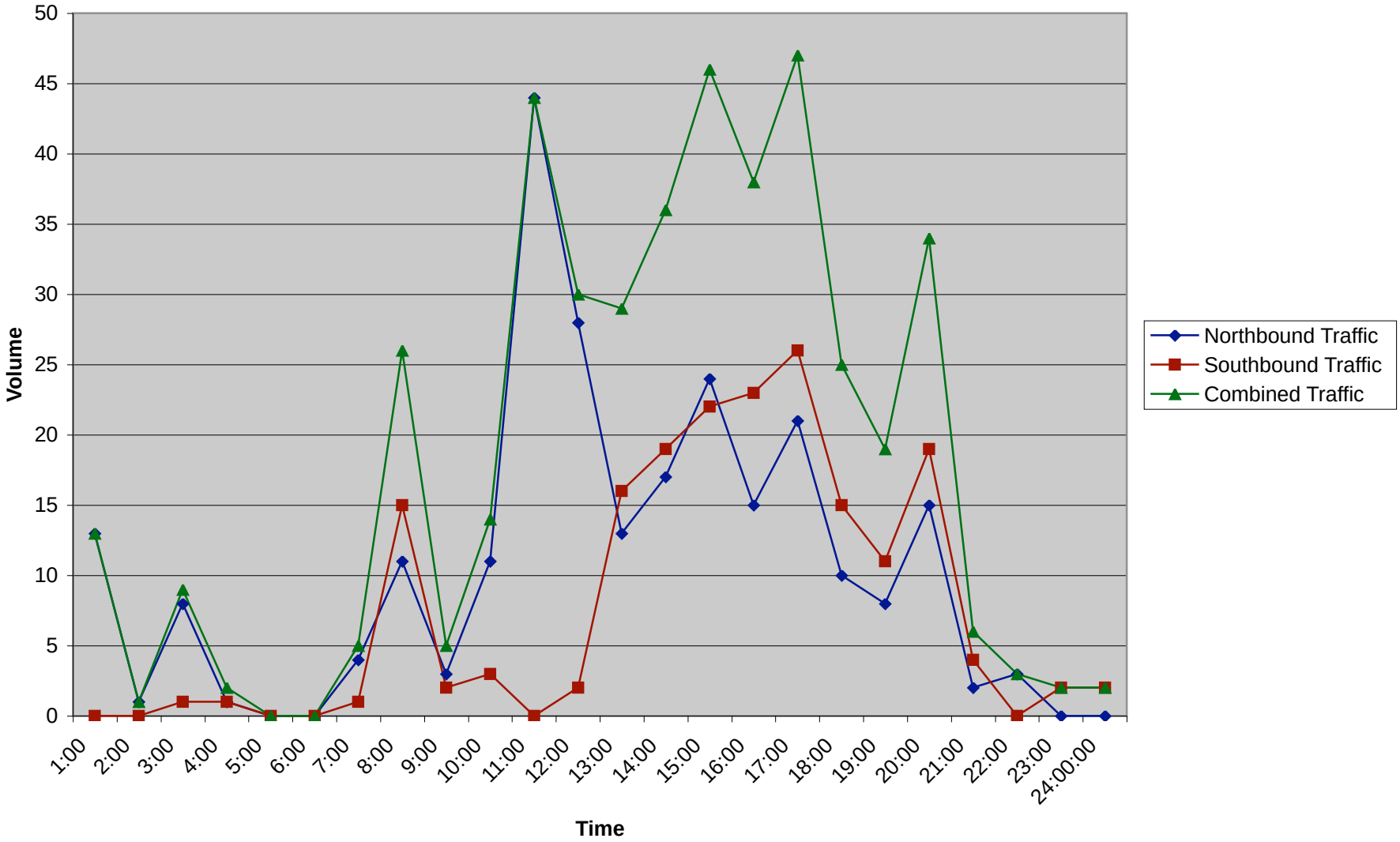
Intersection 5 Ice House Road in Front of Second Campground August 2005



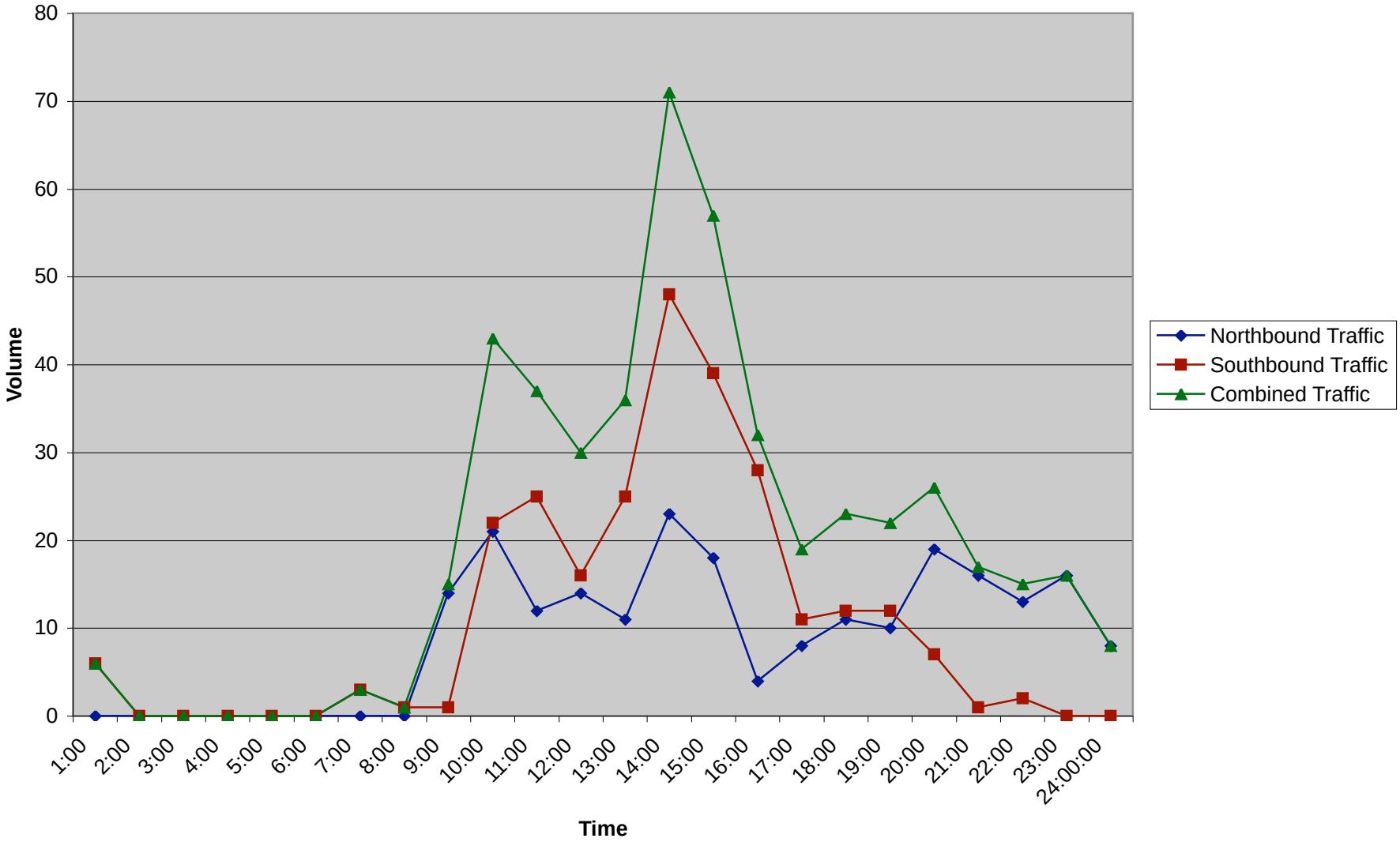
Intersection 5 Ice House Road in Front of Second Campground August 19, 2005



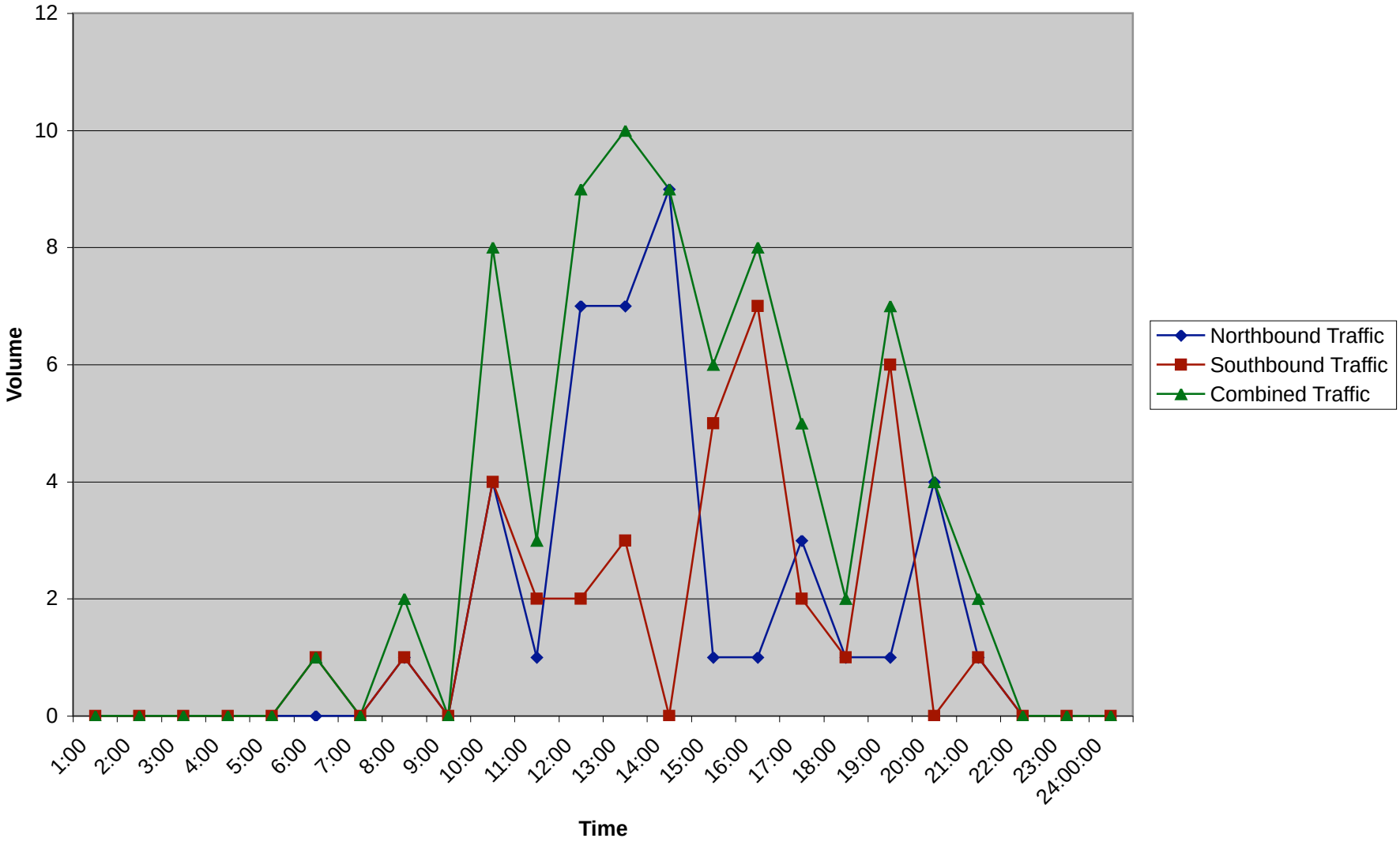
Intersection 5 Ice House Road in Front of Second Campground August 20, 2005



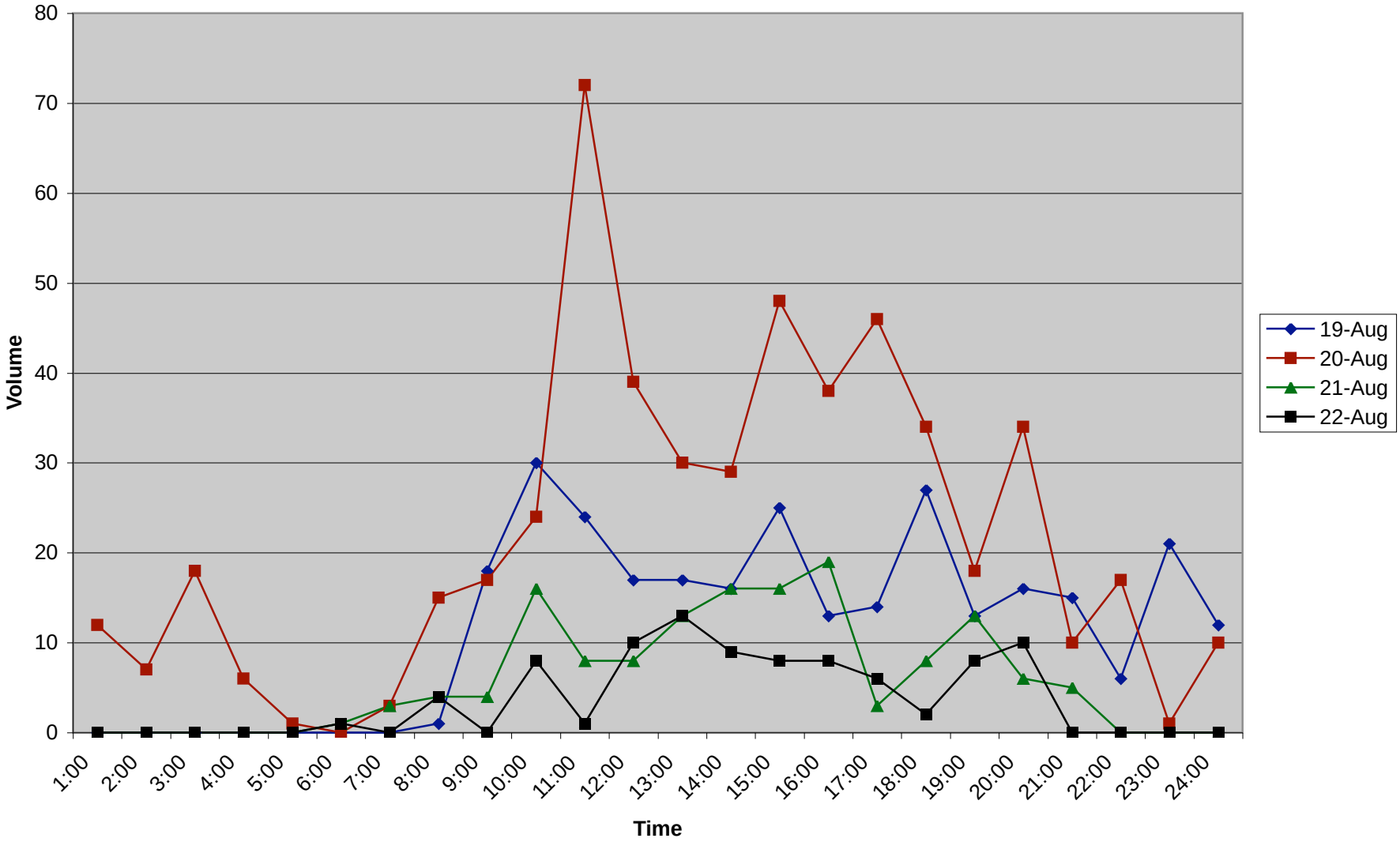
Intersection 5 Ice House Road in Front of Second Campground August 21, 2005



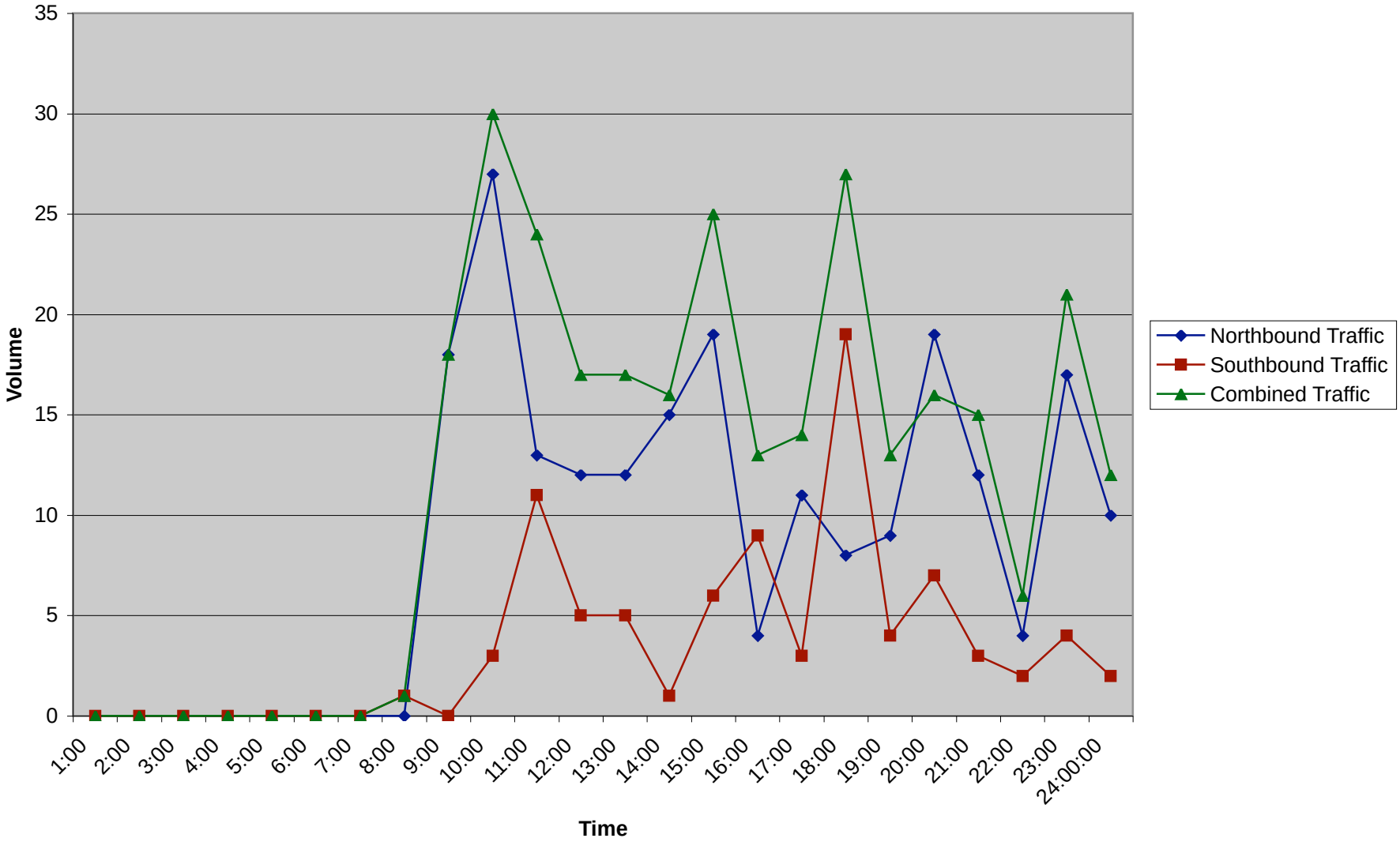
Intersection 5 Ice House Road in Front of Second Campground August 22, 2005



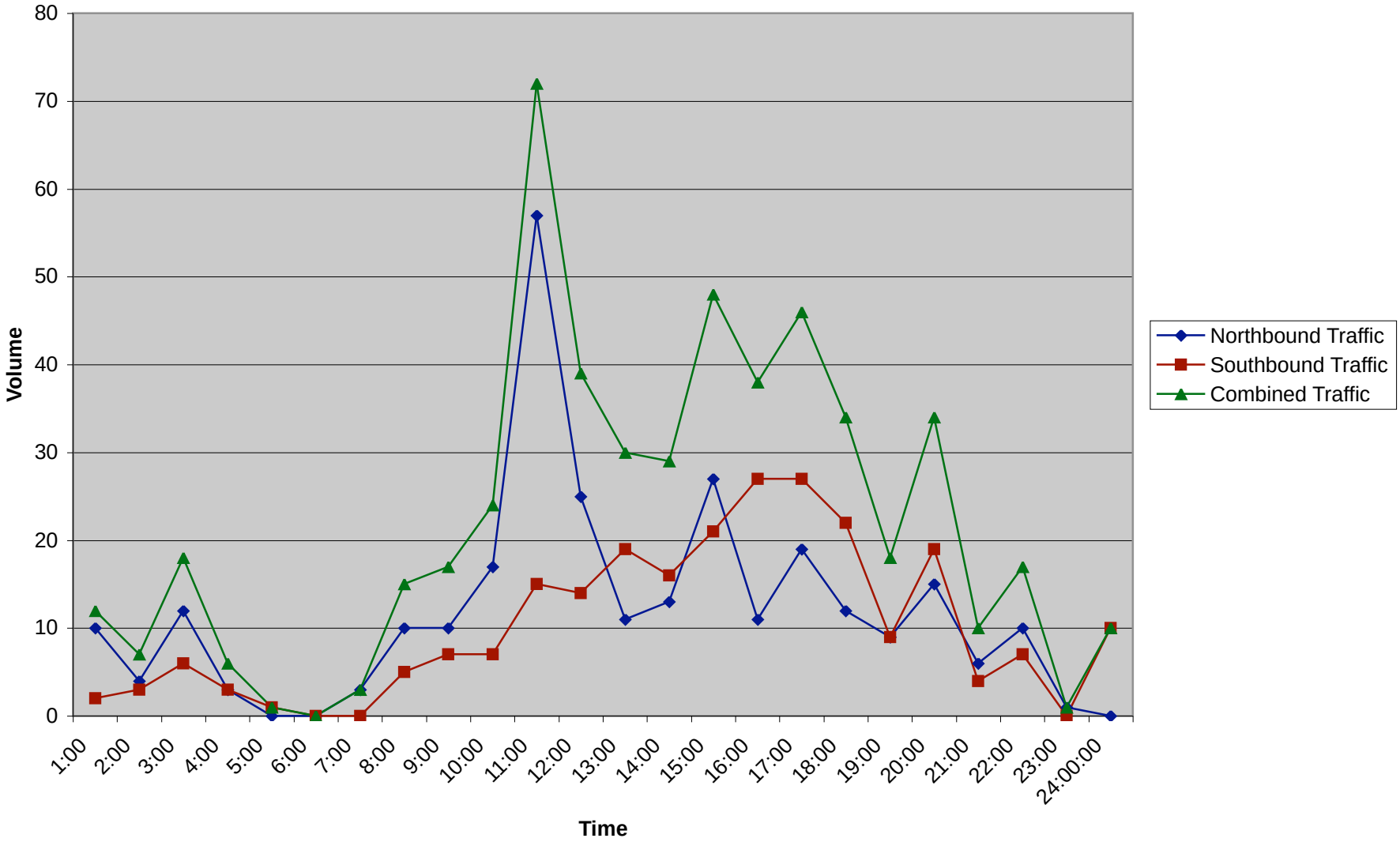
Intersection 6 Ice House Road Past Second Campground Before Dirt August 2005



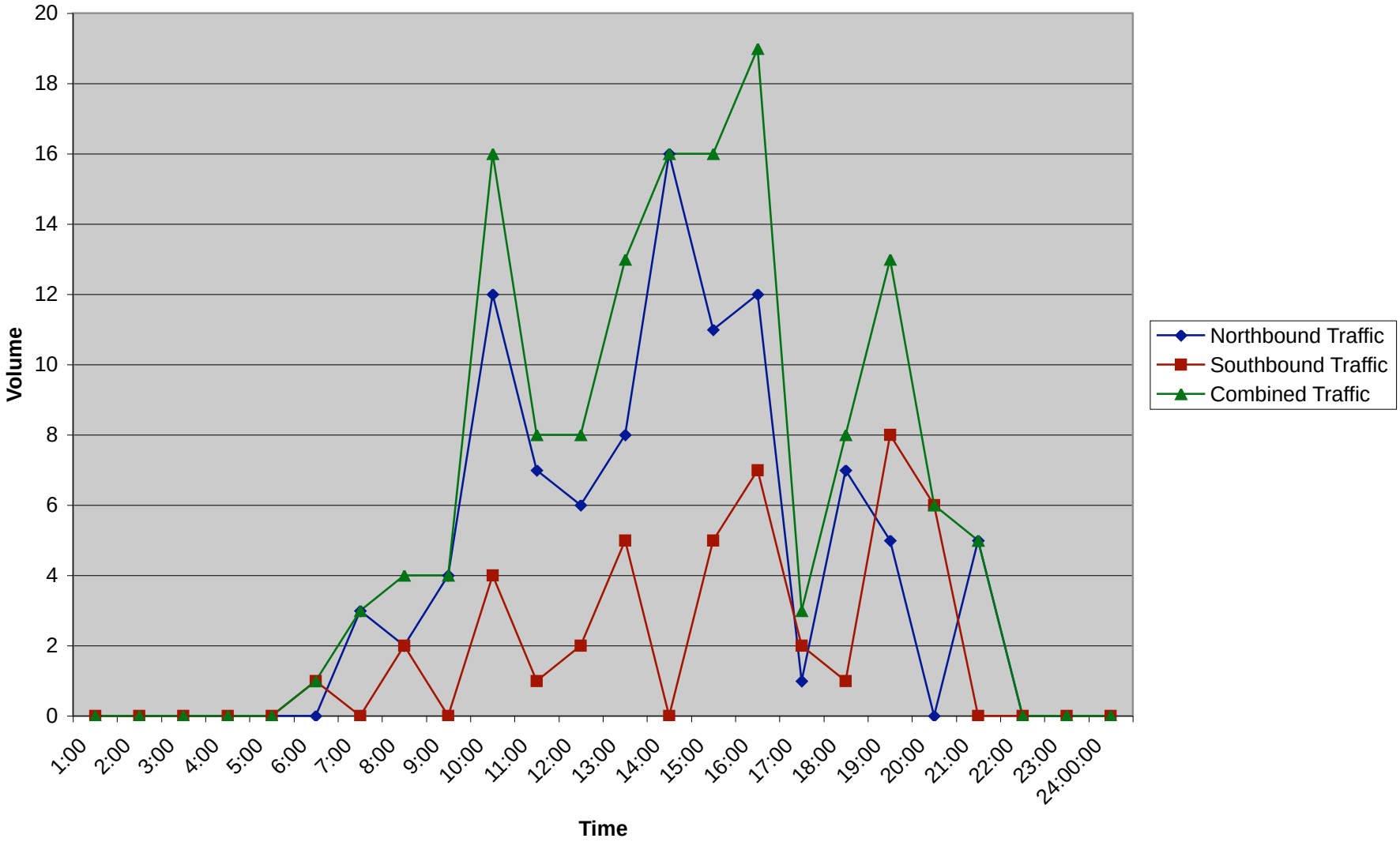
Intersection 6 Ice House Road Past Second Campground Before Dirt August 19, 2005



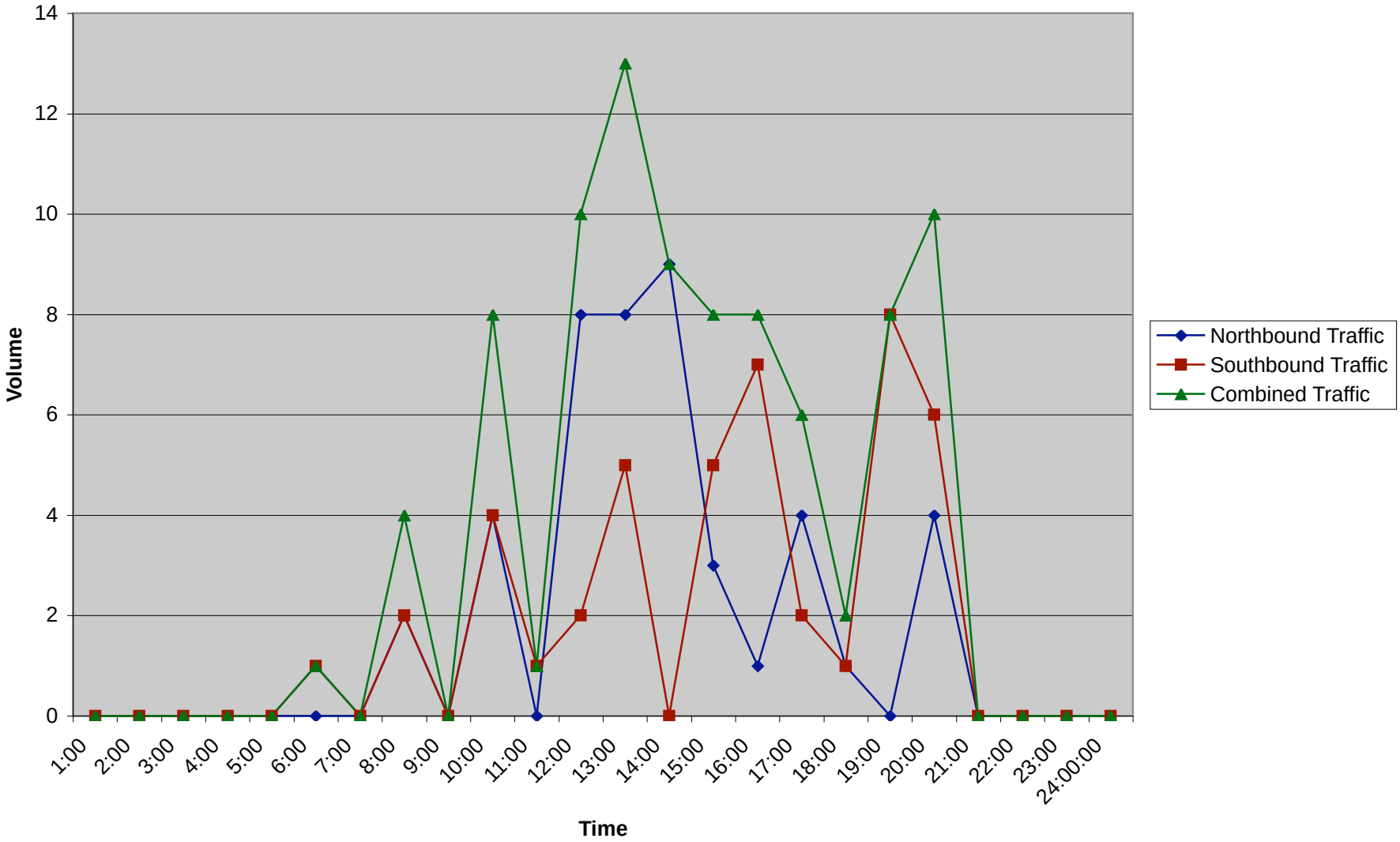
Intersection 6 Ice House Road Past Second Campground Before Dirt August 20, 2005



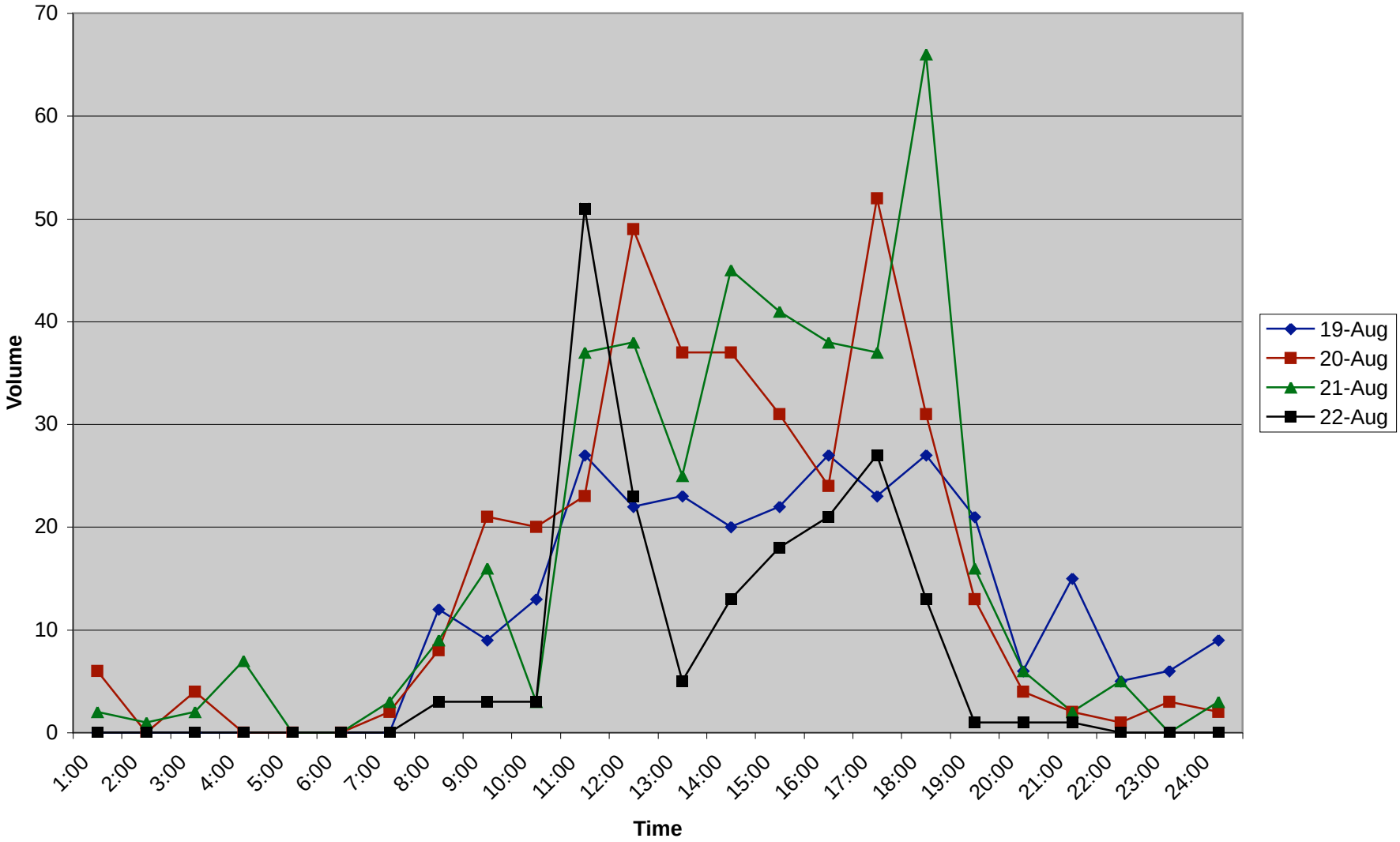
Intersection 6 Ice House Road Past Second Campground Before Dirt August 21, 2005



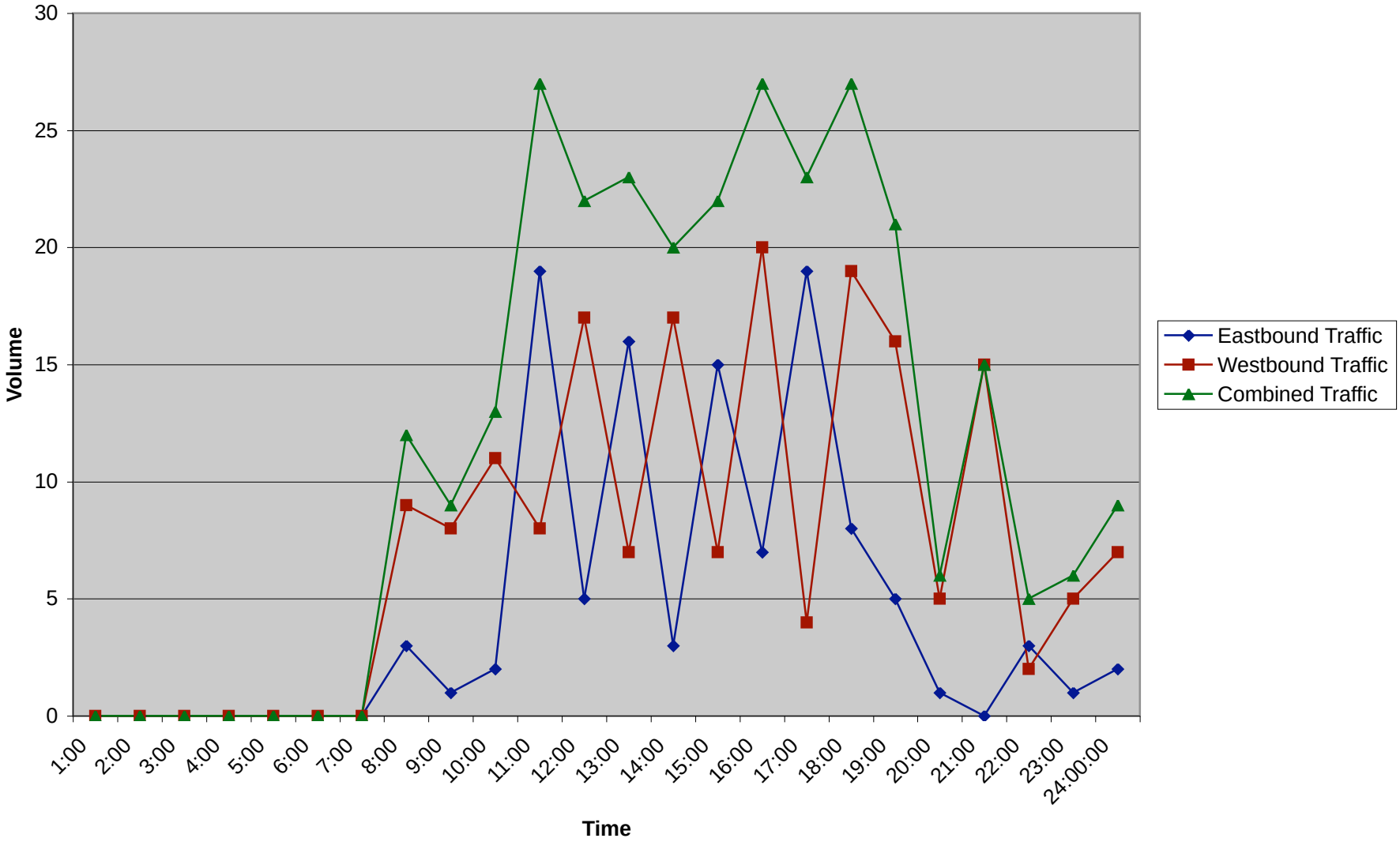
Intersection 6 Ice House Road Past Second Campground Before Dirt Aubust 22, 2005



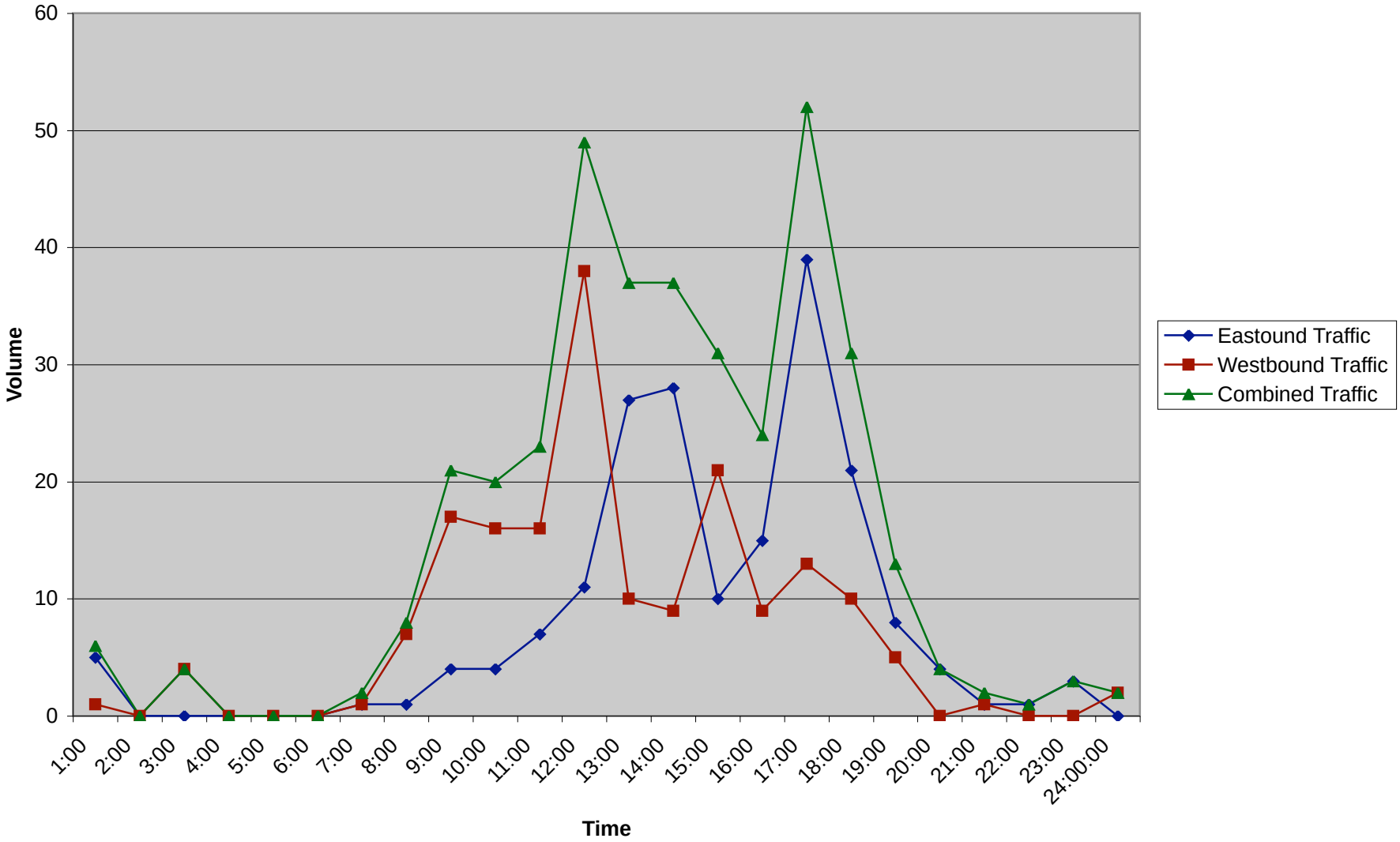
Intersection 7 McKinney Creek Road August 2005



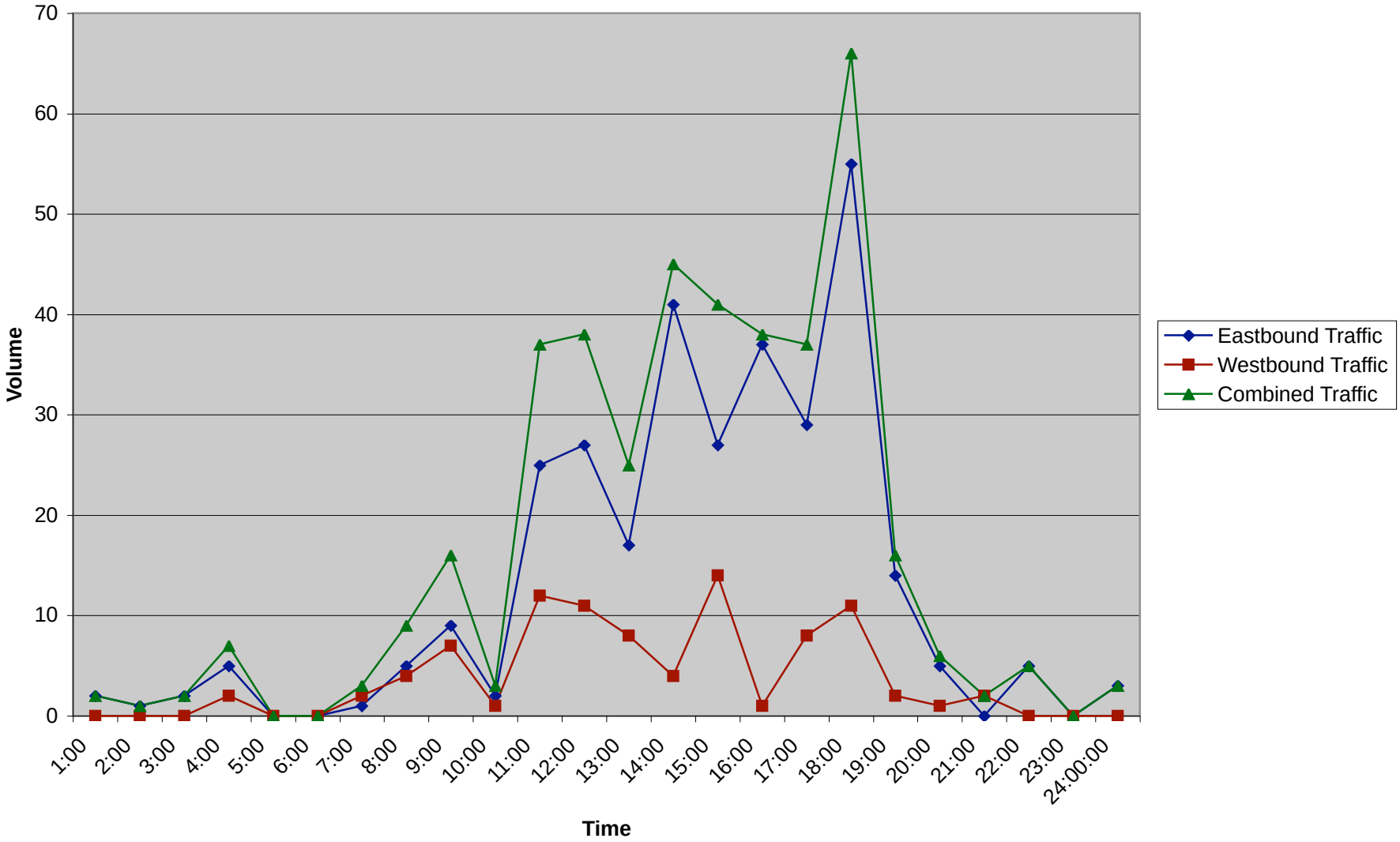
Intersection 7 McKinney Creek Road August 19, 2005



Intersection 7 McKinney Creek Road August 20, 2005



Intersection 7 McKinney Creek Road August 21, 2005



Intersection 7 McKinney Creek Road August 22, 2005