

Appendix A Methodology Memo



MEMORANDUM

Date: August 20, 2015

Project #:
18018.0

To: Mike Kuntz, Jackson County

CC: Allie Coates, Oregon Department of Transportation, Region 3

From: Matthew Bell and Susan Wright, P.E. Kittelison & Associates, Inc.

Project: Jackson County Transportation System Plan (TSP) Update

Subject: Methodology & Assumptions Memo (Subtask 3.4)

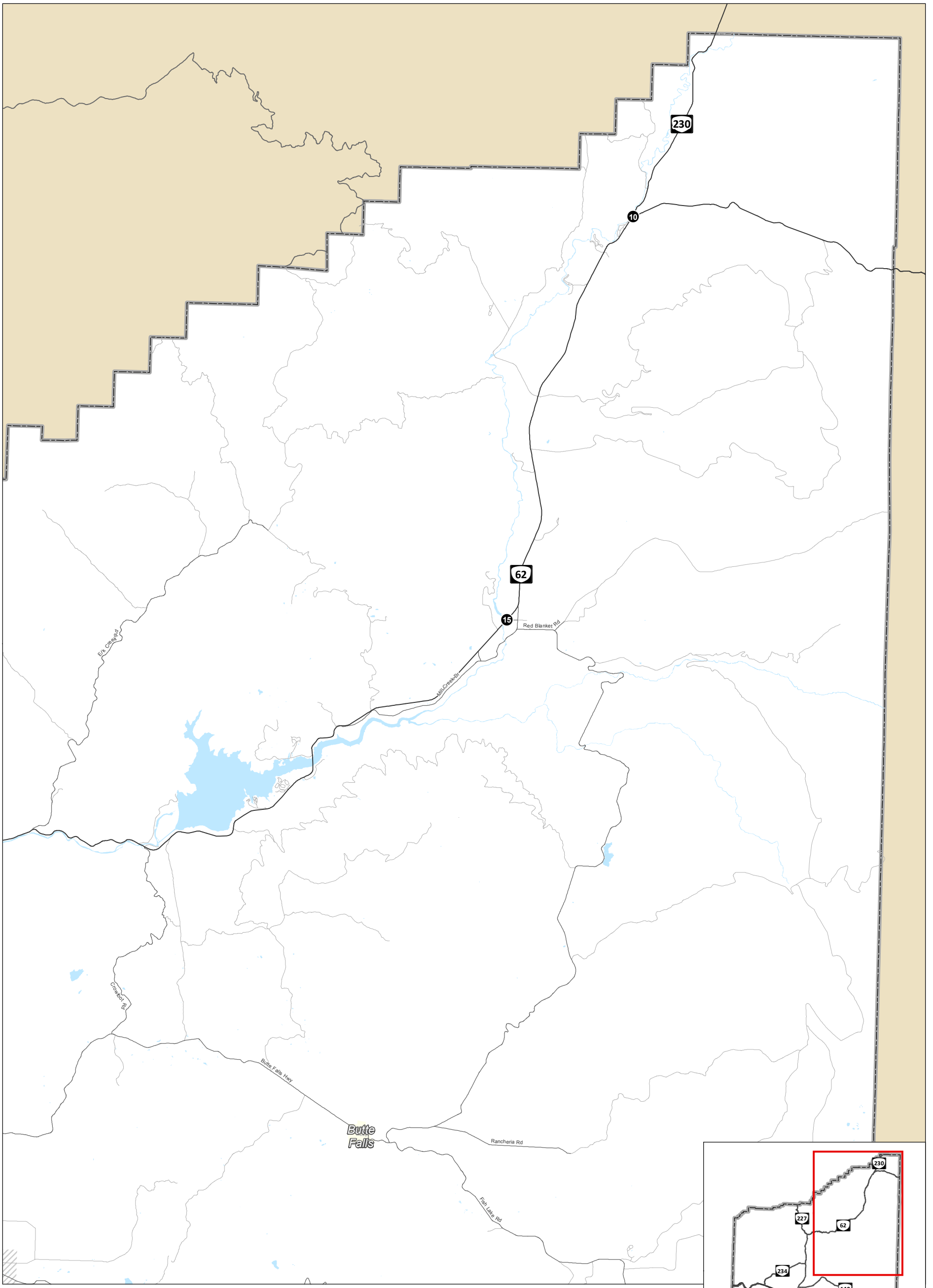
This memorandum documents the methodology and assumptions associated with the current and future transportation system operations analyses for the Jackson County Transportation System Plan (TSP) Update. The methodology and assumptions included in this memorandum are based on guidance provided in the Oregon Department of Transportation (ODOT) Transportation System Plan Guidelines (Reference 1) and the Analysis Procedures Manual (APM – Reference 2) as they relate to rural areas.

STUDY INTERSECTIONS

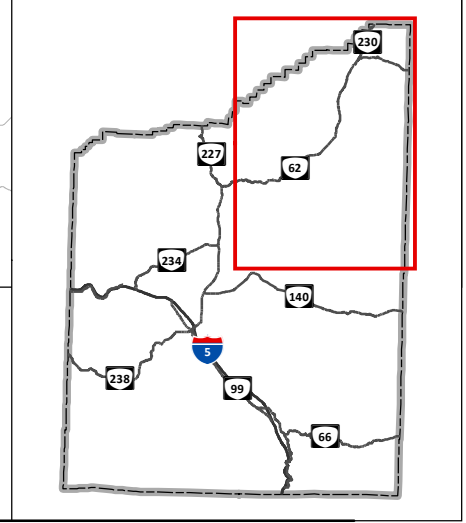
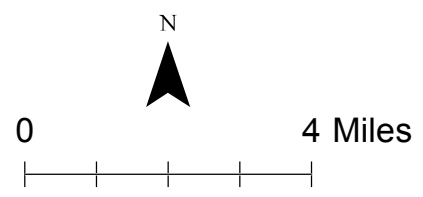
The study intersections for the Jackson County TSP Update were determined by the County and ODOT prior to the development of the scope of the work. There are a total of 30 study intersections located along County and ODOT facilities, including eight signalized and 22 unsignalized intersections. Figures 1A through 1D illustrate the location of the study intersections. The following provides information related to the traffic counts conducted at the study intersections and how they will be used to develop existing and future traffic volumes.

Traffic Counts

Manual turning movement counts were conducted at the study intersections in June 2014 and July 2014. A majority of the counts were conducted over a 16 hour period (6:00 a.m. to 10:00 p.m.) while a few of the counts were conducted over a 3-hour period (3:00 to 6:00 p.m.). The 16-hour counts include the total number of pedestrians, bicyclists, and motor vehicles that entered the intersections in 15-minute intervals during the morning (6:00 to 9:00 a.m.) and evening (3:00 to 6:00 p.m.) peak time periods and on 60-minute intervals during all other times of the day. The 3-hour counts include the total number of pedestrians, bicyclists, and motor vehicles that entered the intersections in 15-minute intervals during the evening (3:00 to 6:00 p.m.) peak time period. Table 1 summarizes the traffic count information obtained for the TSP Update.



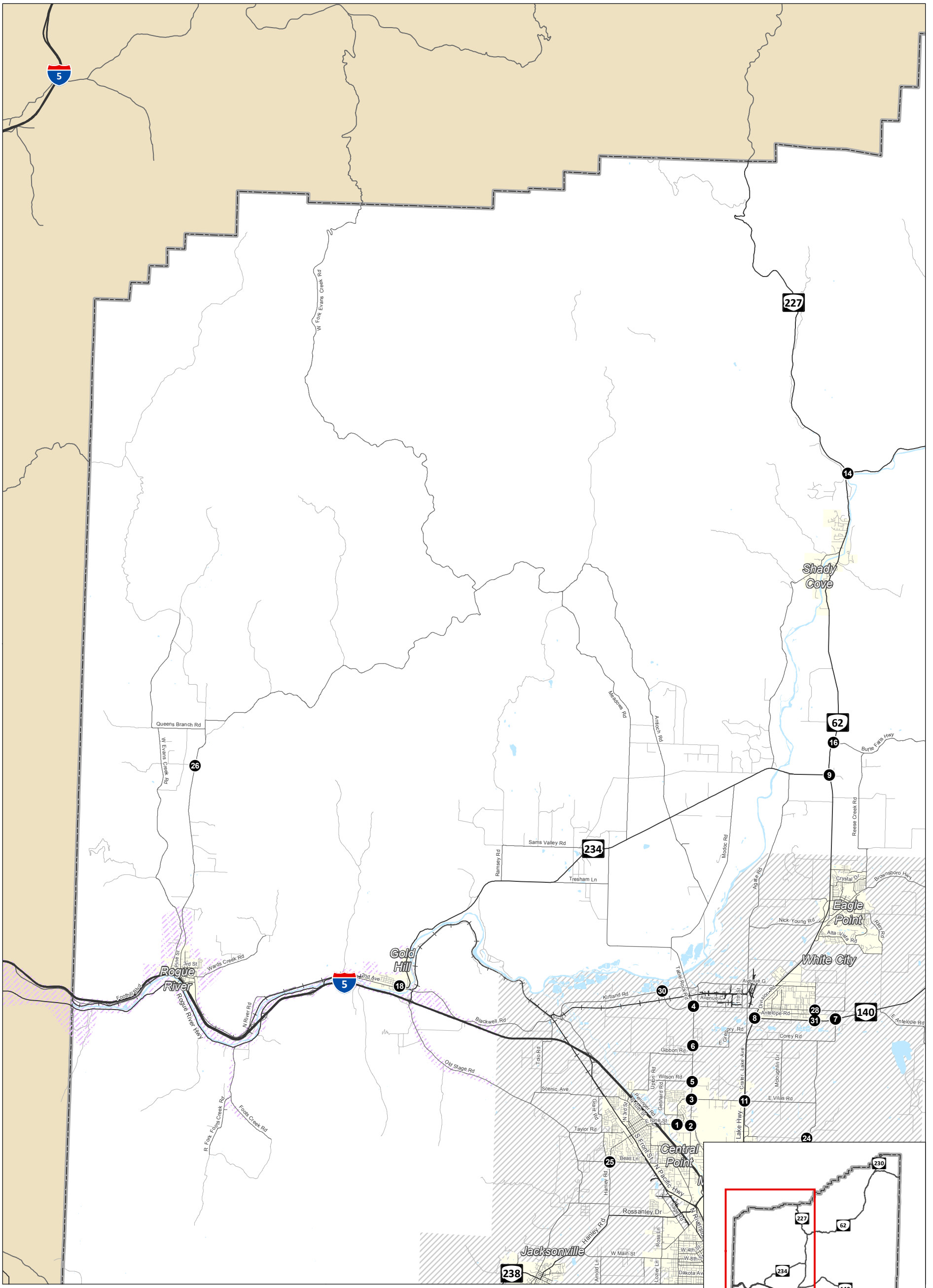
- Study Intersections
- ▨ Middle Rogue MPO
- ▨ Rogue Valley MPO
- ⊕ County Boundary



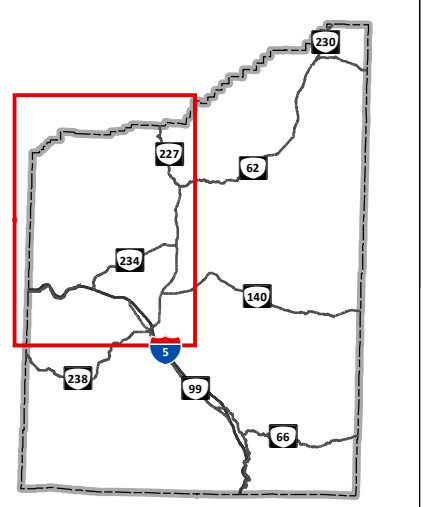
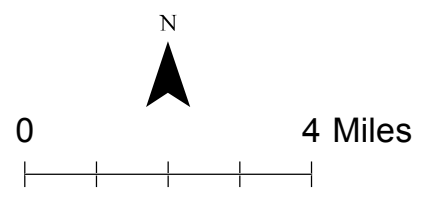
**Study Intersections
Jackson County, OR**

**Figure
1A**

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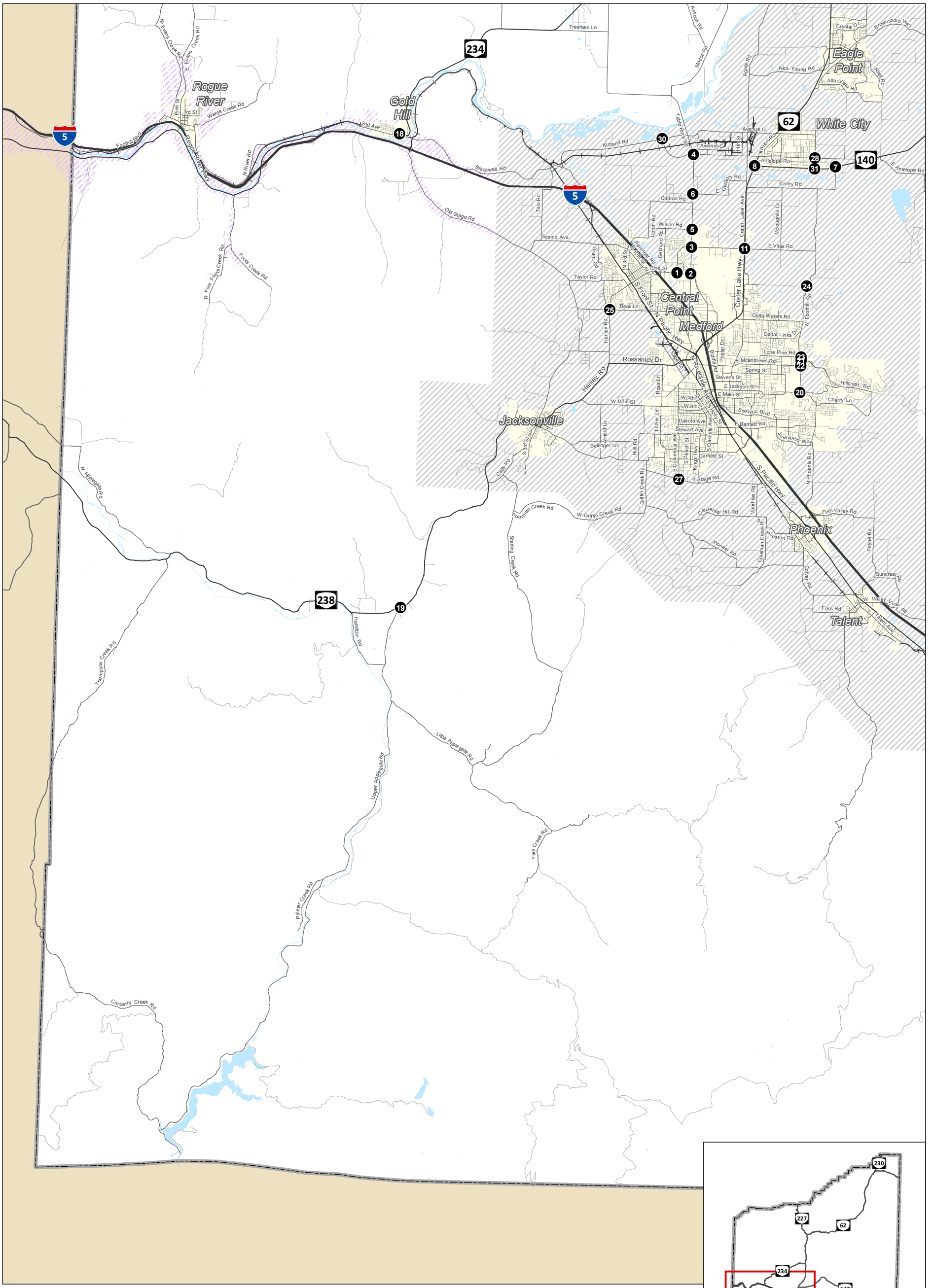
- Study Intersections
- ▨ Middle Rogue MPO
- ▧ Rogue Valley MPO
- ⊕ County Boundary



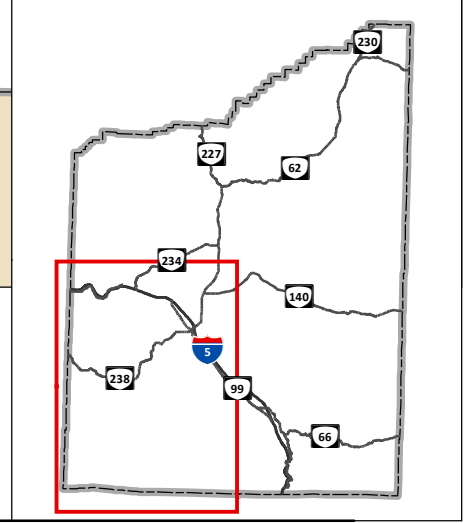
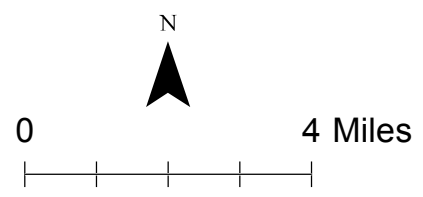
Study Intersections
Jackson County, OR

Figure
1B

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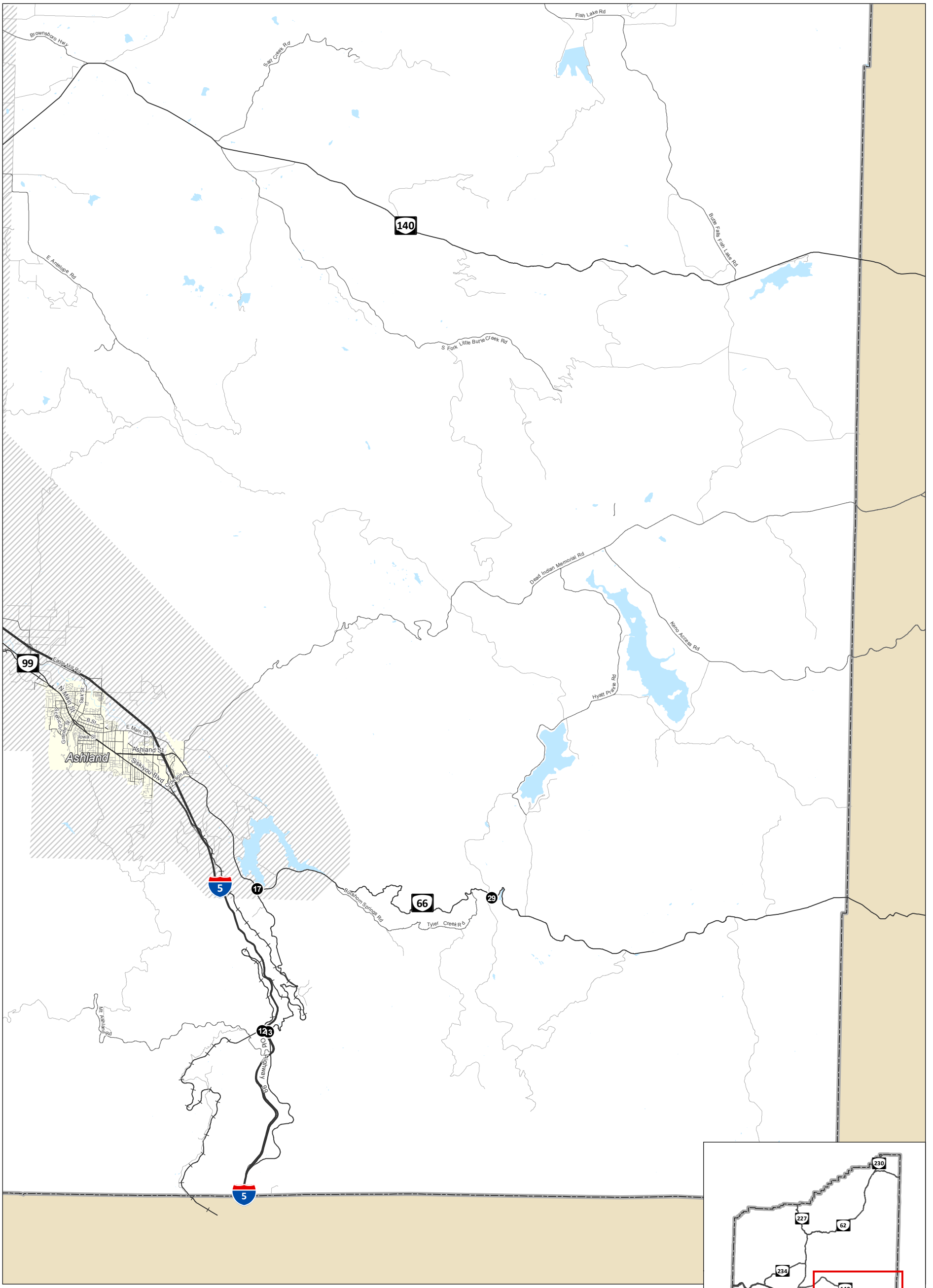
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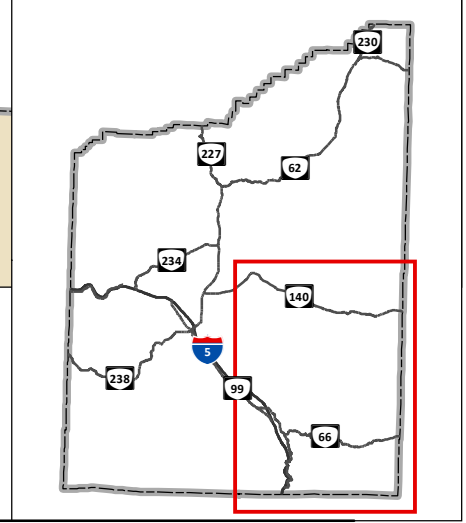
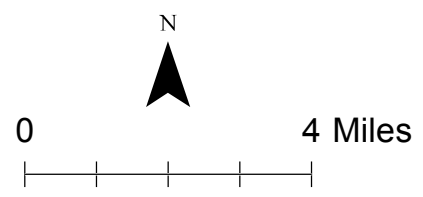
Study Intersections
Jackson County, OR

Figure
1C

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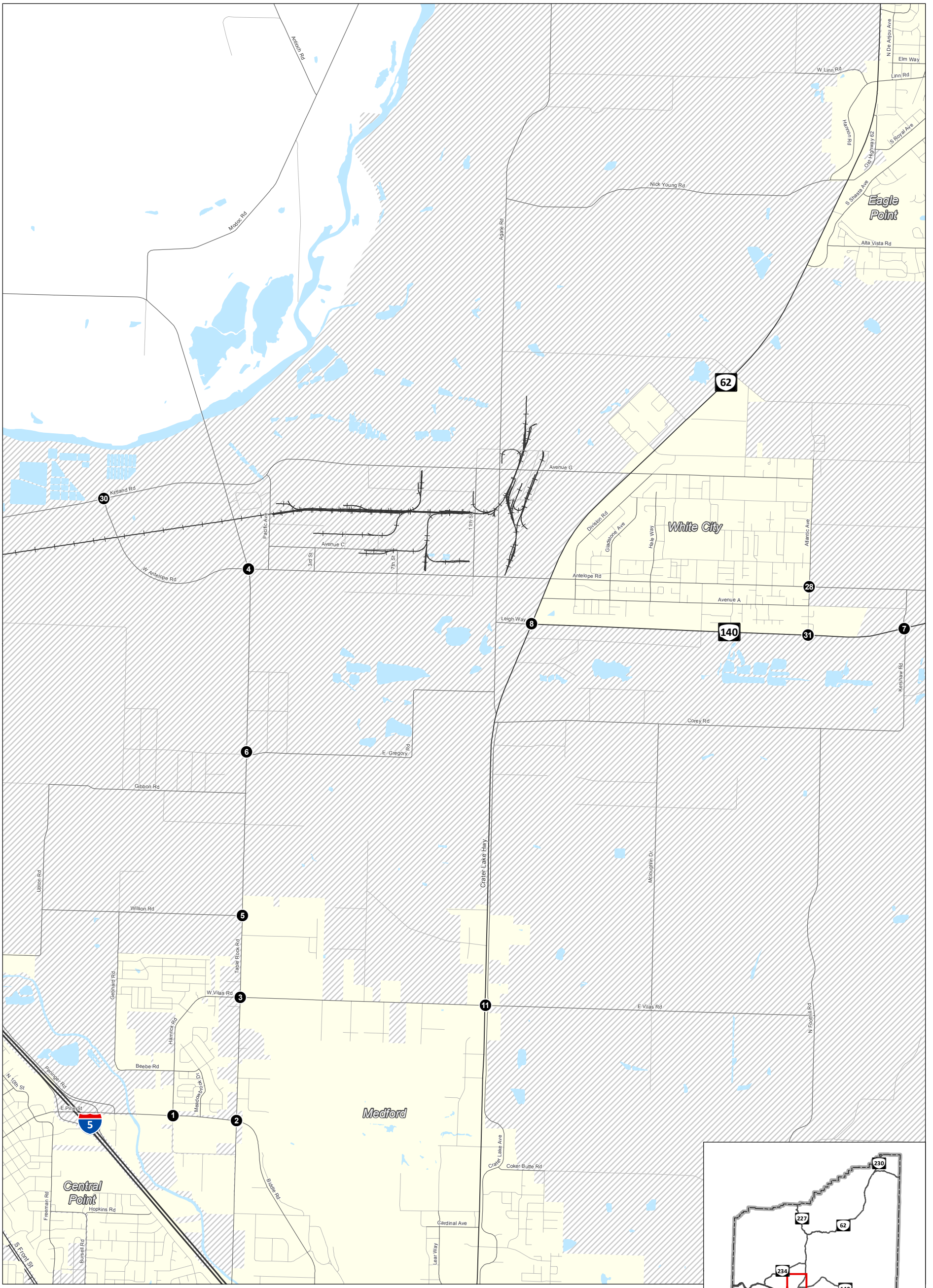
- Study Intersections
- ▨ Middle Rogue MPO
- ▨ Rogue Valley MPO
- ▬ County Boundary



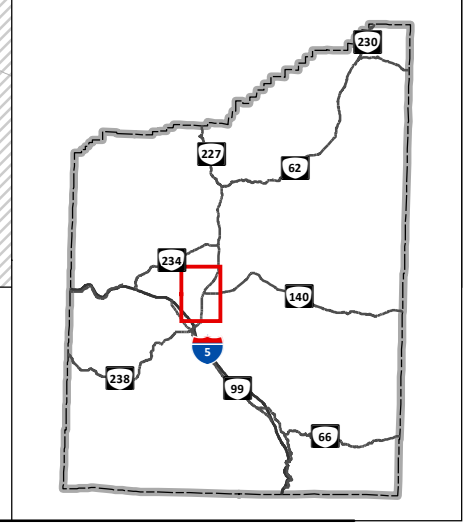
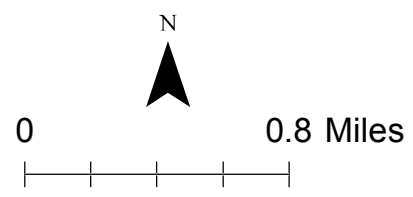
Study Intersections Jackson County, OR

Figure 1D

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- Study Intersections
- ▨ Middle Rogue MPO
- ▨ Rogue Valley MPO
- ⊕ County Boundary



Study Intersections
Jackson County, OR

Figure
1E

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Table 1: Traffic Count Summary

Map ID	Intersection	Count Date	Count Type	Map ID	Intersection	Count Date	Count Type
1	Hamrick Road/E Pine Street-Biddle Road	06/17/14	24-Hour	16	OR62/Butte Falls Highway	06/25/14	16-Hour
2	Table Rock Road/Biddle Road	06/17/14	24-Hour	17	Siskiyou Highway/OR66	06/23/14	16-Hour
3	Table Rock Road/Vilas Road	06/17/14	16-Hour	18	Rogue River Highway/OR234	07/07/14	16-Hour
4	Table Rock Road/Antelope Road	06/18/14	16-Hour	19	OR238/Upper Applegate Road	12/09/14	16-Hour
5	Table Rock Road/Wilson Road	06/17/14	16-Hour	20	Foothill Road/Hillcrest Road	06/24/14	3-Hour
6	Table Rock Road/Gregory Road	06/18/14	16-Hour	21	Foothill Road/McAndrew Road WB Ramp	06/24/14	3-Hour
7	Kershaw Road/OR140	08/16/12	16-Hour	22	Foothill Road/McAndrew Road EB Ramp	06/24/14	3-Hour
8	OR62/OR140	06/18/14	16-Hour	23	Foothill Road/Lone Pine Road	06/24/14	3-Hour
9	OR62/OR234-Del Isle Way	06/25/14	16-Hour	24	Foothill Road/Cocker Butte Road	07/08/14	3-Hour
10	OR62/OR230	06/26/14	16-Hour	25	Hanley Road/Beall Lane	07/09/14	3-Hour
11	OR62/Vilas Road	06/19/14	16-Hour	26	E Evans Creek Road/Minthorne Road	07/07/14	3-Hour
12	I-5 SB Ramp/Siskiyou Highway	06/23/14	16-Hour	27	Columbus Road/Stage Road	07/09/14	3-Hour
13	I-5 NB Ramp/Siskiyou Highway	06/24/14	16-Hour	28	Atlantic Avenue/Antelope Road	07/08/14	3-Hour
14	OR62/Tiller Trail Highway	07/07/14	16-Hour	29	OR66/Old Hyatt Prairie Road	06/23/14	3-Hour
15	OR62/Mill Creek-1 st Street	06/25/14	16-Hour	30	Antelope Road/Kirtland Road	07/09/14	3-Hour

Additional traffic volumes for the Interstate-5 (I-5) mainline were obtained from the 2013 ODOT Traffic Volume Tables (TVT - Reference 3), which provide the average annual daily traffic at select locations on the I-5 corridor.

Peak Hour Development

The traffic counts conducted during the morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak time periods were reviewed to determine individual and system-wide peak hours for the operational analysis. Individual intersection peaks were identified at the study intersections located significant distances away from other study intersection, while system-wide peaks were identified at the study intersections located within close proximity to other study intersections, such as along Table Rock Road, Foothills Road, OR62, and others. Table 2 summarizes the morning and evening peak hours at the study intersections. The intersections shown in white were evaluated using individual intersection peaks, while the intersections shown in shades of grey were evaluated using system peaks.

Table 2: Study Intersection Peak Hours

Map ID	Intersection	Morning Peak	Evening Peak	Map ID	Intersection	Morning Peak	Evening Peak
1	Hamrick Road/E Pine Street-Biddle Road	7:15 a.m.	4:30 p.m.	16	OR62/Butte Falls Highway	8:00 a.m.	4:00 p.m.
2	Table Rock Road/Biddle Road	7:15 a.m.	4:30 p.m.	17	Siskiyou Highway/OR66	8:00 a.m.	5:00 p.m.

3	Table Rock Road/Vilas Road	7:15 a.m.	4:30 p.m.	18	Rogue River Highway/OR234	8:00 a.m.	4:00 p.m.
4	Table Rock Road/Antelope Road	7:15 a.m.	4:30 p.m.	19	OR238/Upper Applegate Road	7:15 a.m.	4:00 p.m.
5	Table Rock Road/Wilson Road	7:15 a.m.	4:30 p.m.	20	Foothill Road/Hillcrest Road	NA	4:30 p.m.
6	Table Rock Road/Gregory Road	7:15 a.m.	4:30 p.m.	21	Foothill Road/McAndrew Road WB Ramp	NA	4:30 p.m.
7	Kershaw Road/OR140	7:30 a.m.	4:30 p.m.	22	Foothill Road/McAndrew Road EB Ramp	NA	4:30 p.m.
8	OR62/OR140	7:30 a.m.	4:30 p.m.	23	Foothill Road/Lone Pine Road	NA	4:30 p.m.
9	OR62/OR234-Del Isle Way	8:00 a.m.	4:00 p.m.	24	Foothill Road/Cocker Butte Road	NA	4:30 p.m.
10	OR62/OR230	8:00 a.m.	4:00 p.m.	25	Hanley Road/Beall Lane	NA	4:30 p.m.
11	OR62/Vilas Road	7:30 a.m.	4:30 p.m.	26	E Evans Creek Road/Minthorne Road	NA	4:45 p.m.
12	I-5 SB Ramp/Siskiyou Highway	8:00 a.m.	4:30 p.m.	27	Columbus Road/Stage Road	NA	5:00 p.m.
13	I-5 SB Ramp/Siskiyou Highway	8:00 a.m.	4:30 p.m.	28	Atlantic Avenue/Antelope Road	NA	4:30 p.m.
14	OR62/Tiller Trail Highway	8:00 a.m.	4:00 p.m.	29	OR66/Old Hyatt Prairie Road	NA	4:30 p.m.
15	OR62/Mill Creek-1 st Street	8:00 a.m.	4:15 p.m.	30	Antelope Road/Kirtland Road	NA	4:30 p.m.

Seasonal Factors

30th Hour Volumes (30 HV) for Jackson County will be developed based on the traffic counts collected at the study intersection and the application of seasonal adjustment factors consistent with the methodology identified in the APM. The APM identifies three methods for identifying seasonal adjustment factors for highway traffic volumes. All three methods utilize information provided by Automatic Traffic Recorders (ATR) located in select locations throughout the State Highway System that collect traffic data 24-hours a day/365 days a year. Each method was evaluated to determine the most appropriate method for the study intersections. Based on the evaluations and direction provided by TPAU, a combination of the On-Site ATR and Seasonal Trend Table methods will be used to develop 30 HV volumes at the study intersections. The results of the evaluations are summarized below.

On-Site ATR Method

The On-Site ATR Method requires that the ATR be located within or near the project area. If the ATR is located outside the project area, there should be no major intersections between the ATR and the project area and the Average Annual Daily Traffic (AADT) collected by the ATR must be within 10 percent of the AADT within the project area. Information on AADT for highway segments throughout Oregon can be found in ODOT’s TVT. Based on a review of the most recent ATR stations, there are a total of nine ATRs located within Jackson County along ODOT facilities, two of which are located adjacent to ODOT study intersections. The on-site ATR method was applied at these two ODOT study intersections as indicated below.

Based on direction provided by TPAU, information from the nine ATRs located within Jackson County was combined to develop seasonal adjustment factors for Interstate, Statewide, Regional, and District Highway approaches to the study intersection. These seasonal adjustment factors will be applied at the remaining ODOT study intersections as indicated below. *Additional information related to the seasonal adjustment factors developed for ODOT study intersections is provided in Attachment “A”.*

Seasonal Trend Table Method

The Seasonal Trend Table Method uses average values from the ATR Characteristic Table for each seasonal traffic trend. Based on a review of the ATRs located within Jackson County and direction provided by TPAU, an average of the Summer and Commuter seasonal traffic trend values will be used to derive 30 HV volumes at the County study intersections. Additional information related to the seasonal adjustment factors developed for County study intersections is provided in *Attachment "A"*.

Table 3 summarizes the method and associated seasonal adjustment factor for the study intersections. Additional information on the seasonal adjustments is included in Attachment "A".

Table 3: Study Intersection Seasonal Adjustment

Map ID	Intersection	Method	Seasonal Adjustment	Map ID	Intersection	Method	Seasonal Adjustment
1	Hamrick Road/E Pine Street-Biddle Road	Seasonal Trend Table	1.0389	16	OR62/Butte Falls Highway	On-Site ATR/ 15-013	1.0704
2	Table Rock Road/Biddle Road	Seasonal Trend Table	1.0389	17	Siskiyou Highway/OR66	District	1.0472
3	Table Rock Road/Vilas Road	Seasonal Trend Table	1.0389	18	Rogue River Highway/OR234	District	1.0090
4	Table Rock Road/Antelope Road	Seasonal Trend Table	1.0383	19	OR238/Upper Applegate Road	On-Site ATR/ 15-011	1.3045
5	Table Rock Road/Wilson Road	Seasonal Trend Table	1.0389	20	Foothill Road/Hillcrest Road	Seasonal Trend Table	1.0348
6	Table Rock Road/Gregory Road	Seasonal Trend Table	1.0383	21	Foothill Road/McAndrew Road WB Ramp	Seasonal Trend Table	1.0348
7	Kershaw Road/OR140	Statewide	1.0127	22	Foothill Road/McAndrew Road EB Ramp	Seasonal Trend Table	1.0348
8	OR62/OR140	Statewide E-S Regional N District W	1.0673 E-S 1.0704 N 1.0472 W	23	Foothill Road/Lone Pine Road	Seasonal Trend Table	1.0348
9	OR62/OR234-Del Isle Way	Regional N-S District E-W	1.0704 N-S 1.0472 E-W	24	Foothill Road/Cocker Butte Road	Seasonal Trend Table	1.0181
10	OR62/OR230	Regional N-S District E	1.0704 N-S 1.0472 E	25	Hanley Road/Beall Lane	Seasonal Trend Table	1.0176
11	OR62/Vilas Road	Statewide	1.0673	26	E Evans Creek Road/Minthorne Road	Seasonal Trend Table	1.0187
12	I-5 SB Ramp/Siskiyou Highway	Interstate N-S District E	1.0491 N-S 1.0472 E	27	Columbus Road/Stage Road	Seasonal Trend Table	1.0176
13	I-5NB Ramp/Siskiyou Highway	Interstate N District E-W	1.0491 N 1.0472 E-W	28	Atlantic Avenue/Antelope Road	Seasonal Trend Table	1.0181
14	OR62/Tiller Trail Highway	Regional E-W District N	1.000 E-W 1.0090 N	29	OR66/Old Hyatt Prairie Road	District	1.0472
15	OR62/Mill Creek-1 st Street	Regional	1.0704	30	Antelope Road/Kirtland Road	Seasonal Trend Table	1.0176

Historical Factors

All of the traffic counts were conducted in 2014, with the exception of the counts conducted at the Kershaw Road/OR140 intersection, which were conducted in 2012. The counts at Kershaw Road/OR140 will be adjusted from 2012 to 2014 based on historical traffic data provided in the TVT.

Forecast Traffic Volumes

Forecast traffic volumes for the Jackson County TSP update will be developed for the study intersections based on the methodology identified in the National Cooperative Highway Research Program (NCHRP) Report 255 *Highway Traffic Data for Urbanized Area Project Planning and Design*. The methodology combines the year 2014 30 HV traffic volumes developed at the study intersections with base year 2006 and future year 2034 traffic volume forecasts from the currently accepted RVMPO travel demand model (3.1). The general methodology to develop the volumes is outlined below.

- The year 2014 30 HV traffic volumes are used to represent the base volumes. These volumes will directly correlate to base year model volumes.
- The percentage change in the model's base and horizon year traffic volume for each movement is calculated and applied to the year 2014 30 HV traffic volumes. Each table reports the existing and future model volumes, in addition to the percentage change as applied.
- The numerical change (delta) in the model's traffic volumes is also calculated and applied to the year 2014 30 HV traffic volumes.
- The results obtained from the percentage and numerical change calculations are averaged to obtain the year 2034 analysis traffic volumes.

Post processing of the traffic volumes will occur on a link basis first. Once the volumes are adjusted, the link volumes will be converted into turn movements at the intersections. This process will be applied to all of the study intersections that exist in the base year model, as available. The reasonableness of the averaging method will be reviewed at each location, especially in instances in which the numerical and percentage change yield significantly different results (which can often occur on very low volume movements in the base model that increase significantly in 2034) or when the existing model differs significantly from the existing turning movement counts. On these occasions, the available data and travel forecasts will be reviewed to determine the appropriate year 2034 analysis volumes. The resulting unbalanced year 2034 volumes will be rounded and balanced, as appropriate, for use in the forecast conditions assessment.

To establish existing and future baseline conditions, the intersection performance of the 30 study intersections will be evaluated for year 2014 and year 2034 No Build traffic conditions. A sensitivity analysis will be conducted to evaluate year 2034 conditions under the Regional Problem Solving land use scenario.

Intersection Operational Standards

County Facilities

Jackson County uses volume-to-capacity (v/c) ratio standards to assess intersections operations. The County’s current TSP sets a maximum v/c ratio of 0.85 for all signalized and unsignalized intersections located outside an MPO boundary and a v/c ratio of 0.95 for those located inside an MPO boundary. Table 3 summarizes the v/c ratio standards that will be used to identify existing and potential future operational issues at the County study intersections.

Table 4: Jackson County Mobility Standards

Map ID	Intersection	Traffic Control	Mobility Standard
1	Hamrick Road/E Pine Street-Biddle Road	Signal	0.95
2	Table Rock Road/Biddle Road	Signal	0.95
3	Table Rock Road/Vilas Road	Signal	0.95
4	Table Rock Road/Antelope Road	Signal	0.95
5	Table Rock Road/Wilson Road	TWSC	0.95
6	Table Rock Road/Gregory Road	TWSC	0.95
20	Foothill-Phoenix Road/Hillcrest Road	Signal	0.95
21	Foothill Road/McAndrew Road WB Ramp	TWSC	0.95
22	Foothill Road/McAndrew Road EB Ramp	TWSC	0.95
23	Foothill Road/Lone Pine Road	TWSC	0.95
24	Foothill Road/Cocker Butte Road	TWSC	0.95
25	Hanley Road/Beall Lane	AWSC	0.95
26	E Evans Creek Road at Minthorne Road	TWSC	0.85
27	Columbus Road/Stage Road	AWSC	0.95
28	Atlantic Avenue/Antelope Road	TWSC	0.95
30	Antelope Road/Kirtland Road	TWSC	0.95

AWSC: All-Way Stop Control
TWSC: Two-way Stop Control

ODOT Facilities

ODOT also uses volume-to-capacity (V/C) ratio standards to assess intersections operations. Table 6 of the *Oregon Highway Plan* (OHP - Reference 4) and table 10-2 of the *Oregon Highway Design Manual* (HDM – Reference 5) provide maximum volume-to-capacity ratios for all signalized and unsignalized intersections outside the Metro area. The OHP ratios are used to evaluate existing and future no-build conditions, while the HDM ratios are used in the creation of future TSP alternatives which involve projects along state highways. The ODOT controlled intersections within the study area are located along OR62, OR66, OR/99, OR140, OR230, OR234, OR238, and at the I-5/Siskiyou Highway interchange. The following provides a summary of the state highway classifications, freight route designations, and other roadway characteristics at each of the study intersection that help determine the v/c ratio.

- Kershaw Road/OR140 – The east and west legs of the intersection are classified as Statewide Highways and are designated freight routes within an MPO. The north and south legs are County facilities, and therefore ODOT’s District Highway/Local Interest Road standards are applied to these approaches.
- OR 62/OR140 – The north leg of the intersection is classified as an Expressway, a Regional Highway, and is located within an MPO. The south leg is classified as an Expressway, a Statewide Highway, and is a designated freight route within an MPO. The east leg is classified as a Statewide Highway and is a designated freight route within an MPO.
- OR62/OR234-Del Isle Way – The north and south legs of the intersection are classified as Regional Highways and the west leg is classified as a District Highway. All legs are located outside the MPO boundary in rural lands.
- OR62/OR230 – The north and south legs of the intersection are classified as Regional Highways and the east leg is classified as a District Highway. All legs are located outside the MPO boundary in rural lands.
- OR62/Vilas Road – The north and south legs of the intersection are classified as Expressways and Statewide Highways and are designated freight routes within an MPO. The east and west legs are County facilities, and therefore ODOT’s District Highway/Local Interest Road standards are applied to these approaches.
- I-5NB and SB Ramps/Siskiyou Highway – The north and south legs of the intersections are ramp terminals and the east and west legs are classified as District Highways. All legs are located outside the MPO boundary in rural lands.
- OR62/Tiller Trail Highway (OR 227) – The east and west legs of the intersection are classified as Regional Highways. The north leg is classified as a District Highway. All three legs are located outside the MPO boundary in rural lands.
- OR62/Mill Creek/1st Street - The north and south legs of the intersection are classified as Regional Highways and are located outside the MPO boundary in rural lands. The east leg is a County facility, and therefore ODOT’s District Highway/Local Interest Road standards are applied to this approach.
- OR62/Butte Falls Highway – The north and south legs of the intersection are classified as Regional Highways and are located outside the MPO boundary in rural lands. The east leg is a County facility, and therefore ODOT’s District Highway/Local Interest Road standards are applied to this approach.
- Siskiyou Highway (OR273)/OR66 – The north, south and west legs of the intersection are classified as District Highways located outside the MPO boundary in rural lands.
- Rogue River Highway/OR234 – The east and west legs of the intersection are classified as District Highways and are located outside the MPO boundary in rural lands. The north leg is

a County facility, and therefore ODOT’s District Highway/Local Interest Road standards are applied to this approach.

- OR238/Upper Applegate Road – The east and west legs of the intersection are classified as District Highways and are located outside the MPO boundary in rural lands. The south leg is a County facility, and therefore ODOT’s District Highway/Local Interest Road standards are applied to this approach.
- OR66/Old Hyatt Prairie Road – The east and west legs of the intersection are classified as District Highways and are located outside the MPO boundary in rural lands. The south leg is a County facility, and therefore ODOT’s District Highway/Local Interest Road standards are applied to this approach.

Table 4 summarizes the v/c ratio standards that will be used to identify existing and potential future operational issues at the ODOT study intersections. The ODOT controlled approaches are shown in **bold** font. The OHP Standards are what will be applied to determine if there is a future capacity related deficiency. The HDM Standard will be used to evaluate adequacy of potential improvements.

Table 5: ODOT Mobility Standards

Map ID	Intersection	Traffic Control	OHP Standard	HDM Standard
7	Kershaw Road/OR140	TWSC	.95 N-S / .85 E-W	.85 N-S / .75 E-W
8	OR62/OR140	Signal	.85 S / .90 N / .85 E	.75 S / .80 N / .75 E
9	OR62/OR234-Del Isle Way	TWSC	.70 N-S / .75 W	.65 N-S / .70 W
10	OR62/OR230	TWSC	.70 N-S / .75 E	.65 N-S / .70 E
11	OR62/Vilas Road	Signal	.85 N-S / .95 E-W	.75 N-S / .85 E-W
12	I-5 SB Ramp /Siskiyou Highway	TWSC	0.85 N-S / 0.75 E	0.85 N-S / 0.70 E
13	I-5NB Ramp/Siskiyou Highway	TWSC	0.85 N / 0.75 E-W	0.85 N / 0.70 E-W
14	OR62/Tiller Trail Highway (OR 227)	TWSC	.75 N / .70 E-W	.70 N / .65 E-W
15	OR62/Mill Creek/1 st Street	TWSC	.70 N-S / .75 E	.65 N-S / .70 E
16	OR62/Butte Falls Highway	TWSC	.70 N-S / .75 E	.65 N-S / .70 E
17	Siskiyou Highway/OR66	TWSC	.75 N-S / .75 E	.75 N-S / .75 E
18	Rogue River Highway/OR234	TWSC	.75 N / .75 E-W	.70 N / .70 E-W
19	OR238/Upper Applegate Road	TWSC	.75 S / .75 E-W	.70 S / .70 E-W
29	OR66/Old Hyatt Prairie Road	TWSC	.75 N / .75 E-W	.70 N / .70 E-W

TWSC: Two-way Stop Control

ANALYSIS MODEL PARAMETERS

The bullets below identify the specific sources of data and methodologies we propose to utilize. Analyses of all state facilities will be conducted according to the APM, unless otherwise agreed upon by both ODOT’s Transportation Planning and Analysis Unit (TPAU) and the consultant team.

1. *Intersection/Roadway Geometry* (lane numbers and arrangements, cross-section elements, signal phasing, etc.) will be verified for consistency with previous work efforts and reviewed through aerial photography, and confirmed through a site visit. Available as-built data may also

be used to verify existing roadway geometry. The analysis models will be built on scaled roadway line work from GIS or aerial photography.

2. *Operational Data* (such as posted speeds, intersection control, parking, transit stops, rail crossings, right-turn on red, etc.) will be verified. Data will be reviewed and supplemented by available GIS data, traffic count DVDs, aerials, photos, and the ODOT Video Log.
3. *Peak Hour Factors* (PHF) will be calculated for each intersection and applied to the existing conditions analyses. PHFs of 0.95 will be used for the year 2034 analysis for high-order facilities (arterials), with 0.90 applied to medium-order facilities (collectors) and 0.85 applied to local roads. If the existing PHF is greater than these default future values, the existing PHF will be applied.
4. *Traffic Volume* development is described above.
5. *Signal Timing Data* will be requested from the Jackson County, ODOT, and the Cities of Medford and Ashland for use in the existing conditions analysis. Signal parameters such as Flash Don't Walk, Walk, and Minimum Times will be retained in the forecast analysis with the signal splits optimized to better serve the future traffic volume patterns. Optimized signal cycle lengths may range between 60 and 120 seconds.
6. **Traffic Operations**
 - a. The 2000 Highway Capacity Manual (HCM 2000) methodology will be used to analyze traffic operations at the signalized intersections while the HCM 2010 methodology will be used to analyze traffic operations at the unsignalized intersections.
 - b. The existing and future no-build traffic operations analyses will use Synchro 8 software using HCM 2000 reports for signalized intersections and HCM 2010 reports for unsignalized intersections. Roundabouts will be analyzed using ODOT's methodology for roundabout operations and will be compared to the results yielded from the findings from the NCHRP 3-65 report. Level-of-service, delay, and volume-to-capacity ratios will be reported at each of the study intersections regardless of roadway jurisdiction.
 - c. Queuing analysis methodology will be based on Synchro 95th percentile queue lengths. Microsimulation is not proposed as part of this long-range planning effort.

TRAFFIC ANALYSIS SOFTWARE AND INPUT ASSUMPTIONS

Synchro software, Version 7 will be used for the intersection analysis. The reported results will be the level of service, intersection delay, and v/c ratios generated by the HCM report. Analysis assumptions are listed in Table 6.

Table 6: Synchro Operations Parameters/Assumptions

Arterial Intersection Parameters	Existing Conditions
Peak Hour Factor	From traffic counts
Conflicting Bikes and Pedestrian per Hour	From traffic counts, as available
Area Type	Other

Ideal Saturation Flow Rate (for all movements)	1,750 passenger cars per hour green per lane
Lane Width	12 feet unless field observations suggest otherwise
Percent Heavy Vehicles	From traffic counts by movement, as available
Percent Grade	Estimated based on field observations
Parking Maneuvers per Hour	Estimated based on field observations
Bus Blockages	None
Intersection signal phasing and coordination	From ODOT/County/City
Intersection signal timing optimization limits	Maximum cycle length = 120 seconds
Minimum Green time	From timing plans
Yellow and all-red time	From timing plans
95 th percentile vehicle queues	Synchro HCM summary output

LTS ANALYSIS

The bicycle level of traffic stress (LTS) analysis will be performed consistent with the methodologies identified in the APM for urban and rural roadways. The urban methodology will be applied to the roadways included in the scope of work with speeds below 45 miles per hour (mph) while the rural methodology will be applied to the roadways with speeds 45 mph and above. The speed data was obtained from the County’s GIS database and field verified during the kick off meeting and site visit for consistency. Additional data collected during the kick-off meeting and site visit (presence and width of bike lanes, shoulders, shared-use paths, etc.) will be supplemented by additional data obtained from aerial imagery of the roadways. The LTS analysis results will be presented in a tabular format and as part of a map atlas.

CRASH ANALYSIS

The five most recent years of crash data will be reviewed at the study intersections and along the County’s roadway segments consistent with the methodologies outlined in the APM. The data will be analyzed for number, type, severity, and location to identify potential crash patterns and million entering vehicle (MEV) crash rates. Intersection crash rates will be compared to the published 90th percentile crash rates in Exhibit 4.1 of the APM and segment crash rates will be compared to Table II in the current ODOT Crash Rate Tables. In addition, ODOT’s top 10% ODOT Safety Priority System sites will be reviewed, as appropriate. Any identified potential countermeasures (and any resulting crash percentage reduction) will be taken from the All Roads Transportation Safety (ARTS) Crash Reduction Factors (CRF) listing or the CRF Appendix.

REFERENCES

1. Oregon Department of Transportation. *Transportation System Plan Guidelines*, 2008.
2. Oregon Department of Transportation. *Analysis Procedures Manual*, 2012.
3. Oregon Department of Transportation. *Transportation Volume Tables*, 2013.
4. Oregon Department of Transportation. *Oregon Highway Plan*, 2012.
5. Oregon Department of Transportation. *Highway Design Manual*, 2012.

ATTACHMENTS

- A. Seasonal Adjustment Factors

Attachment A Seasonal Adjustment Factors

SEASONAL ADJUSTMENT FACTORS

On-Site ATR Method

The On-Site ATR Method was used to develop seasonal adjustment factors at the OR62/Butte Falls Highway and the OR238/Applegate Road intersections as described below.

OR62/Butte Falls Highway

The ATR selected for this intersection (15-013) is located on OR62 approximately 1.82 miles north of OR234. The ATR was installed in November 1956 and has traffic count data for the last 57 years. Based on historical traffic data provided by the ATR, the Peak Month generally occurs in July. Table A-1 summarizes the percent of average daily traffic (ADT) at the ATR for the last five years.

Table A-1: OR 62/Butte Falls Highway Seasonal Adjustment Factor

ATR	Year	2009	2010	2011	2012	2013	Average	Seasonal Adjustment
15-013	Peak Month (July)	121	123	120	122	122	121.67	
	Count Month (June)	114	113	114	113	115	113.67	1.074

Note: Shaded values dropped from average calculation per ODOT methodology.

Based on the data shown in Table A-1, the traffic counts conducted at the OR62/Butte Falls Highway intersection will be seasonally adjusted by a factor of 1.0704 (121.67/113.67).

OR238/Applegate Road

The ATR selected for this intersection (15-011) is located on OR238 approximately 0.68 miles west of Applegate Road. The ATR was installed in November 1956 and has traffic count data for the last 57 years. Based on historical traffic data provided by the ATR, the Peak Month generally occurs in July. Table A-2 summarizes the percent of average daily traffic (ADT) at the ATR for the last five years.

Table A-2: OR238/Applegate Road Seasonal Adjustment Factor

ATR	Year	2009	2010	2011	2012	2013	Average	Seasonal Adjustment
15-011	Peak Month (July)	118	117	114	115	115	115.67	
	Count Month (Dec)	92	91	89	86	82	88.67	1.3045

Note: Shaded values dropped from average calculation per ODOT methodology.

Based on the data shown in Table A-2, the traffic counts conducted at the OR238/Applegate Road intersection will be seasonally adjusted by a factor of 1.3045 (115.67/89.00).

Information from the nine ATRs located within Jackson County were used to develop seasonal adjustment factors for Interstate, Statewide, Regional, and District Highways approaches to the study intersection as described below.

Interstate

The ATRs located along Interstates within Jackson County include 15-001, 15-002, and 15-019. Table A-3 summarizes the percent of average daily traffic (ADT) at the ATRs for the last five years.

A-3: Interstate Seasonal Adjustment Factors

ATR	Year	2009	2010	2011	2012	2013	Average	Seasonal Adjustment
15-007	Peak Month (July)	117	118	116	116	118	117.00	
	Count Month (June)	110	112	113	114	114	113.00	1.0354
	Count Month (July)	117	118	116	116	118	117.00	1.0000
15-002	Peak Month (July)	124	125	123	122	123	123.33	
	Count Month (June)	110	114	114	115	112	113.33	1.0882
	Count Month (July)	124	125	123	122	123	123.33	1.0000
15-019	Peak Month (June, July)	115	116	115	117	116	115.67	
	Count Month (June)	108	113	114	112	114	113.00	1.0236
	Count Month (July)	114	116	115	114	116	115.00	1.0058
							Count Month (June)	1.0491
							Count Month (July)	1.0019

Note: Shaded values dropped from average calculation per ODOT methodology.

Based on the data shown in Table A-3, the traffic counts conducted along interstates, including ramp terminals, will be seasonally adjusted by a factor of 1.0491 if conducted in June and 1.0019 if conducted in July.

Statewide Highways

The ATRs located along Statewide Highways within Jackson County include 15-017 and 15-020. Table A-4 summarizes the percent of average daily traffic (ADT) at the ATRs for the last five years.

A-4: Statewide Highways Seasonal Adjustment Factor

ATR	Year	2009	2010	2011	2012	2013	Average	Seasonal Adjustment
15-017	Peak Month (July)	109	108	108	110	108	108.33	
	Count Month (June)	108	108	108	110	108	108.00	1.0031
	Count Month (July)	109	107	105	109	107	107.67	1.0062
	Count Month (August)	109	108	107	107	108	107.67	1.0062
15-020	Peak Month (July)	123	124	120	125	123	123.33	
	Count Month (June)	109	110	107	111	108	109.00	1.1315
	Count Month (July)	122	124	120	125	123	123.00	1.0027
	Count Month (August)	123	120	120	125	120	121.011	1.0193
							Count Month (June)	1.0673
							Count Month (July)	1.0045
							Count Month (August)	1.0127

Note: Shaded values dropped from average calculation per ODOT methodology.

Based on the data shown in Table A-4, the traffic counts conducted along Statewide Highways will be seasonally adjusted by a factor of 1.0673 if conducted in June and 1.0045 if conducted in July.

Regional Highway

There is one ATR located along a Regional Highway within Jackson County. Table A-5 summarizes the percent of average daily traffic (ADT) at the ATR for the last five years.

A-5: Regional Highway Seasonal Adjustment Factors

ATR	Year	2009	2010	2011	2012	2013	Average	Seasonal Adjustment
15-013	Peak Month (July)	121	123	120	122	122	121.67	
	Count Month (June)	114	113	114	113	115	113.67	1.0704
	Count Month (July)	121	123	120	122	122	121.67	1.0000
							Count Month (June)	1.0704
							Count Month (July)	1.0000

Note: Shaded values dropped from average calculation per ODOT methodology.

Based on the data shown in Table A-5, the traffic counts conducted along Regional Highways will be seasonally adjusted by a factor of 1.0704 if conducted in June. No Adjustment will be made to the traffic counts conducted along Regional Highways in July.

District Highways

The ATRs located along District Highways within Jackson County include 15-007, 15-011, and 15-014. Table A-6 summarizes the percent of average daily traffic (ADT) at the ATRs for the last five years.

A-6: District Highways Seasonal Adjustment Factors

ATR	Year	2009	2010	2011	2012	2013	Average	Seasonal Adjustment
15-007	Peak Month (July)	125	139	134	140	134	135.67	
	Count Month (June)	121	122	126	119	121	121.33	1.1181
	Count Month (July)	125	139	134	140	134	135.67	1.0000
15-002	Peak Month (July)	118	117	114	115	115	115.67	
	Count Month (June)	114	113	114	113	115	113.67	1.0176
	Count Month (July)	118	117	114	115	115	115.67	1.0000
15-019	Peak Month (June, July)	116	111	113	116	113	114.00	
	Count Month (June)	114	111	113	116	113	113.33	1.0059
	Count Month (July)	112	110	112	111	110	111.00	1.0270
							Count Month (June)	1.0472
							Count Month (July)	1.0090

Note: Shaded values dropped from average calculation per ODOT methodology.

Based on the data shown in Table A-6, the traffic counts conducted along District Highways will be seasonally adjusted by a factor of 1.0270 if conducted in June and 1.0472 if conducted in July.

Seasonal Trend Table Method

The Seasonal Trend Table Method was used to develop seasonal adjustment factors at the County study intersections. Table A-7 summarizes the average values for both seasonal traffic trends during the count months (June and July) and the peak period as provided in the ODOT Seasonal Trend Table.

A-7: Seasonal Trend Table

Trend	15-June	1-July	15-July	ODOT Peak Period Seasonal Factor
Summer	0.9048	0.9083	0.9082	0.9001
Commuter	0.8970	0.8673	0.8376	0.8376

The results of the analysis indicate that the average seasonal adjustment factor ranges from 1.0389 for the counts conducted in June to 1.0176 to the counts conducted in July.

Appendix B Site Visit Memo



MEMORANDUM

Date: June 10, 2015 Project #: 18018.0

To: Mike Kuntz, Jackson County

CC: Allie Coates, Oregon Department of Transportation, Region 3

From: Matthew Bell and Susan Wright, P.E. Kittelson & Associates, Inc.

Project: Jackson County Transportation System Plan (TSP) Update

Subject: Site Visit Memorandum (Subtask 2.6)

PURPOSE AND INTRODUCTION

This memorandum summarizes information collected during a site visit on January 28, 2015. The information was used in the development of the transportation system inventory and will be used in the existing conditions analysis. The information includes a basic assessment of the roadways identified in the scope of work for the Bicycle Level of Traffic Stress (LTS) analysis and confirmation of lane geometry at several of the study intersections.

BICYCLE LEVEL OF TRAFFIC STRESS

The ODOT Analysis Procedures Manual (APM – Reference 1) includes a methodology for evaluating Bicycle Level of Traffic Street (LTS) along streets with posted speeds of less than or equal to 35 miles per hour (mph) and streets with posted speeds of 45 mph and above. While the former is based on a report prepared by the Mineta Transportation Institute called *Low Street Bicycling and Network Connectivity* and requires multiple inputs, the latter was developed by ODOT to evaluate Bicycle LTS in rural areas and requires paved shoulder width and Average Daily Traffic (ADT). Table 1 summarizes the shoulder width of the LTS Streets.

Table 1: Bicycle LTS Street Shoulder Width

Road	From/to	Shoulder Width (feet)	
		Left Side	Right Side
W Pine St (west to east)	Highway 99 to Hanley	4 to 6 ¹	4 to 6 ¹
Hanley Road	W Pine to Rossanley	4 to 6	4 to 6
Ross Ln	Hanley to Old Stage	4 to 6	4 to 6

Old Stage Rd	Jacksonville city limits to I-5 Exit 40	0 to 2 ¹²	0 to 2 ¹²
S Stage Rd	Highway 99 to Jacksonville	4 to 6 ¹	4 to 6 ¹
W Main St	Renault to Hanley	4 to 6 ¹	4 to 6 ¹
N Phoenix Rd	Phoenix city limits to Barnett	4 to 6	4 to 6
Foothill Rd	Hillcrest to Corey	0 to 2	0 to 2
Bigham-Brown Rd	Antelope to Alta Vista	0 to 2	0 to 2
E Pine St (west to east)	I-5 n/b ramps to 500' east of Table Rock	4 to 6 ¹²	4 to 6 ¹²
Table Rock Road	South touchdown of I-5 overcrossing to Highway 234	4 to 6 ²	4 to 6 ²
East Vilas Rd	Highway 62 to Foothill	0 to 2	0 to 2
Antelope Road	Kirtland to Bigham-Brown	4 to 6 ¹	4 to 6 ¹
Fern Valley Rd (west to east)	N. Phoenix to Payne	0 to 2 ¹	0 to 2 ¹
Payne Rd	Fern Valley to Suncrest	0 to 2	0 to 2
Suncrest Rd	Payne to W Valley View	0 to 2	0 to 2
W Valley View Rd	Suncrest to S Valley View	0 to 2	0 to 2
E Valley View Rd	S Valley View to Butler Cr	0 to 2	0 to 2
Butler Creek Rd	E Valley View to Eagle Mill Rd	0 to 2	0 to 2
Eagle Mill Rd	S Valley View to Oak	4 to 6 ²	4 to 6 ²
Colver Rd (north to south)	Highway 99 to Phoenix City Limit	4 to 6 ¹	4 to 6 ¹
Pioneer Rd	Colver to Griffin Creek	0 to 2	0 to 2
Dark Hollow Rd (north to south)	Pioneer to Pioneer	0 to 2 ¹	0 to 2 ¹
Griffin Creek Rd (north to south)	S Stage to Pioneer	4 to 6 ¹²	4 to 6 ¹²
Houston Rd	Colver to Coleman Creek	4 to 6	4 to 6
Coleman Creek Rd	Pioneer to Carpenter Hill	0 to 2	0 to 2
Carpenter Hill Rd	Coleman Creek to Voorhies	0 to 2	0 to 2
Voorhies Rd	Carpenter Hill to S Stage	0 to 2	0 to 2
Stewart Ave	Oak Grove to Hull	0 to 2	0 to 2
Hull Rd	Stewart to S Stage	0 to 2	0 to 2
Bellinger Ln	Hull to S Stage	4 to 6 ¹²	4 to 6 ¹²
E Main St (Ashland)	Walker to Highway 66	4 to 6 ¹²	4 to 6 ¹²
E Evans Creek Rd	Rogue River city limit to Meadows	4 to 6 ²	4 to 6 ²
Meadows Rd	E Evans Creek to Highway 234	4 to 6 ²	4 to 6 ²

1. Some segments are posted below 45 miles per hour.
2. Some segments have 0 to 2-foot shoulders.

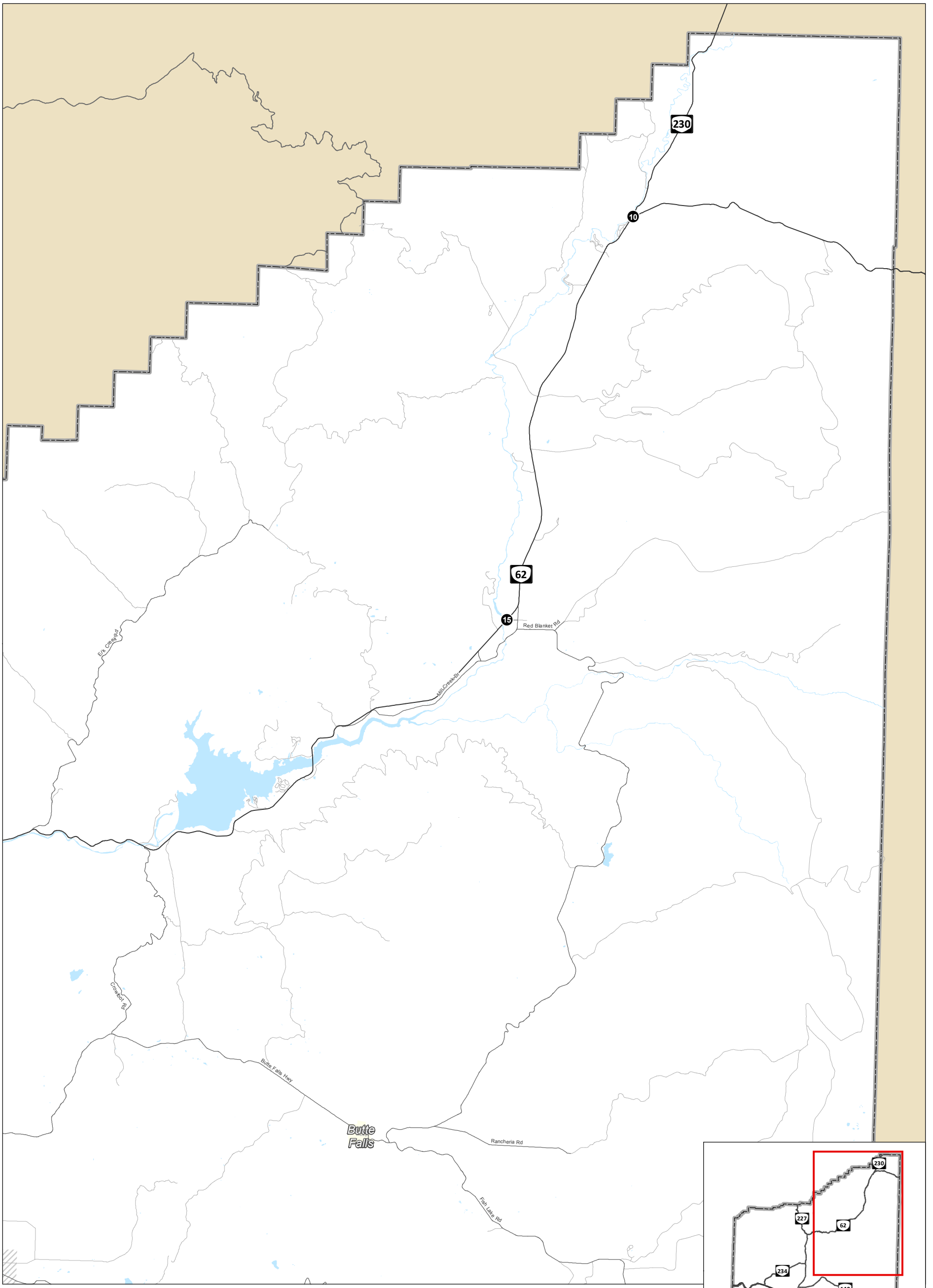
As shown in Table 1, some segments are posted below 45 mph and therefore, additional information, such as posted speed limits, lanes per direction, bicycle lane width parking lane widths, and other roadway characteristics will be needed to evaluate Bicycle LTS along these streets. Photos taken along of several roadway segments are included in Attachment "A".

LANE GEOMETRY

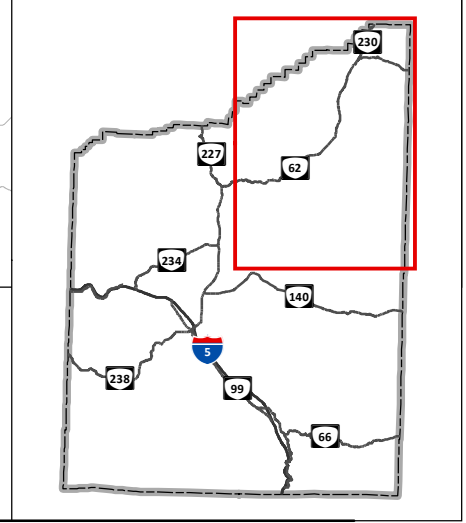
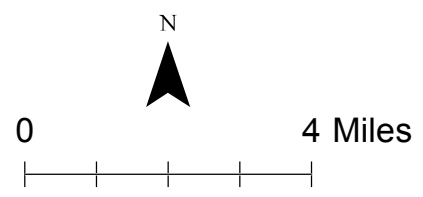
The lane geometry of the study intersections was reviewed prior to the kick-off meeting and site visit using aerial imagery. The lane geometry was confirmed during the site visit to ensure that the existing conditions analysis will reflect current transportation system conditions. Figure 1 illustrates the location of the study intersections. Figure 2 illustrates the lane configurations and traffic control devices at the study intersections.

ATTACHMENTS

- A. Bicycle LTS Street Photos



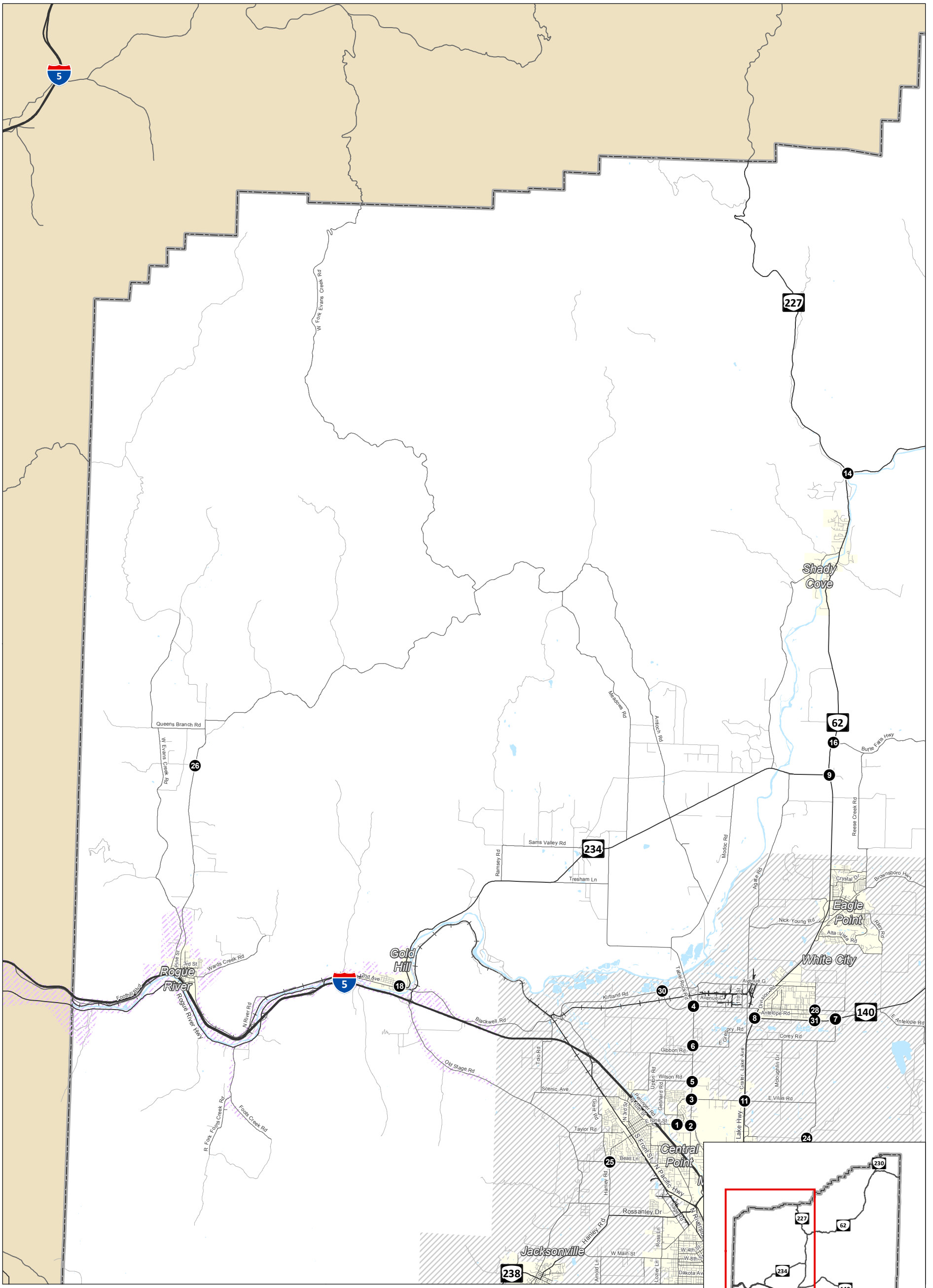
- Study Intersections
- ▨ Middle Rogue MPO
- ▨ Rogue Valley MPO
- ⊕ County Boundary



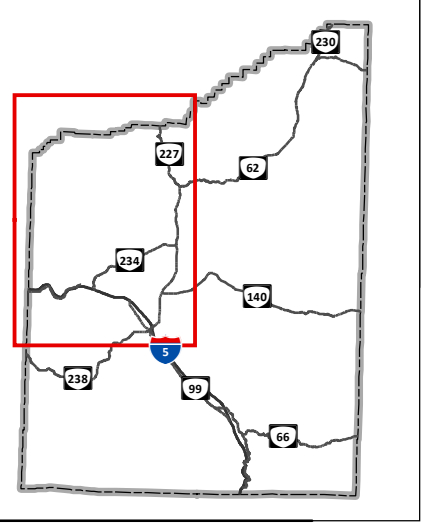
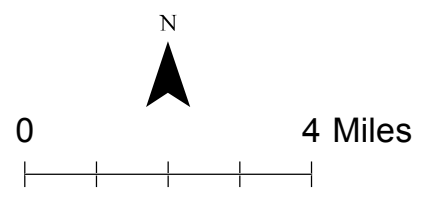
**Study Intersections
Jackson County, OR**

**Figure
1A**

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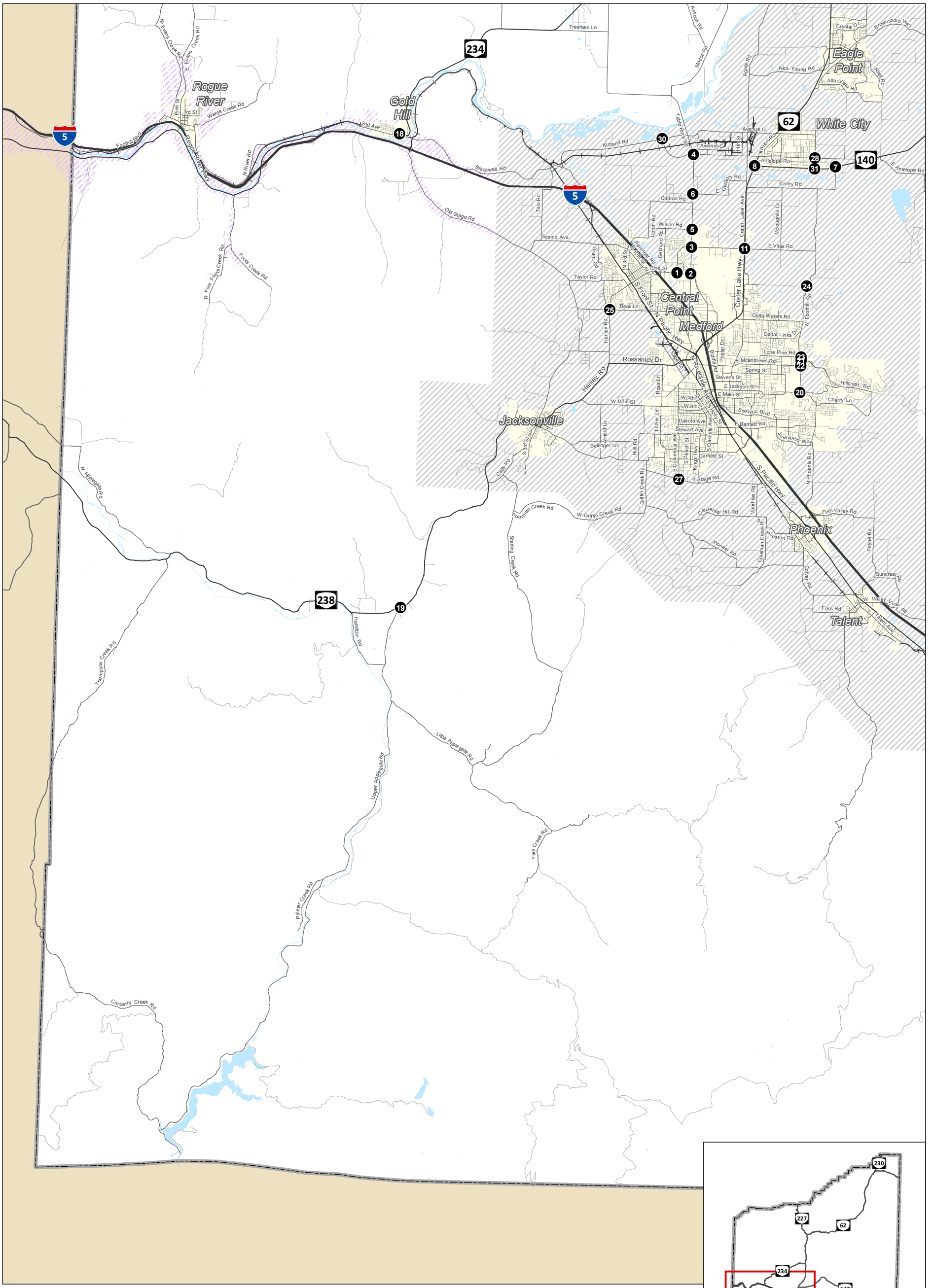
- Study Intersections
- ▨ Middle Rogue MPO
- ▧ Rogue Valley MPO
- ⊕ County Boundary



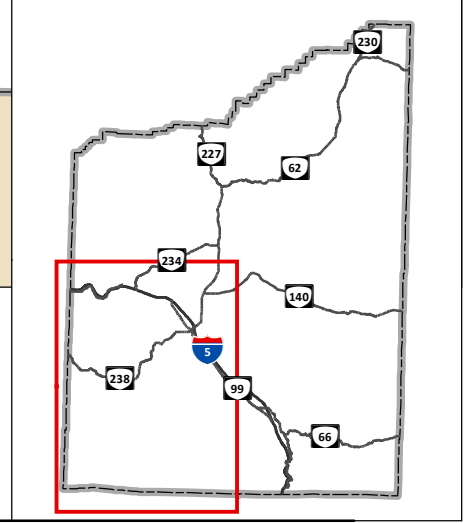
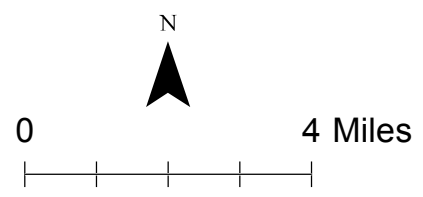
Study Intersections
Jackson County, OR

Figure
1B

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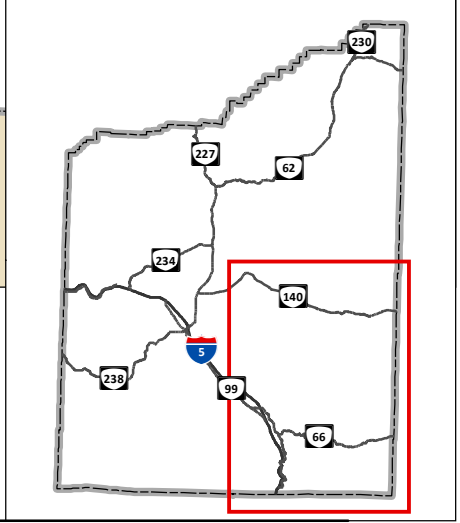
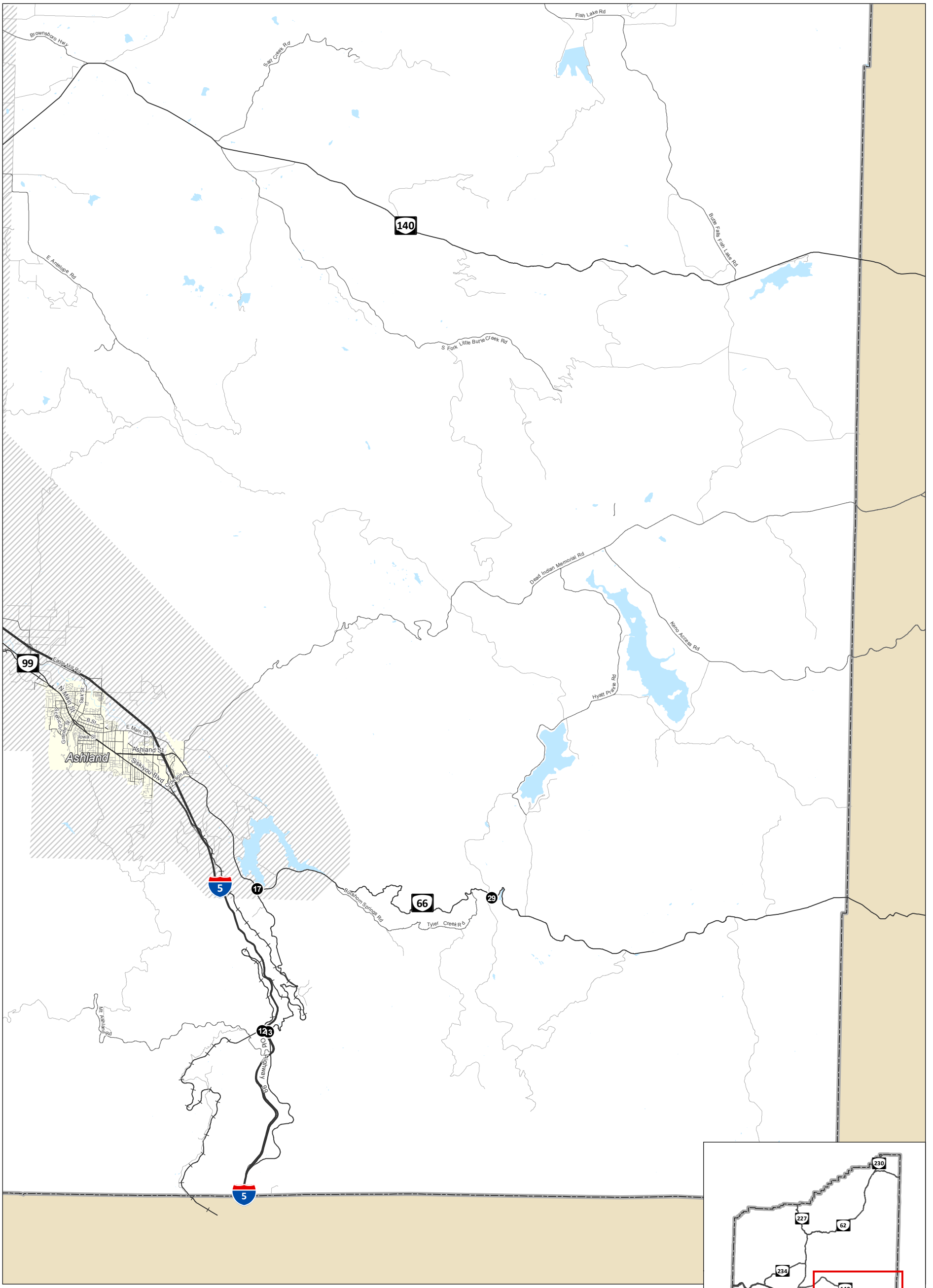
- Study Intersections
- ▨ Middle Rogue MPO
- ▨ Rogue Valley MPO
- ▭ County Boundary



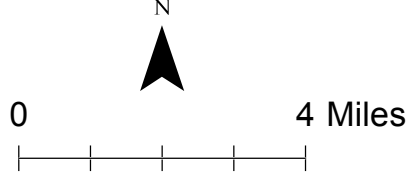
Study Intersections
Jackson County, OR

Figure
1C

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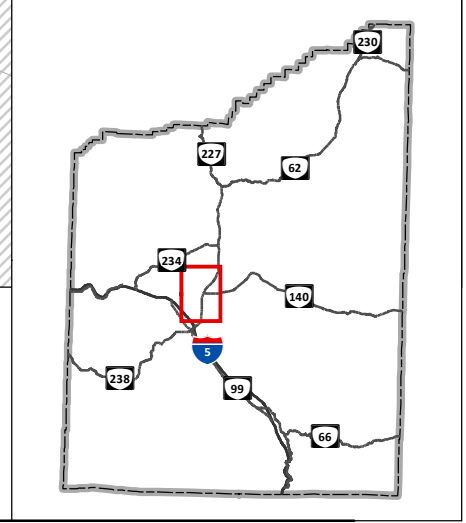
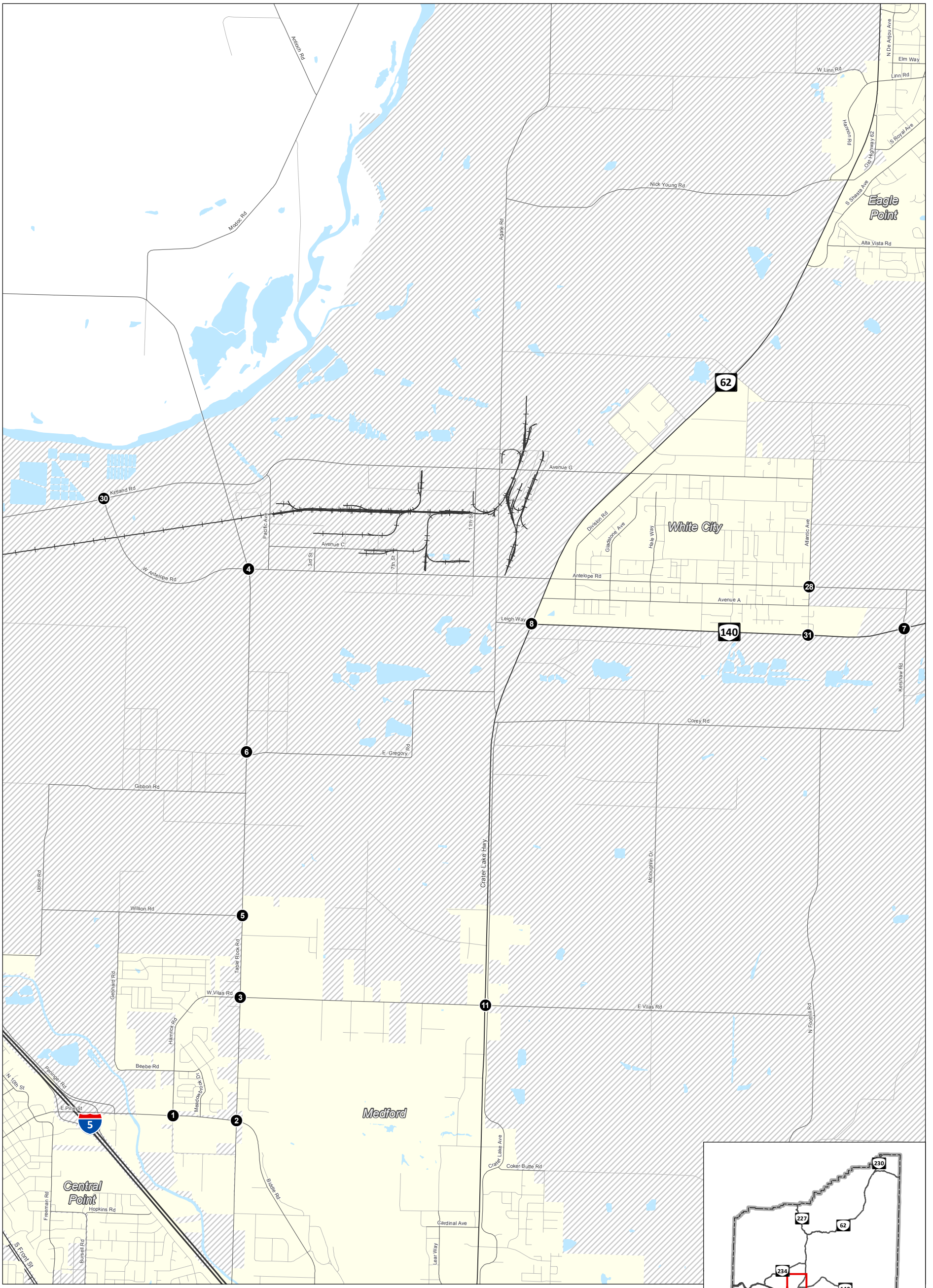
- Study Intersections
- ▨ Middle Rogue MPO
- ▨ Rogue Valley MPO
- ▬ County Boundary



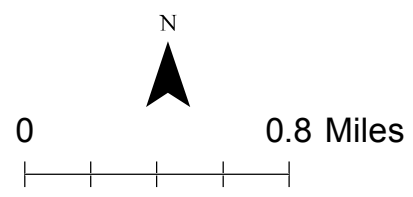
**Study Intersections
Jackson County, OR**

**Figure
1D**

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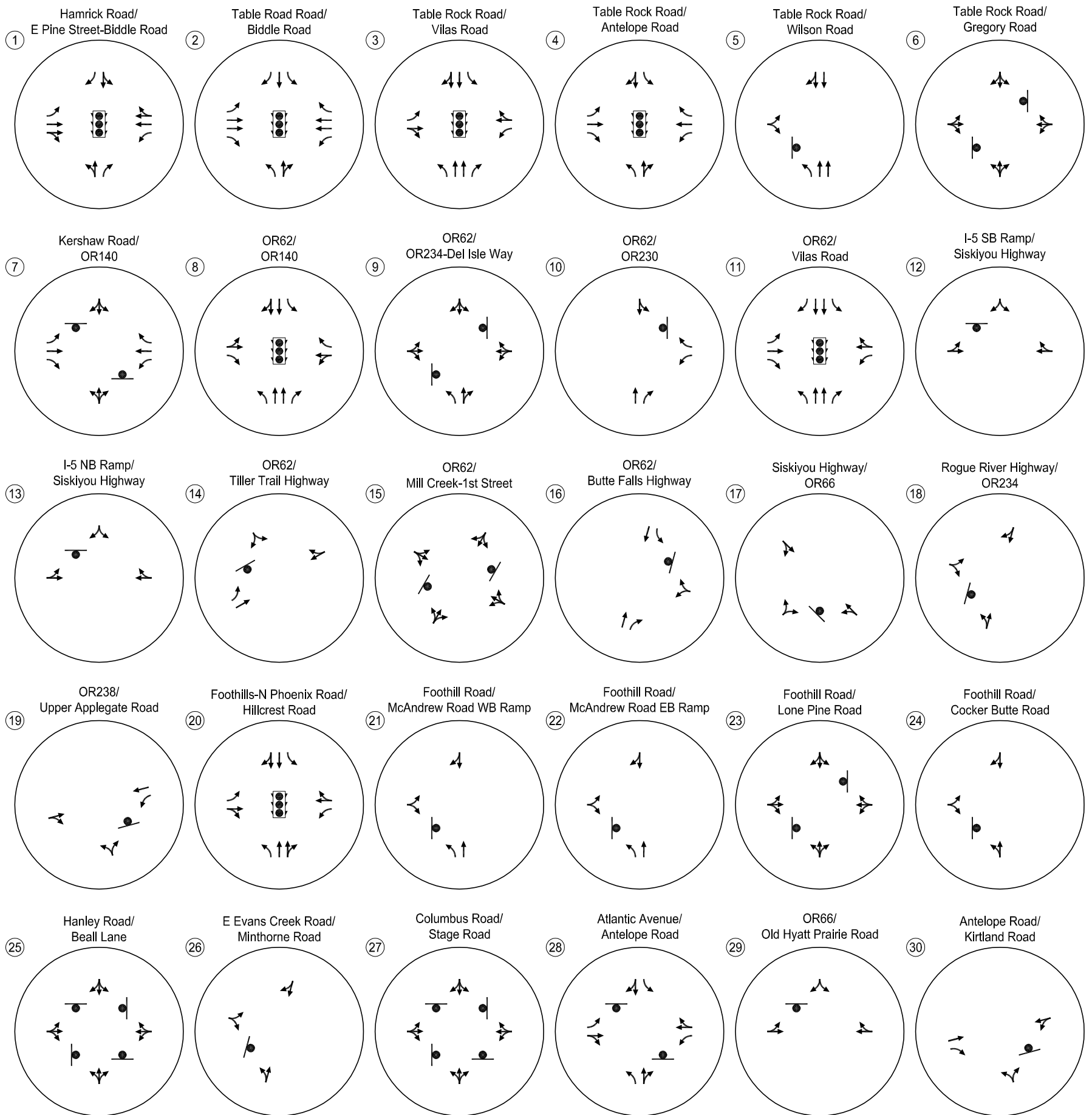
- Study Intersections
- ▨ Middle Rogue MPO
- ▨ Rogue Valley MPO
- ▬ County Boundary




**Study Intersections
Jackson County, OR**

**Figure
1E**

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 - STOP SIGN
 - TRAFFIC SIGNAL

Existing Land Configurations & Traffic Control Devices
Jackson County, OR

Figure 2

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Attachment A Bicycle LTS Street Photos

BICYCLE LTS STREET PHOTOS



Bigham Broad Road – South of Eagle Point



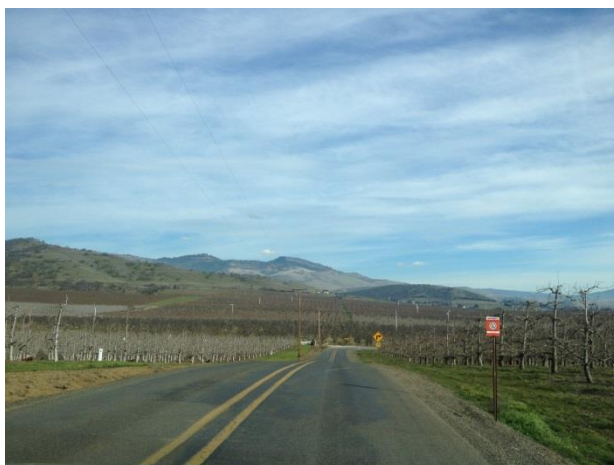
OR62 – North of Eagle Point



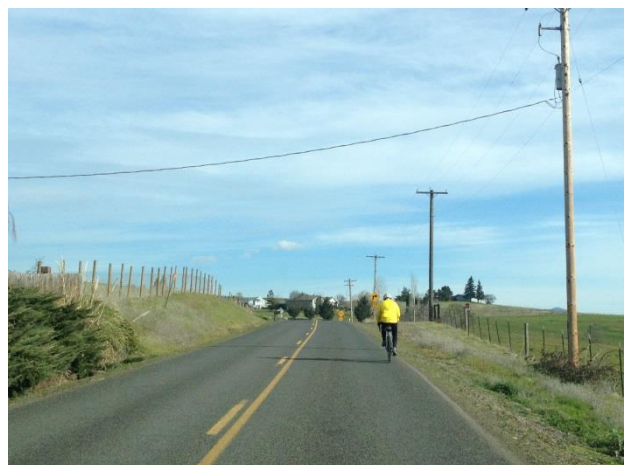
OR 234 – East of Table Rock Road



OR 234 – East of Table Rock Road



Suncrest Road – Northeast of Talent



Valley View Road – Northeast of Talent



Colver Road – South of Phoenix



Coleman Creek Road – South of Medford

Appendix C Traffic Counts

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

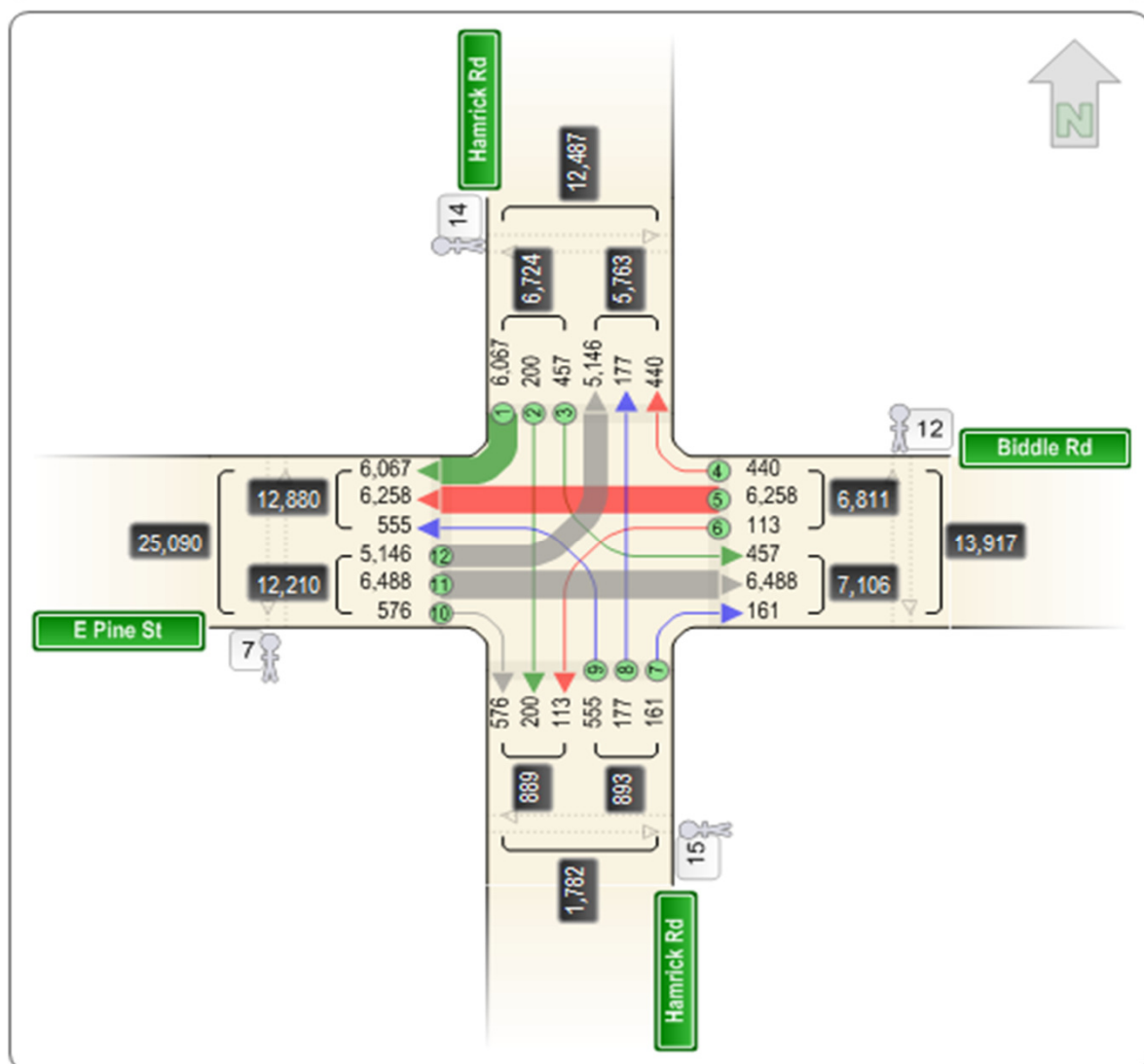
Date: 6/17/2014-6/18/2014
 Hours: 6/17/2014 6:00 AM-6/18/2014 6:00 AM
 Weather: Clear

Source

Site Number: 110041
 Mile Point: 4.00
 Street Number: 627
 Vehicle Type: Vehicles
 Crossing Flow: Pedestrians

Source Description

Location Description: E Pine St/Biddle Rd @ Hamrick Rd
 County: Jackson
 City: Central Point



**Summary of Traffic Count
Transportation Development Division**

Site: 110041
County: Jackson
City: Central Point

Date: 6/17/2014-6/18/2014
Hours: AM
Highway #: 627

Milepoint: 4.00
Count Number: 1.00

Location: E Pine St/Biddle Rd @ Hamrick Rd
Weather: Clear

Time of Day	Summary By Movements													TOTAL	Entering Volumes			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S			North	East	South	West
0:00	4	2	32	3	2	39	3	1	6	28	38	9		167	38	44	10	75
0:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
1:00	0	1	24	3	2	18	2	2	10	15	18	6		101	25	23	14	39
1:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
2:00	1	1	14	2	0	21	1	0	8	15	13	7		83	16	23	9	35
2:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
3:00	1	0	33	0	2	21	0	3	3	37	36	9		145	34	23	6	82
3:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:00	1	0	33	0	2	21	0	3	3	37	36	9		145	34	23	6	82
4:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:00	4	14	113	2	4	77	6	5	13	168	175	22		603	131	83	24	365
5:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
6:00	1	2	52	0	0	30	3	3	1	34	42	5		173	55	30	7	81
6:15	1	6	54	1	2	31	1	2	2	46	51	4		201	61	34	5	101
6:30	5	7	75	1	0	36	6	2	7	74	88	6		307	87	37	15	168
6:45	7	6	78	1	4	24	5	3	7	84	75	9		303	91	29	15	168
7:00	5	6	81	4	1	43	4	3	4	68	91	9		319	92	48	11	168
7:15	5	3	78	4	0	41	7	1	9	94	100	8		350	86	45	17	202
7:30	6	5	102	6	0	66	4	1	6	115	142	13		466	113	72	11	270
7:45	22	9	94	6	2	62	3	2	14	109	156	9		488	125	70	19	274
8:00	8	5	86	1	1	66	1	1	4	62	95	10		340	99	68	6	167
8:15	8	2	84	4	1	53	2	2	5	70	101	5		337	94	58	9	176
8:30	7	2	85	5	2	64	2	3	20	68	127	3		388	94	71	25	198
8:45	8	1	85	2	1	76	3	4	17	57	122	10		386	94	79	24	189
9:00	27	6	333	12	7	330	9	9	27	250	376	23		1409	366	349	45	649
9:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:00	25	8	330	21	7	393	5	9	23	277	386	23		1507	363	421	37	686
10:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:00	28	18	375	32	4	421	17	11	36	329	452	34		1757	421	457	64	815
11:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:00	32	11	463	42	8	470	8	12	30	349	516	39		1980	506	520	50	904
12:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:00	30	10	402	20	1	469	9	8	25	325	485	33		1817	442	490	42	843
13:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:00	42	8	466	28	4	454	11	7	31	371	481	35		1938	516	486	49	887
14:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:00	8	3	106	3	3	128	2	2	8	94	99	7		463	117	134	12	200
15:15	9	3	109	17	2	148	2	2	8	79	117	5		501	121	167	12	201

15:30	5	4	127	8	3	134	5	2	9	93	104	7		501	136	145	16	204
15:45	11	1	143	7	3	108	2	3	7	97	133	14		529	155	118	12	244
16:00	8	1	143	8	5	147	2	1	13	102	111	12		553	152	160	16	225
16:15	10	4	137	18	1	147	1	0	10	107	107	4		546	151	166	11	218
16:30	13	3	152	4	3	127	6	4	10	102	111	13		548	168	134	20	226
16:45	9	3	149	10	3	129	0	0	14	97	104	9		527	161	142	14	210
17:00	17	2	170	8	3	211	6	5	11	109	91	7		640	189	222	22	207
17:15	8	4	134	16	2	170	2	2	13	94	105	9		559	146	188	17	208
17:30	3	0	118	12	2	145	4	3	10	96	82	7		482	121	159	17	185
17:45	10	6	99	18	0	104	1	2	7	96	109	9		461	115	122	10	214
18:00	20	5	302	40	7	355	7	11	24	275	338	29		1413	327	402	42	642
18:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:00	5	9	220	30	4	295	4	3	24	195	203	19		1011	234	329	31	417
19:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:00	25	8	161	17	2	215	6	7	17	154	174	26		812	194	234	30	354
20:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:00	12	4	105	11	5	163	4	6	22	138	136	32		638	121	179	32	306
21:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
22:00	1	6	73	9	5	134	5	8	15	89	105	12		462	80	148	28	206
22:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
23:00	5	1	47	4	3	72	6	3	22	47	57	15		282	53	79	31	119
23:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
Total Count	457	200	6067	440	113	6258	177	161	555	5146	6488	576		26638	6724	6811	893	12210
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	457	200	6067	440	113	6258	177	161	555	5146	6488	576		26638	6724	6811	893	12210

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

Date: 6/17/2014-6/18/2014
Hours: 6/17/2014 6:00 AM-6/18/2014 6:00 AM

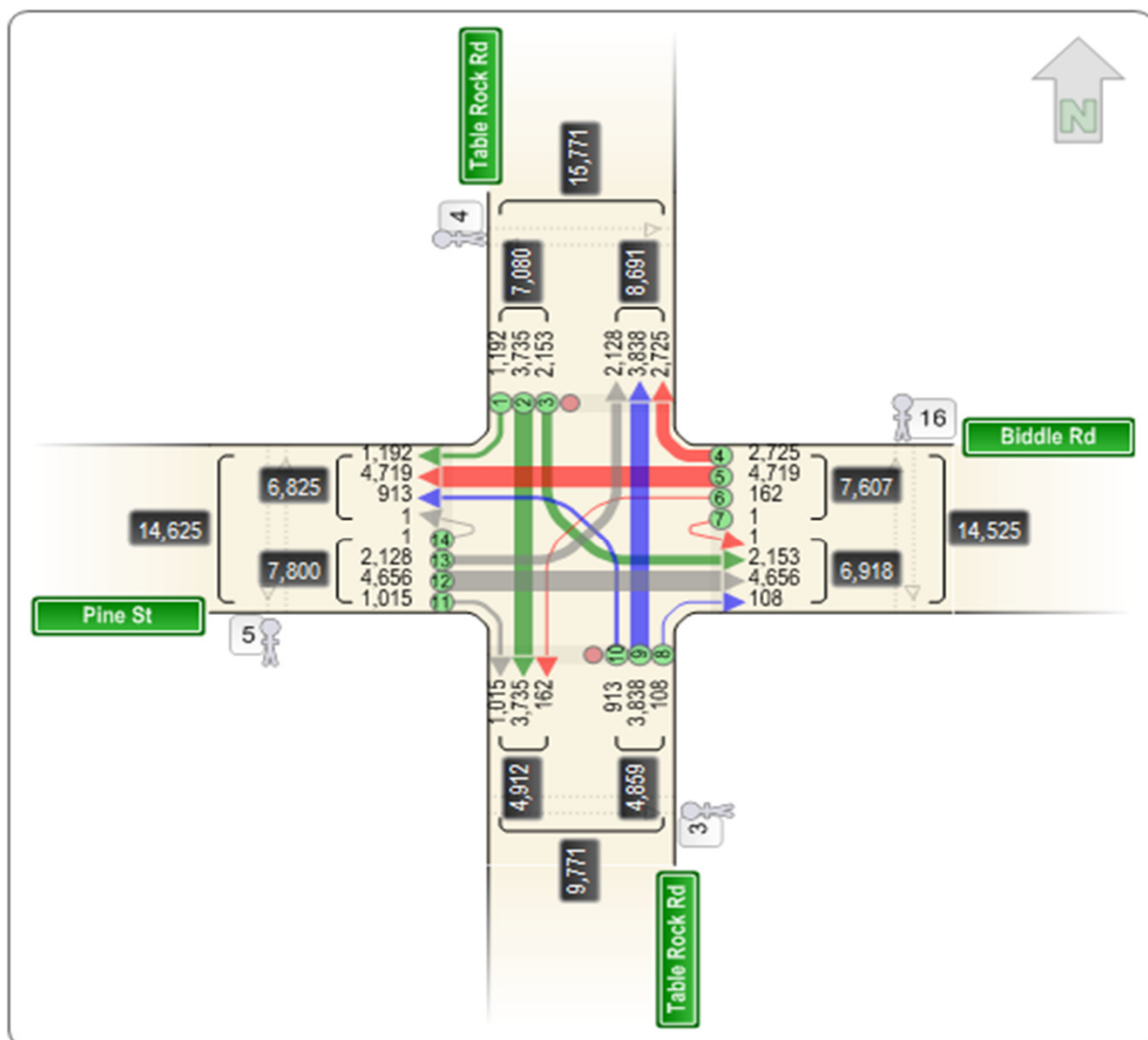
Weather:

Source

Site Number: 110042
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Table Rock Rd @ Biddle Rd
County: Jackson
City: Central Point



14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	29	77	19	116	2	59	69	0	21	28	78	24		522	125	177	90	130
15:15	43	82	23	47	5	106	51	5	16	32	81	27		518	148	158	72	140
15:30	54	84	27	78	5	105	71	5	20	88	149	52		738	165	188	96	289
15:45	34	68	21	69	2	85	78	4	23	49	86	15		534	123	156	105	150
16:00	10	38	11	63	0	103	75	4	21	46	61	15		447	59	166	100	122
16:15	29	79	29	57	2	130	77	1	26	32	70	21		553	137	189	104	123
16:30	35	84	21	66	2	102	79	3	16	38	94	17		557	140	170	98	149
16:45	36	104	32	61	2	86	73	1	20	37	62	15		529	172	149	94	114
17:00	58	101	28	93	4	169	72	2	33	29	67	6		662	187	266	107	102
17:15	33	122	57	1	69	117	82	0	30	24	54	25		614	212	187	112	103
17:30	45	83	32	52	2	123	73	2	24	20	54	10		520	160	177	99	84
17:45	38	70	24	43	1	80	66	0	17	29	76	21		465	132	124	83	126
18:00	87	144	56	134	4	298	175	3	55	89	236	52		1333	287	436	233	377
18:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:00	45	139	48	107	4	233	114	2	36	42	140	34		944	232	344	152	216
19:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:00	44	82	36	75	4	172	97	4	40	39	132	41		766	162	251	141	212
20:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:00	39	97	26	62	0	123	75	1	25	27	99	21		595	162	185	101	147
21:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
22:00	20	52	13	45	0	120	63	0	18	23	84	11		449	85	165	81	118
22:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
23:00	8	55	11	27	0	70	25	0	7	19	34	11		267	74	97	32	64
23:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
Total Count	2153	3735	1192	2725	162	4719	3838	108	913	2128	4656	1015		27344	7080	7607	4859	7800
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	2153	3735	1192	2725	162	4719	3838	108	913	2128	4656	1015		27344	7080	7607	4859	7800

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

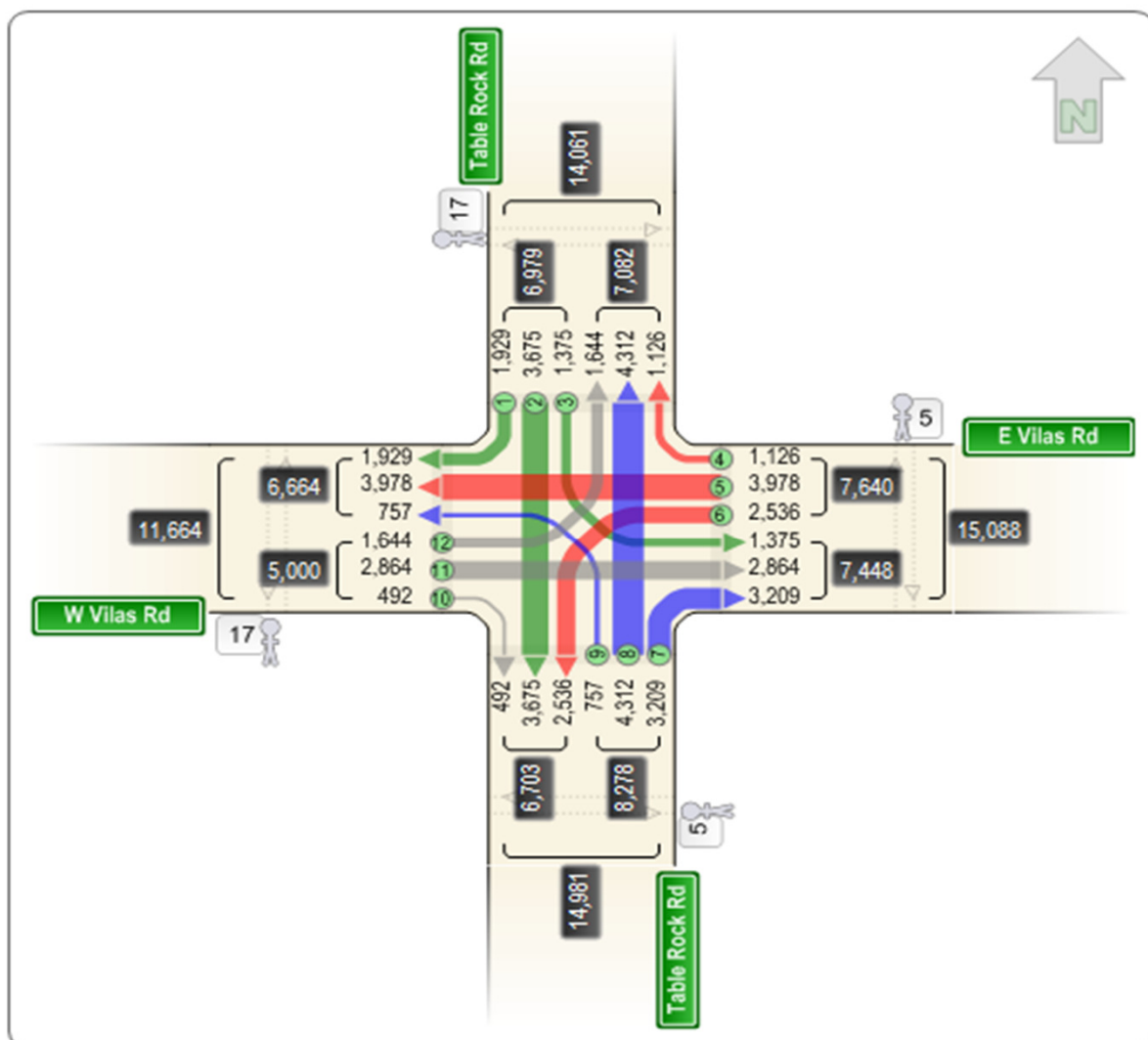
Date: 6/17/2014
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 110043
Street Number: 3702
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Table Rock Rd @ Vilas Rd
County: Jackson
City: Medford



20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	13	75	29	32	57	65	99	52	18	58	58	12		568	117	154	169	128	
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Count	1250	3340	1753	1023	2305	3616	3920	2917	688	1494	2603	447		25356	6343	6944	7525	4544	
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1	1.1	
24hr Volume	1375	3674	1929	1126	2536	3978	4312	3209	757	1644	2864	492		27892	6978	7639	8278	4999	

Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

Time settings

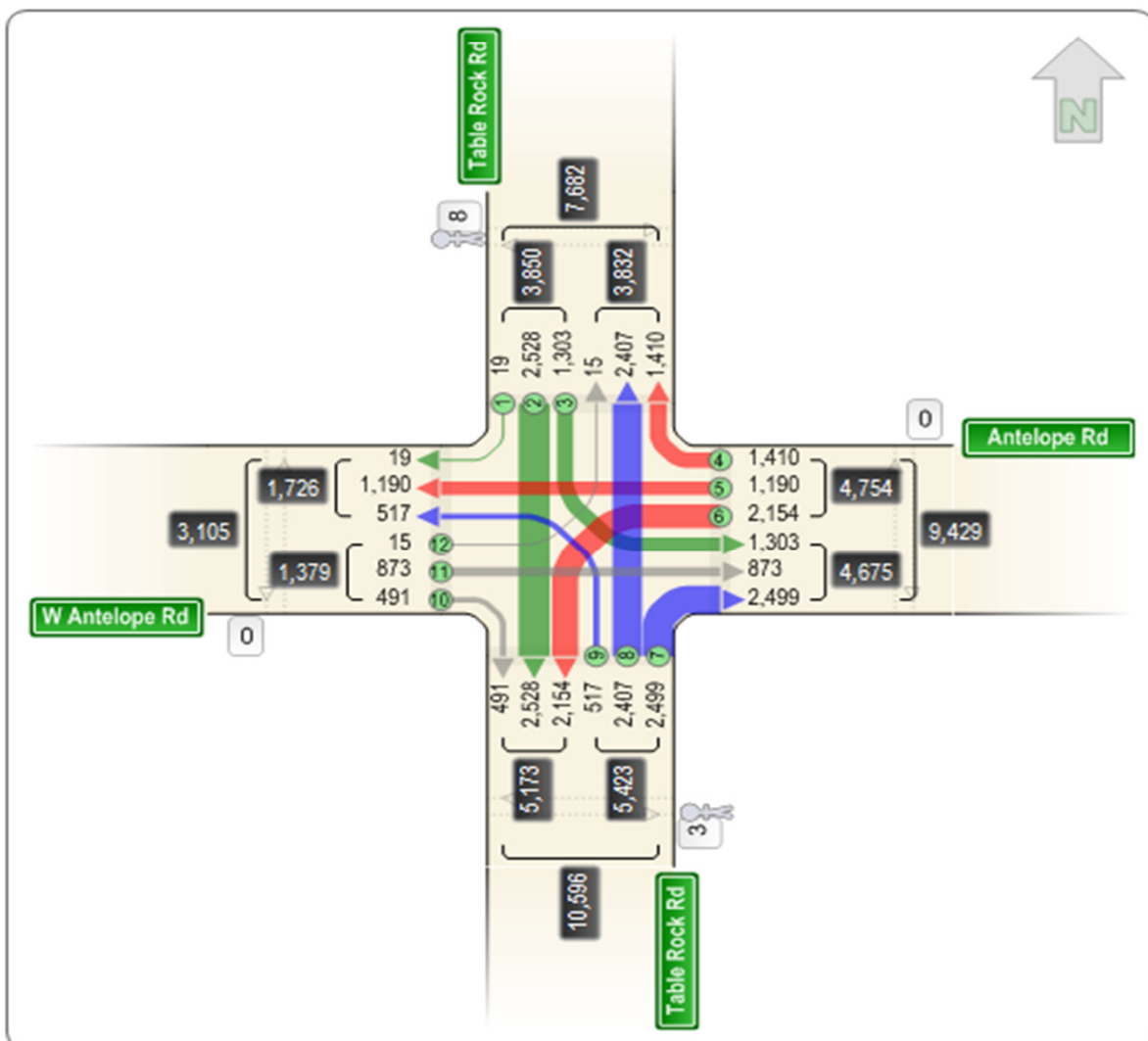
Date: 6/18/2014
Hours: 6:00 AM-10:00 PM
Weather:

Source

Site Number: 110044
Street Number: 3702
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Table Rock Rd @ Antelope Rd
County: Jackson



20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	26	54	0	27	45	40	54	70	17	0	16	7		356	80	112	141	23	
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Count	1184	2298	17	1281	1958	1081	2188	2271	470	13	793	446		14000	3499	4320	4929	1252	
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1	1.1	
24hr Volume	1303	2528	19	1410	2154	1190	2407	2499	517	15	873	491		15400	3849	4752	5422	1378	

Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

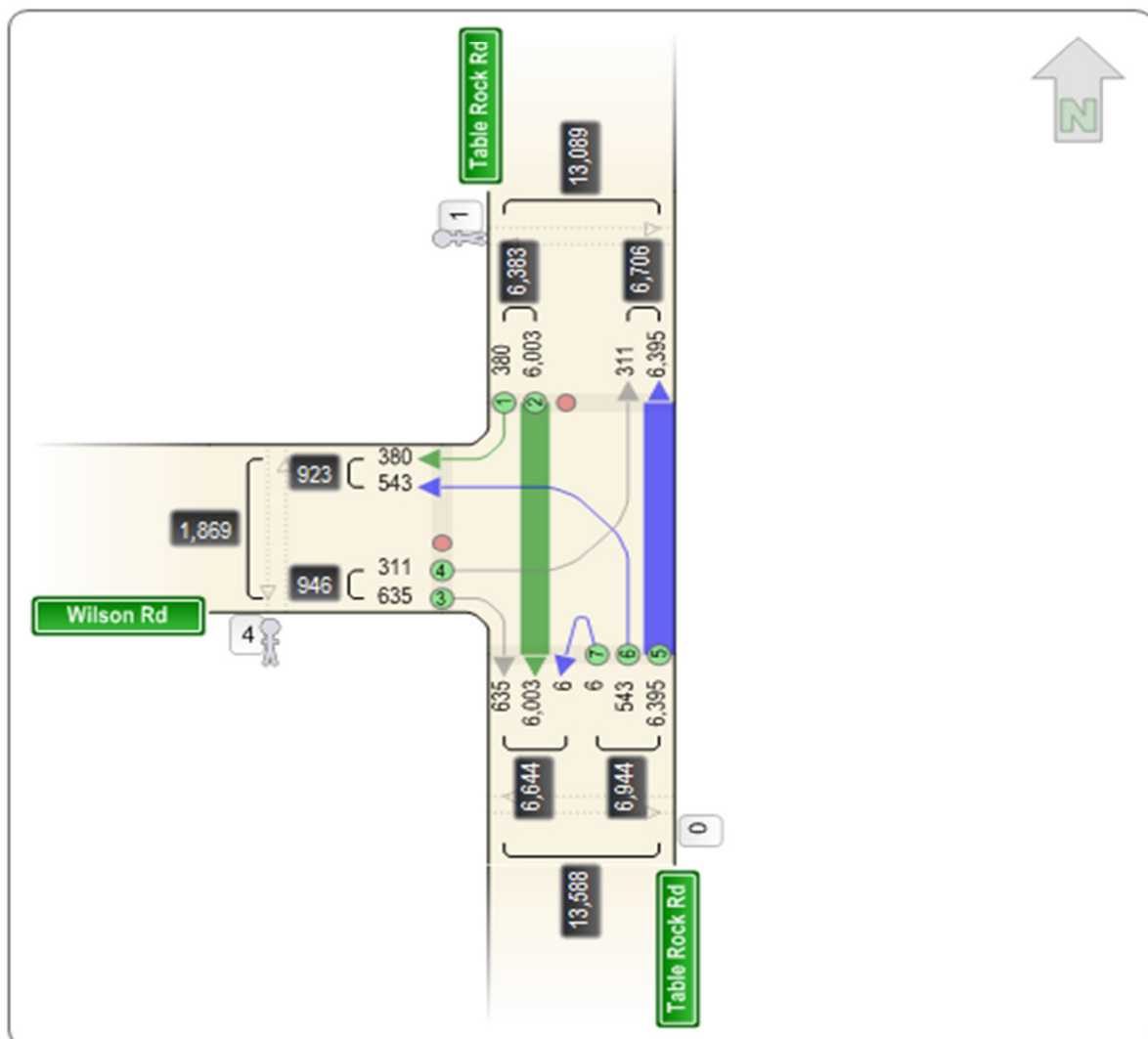
Date: 6/17/2014
Hours: 6:00 AM-10:00 PM
Weather: Cloudy

Source

Site Number: 110045
Street Number: 3702
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Table Rock Rd @ Wilson Rd
County: Jackson



Total Count	5457	345	5813	5	493	282	577		12972	5802	6311	859
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1
24hr Volume	6003	380	6395	6	543	311	635		14270	6383	6943	945

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

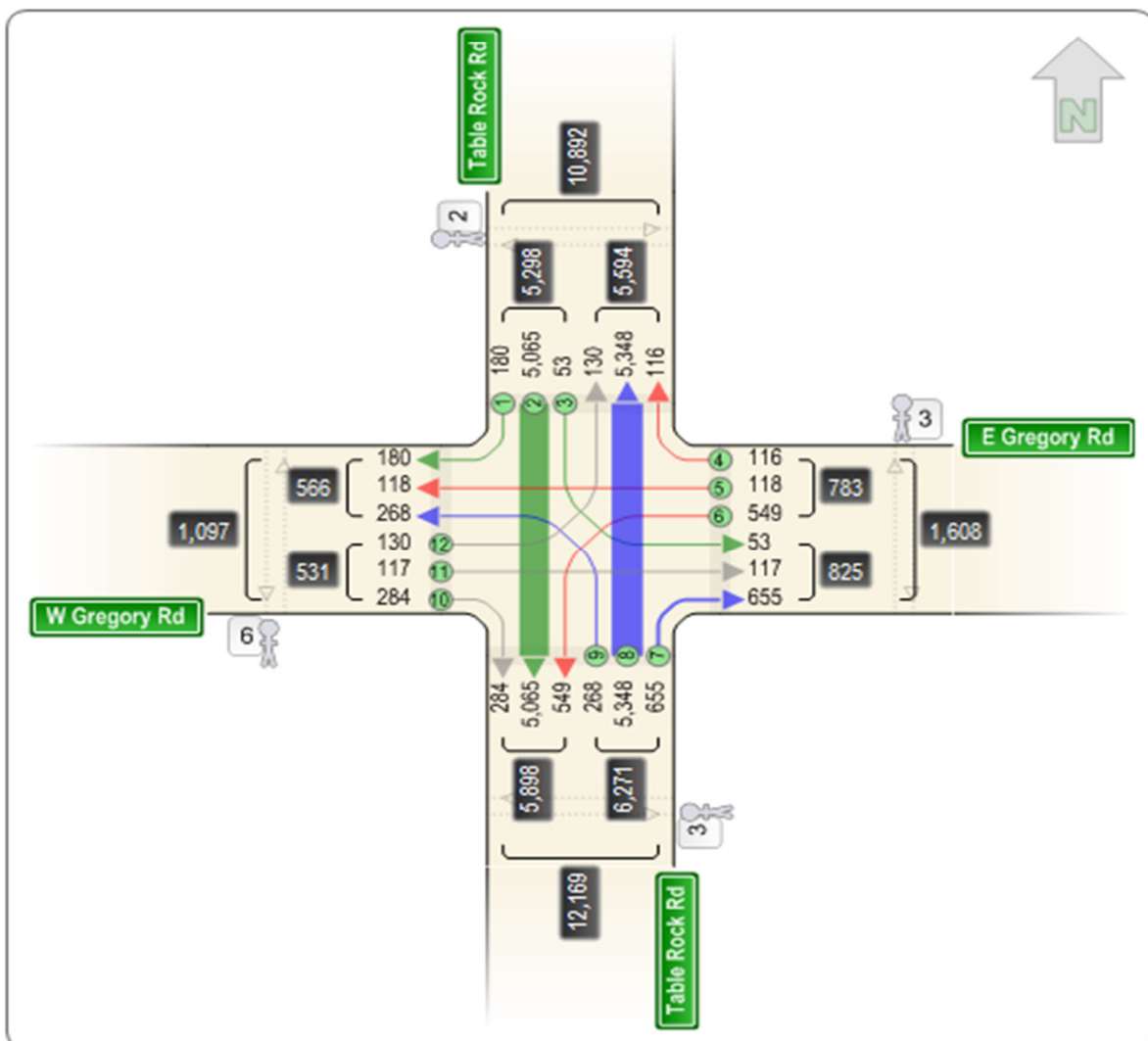
Date: 6/18/2014
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 110046
Street Number: 3702
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Table Rock Rd @ EMW Gregory Rd
County: Jackson



**Summary of Traffic Count
Transportation Development Division**

Site: 110046
County: Jackson
City:

Date: 6/18/2014
Hours: 6:00 AM-10:00 PM
Highway #: 3702

Milepoint:
Count Number: 1.00

Location: Table Rock Rd @ E/W Gregory Rd
Weather: Clear

Time of Day	Summary By Movements												TOTAL	Entering Volumes				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		North	East	South	West	
6:00	0	51	1	0	6	0	53	4	0	0	0	1	2	118	52	6	57	3
6:15	1	61	0	0	3	1	85	7	2	2	0	3		165	62	4	94	5
6:30	0	95	1	0	6	1	104	4	1	1	0	4		217	96	7	109	5
6:45	0	69	1	3	6	0	115	6	0	1	3	2		206	70	9	121	6
7:00	0	89	1	0	2	1	59	2	0	1	1	3		159	90	3	61	5
7:15	0	91	1	1	9	3	71	8	2	5	1	5		197	92	13	81	11
7:30	0	129	2	0	6	2	91	8	2	1	3	9		253	131	8	101	13
7:45	1	88	2	4	13	0	125	4	0	3	2	3		245	91	17	129	8
8:00	1	60	4	3	11	2	72	9	4	3	1	8		178	65	16	85	12
8:15	0	66	2	2	6	1	64	4	2	2	1	6		156	68	9	70	9
8:30	3	52	3	3	4	0	47	7	1	3	2	4		129	58	7	55	9
8:45	1	48	1	7	7	3	51	6	1	1	2	5		133	50	17	58	8
9:00	4	197	4	7	22	9	234	30	12	7	10	20		556	205	38	276	37
9:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:00	4	239	9	5	32	6	245	34	17	11	5	19		626	252	43	296	35
10:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:00	6	304	10	11	40	9	272	29	15	12	9	16		733	320	60	316	37
11:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:00	1	277	14	9	36	3	299	45	18	3	6	19		730	292	48	362	28
12:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:00	4	295	14	11	43	8	295	31	18	10	6	19		754	313	62	344	35
13:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:00	8	353	11	14	32	7	368	43	16	9	10	13		884	372	53	427	32
14:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:00	3	108	5	5	12	1	118	9	6	1	0	3		271	116	18	133	4
15:15	2	88	6	1	8	3	124	15	3	4	5	1		260	96	12	142	10
15:30	1	145	5	1	7	2	114	14	6	2	0	3		300	151	10	134	5
15:45	1	121	7	2	18	1	106	15	6	1	3	3		284	129	21	127	7
16:00	0	139	1	1	10	2	119	5	2	2	1	7		289	140	13	126	10
16:15	0	102	4	0	7	3	108	27	9	3	0	9		272	106	10	144	12
16:30	2	184	8	1	10	2	104	24	7	3	2	6		353	194	13	135	11
16:45	0	124	3	0	12	2	119	18	4	1	4	2		289	127	14	141	7
17:00	1	105	4	3	11	1	122	19	7	1	2	3		279	110	15	148	6
17:15	0	83	7	2	7	1	132	18	6	4	3	5		268	90	10	156	12
17:30	0	104	2	1	10	1	114	11	4	0	2	5		254	106	12	129	7
17:45	1	78	2	0	6	2	101	16	9	3	1	3		222	81	8	126	7
18:00	0	267	13	3	35	12	314	26	27	6	3	15		721	280	50	367	24
18:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:00	0	155	4	2	20	6	189	42	12	4	8	15		457	159	28	243	27
19:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:00	2	141	6	2	22	3	190	26	11	5	7	9		424	149	27	227	21
20:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0

20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	96	5	1	20	9	137	29	13	3	2	9	325	102	30	179	14			
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Count	48	4604	163	105	499	107	4861	595	243	118	106	258	11707	4815	711	5699	482			
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
24hr Volume	53	5065	180	116	549	118	5348	655	268	130	117	284	12878	5297	783	6269	531			

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

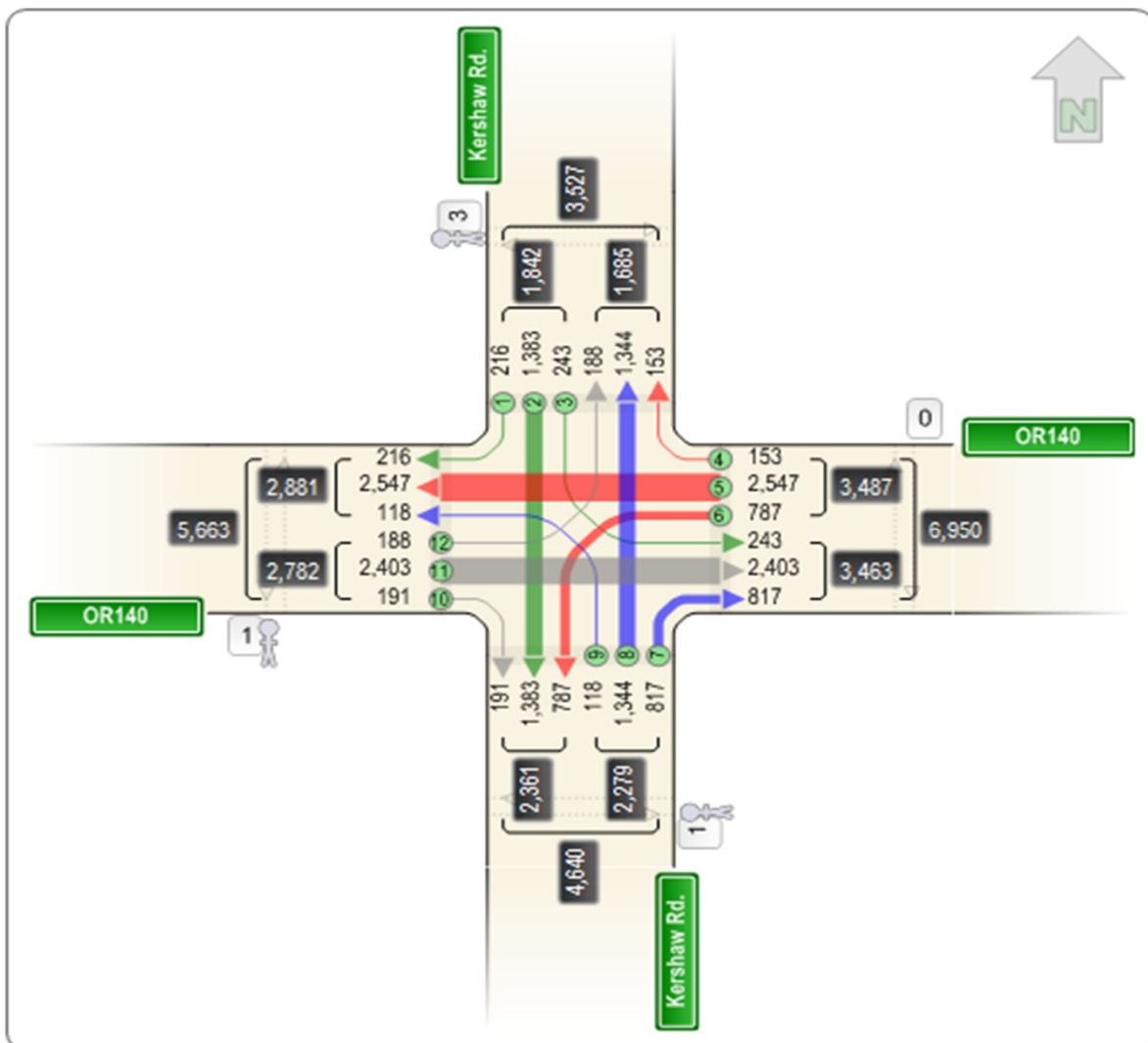
Date: 8/16/2012
Hours: 6:00 AM-10:00 PM
Weather: Cloudy

Source

Site Number: 15032012
Mile Point: 2.29
Street Number: 270
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: OR140 @ Kershaw Rd. site 4034 east leg 4033 west leg
County: Jackson
City: RURAL



20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	7	24	3	7	18	50	54	19	1	9	65	5	262	34	75	74	79		
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Count	220	1257	196	139	715	2315	1221	742	107	170	2184	173	9439	1673	3169	2070	2527		
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
24hr Volume	242	1383	216	153	787	2547	1344	817	118	187	2403	191	10383	1841	3486	2277	2780		

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

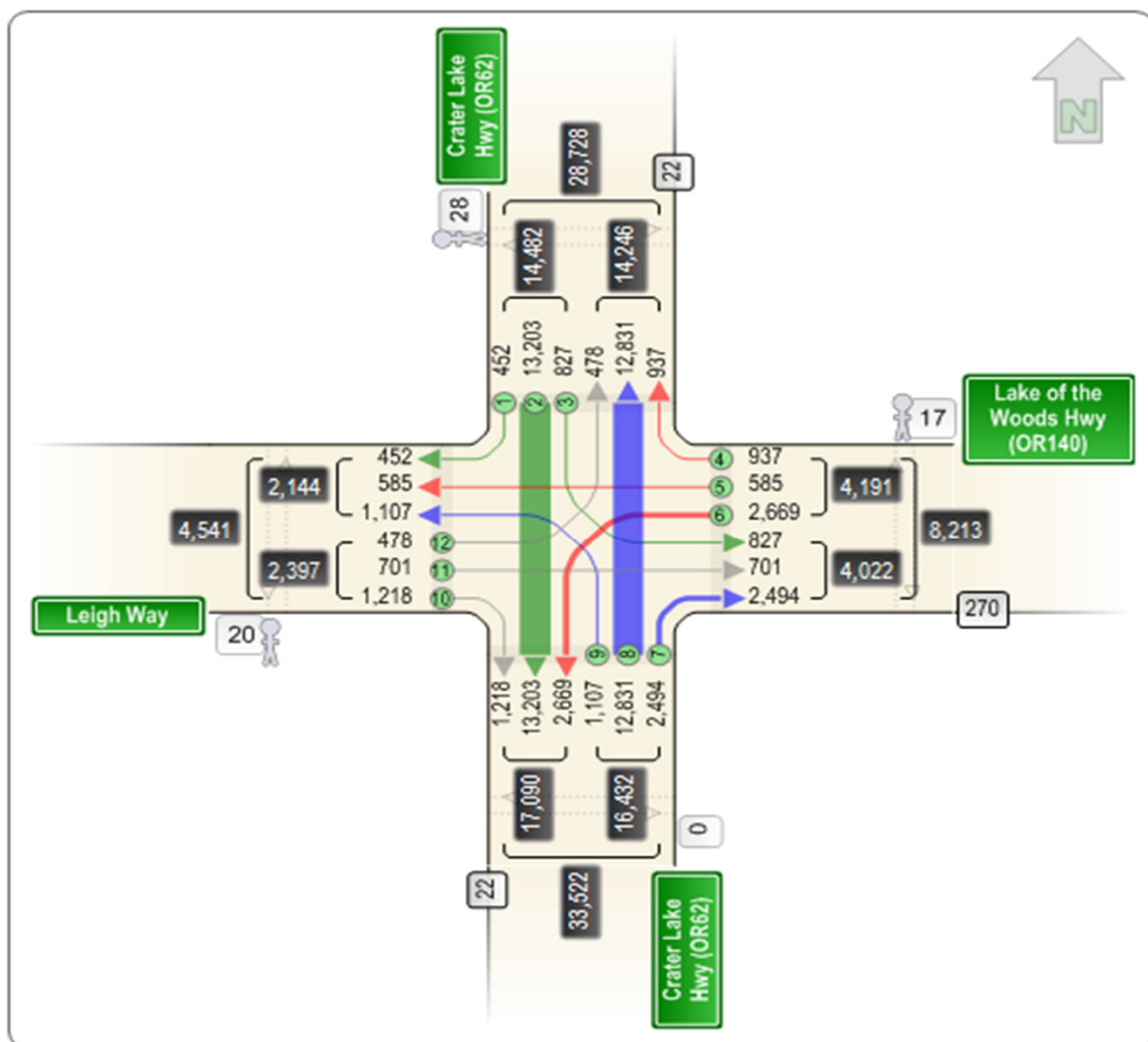
Date: 6/18/2014
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 110047
Mile Point: 6.03
Street Number: 022
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: CRATER LAKE HIGHWAY NO. 22 (OR62) at OR140/Leigh Way
County: Jackson



**Summary of Traffic Count
Transportation Development Division**

Site: 110047
County: Jackson
City:
Milepoint: 6.03
Count Number: 1.00

Date: 6/18/2014
Hours: 6:00 AM-10:00 PM
Highway #: 022
CRATER LAKE HIGHWAY NO. 22 (OR62)
Location: at OR140/Leigh Way
Weather: Clear

Time of Day	Summary By Movements													TOTAL	Entering Volumes			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S			North	East	South	West
6:00	2	114	2	2	9	9	50	13	2	1	5	4		213	118	20	65	10
6:15	3	180	2	4	23	8	57	19	4	2	5	8		315	185	35	80	15
6:30	3	249	2	5	57	7	79	12	6	4	7	13		444	254	69	97	24
6:45	2	166	3	7	38	12	108	23	10	1	10	11		391	171	57	141	22
7:00	4	221	1	9	39	11	101	18	4	1	6	12		427	226	59	123	19
7:15	7	253	2	11	54	6	105	22	8	2	5	10		485	262	71	135	17
7:30	4	320	5	12	60	12	128	26	8	3	14	18		610	329	84	162	35
7:45	11	260	1	8	69	8	179	26	12	6	9	18		607	272	85	217	33
8:00	8	255	10	13	53	11	114	21	9	0	10	20		524	273	77	144	30
8:15	5	228	3	13	40	13	135	27	14	6	15	21		520	236	66	176	42
8:30	7	234	10	12	52	11	135	29	10	7	5	20		532	251	75	174	32
8:45	13	205	5	15	38	6	136	43	13	5	7	22		508	223	59	192	34
9:00	51	868	41	62	192	39	684	135	49	27	32	86		2266	960	293	868	145
9:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:00	58	852	28	59	174	38	694	119	74	36	46	88		2266	938	271	887	170
10:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:00	57	816	43	72	170	33	773	136	92	35	46	84		2357	916	275	1001	165
11:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:00	64	944	54	71	176	34	826	132	116	34	59	94		2604	1062	281	1074	187
12:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:00	54	867	47	65	176	51	855	155	108	31	55	78		2542	968	292	1118	164
13:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:00	65	809	29	66	211	35	921	182	83	34	42	119		2596	903	312	1186	195
14:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:00	14	206	3	22	57	5	263	58	18	11	13	18		688	223	84	339	42
15:15	14	255	12	16	36	5	246	46	27	19	6	26		708	281	57	319	51
15:30	16	225	8	22	57	8	275	93	25	11	8	20		768	249	87	393	39
15:45	17	217	5	12	41	10	279	55	26	5	22	30		719	239	63	360	57
16:00	16	216	9	18	42	12	278	36	13	7	23	18		688	241	72	327	48
16:15	16	223	4	16	36	14	298	40	24	7	15	16		709	243	66	362	38
16:30	13	290	8	25	39	13	304	67	23	7	21	27		837	311	77	394	55
16:45	20	220	5	19	38	9	294	52	36	13	10	27		743	245	66	382	50
17:00	18	205	7	22	33	5	306	59	16	13	26	22		732	230	60	381	61
17:15	23	214	4	12	41	7	338	46	24	14	13	15		751	241	60	408	42
17:30	22	201	3	18	46	7	267	62	20	10	11	20		687	226	71	349	41
17:45	9	154	2	16	33	12	238	48	11	8	12	16		559	165	61	297	36
18:00	50	603	15	49	117	33	750	170	53	34	16	64		1954	668	199	973	114
18:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:00	35	366	14	37	75	17	546	107	29	20	35	21		1302	415	129	682	76
19:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:00	33	294	10	26	58	12	485	104	26	11	11	16		1086	337	96	615	38
20:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0

20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	17	272	13	15	46	18	417	86	13	9	17	25		948	302	79	516	51	
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Count	751	12002	410	851	2426	531	11664	2267	1006	434	637	1107		34086	13163	3808	14937	2178	
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1	1.1	
24hr Volume	827	13203	451	937	2669	585	12831	2494	1107	478	701	1218		37495	14480	4189	16431	2396	

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

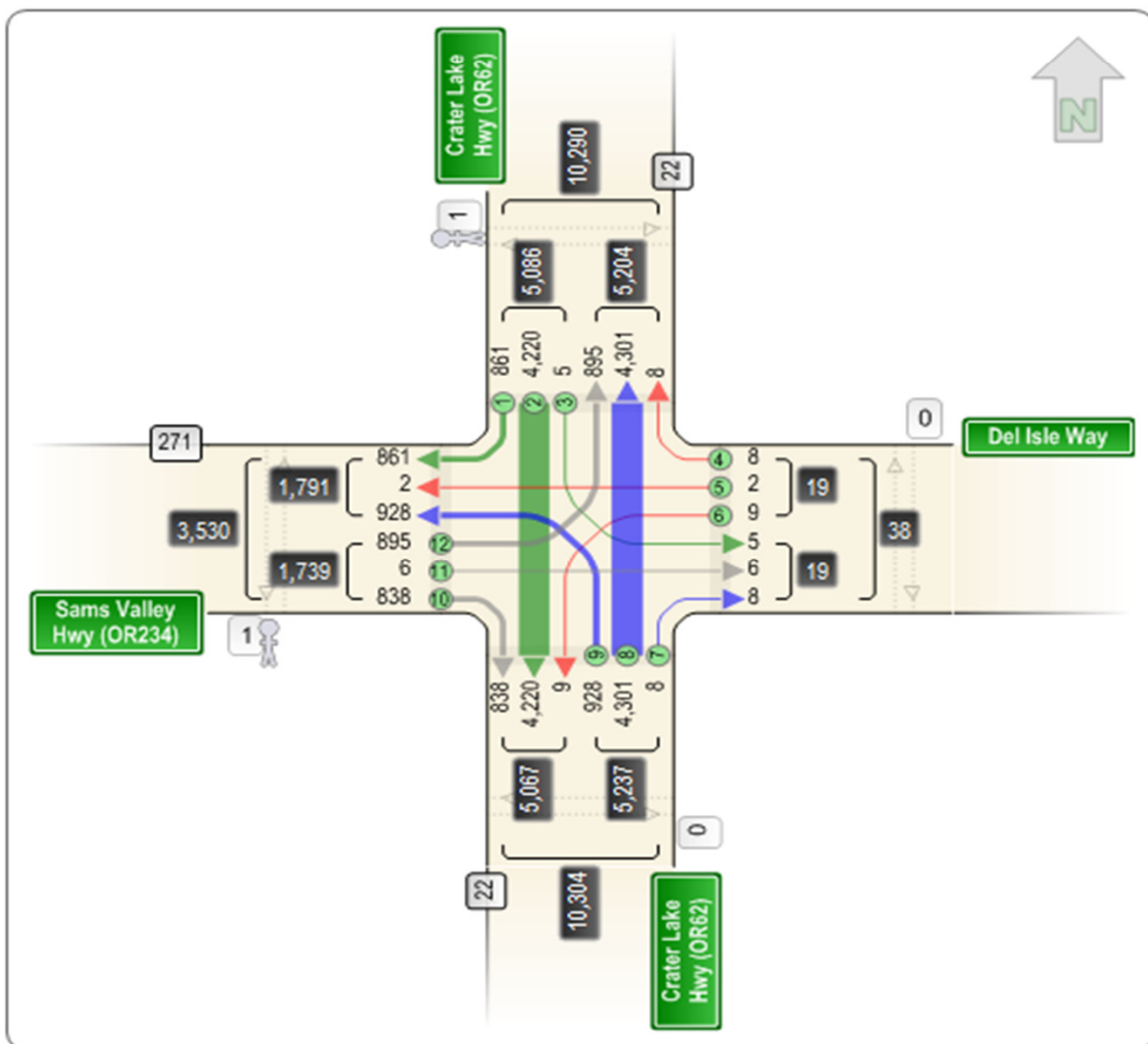
Date: 6/25/2014
Hours: 6:00 AM-10:00 PM
Weather: Cloudy

Source

Site Number: 110048
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: OR 62 @ OR 234/Del Isle Way
County: Jackson



20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	72	9	1	0	0	103	2	31	9	0	20	248	82	1	136	29			
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Count	4	3836	782	7	8	1	3910	7	843	813	5	761	10977	4622	16	4760	1579			
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
24hr Volume	5	4220	861	8	9	2	4301	8	928	895	6	838	12075	5085	18	5236	1737			

Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

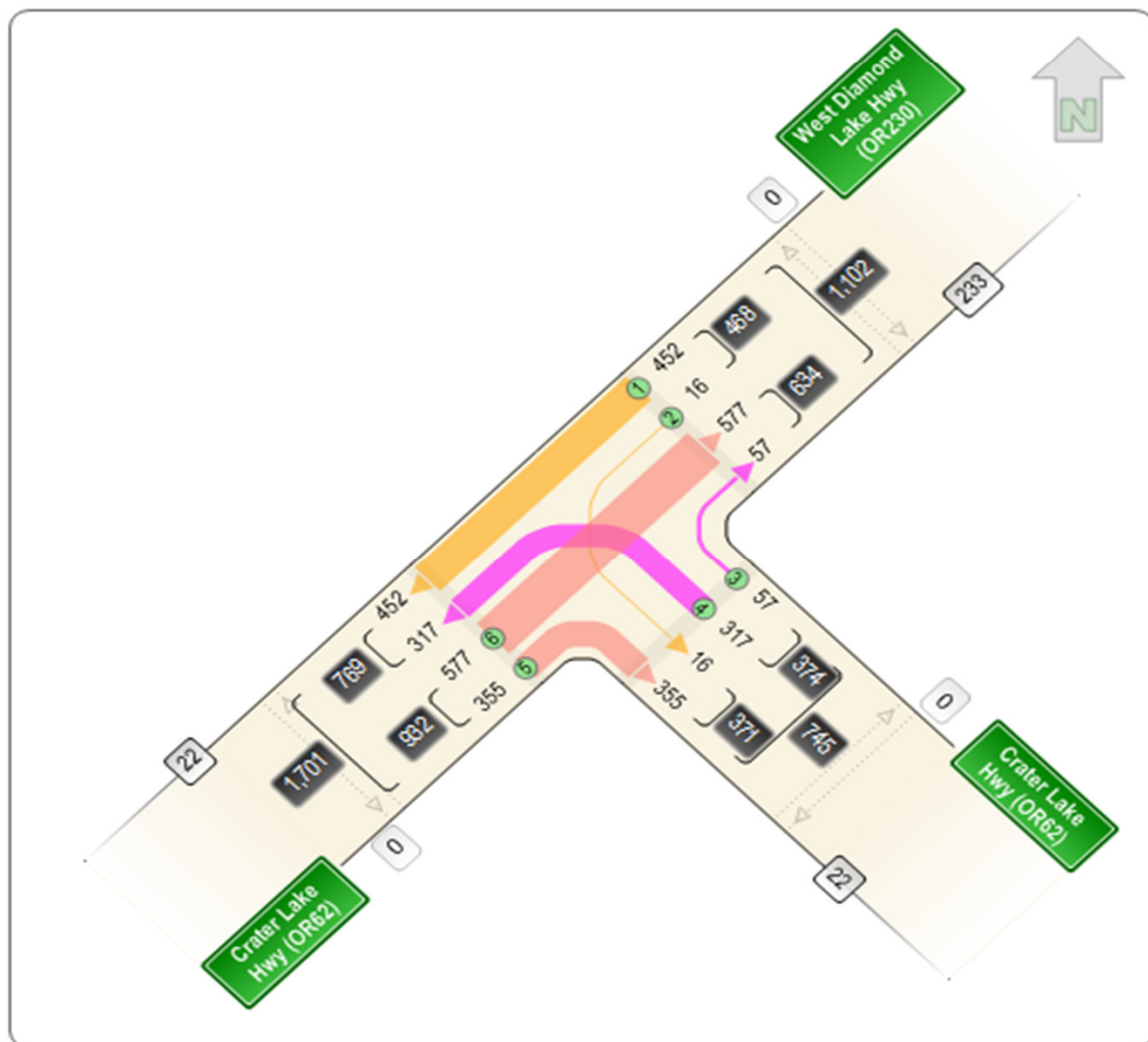
Date: 6/26/2014
Hours: 6:00 AM-10:00 PM
Weather: Rain

Source

Site Number: 110049
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: OR 62 @ OR 230
County: Jackson



Summary of Traffic Count
Transportation Development Division

Site: 110049 Date: 6/26/2014
 County: Jackson Hours: 6:00 AM-10:00 PM
 City: Highway #:
 Milepoint: Location: OR 62 @ OR 230
 Count Number: 1.00 Weather: Rain

Time of Day	Summary By Movements							Entering Volumes		
	NE-SE	NE-SW	SE-NE	SE-SW	SW-NE	SW-SE	TOTAL	North-East	South-East	South-West
6:00	0	0	0	0	5	2	7	0	0	7
6:15	0	0	0	1	4	3	8	0	1	7
6:30	0	2	1	1	4	4	12	2	2	8
6:45	0	0	0	1	4	2	7	0	1	6
7:00	0	3	0	0	4	6	13	3	0	10
7:15	0	3	1	0	6	0	10	3	1	6
7:30	0	3	0	1	7	1	12	3	1	8
7:45	0	1	1	4	3	3	12	1	5	6
8:00	0	7	1	3	10	1	22	7	4	11
8:15	0	5	1	2	5	3	16	5	3	8
8:30	0	7	0	0	6	1	14	7	0	7
8:45	0	4	1	1	7	3	16	4	2	10
9:00	2	21	1	6	40	25	95	23	7	65
9:15	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0
10:00	0	31	3	8	54	39	135	31	11	93
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	1	29	2	23	55	48	158	30	25	103
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
12:00	3	31	6	28	52	46	166	34	34	98
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
13:00	2	47	7	24	49	37	166	49	31	86
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
14:00	1	47	2	54	40	25	169	48	56	65
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	1	11	2	13	5	7	39	12	15	12
15:15	1	15	2	8	14	2	42	16	10	16
15:30	0	10	0	6	15	7	38	10	6	22
15:45	0	11	3	10	16	5	45	11	13	21
16:00	1	7	1	13	7	5	34	8	14	12
16:15	0	10	3	8	12	5	38	10	11	17
16:30	0	7	3	5	13	3	31	7	8	16
16:45	0	5	0	10	7	5	27	5	10	12
17:00	0	3	3	2	6	3	17	3	5	9
17:15	0	7	1	12	13	2	35	7	13	15
17:30	0	9	0	8	3	3	23	9	8	6
17:45	0	7	2	5	6	1	21	7	7	7
18:00	0	30	3	13	21	12	79	30	16	33
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
19:00	1	21	1	12	14	5	54	22	13	19
19:15	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0
20:00	1	9	0	5	10	7	32	10	5	17
20:15	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0
21:00	0	7	0	1	7	1	16	7	1	8
21:15	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0
Total Count	14	410	51	288	524	322	1609	424	339	846
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
24hr Volume	16	451	57	317	577	355	1770	467	373	931

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

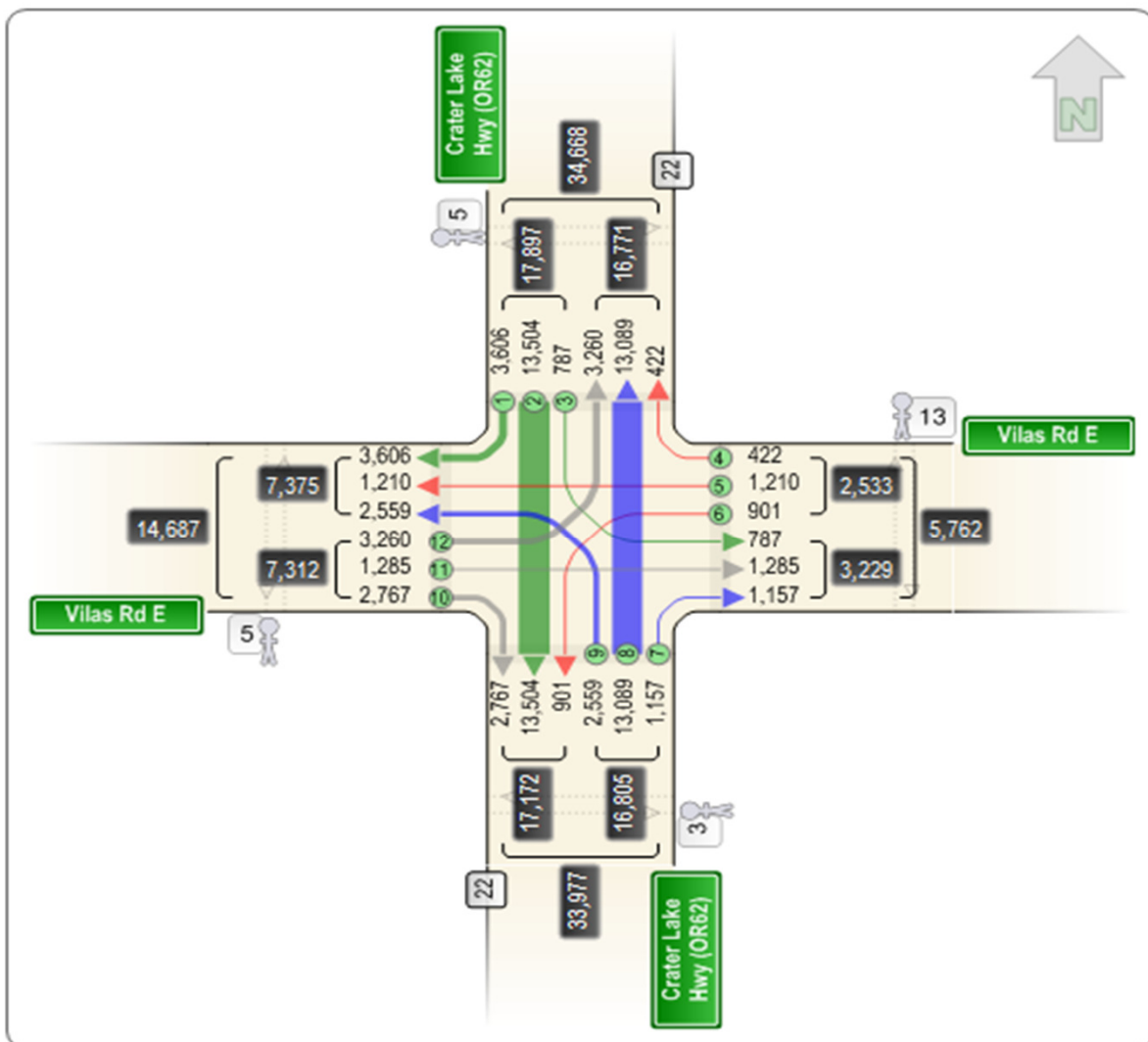
Date: 6/19/2014
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 110050
Mile Point: 3.65
Street Number: 022
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: CRATER LAKE HIGHWAY NO. 22 (OR62) @ Vilas Rd E
County: Jackson



**Summary of Traffic Count
Transportation Development Division**

Site: 110050
County: Jackson
City:
Milepoint: 3.65
Count Number: 1.00

Date: 6/19/2014
Hours: 6:00 AM-10:00 PM
Highway #: 022
CRATER LAKE HIGHWAY NO. 22 (OR62)
Location: @ Vilas Rd E
Weather: Clear

Time of Day	Summary By Movements												TOTAL	Entering Volumes			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		North	East	South	West
6:00	3	94	18	3	4	6	45	5	22	22	8	15	245	115	13	72	45
6:15	9	152	46	0	6	7	85	3	21	28	5	20	382	207	13	109	53
6:30	15	246	51	6	14	10	104	10	16	35	20	16	543	312	30	130	71
6:45	16	170	56	9	3	10	155	23	26	18	24	22	532	242	22	204	64
7:00	21	157	42	6	9	8	89	12	19	69	18	27	477	220	23	120	114
7:15	8	233	73	5	9	18	125	8	27	42	7	29	584	314	32	160	78
7:30	17	263	80	5	11	19	161	12	28	43	26	43	708	360	35	201	112
7:45	17	271	79	8	18	18	167	15	32	68	36	63	792	367	44	214	167
8:00	14	233	69	3	7	22	121	18	33	45	18	35	618	316	32	172	98
8:15	5	226	73	8	15	13	119	11	23	42	33	45	613	304	36	153	120
8:30	7	242	74	7	11	15	141	19	35	39	16	35	641	323	33	195	90
8:45	15	198	55	10	14	15	141	16	29	77	23	42	635	268	39	186	142
9:00	62	896	191	27	45	72	590	57	122	176	78	179	2495	1149	144	769	433
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	65	944	212	26	61	67	711	73	136	199	74	206	2774	1221	154	920	479
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	49	871	218	38	67	66	797	79	160	179	54	249	2827	1138	171	1036	482
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	61	963	228	28	83	82	856	101	193	204	71	228	3098	1252	193	1150	503
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	55	878	245	30	58	83	859	113	192	239	95	228	3075	1178	171	1164	562
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	57	888	249	48	63	96	971	100	219	235	121	178	3225	1194	207	1290	534
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	11	246	53	7	20	30	276	27	43	47	24	58	842	310	57	346	129
15:15	25	239	81	8	16	29	291	24	60	52	29	34	888	345	53	375	115
15:30	9	302	67	6	17	23	268	22	43	61	29	43	890	378	46	333	133
15:45	11	246	59	12	16	30	276	23	66	72	37	58	906	316	58	365	167
16:00	20	232	65	9	22	23	262	21	45	101	29	38	867	317	54	328	168
16:15	13	244	64	10	9	39	293	21	57	62	23	41	876	321	58	371	126
16:30	22	280	69	7	21	26	287	19	54	60	25	56	926	371	54	360	141
16:45	15	293	75	5	13	28	314	15	46	77	31	64	976	383	46	375	172
17:00	20	196	66	2	21	41	287	27	54	76	30	53	873	282	64	368	159
17:15	18	242	70	5	18	23	338	22	70	63	26	37	932	330	46	430	126
17:30	7	202	76	9	13	17	296	10	43	56	22	47	798	285	39	349	125
17:45	7	165	48	4	15	19	237	16	54	43	16	37	661	220	38	307	96
18:00	13	542	182	14	55	58	761	54	145	147	38	105	2114	737	127	960	290
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	15	362	91	8	25	37	541	24	70	99	40	77	1389	468	70	635	216
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	8	304	82	7	21	34	0	29	85	100	19	63	752	394	62	114	182
20:15	0	0	0	0	0	0	546	0	0	0	0	0	546	0	0	546	0

20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	5	256	71	3	19	16	389	22	58	87	23	44		993	332	38	469	154	
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Count	715	12276	3278	383	819	1100	11899	1051	2326	2963	1168	2515		40493	16269	2302	15276	6646	
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1	1.1	
24hr Volume	787	13504	3606	422	901	1210	13089	1157	2559	3260	1285	2767		44543	17896	2533	16804	7311	

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

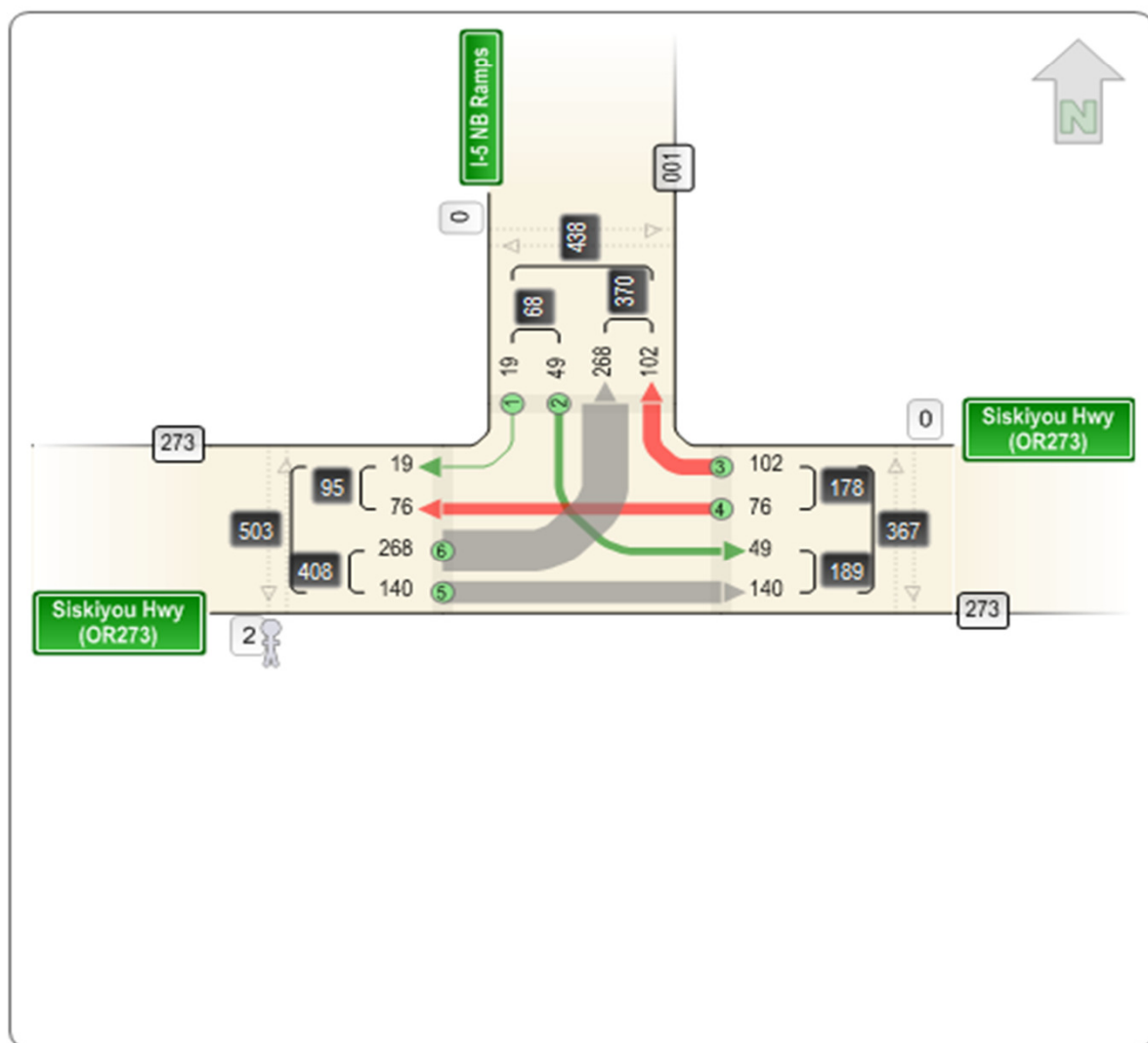
Date: 6/24/2014
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 110051
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: I- 5 NB Ramps @ Siskiyou Hwy
County: Jackson



Summary of Traffic Count
Transportation Development Division

Site: 110051 Date: 6/24/2014
 County: Jackson Hours: 6:00 AM-10:00 PM
 City: Highway #: I-5 NB Ramps @ Siskiyou
 Milepoint: Location: Hwy
 Count Number: 1.00 Weather: Clear

Time of Day	Summary By Movements							Entering Volumes		
	N-E	N-W	E-N	E-W	W-N	W-E	TOTAL	North	East	West
6:00	0	0	0	0	0	1	1	0	0	1
6:15	0	1	0	1	4	1	7	1	1	5
6:30	0	0	2	0	1	0	3	0	2	1
6:45	0	0	1	0	2	0	3	0	1	2
7:00	0	0	1	0	5	1	7	0	1	6
7:15	1	0	1	1	7	0	10	1	2	7
7:30	0	0	1	0	3	0	4	0	1	3
7:45	0	0	1	1	2	0	4	0	2	2
8:00	0	0	3	0	3	1	7	0	3	4
8:15	1	0	1	0	6	1	9	1	1	7
8:30	0	0	1	1	4	1	7	0	2	5
8:45	0	0	1	1	4	1	7	0	2	5
9:00	1	2	4	9	20	9	45	3	13	29
9:15	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0
10:00	0	3	3	9	18	5	38	3	12	23
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	4	8	14	9	35	0	12	23
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
12:00	4	1	5	2	18	7	37	5	7	25
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
13:00	2	1	7	4	22	12	48	3	11	34
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
14:00	3	0	6	3	21	15	48	3	9	36
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	3	1	5	2	3	2	16	4	7	5
15:15	0	0	1	1	3	3	8	0	2	6
15:30	0	0	1	1	3	4	9	0	2	7
15:45	1	0	3	0	4	3	11	1	3	7
16:00	0	1	3	0	3	2	9	1	3	5
16:15	0	0	3	0	5	3	11	0	3	8
16:30	4	0	0	2	11	0	17	4	2	11
16:45	1	2	2	0	3	1	9	3	2	4
17:00	0	0	1	0	3	3	7	0	1	6
17:15	1	0	1	4	2	4	12	1	5	6
17:30	2	0	0	0	6	4	12	2	0	10
17:45	1	0	0	1	2	2	6	1	1	4
18:00	8	2	12	3	12	14	51	10	15	26
18:15	0	0	0	0	0	1	1	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
19:00	5	1	8	7	9	9	39	6	15	18
19:15	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0
20:00	3	1	6	6	8	5	29	4	12	13
20:15	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0
21:00	3	1	4	2	12	3	25	4	6	15
21:15	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0
Total Count	44	17	92	69	243	127	592	61	161	370
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
24hr Volume	49	19	102	76	268	140	652	68	178	407

Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

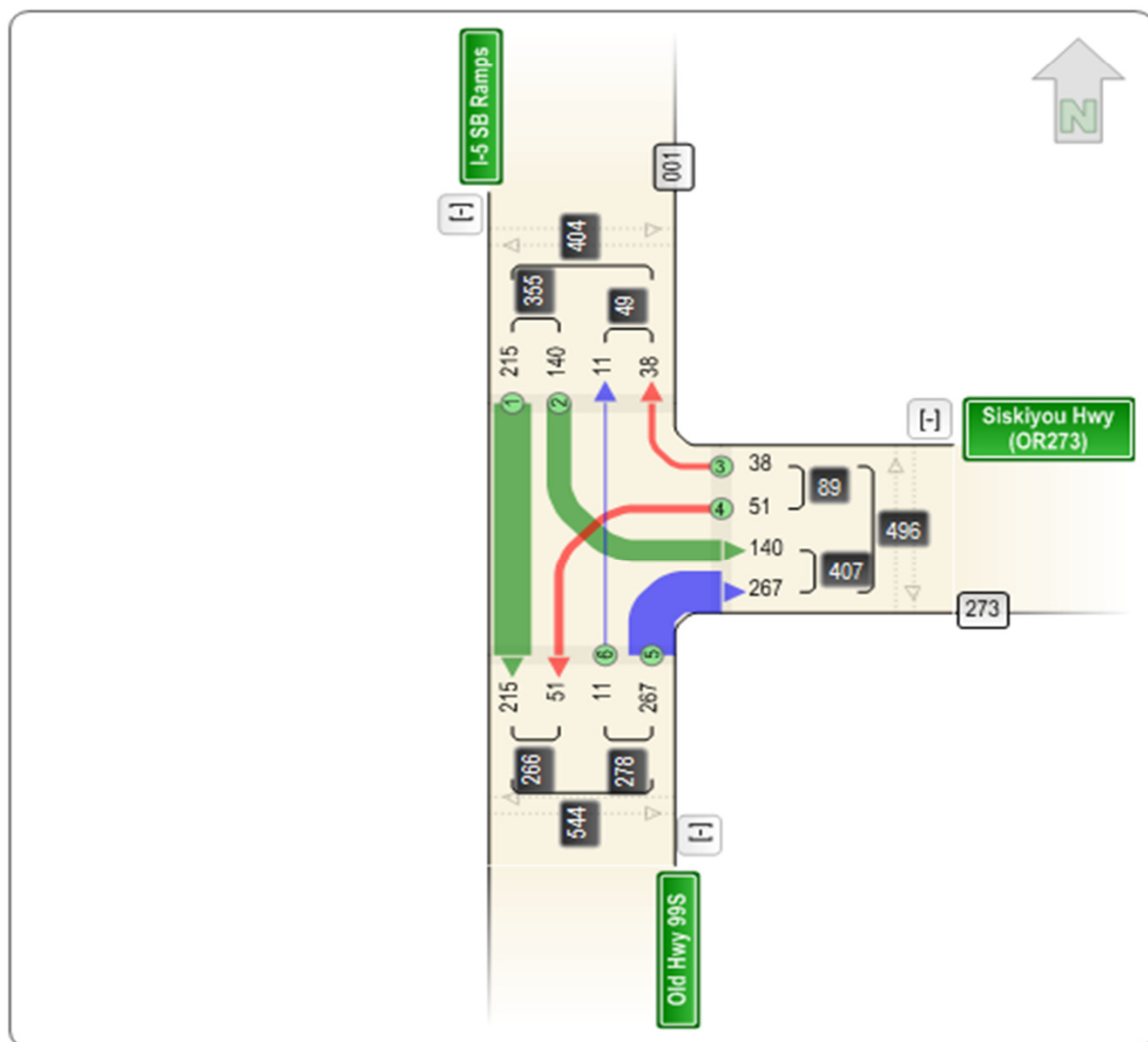
Date: 6/23/2014
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 110052
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Siskiyou Hwy @ I-5 SB Ramps
County: Jackson



**Summary of Traffic Count
Transportation Development Division**

Site: 110052 Date: 6/23/2014
 County: Jackson Hours: 6:00 AM-10:00 PM
 City: Highway #:
 Milepoint: Location: Siskiyou Hwy @ I-5 SB Ramps
 Count Number: Weather: Clear

Time of Day	Summary By Movements							Entering Volumes		
	N-E	N-S	E-N	E-S	S-N	S-E	TOTAL	North	East	South
6:00	1	0	0	0	0	0	1	1	0	0
6:15	1	0	1	2	0	4	8	1	3	4
6:30	0	1	0	0	0	2	3	1	0	2
6:45	0	4	0	0	0	1	5	4	0	1
7:00	4	0	0	0	0	3	7	4	0	3
7:15	2	0	1	0	1	5	9	2	1	6
7:30	2	2	0	0	0	3	7	4	0	3
7:45	0	0	1	0	0	1	2	0	1	1
8:00	1	1	0	0	0	3	5	2	0	3
8:15	0	4	0	0	0	5	9	4	0	5
8:30	2	2	1	0	0	4	9	4	1	4
8:45	1	6	0	1	0	3	11	7	1	3
9:00	18	18	6	5	0	19	66	36	11	19
9:15	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0
10:00	4	11	4	7	0	17	43	15	11	17
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	13	16	0	6	2	10	47	29	6	12
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
12:00	6	7	1	2	0	21	37	13	3	21
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
13:00	10	14	2	3	0	22	51	24	5	22
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
14:00	9	11	1	2	1	25	49	20	3	26
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	1	0	3	0	0	4	8	1	3	4
15:15	2	4	1	0	1	4	12	6	1	5
15:30	3	4	0	1	0	4	12	7	1	4
15:45	1	8	0	0	0	6	15	9	0	6
16:00	2	2	0	1	0	4	9	4	1	4
16:15	2	4	0	0	2	4	12	6	0	6
16:30	3	2	1	1	0	8	15	5	2	8
16:45	2	4	1	1	0	2	10	6	2	2
17:00	3	6	0	0	2	3	14	9	0	5
17:15	3	5	2	2	0	3	15	8	4	3
17:30	4	2	0	0	0	7	13	6	0	7
17:45	2	9	0	1	0	1	13	11	1	1
18:00	9	14	1	3	0	16	43	23	4	16
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
19:00	8	12	3	3	1	9	36	20	6	10
19:15	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0
20:00	3	17	3	3	0	8	34	20	6	8
20:15	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0
21:00	5	5	1	2	0	11	24	10	3	11
21:15	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0
Total Count	127	195	34	46	10	242	654	322	80	252
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
24hr Volume	140	215	38	51	11	267	720	355	88	278

Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

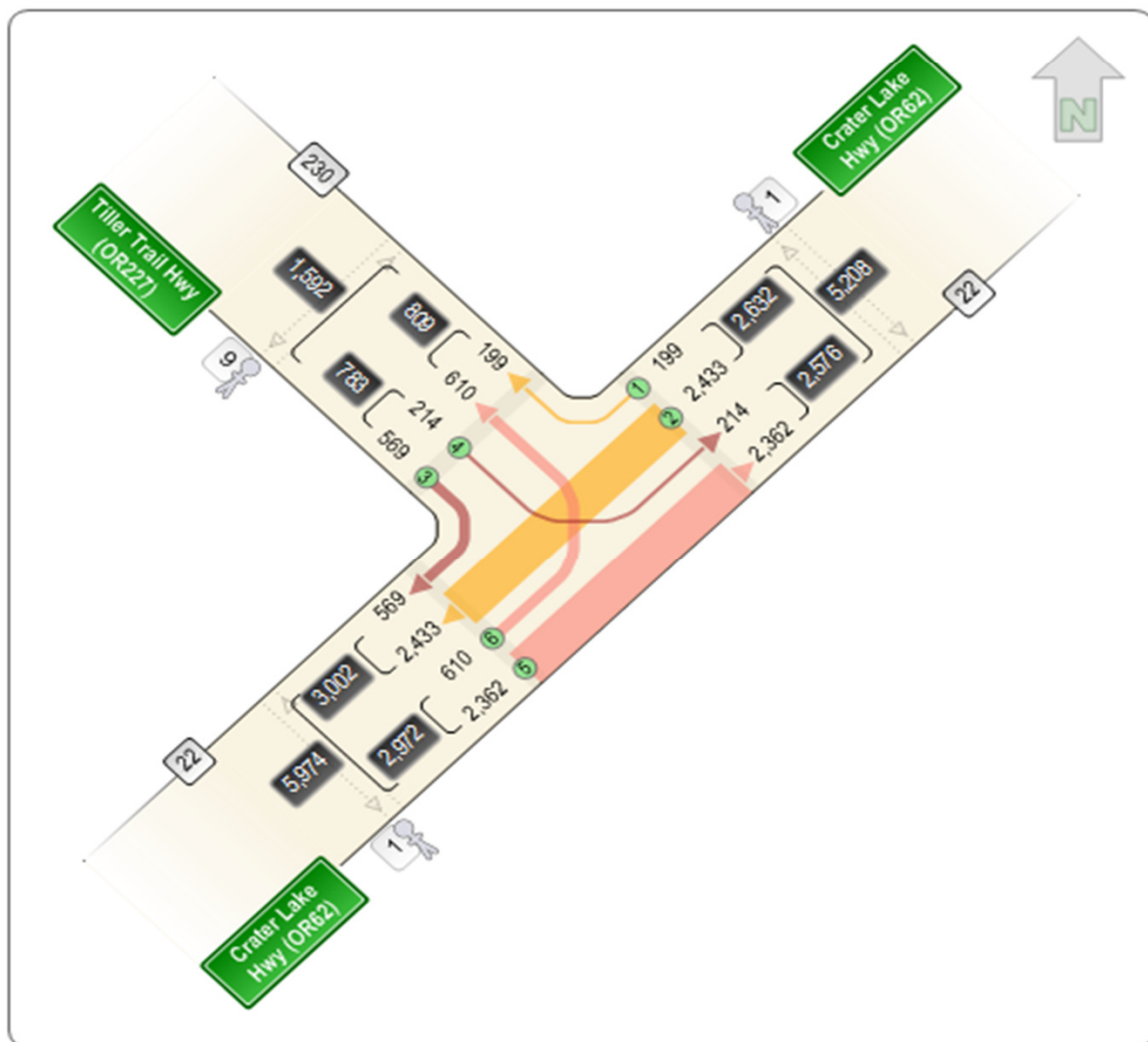
Date: 7/7/2014
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 110053
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: OR62 @ Tiller Trail Hwy (OR227)
County: Jackson



20:30	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0
21:00	58	5	35	23	3	17		141	63	58	20
21:15	0	0	0	0	0	0		0	0	0	0
21:30	0	0	0	0	0	0		0	0	0	0
21:45	0	0	0	0	0	0		0	0	0	0
Total Count	2211	180	2147	554	194	517		5803	2391	2701	711
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1
24hr Volume	2433	198	2362	610	214	569		6384	2631	2972	783

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

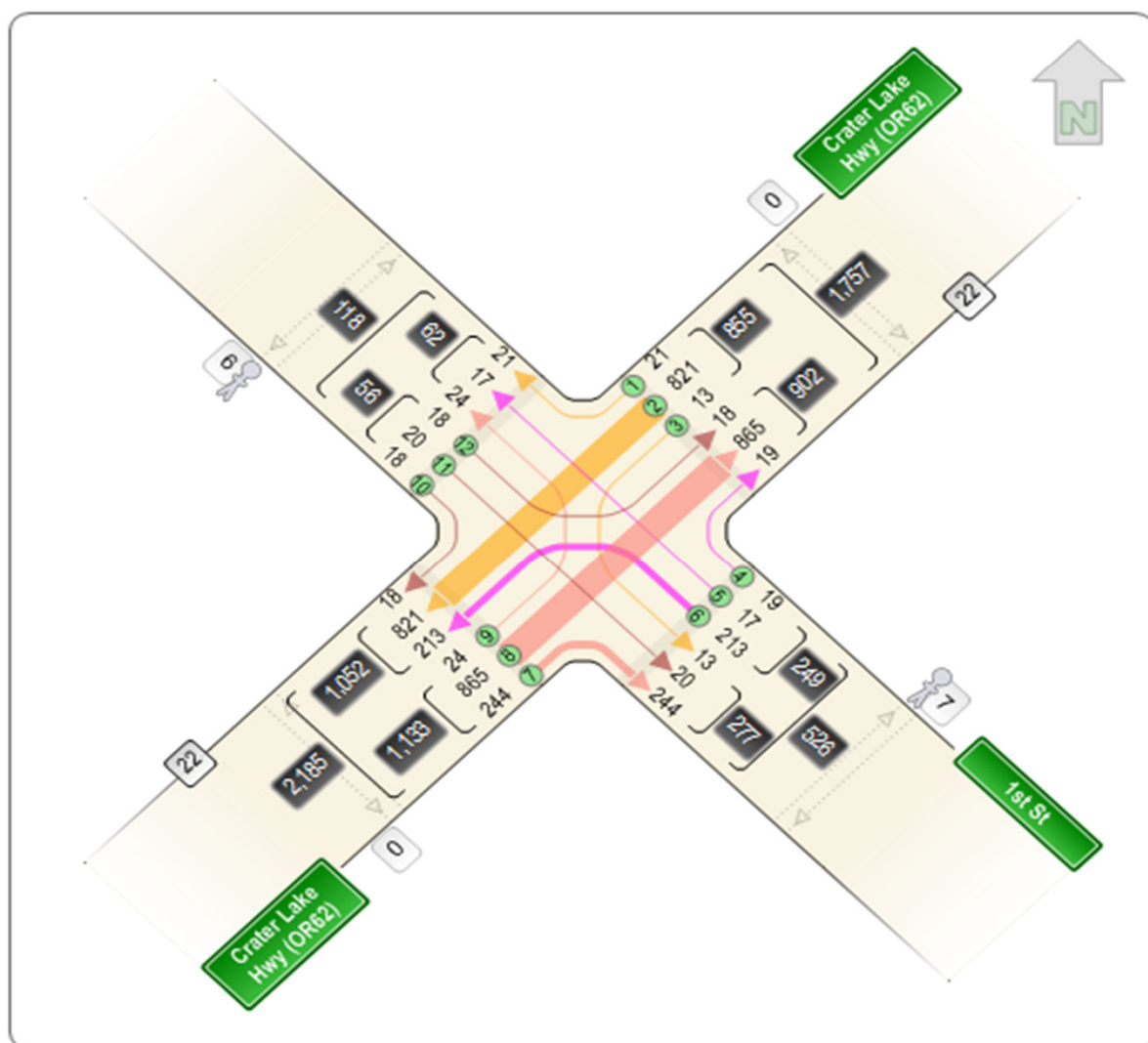
Date: 6/25/2014
Hours: 6:00 AM-10:00 PM
Weather: Rain

Source

Site Number: 110054
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: OR62 @ 1st St
County: Jackson



**Summary of Traffic Count
Transportation Development Division**

Site: 110054
County: Jackson
City:

Date: 6/25/2014
Hours: 6:00 AM-10:00 PM
Highway #:

Milepoint:
Count Number: 1.00

Location: OR62 @ 1st St
Weather: Rain

Time of Day	Summary By Movements													TOTAL	Entering Volumes			
	NE-SE	NE-SW	NE-NW	SE-NE	SE-SW	SE-NW	SW-NE	SW-SE	SW-NW	NW-NE	NW-SE	NW-SW			North-East	South-East	South-West	North-West
6:00	0	1	0	0	3	1	8	0	0	1	0	0		14	1	4	8	1
6:15	0	1	0	0	3	0	4	0	0	2	0	0		10	1	3	4	2
6:30	0	3	0	0	8	0	4	1	0	1	0	0		17	3	8	5	1
6:45	0	3	0	0	4	0	10	4	0	0	0	1		22	3	4	14	1
7:00	0	2	0	0	7	0	7	3	0	0	0	0		19	2	7	10	0
7:15	0	4	0	0	2	0	10	4	0	1	0	0		21	4	2	14	1
7:30	0	3	0	0	0	0	7	0	0	0	0	1		11	3	0	7	1
7:45	0	5	0	0	6	0	14	1	0	0	0	1		27	5	6	15	1
8:00	0	6	0	0	2	0	11	1	0	0	0	1		21	6	2	12	1
8:15	0	8	0	0	1	0	6	2	0	1	0	1		19	8	1	8	2
8:30	0	9	0	0	3	0	13	0	0	0	1	0		26	9	3	13	1
8:45	0	9	0	2	4	0	9	8	0	3	0	0		35	9	6	17	3
9:00	1	23	0	1	14	1	77	10	1	0	2	3		133	24	16	88	5
9:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:00	0	87	0	1	16	3	52	10	0	2	3	3		177	87	20	62	8
10:15	0	0	0	0	0	0	0	1	0	0	0	0		1	0	0	1	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:00	0	55	0	1	15	1	123	18	0	1	0	0		214	55	17	141	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:00	0	59	2	2	13	3	66	15	5	3	2	1		171	61	18	86	6
12:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:00	2	62	3	2	15	0	92	17	2	0	3	1		199	67	17	111	4
13:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:00	1	91	3	2	21	1	49	20	0	0	0	1		189	95	24	69	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:00	0	25	2	1	6	0	14	7	1	0	0	0		56	27	7	22	0
15:15	0	27	0	1	2	0	20	7	1	0	0	0		58	27	3	28	0
15:30	0	23	0	1	3	0	18	5	0	0	1	0		51	23	4	23	1
15:45	0	14	1	0	3	0	14	5	0	0	0	0		37	15	3	19	0
16:00	0	10	0	0	3	0	14	7	0	1	0	0		35	10	3	21	1
16:15	2	21	1	1	3	1	13	3	1	0	1	0		47	24	5	17	1
16:30	0	23	1	0	5	0	11	8	0	0	0	0		48	24	5	19	0
16:45	1	15	1	1	3	1	8	4	0	0	0	0		34	17	5	12	0
17:00	0	16	1	0	2	0	15	4	0	0	1	0		39	17	2	19	1
17:15	0	8	0	0	3	0	5	5	1	0	0	0		22	8	3	11	0
17:30	0	14	1	0	4	0	9	2	0	2	0	0		32	15	4	11	2
17:45	0	7	0	0	0	0	4	9	0	1	0	1		22	7	0	13	2
18:00	2	46	1	0	9	1	42	11	3	0	1	1		117	49	10	56	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:00	0	31	2	0	3	0	17	9	1	0	0	0		63	33	3	27	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:00	2	24	0	0	4	1	12	11	3	0	0	0		57	26	5	26	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0

20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	11	0	1	3	1	8	9	2	0	0	0	0	35	11	5	19	0	
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Count	11	746	19	17	193	15	786	221	21	16	18	16		2079	776	225	1028	50	
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1	1.1	
24hr Volume	13	821	21	19	213	17	865	244	24	18	20	18		2287	854	248	1131	55	

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

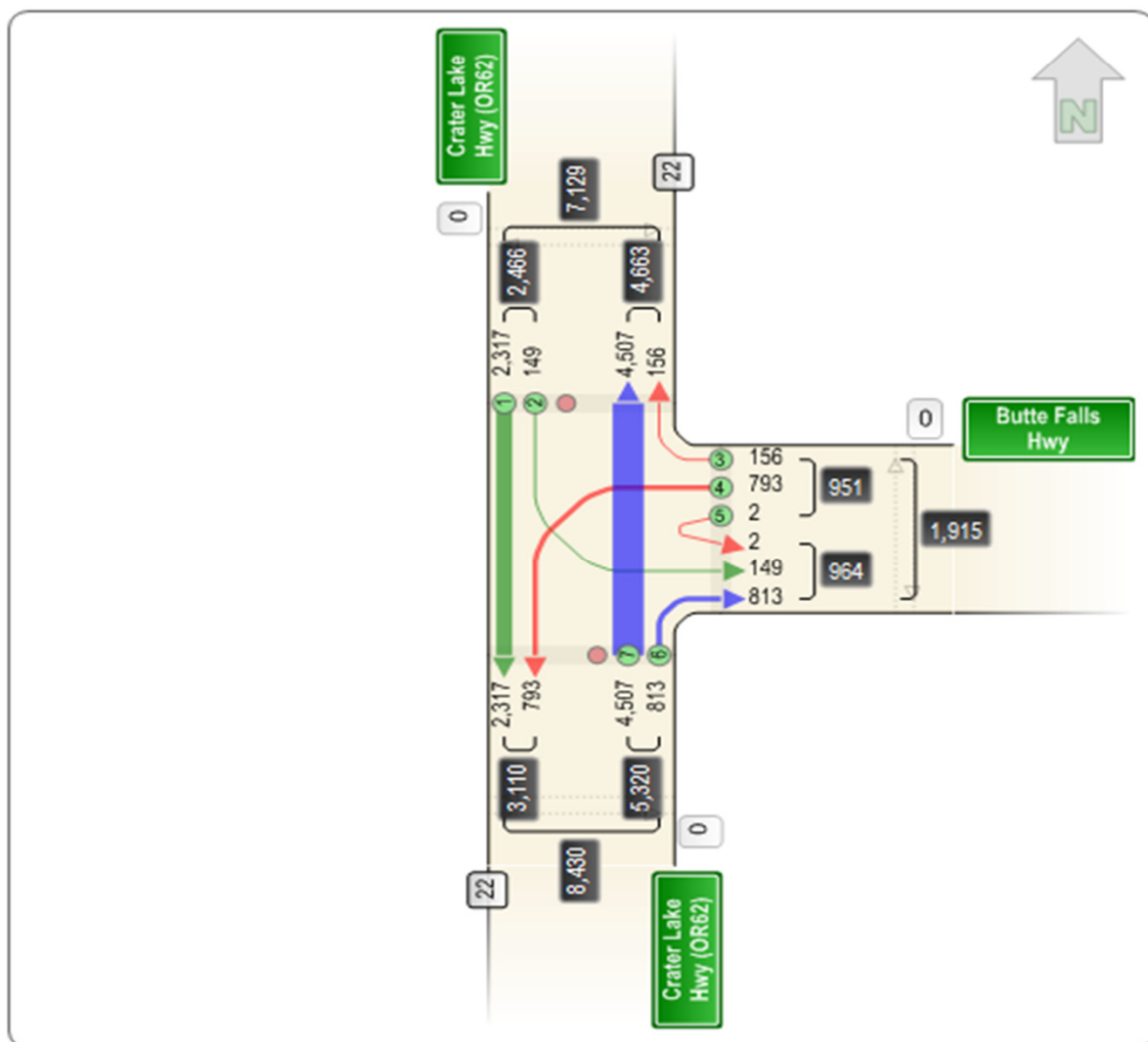
Date: 6/25/2014
Hours: 6:00 AM-10:00 PM
Weather: Cloudy;Rain

Source

Site Number: 110055
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: OR 62 @ Butte Falls Hwy
County: Jackson



**Summary of Traffic Count
Transportation Development Division**

Site: 110055 Date: 6/25/2014
 County: Jackson Hours: 6:00 AM-10:00 PM
 City: Highway #:

Milepoint: Location: OR 62 @ Butte Falls Hwy
 Count Number: 1.00 Weather: Cloudy;Rain

Time of Day	Summary By Movements								Entering Volumes		
	N-E	N-S	E-N	E-E	E-S	S-N	S-E	TOTAL	North	East	South
6:00	1	328	2	0	14	18	4	367	329	16	22
6:15	1	0	1	0	15	25	5	47	1	16	30
6:30	0	0	0	0	20	28	2	50	0	20	30
6:45	1	0	0	0	17	21	1	40	1	17	22
7:00	0	65	1	0	16	27	3	112	260	17	30
7:15	2	65	1	0	25	30	4	127	2	26	34
7:30	2	65	1	0	19	34	7	128	2	20	41
7:45	2	65	2	0	20	43	3	135	2	22	46
8:00	1	70	3	0	11	32	7	124	281	14	39
8:15	1	70	3	0	19	31	5	129	1	22	36
8:30	1	70	3	0	13	41	9	137	1	16	50
8:45	2	70	6	0	15	57	12	162	2	21	69
9:00	8	67	5	0	59	206	50	395	75	64	256
9:15	0	73	0	0	0	0	0	73	73	0	0
9:30	0	75	0	0	0	0	0	75	75	0	0
9:45	0	70	0	0	0	0	0	70	70	0	0
10:00	9	85	9	0	56	265	33	457	94	65	298
10:15	0	61	0	0	0	0	0	61	61	0	0
10:30	0	57	0	0	0	0	0	57	57	0	0
10:45	0	54	0	0	0	0	0	54	54	0	0
11:00	7	57	6	0	47	277	33	427	64	53	310
11:15	0	32	0	0	0	0	0	32	32	0	0
11:30	0	55	0	0	0	0	0	55	55	0	0
11:45	0	54	0	0	0	0	0	54	54	0	0
12:00	4	174	9	0	50	299	57	593	178	59	356
12:15	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0
13:00	11	108	16	0	58	290	40	523	119	74	330
13:15	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0
14:00	14	142	11	0	66	358	65	656	156	77	423
14:15	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0
15:00	2	74	5	0	11	90	9	191	76	16	99
15:15	3	0	6	0	10	98	14	131	3	16	112
15:30	1	0	3	0	15	208	38	265	1	18	246
15:45	2	0	5	0	14	105	25	151	2	19	130
16:00	1	0	2	0	8	86	11	108	1	10	97
16:15	5	0	4	0	14	125	17	165	5	18	142
16:30	3	0	0	0	9	110	16	138	3	9	126
16:45	1	0	8	1	10	102	25	147	1	19	127
17:00	3	0	4	0	8	87	26	128	3	12	113
17:15	4	0	6	0	10	81	24	125	4	16	105
17:30	2	0	2	0	10	117	21	152	2	12	138
17:45	3	0	5	0	9	90	15	122	3	14	105
18:00	14	0	2	0	23	315	62	416	14	25	377
18:15	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0
19:00	6	0	3	0	13	187	40	249	6	16	227
19:15	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0
20:00	11	0	2	0	12	127	30	182	11	14	157
20:15	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0
21:00	7	0	5	0	4	87	26	129	7	9	113
21:15	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0
Total Count	135	2106	141	1	720	4097	739	7939	2241	862	4836
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
24hr Volume	149	2317	156	2	792	4507	813	8733	2466	949	5320

Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

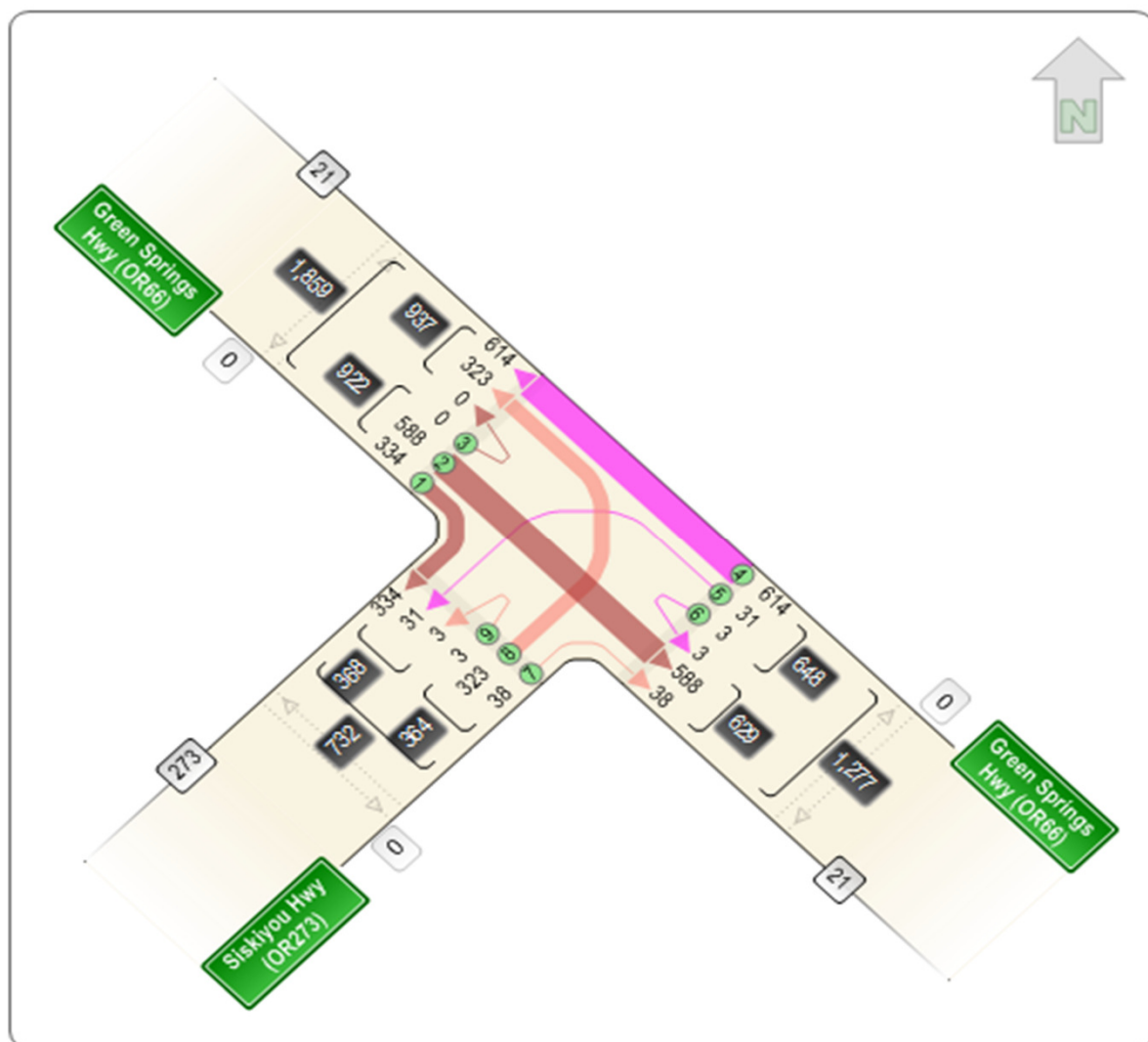
Date: 6/23/2014
Hours: 6:00 AM-10:00 PM
Weather: Cloudy

Source

Site Number: 110056
Mile Point: 6.46
Street Number: 021
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Siskiyou Hwy @ OR 66
County: Jackson



**Summary of Traffic Count
Transportation Development Division**

Site: 110056
County: Jackson
City:
Milepoint: 6.46
Count Number: 1.00

Date:
Hours:
Highway #:
Location:
Weather:

Time of Day								Entering Volumes			
	SE-SW	SE-NW	SW-SE	SW-NW	NW-SE	NW-SW	TOTAL	South-East	South-West	North-West	
6:00	0	2	0	3	0	0	5	2	3	0	
6:15	0	6	0	1	1	1	9	6	1	2	
6:30	0	7	0	2	3	0	12	7	2	3	
6:45	0	2	1	3	2	1	9	2	4	3	
7:00	0	11	0	2	3	1	17	11	2	4	
7:15	0	10	0	6	7	0	23	10	6	7	
7:30	0	13	1	7	9	3	33	13	8	12	
7:45	0	11	0	3	6	3	23	11	3	9	
8:00	0	11	0	4	9	3	27	11	4	12	
8:15	2	17	0	6	7	1	33	19	6	8	
8:30	1	12	0	11	5	0	29	13	11	5	
8:45	1	12	0	10	3	3	29	13	10	6	
9:00	4	33	1	20	28	12	98	37	21	40	
9:15	0	0	0	0	0	0	0	0	0	0	
9:30	0	0	0	0	0	0	0	0	0	0	
9:45	0	0	0	0	0	0	0	0	0	0	
10:00	4	39	3	23	28	18	115	43	26	46	
10:15	0	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	0	0	
11:00	3	30	1	24	40	20	118	33	25	60	
11:15	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	
12:00	4	52	5	17	25	18	121	56	22	43	
12:15	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	
13:00	2	36	3	26	37	31	135	38	29	68	
13:15	0	0	0	0	0	0	0	0	0	0	
13:30	0	0	0	0	0	0	0	0	0	0	
13:45	0	0	0	0	0	0	0	0	0	0	
14:00	1	42	1	23	46	22	135	43	24	68	
14:15	0	0	0	0	0	0	0	0	0	0	
14:30	0	0	0	0	0	0	0	0	0	0	
14:45	0	0	0	0	0	0	0	0	0	0	
15:00	0	8	1	2	8	7	26	8	3	15	
15:15	0	14	3	6	13	6	42	14	9	19	
15:30	0	8	0	9	7	3	27	8	9	10	
15:45	0	12	0	6	13	7	38	12	6	20	
16:00	1	16	0	2	12	8	39	17	2	20	
16:15	1	12	0	6	9	9	37	13	6	18	
16:30	1	7	0	7	7	10	32	9	7	17	
16:45	0	12	0	15	11	6	44	13	15	17	
17:00	1	13	2	6	15	3	40	14	8	18	
17:15	0	6	1	5	10	11	33	6	6	21	
17:30	1	12	0	3	9	12	37	13	3	21	
17:45	0	3	0	2	29	18	52	3	2	47	
18:00	0	30	3	16	63	28	140	30	19	91	
18:15	0	0	0	0	0	0	0	0	0	0	
18:30	0	0	0	0	0	0	0	0	0	0	
18:45	0	0	0	0	0	0	0	0	0	0	
19:00	0	27	4	8	31	11	81	27	12	42	
19:15	0	0	0	0	0	0	0	0	0	0	
19:30	0	0	0	0	0	0	0	0	0	0	
19:45	0	0	0	0	0	0	0	0	0	0	
20:00	1	14	2	6	20	18	61	15	8	38	
20:15	0	0	0	0	0	0	0	0	0	0	
20:30	0	0	0	0	0	0	0	0	0	0	
20:45	0	0	0	0	0	0	0	0	0	0	
21:00	0	18	2	3	18	9	50	18	7	27	
21:15	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	
Total Count	28	558	34	293	534	303	1750	588	329	837	
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
24hr Volume	31	614	38	323	588	334	1925	647	362	921	

Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

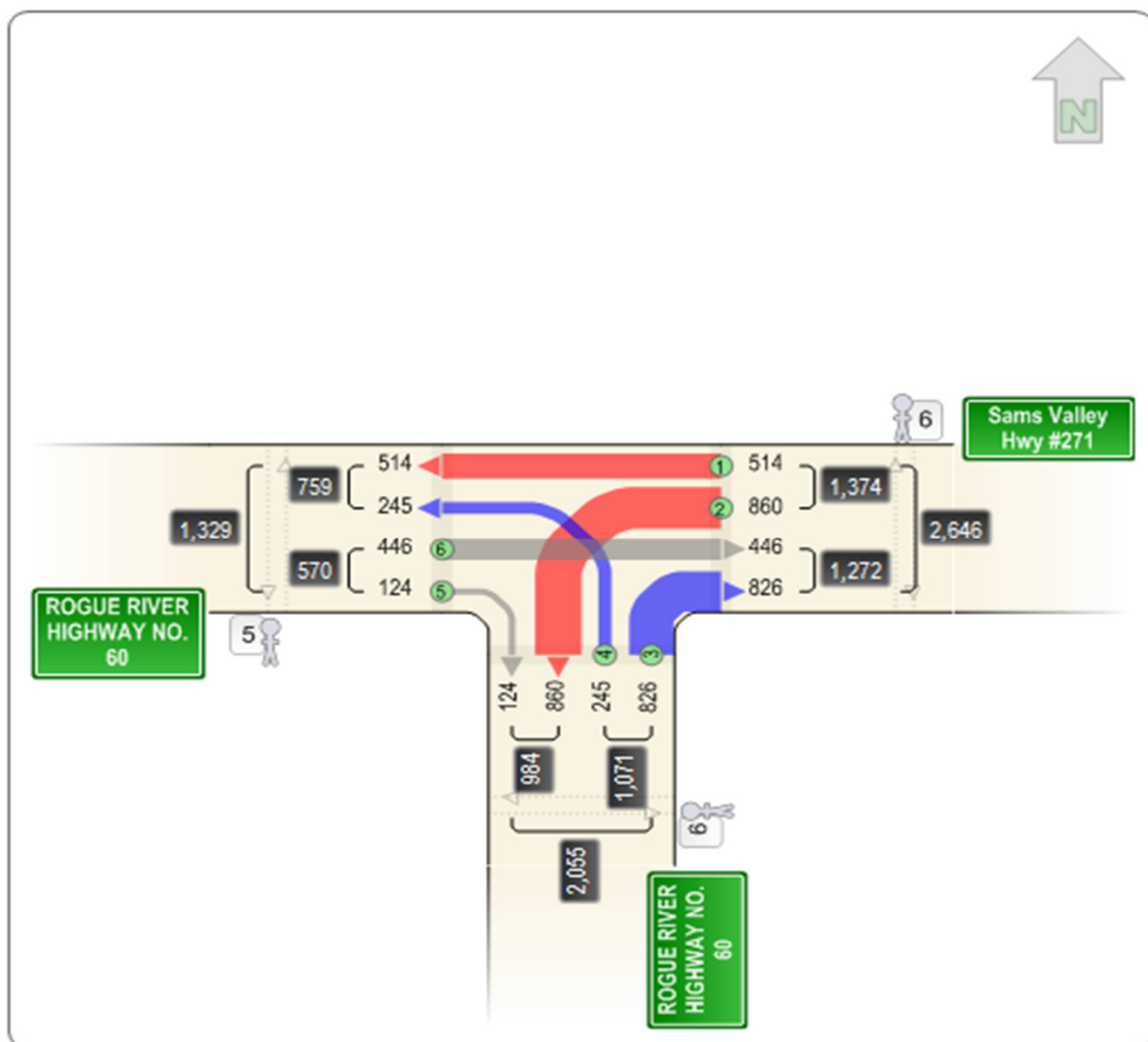
Date: 7/7/2014
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 110057
Street Number: 060
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: ROGUE RIVER HIGHWAY NO. 60 @ OR 234
County: Jackson
City: Gold Hill



**Summary of Traffic Count
Transportation Development Division**

Site: 110057
County: Jackson
City: Gold Hill

Date: 7/7/2014
Hours: 6:00 AM-10:00 PM
Highway #: 060
ROGUE RIVER HIGHWAY NO.
Location: 60 @ OR 234
Weather: Clear

Milepoint:
Count Number: 1.00

Time of Day	Summary By Movements							Entering Volumes			
	E-S	E-W	S-E	S-W	W-E	W-S	TOTAL	East	South	West	
6:00	3	2	4	0	2	1	12	5	4	3	
6:15	2	2	2	1	2	3	12	4	3	5	
6:30	8	1	7	0	6	4	26	9	7	10	
6:45	12	4	12	1	4	1	34	16	13	5	
7:00	9	2	7	0	6	2	26	11	7	8	
7:15	11	5	8	3	5	4	36	16	11	9	
7:30	20	5	14	1	3	3	46	25	15	6	
7:45	12	5	3	1	4	0	25	17	4	4	
8:00	9	2	13	2	3	3	32	11	15	6	
8:15	5	6	11	2	7	3	34	11	13	10	
8:30	12	3	17	1	4	4	41	15	18	8	
8:45	8	8	13	3	8	2	42	16	16	10	
9:00	53	24	41	13	29	4	164	77	54	33	
9:15	0	0	0	0	0	0	0	0	0	0	
9:30	0	0	0	0	0	0	0	0	0	0	
9:45	0	0	0	0	0	0	0	0	0	0	
10:00	56	22	55	12	27	10	182	78	67	37	
10:15	0	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	0	0	
11:00	66	33	59	12	28	5	203	99	71	33	
11:15	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	
12:00	63	30	58	24	33	10	218	93	82	43	
12:15	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	
13:00	53	32	64	12	19	5	185	85	76	24	
13:15	0	0	0	0	0	0	0	0	0	0	
13:30	0	0	0	0	0	0	0	0	0	0	
13:45	0	0	0	0	0	0	0	0	0	0	
14:00	71	38	68	14	26	5	222	109	82	31	
14:15	0	0	0	0	0	0	0	0	0	0	
14:30	0	0	0	0	0	0	0	0	0	0	
14:45	0	0	0	0	0	0	0	0	0	0	
15:00	19	14	13	5	17	2	70	33	18	19	
15:15	17	11	17	11	8	1	65	28	28	9	
15:30	28	5	16	8	9	1	67	33	24	10	
15:45	18	19	17	1	12	2	69	37	18	14	
16:00	14	11	14	5	11	4	59	25	19	15	
16:15	21	9	11	5	7	4	57	30	16	11	
16:30	16	12	15	3	6	1	53	28	18	7	
16:45	14	10	16	11	7	3	61	24	27	10	
17:00	15	7	14	5	12	1	54	22	19	13	
17:15	9	15	11	6	5	1	47	24	17	6	
17:30	14	13	19	7	9	2	64	27	26	11	
17:45	12	11	11	10	5	1	50	23	21	6	
18:00	41	33	38	14	22	4	152	74	52	26	
18:15	0	0	0	0	0	0	0	0	0	0	
18:30	0	0	0	0	0	0	0	0	0	0	
18:45	0	0	0	0	0	0	0	0	0	0	
19:00	30	27	38	11	23	6	135	57	49	29	
19:15	0	0	0	0	0	0	0	0	0	0	
19:30	0	0	0	0	0	0	0	0	0	0	
19:45	0	0	0	0	0	0	0	0	0	0	
20:00	24	28	29	8	24	6	119	52	37	30	
20:15	0	0	0	0	0	0	0	0	0	0	
20:30	0	0	0	0	0	0	0	0	0	0	
20:45	0	0	0	0	0	0	0	0	0	0	
21:00	16	18	15	10	12	4	75	34	25	16	
21:15	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	
Total Count	781	467	750	222	405	112	2737	1248	972	517	
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
24hr Volume	860	514	825	245	446	124	3011	1373	1070	569	

Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

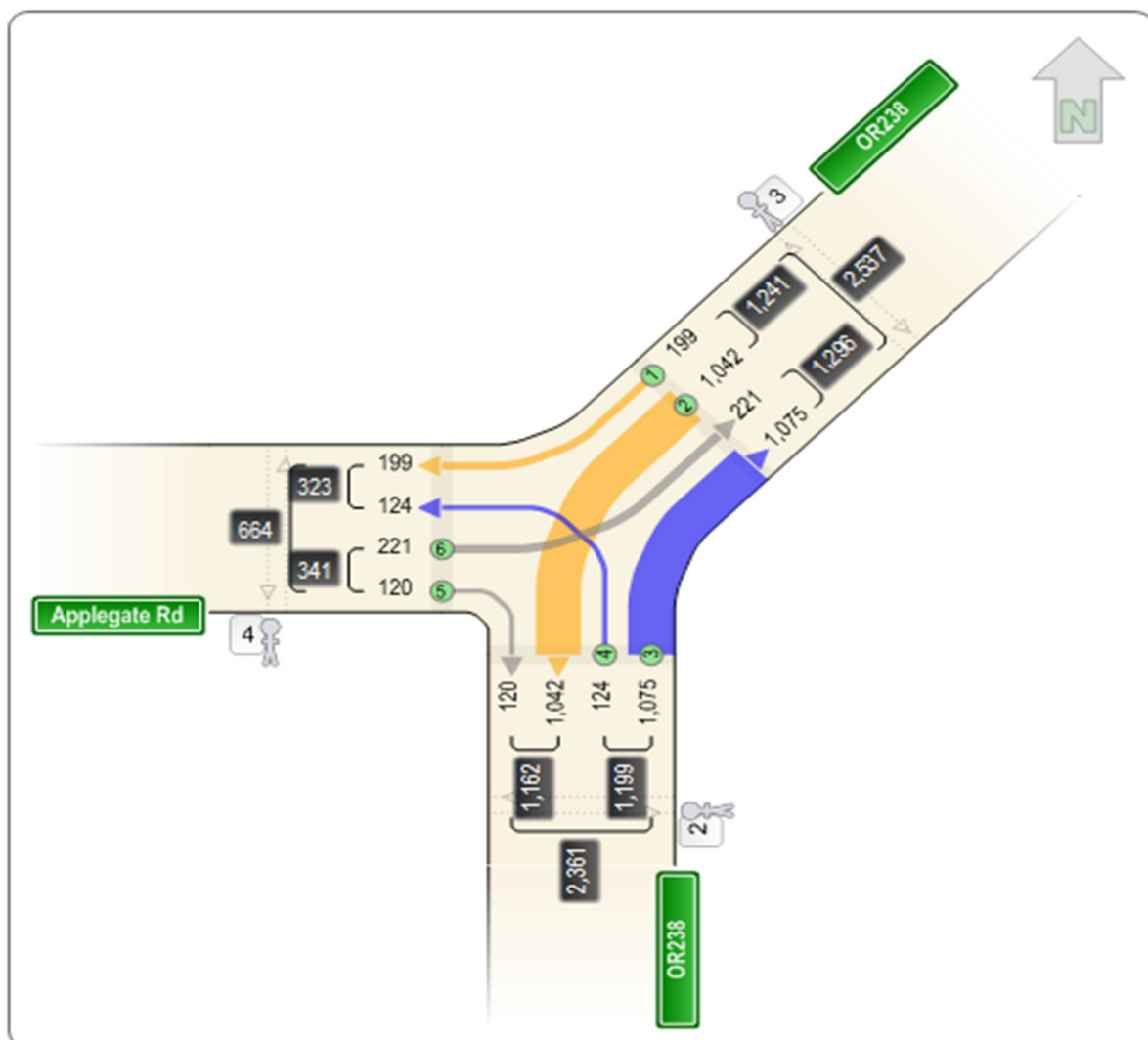
Date: 12/9/2014
Hours: 6:00 AM-10:00 PM
Weather: Cloudy

Source

Site Number: 110058
Mile Point: 18.18
Street Number: 272
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: JACKSONVILLE HIGHWAY NO. 272 (OR238) @ N Applegate Rd
County: Jackson



Summary of Traffic Count
Transportation Development Division

Site: 110058 Date: 12/9/2014
 County: Jackson Hours: 6:00 AM-10:00 PM
 City: Highway #: 272 JACKSONVILLE HIGHWAY NO.
 Milepoint: 18.18 Location: 272 (OR238) @ N Applegate
 Count Number: 1.00 Weather: Cloudy

Time of Day	Summary By Movements							Entering Volumes		
	NE-S	NE-W	S-NE	S-W	W-NE	W-S	TOTAL	North-East	South	West
6:00	2	0	12	0	4	1	19	2	12	5
6:15	6	2	11	0	2	0	21	8	11	2
6:30	9	1	16	0	3	3	32	10	16	6
6:45	9	2	18	1	4	1	35	11	19	5
7:00	13	1	26	0	3	1	44	14	26	4
7:15	12	1	25	0	6	2	46	13	25	8
7:30	26	2	22	1	7	1	59	28	23	8
7:45	11	2	29	6	4	1	53	13	35	5
8:00	21	6	23	1	9	1	61	27	24	10
8:15	11	3	20	2	4	4	44	14	22	8
8:30	5	0	17	0	0	2	24	5	17	2
8:45	12	2	21	2	10	0	47	14	23	10
9:00	50	6	59	6	15	9	145	56	65	24
9:15	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0
10:00	59	11	73	8	9	7	167	70	81	16
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	54	6	59	7	16	9	151	60	66	25
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
12:00	73	12	72	8	15	12	192	85	80	27
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
13:00	75	11	62	13	15	6	182	86	75	21
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
14:00	74	26	103	15	26	7	251	100	118	33
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	14	6	15	3	1	6	45	20	18	7
15:15	21	2	20	1	3	4	51	23	21	7
15:30	13	5	21	3	2	1	45	18	24	3
15:45	22	8	26	2	7	1	66	30	28	8
16:00	33	9	13	1	3	4	63	42	14	7
16:15	24	0	26	1	3	2	56	24	27	5
16:30	30	2	22	5	1	1	61	32	27	2
16:45	29	3	27	3	1	3	66	32	30	4
17:00	24	5	16	2	7	2	56	29	18	9
17:15	27	6	13	2	5	2	55	33	15	7
17:30	22	7	15	4	3	5	56	29	19	8
17:45	29	6	11	3	4	2	55	35	14	6
18:00	66	11	34	4	4	8	127	77	38	12
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
19:00	32	3	20	2	0	0	57	35	22	0
19:15	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0
20:00	20	7	20	3	2	0	52	27	23	2
20:15	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0
21:00	19	6	10	3	2	1	41	25	13	3
21:15	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0
Total Count	947	180	977	112	200	109	2525	1127	1089	309
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
24hr Volume	1042	198	1075	124	220	120	2778	1240	1198	340

Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

Time settings

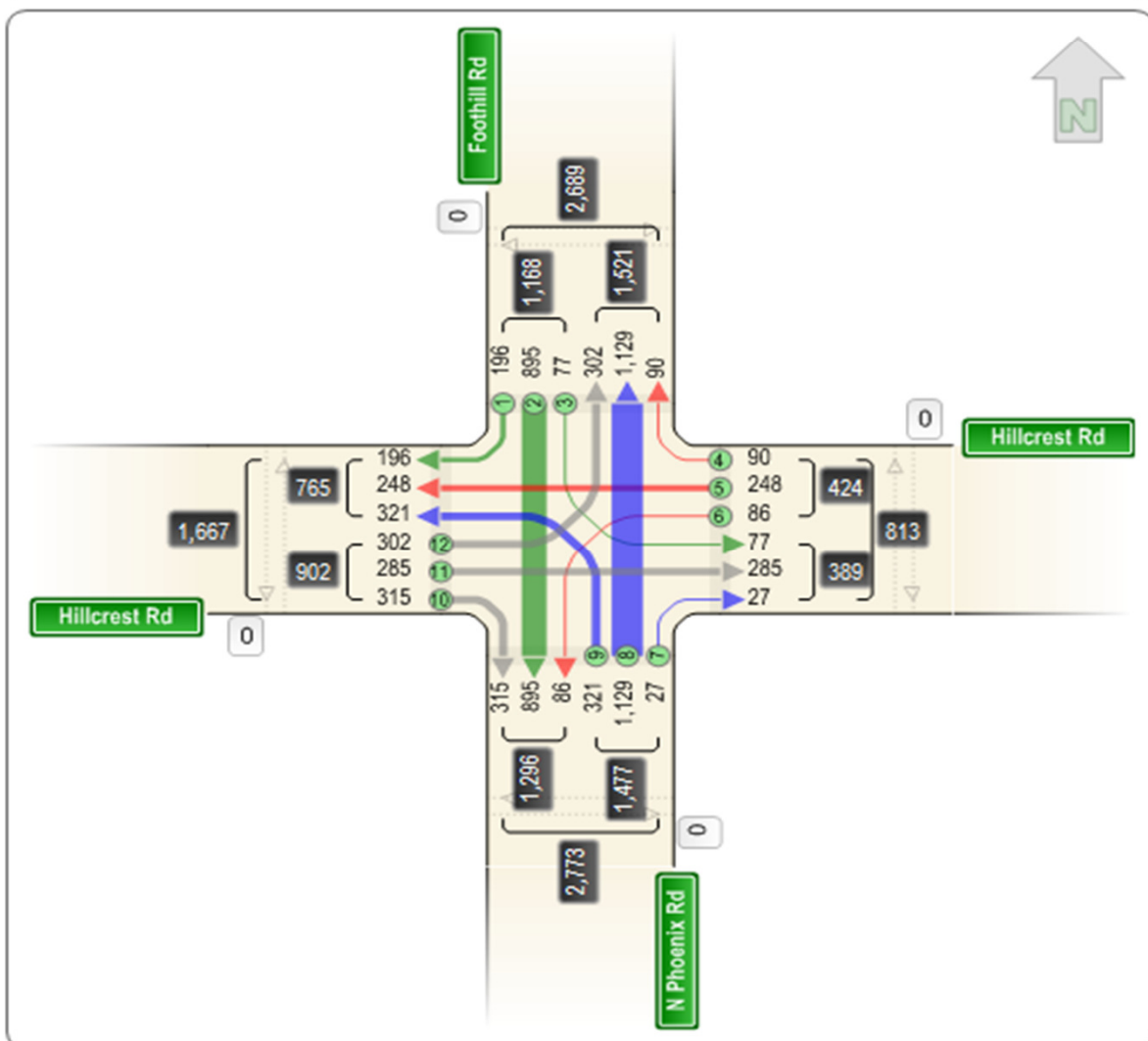
Date: 6/24/2014
Hours: 3:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 110059
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Hillcrest Rd @ Foothill Rd/N Phoenix Rd
County: Jackson
City: Medford



**Summary of Traffic Count
Transportation Development Division**

Site: 110059
County: Jackson
City: Medford
Milepoint:
Count Number: 1.00

Date: 6/24/2014
Hours: 3:00 PM-6:00 PM
Highway #:
Hillcrest Rd @ Foothill Rd/N Phoenix
Location: Rd
Weather: Clear

Time of Day	Summary By Movements													Entering Volumes				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		TOTAL	North	East	South	West
15:00	9	75	24	8	4	25	85	1	24	19	15	22		311	108	37	110	56
15:15	6	86	22	7	11	22	82	3	17	25	20	20		321	114	40	102	65
15:30	7	68	20	9	4	20	81	5	25	28	15	29		311	95	33	111	72
15:45	7	89	24	4	4	15	68	5	19	9	14	24		282	120	23	92	47
16:00	6	71	14	8	12	28	85	3	32	31	28	25		343	91	48	120	84
16:15	5	67	11	7	2	24	94	1	19	22	22	28		302	83	33	114	72
16:30	5	74	10	13	7	18	105	1	29	21	22	30		335	89	38	135	73
16:45	4	87	16	3	8	27	112	1	25	24	21	35		363	107	38	138	80
17:00	8	72	14	16	13	18	125	3	37	38	40	27		411	94	47	165	105
17:15	6	82	17	6	7	19	102	1	28	44	35	28		375	105	32	131	107
17:30	7	76	15	4	10	16	96	2	31	30	29	25		341	98	30	129	84
17:45	7	48	9	5	4	16	94	1	35	11	24	22		276	64	25	130	57
Total Count	77	895	196	90	86	248	1129	27	321	302	285	315		3971	1168	424	1477	902
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	77	895	196	90	86	248	1129	27	321	302	285	315		3971	1168	424	1477	902

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

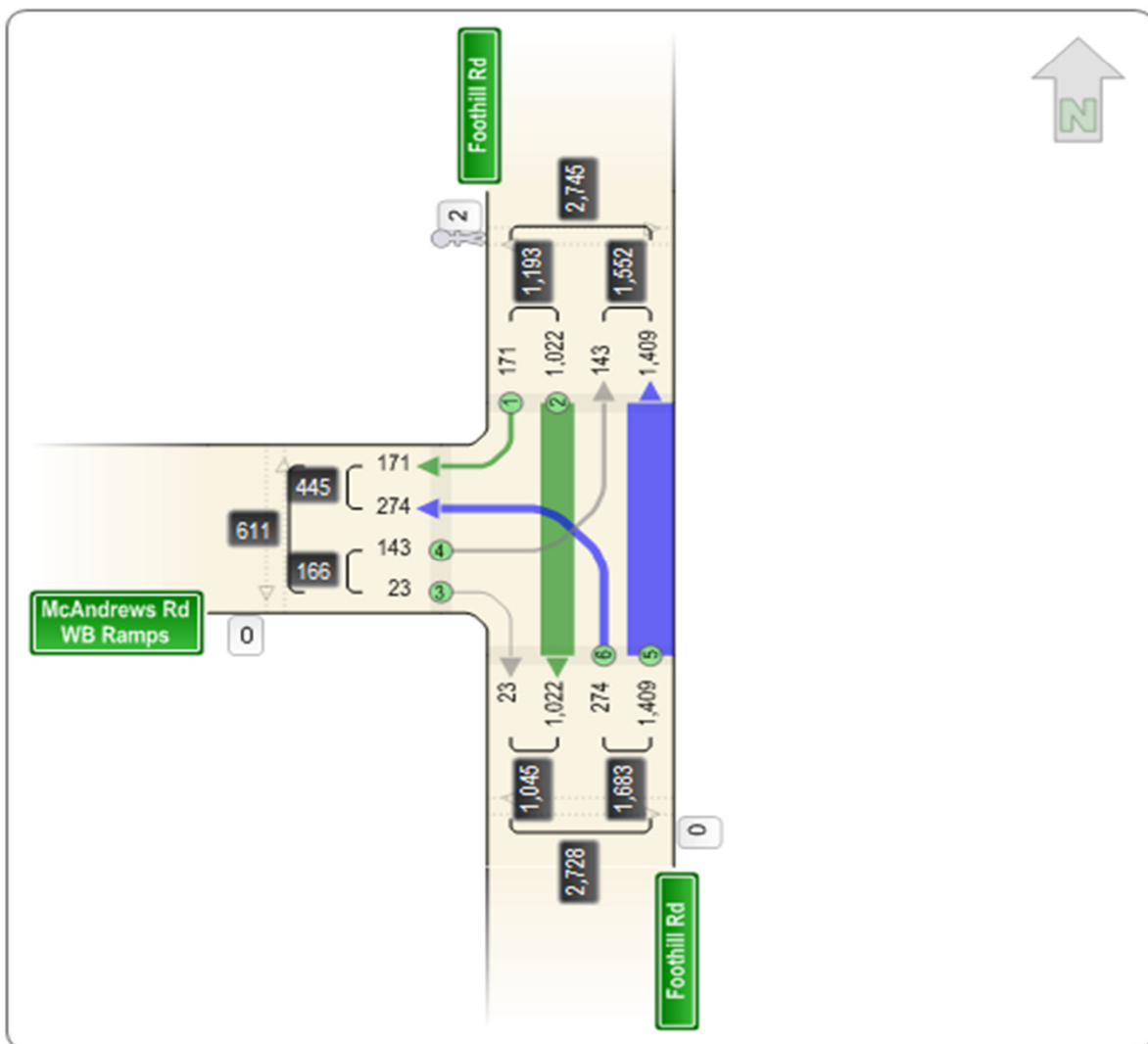
Date: 6/24/2014
Hours: 3:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 110060
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: McAndrews Rd WB Ramps @ Foothill Rd
County: Jackson



**Summary of Traffic Count
Transportation Development Division**

Site: 110060	Date: 6/24/2014
County: Jackson	Hours: 3:00 PM-6:00 PM
City:	Highway #:
Milepoint:	McAndrews Rd WB Ramps @
Count Number: 1.00	Location: Foothill Rd
	Weather: Clear

Time of Day	Summary By Movements							Entering Volumes		
	N-S	N-W	S-N	S-W	W-N	W-S	TOTAL	North	South	West
15:00	86	12	104	22	16	3	243	98	126	19
15:15	107	15	97	23	17	1	260	122	120	18
15:30	76	14	93	25	10	3	221	90	118	13
15:45	111	18	64	23	12	1	229	129	87	13
16:00	83	13	118	25	13	4	256	96	143	17
16:15	72	15	106	26	8	2	229	87	132	10
16:30	75	11	130	24	22	2	264	86	154	24
16:45	88	24	135	21	7	1	276	112	156	8
17:00	93	12	158	34	10	2	309	105	192	12
17:15	85	18	151	23	13	0	290	103	174	13
17:30	84	9	137	8	10	2	250	93	145	12
17:45	62	10	116	20	5	2	215	72	136	7
Total Count	1022	171	1409	274	143	23	3042	1193	1683	166
24hr Factor	1	1	1	1	1	1	1	1	1	1
24hr Volume	1022	171	1409	274	143	23	3042	1193	1683	166

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

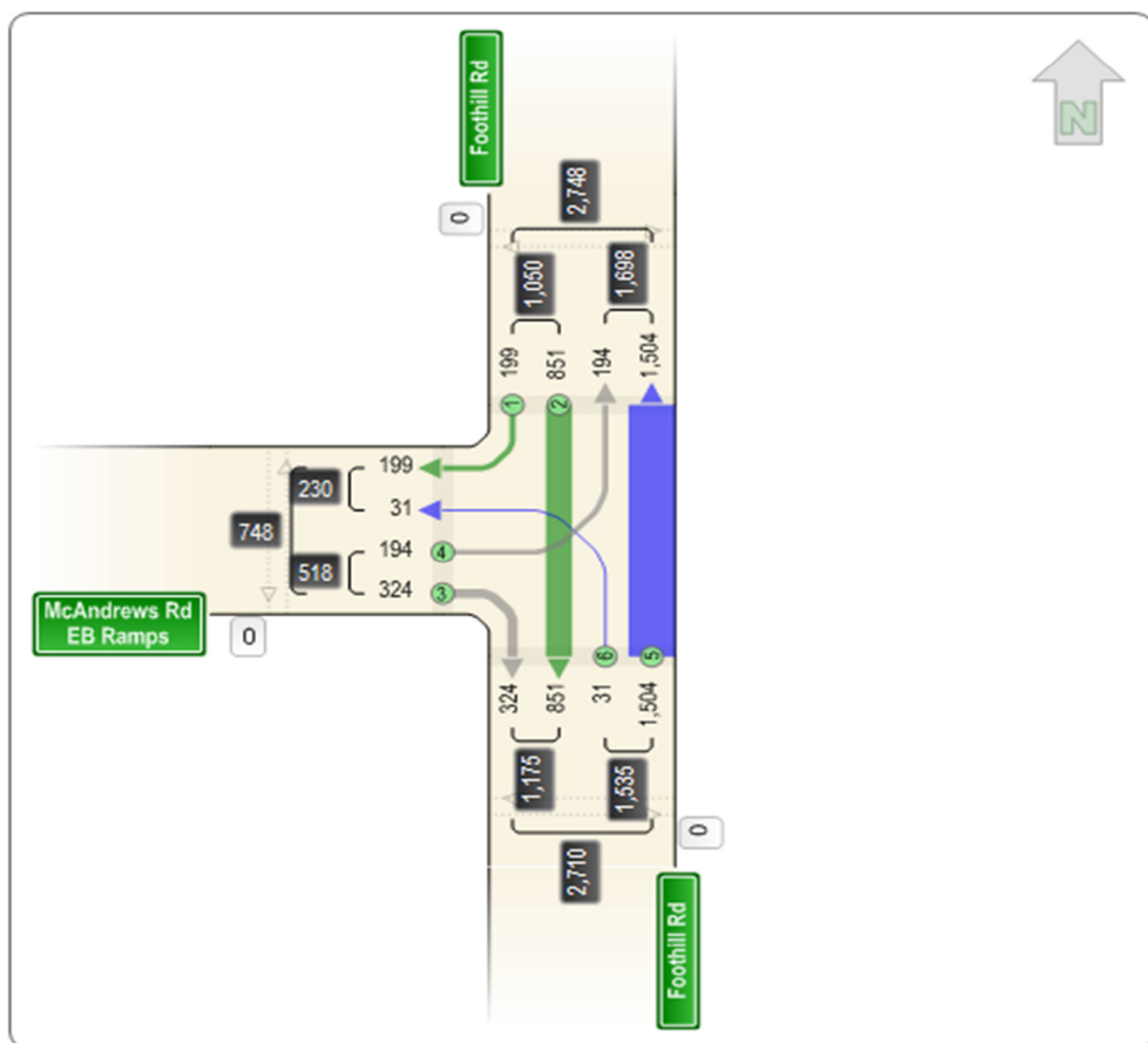
Date: 6/24/2014
Hours: 3:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 110061
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: McAndrews Rd EB Ramps @ Foothill Rd
County: Jackson



**Summary of Traffic Count
Transportation Development Division**

Site: 110061	Date: 6/24/2014
County: Jackson	Hours: 3:00 PM-6:00 PM
City:	Highway #:
Milepoint:	McAndrews Rd EB Ramps @
Count Number: 1.00	Location: Foothill Rd
	Weather: Clear

Time of Day	Summary By Movements							Entering Volumes		
	N-S	N-W	S-N	S-W	W-N	W-S	TOTAL	North	South	West
15:00	77	13	118	1	14	32	255	90	119	46
15:15	86	21	104	7	15	31	264	107	111	46
15:30	67	11	112	4	15	20	229	78	116	35
15:45	96	19	80	1	6	29	231	115	81	35
16:00	64	17	121	1	20	25	248	81	122	45
16:15	53	21	119	1	14	27	235	74	120	41
16:30	59	21	139	2	18	26	265	80	141	44
16:45	84	16	134	3	23	27	287	100	137	50
17:00	72	16	182	1	15	33	319	88	183	48
17:15	73	14	156	1	23	32	299	87	157	55
17:30	70	17	121	8	18	25	259	87	129	43
17:45	50	13	118	1	13	17	212	63	119	30
Total Count	851	199	1504	31	194	324	3103	1050	1535	518
24hr Factor	1	1	1	1	1	1	1	1	1	1
24hr Volume	851	199	1504	31	194	324	3103	1050	1535	518

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

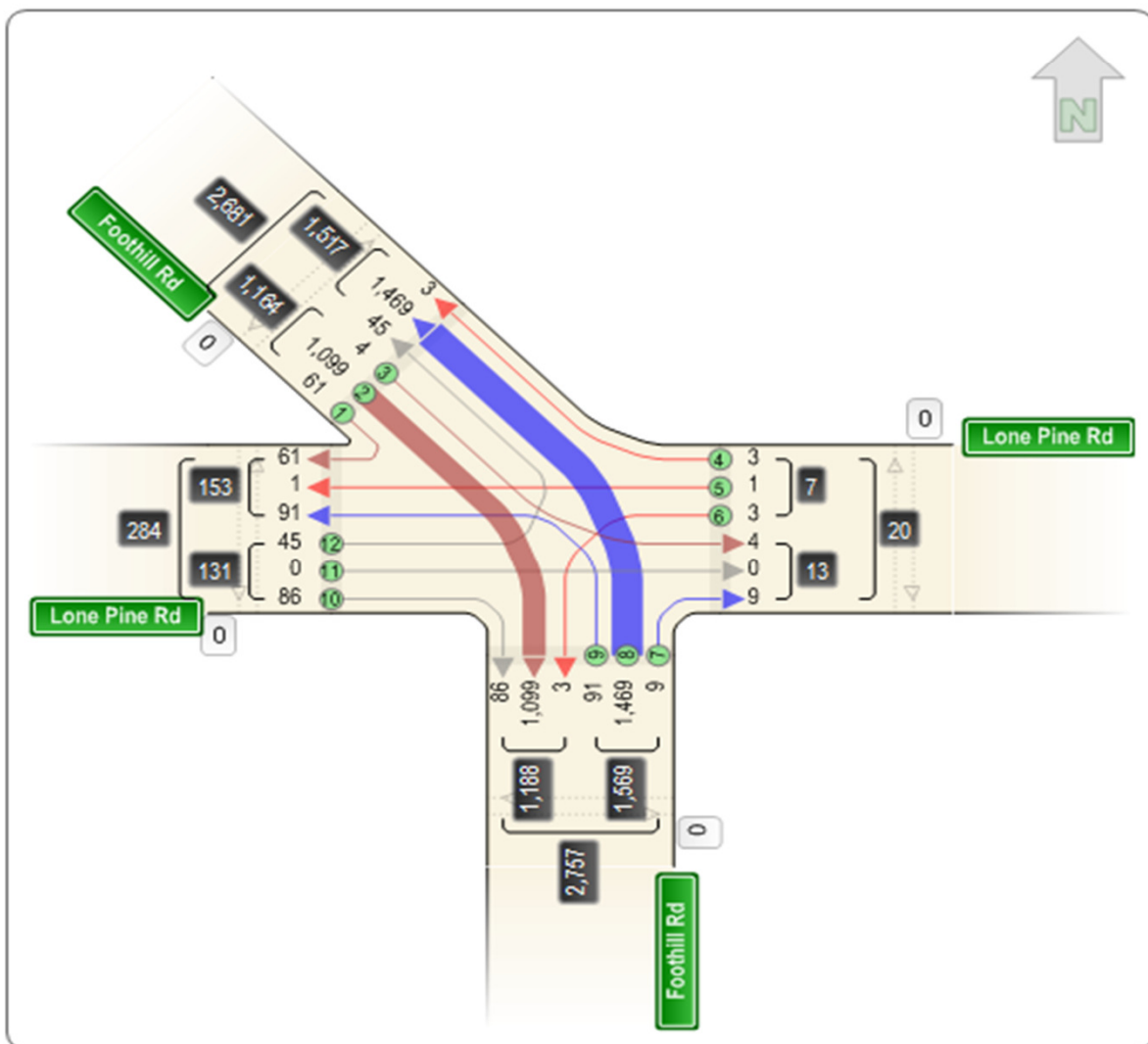
Date: 6/24/2014
Hours: 3:00 PM-6:00 PM
Weather: Cloudy

Source

Site Number: 110062
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Lone Pine Rd @ Foothill Rd
County: Jackson



**Summary of Traffic Count
Transportation Development Division**

Site: 110062
County: Jackson
City:

Date: 6/24/2014
Hours: 3:00 PM-6:00 PM
Highway #:

Milepoint:
Count Number: 1.00

Location: Lone Pine Rd @ Foothill Rd
Weather: Cloudy

Time of Day	Summary By Movements													Entering Volumes				
	E-S	E-W	E-NW	S-E	S-W	S-NW	W-E	W-S	W-NW	NW-E	NW-S	NW-W		TOTAL	East	South	West	North-West
15:00	1	0	0	0	11	113	0	7	4	0	92	6		234	1	124	11	98
15:15	0	0	0	0	7	104	0	9	4	1	113	7		245	0	111	13	121
15:30	0	0	0	0	6	117	0	6	6	0	90	2		227	0	123	12	92
15:45	0	0	0	0	2	70	0	6	4	0	117	7		206	0	72	10	124
16:00	0	0	0	0	6	122	0	2	2	0	93	4		229	0	128	4	97
16:15	0	0	1	2	3	108	0	7	2	2	73	5		203	1	113	9	80
16:30	0	0	1	0	7	135	0	4	6	0	87	6		246	1	142	10	93
16:45	0	0	0	0	8	148	0	14	4	0	100	4		278	0	156	18	104
17:00	1	0	0	1	7	150	0	10	1	0	82	8		260	1	158	11	90
17:15	1	0	1	2	8	162	0	10	5	0	99	6		294	2	172	15	105
17:30	0	0	0	1	13	135	0	7	4	0	83	4		247	0	149	11	87
17:45	0	1	0	3	13	105	0	4	3	1	70	2		202	1	121	7	73
Total Count	3	1	3	9	91	1469	0	86	45	4	1099	61		2871	7	1569	131	1164
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	3	1	3	9	91	1469	0	86	45	4	1099	61		2871	7	1569	131	1164

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

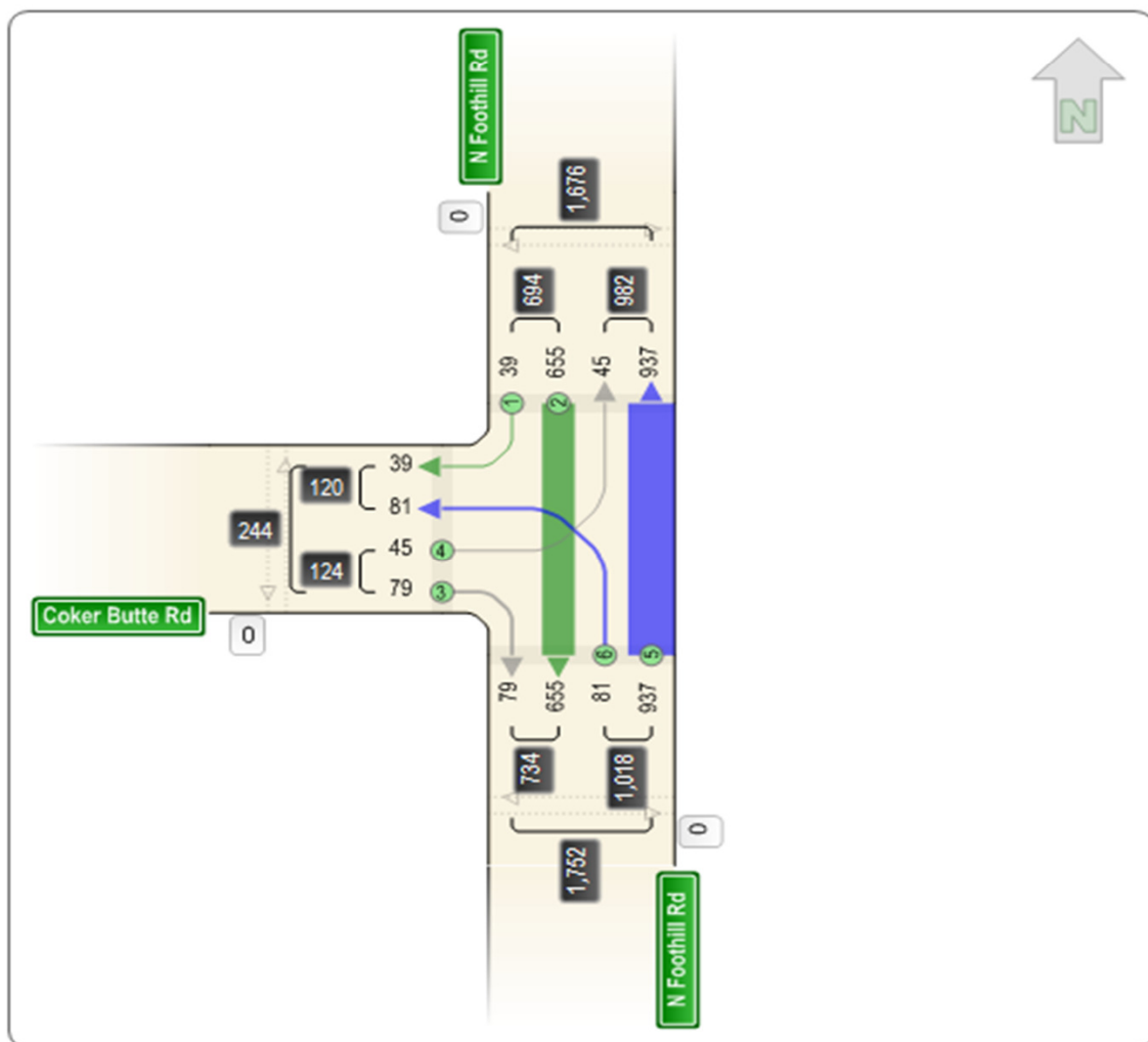
Date: 7/8/2014
Hours: 3:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 110063
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Coker Butte Rd @ N Foothill Rd
County: Jackson



**Summary of Traffic Count
Transportation Development Division**

Site: 110063	Date: 7/8/2014
County: Jackson	Hours: 3:00 PM-6:00 PM
City:	Highway #:
Milepoint:	Coker Butte Rd @ N Foothill
Count Number: 1.00	Location: Rd
	Weather: Clear

Time of Day	Summary By Movements							Entering Volumes		
	N-S	N-W	S-N	S-W	W-N	W-S	TOTAL	North	South	West
15:00	54	7	73	9	4	7	154	61	82	11
15:15	45	4	61	5	7	4	126	49	66	11
15:30	61	3	81	6	1	5	157	64	87	6
15:45	63	3	69	13	5	5	158	66	82	10
16:00	58	2	78	5	4	6	153	60	83	10
16:15	49	5	84	5	4	3	150	54	89	7
16:30	56	2	68	6	6	6	144	58	74	12
16:45	59	2	79	6	2	7	155	61	85	9
17:00	68	3	86	6	3	9	175	71	92	12
17:15	54	2	85	7	4	8	160	56	92	12
17:30	44	3	98	7	2	10	164	47	105	12
17:45	44	3	75	6	3	9	140	47	81	12
Total Count	655	39	937	81	45	79	1836	694	1018	124
24hr Factor	1	1	1	1	1	1	1	1	1	1
24hr Volume	655	39	937	81	45	79	1836	694	1018	124

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

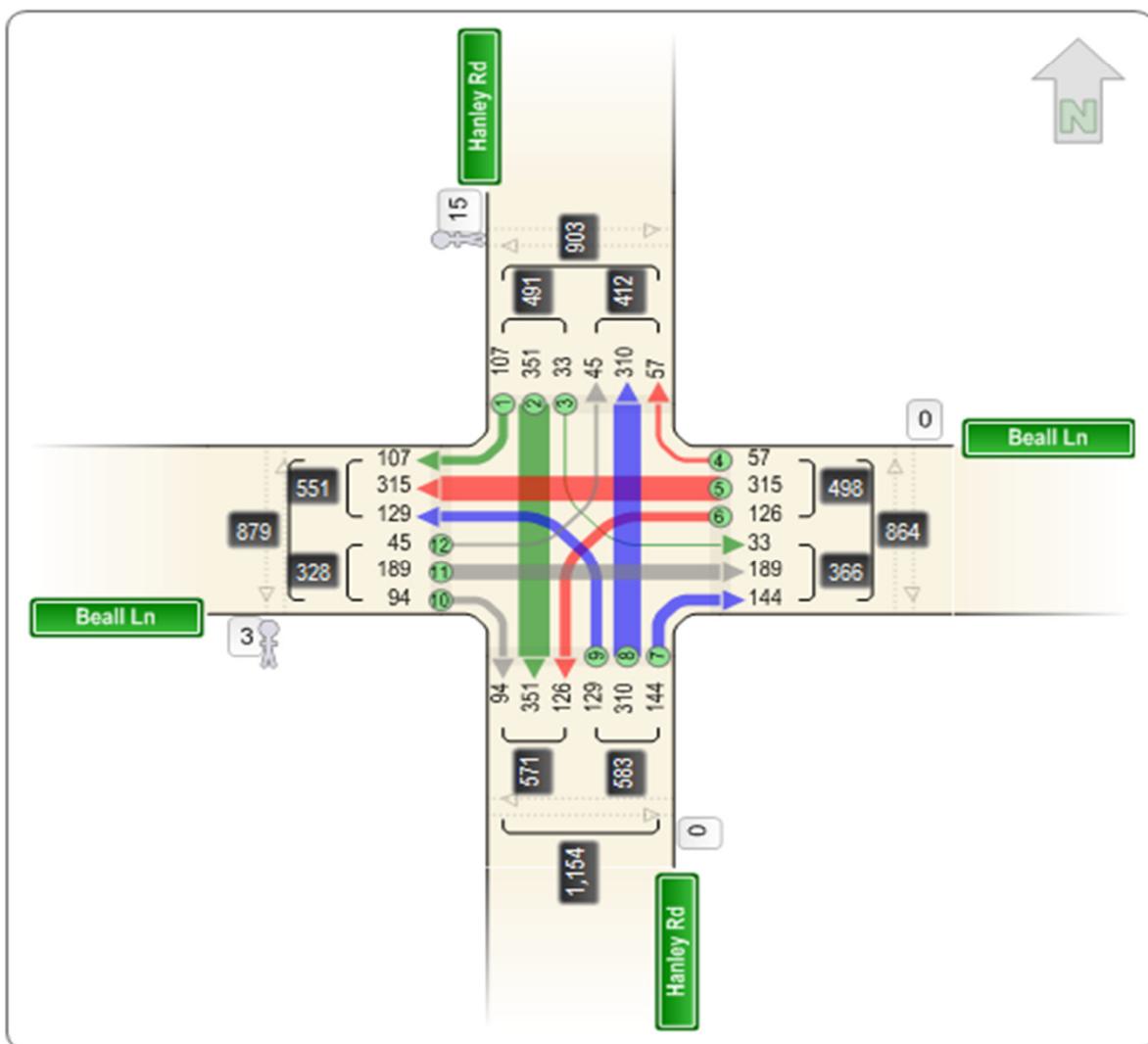
Date: 7/9/2014
Hours: 3:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 110064
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Hanley Rd @ Beall Ln
County: Jackson



**Summary of Traffic Count
Transportation Development Division**

Site: 110064
County: Jackson
City:

Date: 7/9/2014
Hours: 3:00 PM-6:00 PM
Highway #:

Milepoint:
Count Number: 1.00

Location: Hanley Rd @ Beall Ln
Weather: Clear

Time of Day	Summary By Movements													Entering Volumes			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL	North	East	South	West
15:00	3	19	7	3	7	28	27	8	14	5	15	8	144	29	38	49	28
15:15	3	20	4	4	10	15	32	9	5	2	16	4	124	27	29	46	22
15:30	2	23	9	7	11	20	21	17	6	4	21	5	146	34	38	44	30
15:45	2	30	8	2	7	23	28	8	7	7	13	6	141	40	32	43	26
16:00	1	27	10	6	9	26	41	11	8	5	25	9	178	38	41	60	39
16:15	1	27	15	6	12	22	25	11	11	2	15	9	156	43	40	47	26
16:30	4	31	8	2	13	29	31	12	14	3	12	10	169	43	44	57	25
16:45	7	58	9	4	16	22	18	9	9	2	11	10	175	74	42	36	23
17:00	5	28	12	5	13	32	25	26	12	6	16	5	185	45	50	63	27
17:15	2	30	11	5	8	46	21	7	13	2	11	8	164	43	59	41	21
17:30	1	34	8	4	13	26	21	9	17	2	22	6	163	43	43	47	30
17:45	2	24	6	9	7	26	20	17	13	5	12	14	155	32	42	50	31
Total Count	33	351	107	57	126	315	310	144	129	45	189	94	1900	491	498	583	328
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
24hr Volume	33	351	107	57	126	315	310	144	129	45	189	94	1900	491	498	583	328

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

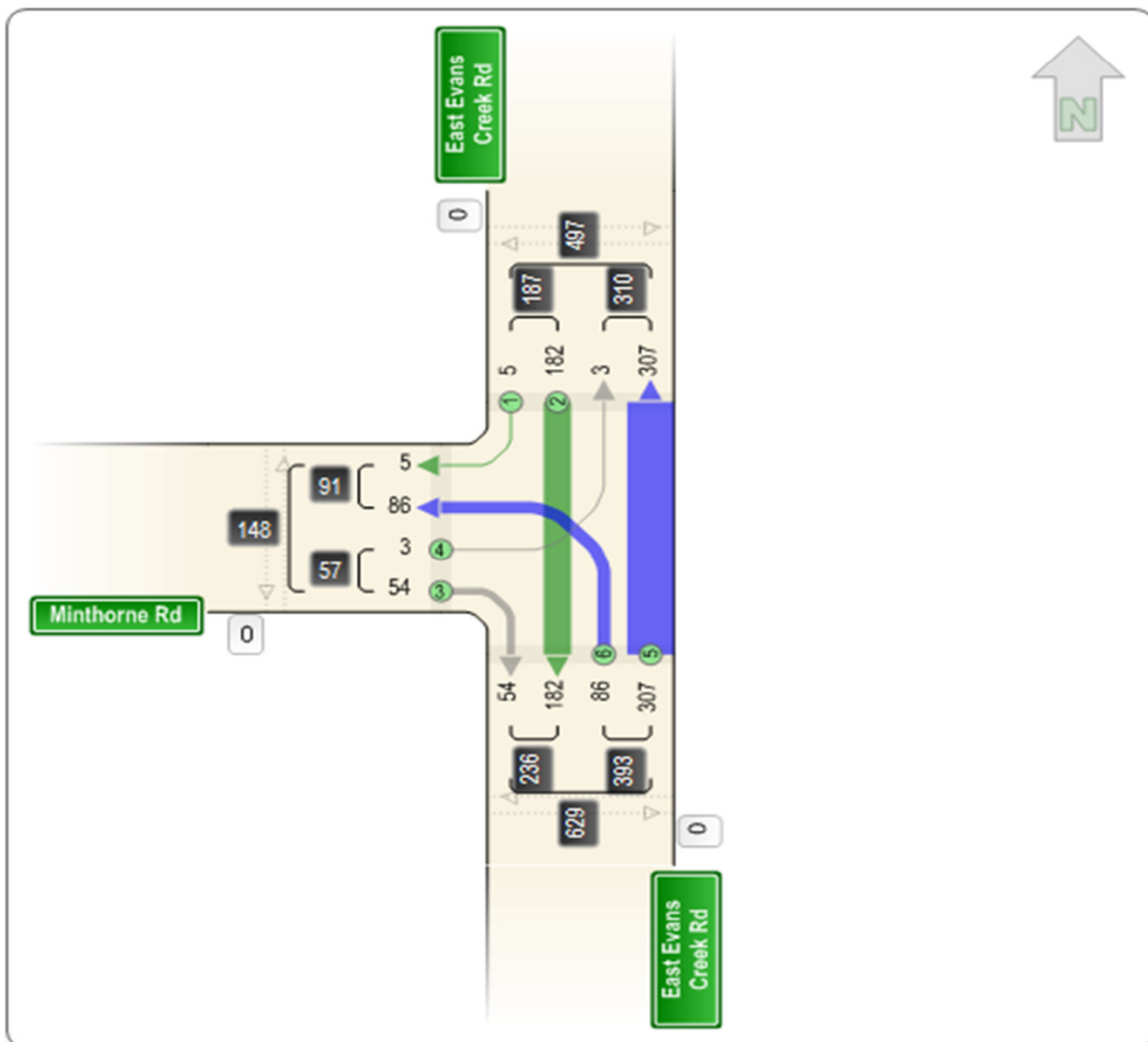
Date: 7/7/2014
Hours: 3:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 110065
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: East Evans Creek Rd @ Minthorne Rd
County: Jackson



**Summary of Traffic Count
Transportation Development Division**

Site: 110065	Date: 7/7/2014
County: Jackson	Hours: 3:00 PM-6:00 PM
City:	Highway #: East Evans Creek Rd @
Milepoint:	Location: Minthorne Rd
Count Number: 1.00	Weather: Clear

Time of Day	Summary By Movements							Entering Volumes		
	N-S	N-W	S-N	S-W	W-N	W-S	TOTAL	North	South	West
15:00	22	1	33	7	0	6	69	23	40	6
15:15	19	0	23	8	0	3	53	19	31	3
15:30	12	0	18	6	0	5	41	12	24	5
15:45	17	1	29	3	0	2	52	18	32	2
16:00	23	0	15	6	0	7	51	23	21	7
16:15	14	0	25	5	0	5	49	14	30	5
16:30	17	0	24	9	1	3	54	17	33	4
16:45	9	2	27	7	0	3	48	11	34	3
17:00	11	1	28	11	1	3	55	12	39	4
17:15	17	0	31	8	0	5	61	17	39	5
17:30	13	0	23	12	0	9	57	13	35	9
17:45	8	0	31	4	1	3	47	8	35	4
Total Count	182	5	307	86	3	54	637	187	393	57
24hr Factor	1	1	1	1	1	1	1	1	1	1
24hr Volume	182	5	307	86	3	54	637	187	393	57

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

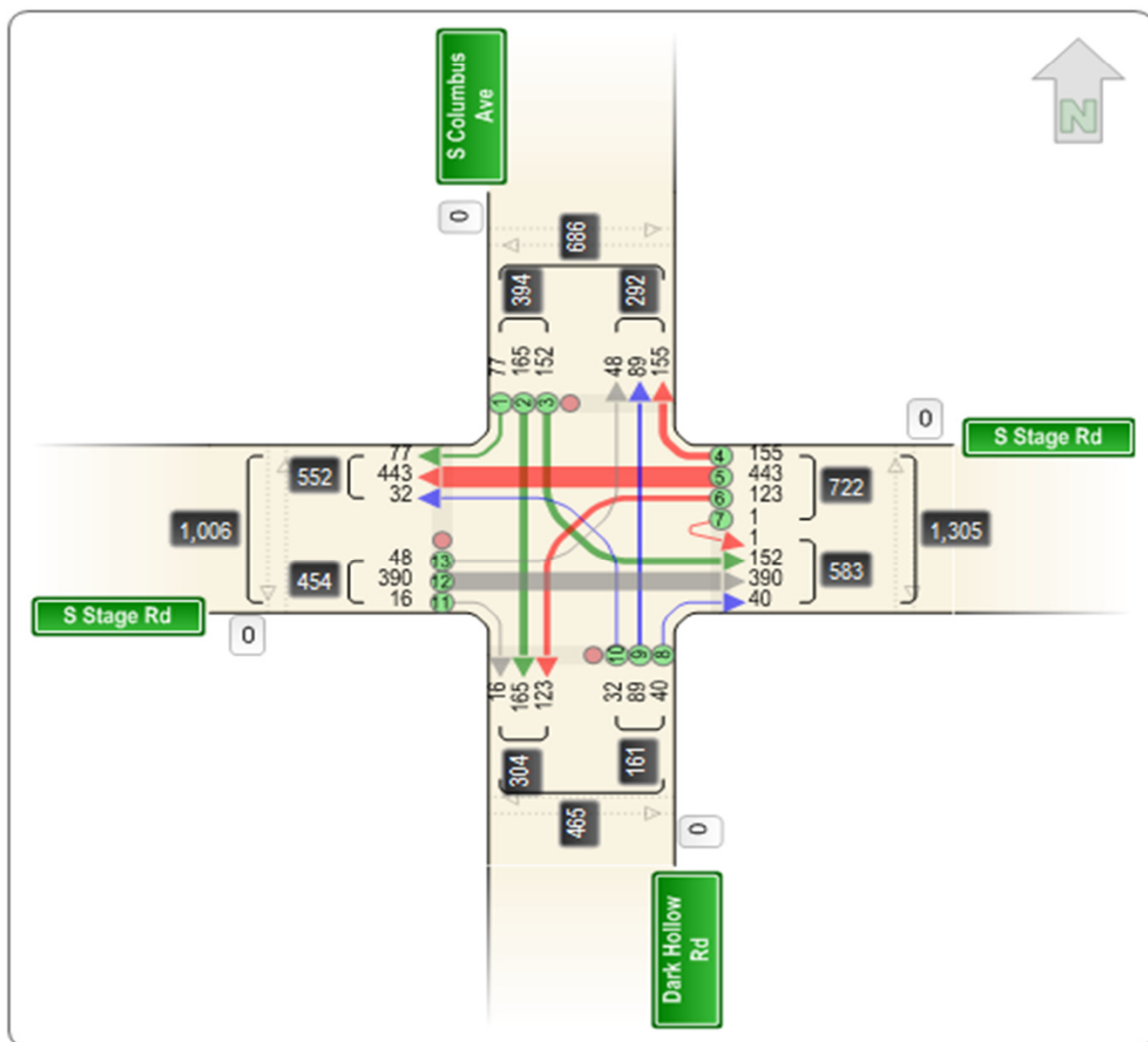
Date: 7/9/2014
Hours: 3:00 AM-6:00 AM
Weather: Cloudy

Source

Site Number: 110066
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: S Columbus Ave/Dark Hollow Rd @ S Stage Rd
County: Jackson



**Summary of Traffic Count
Transportation Development Division**

Site: 110066
 County: Jackson
 City:
 Milepoint:
 Count Number: 1.00

Date: 7/9/2014
 Hours: 3:00 AM-6:00 AM
 Highway #:
 Location: S Columbus Ave/Dark Hollow Rd @ S Stage Rd
 Weather: Cloudy

Time of Day	Summary By Movements														Entering Volumes			
	N-E	N-S	N-W	E-N	E-E	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL	North	East	South	West
3:00	10	10	6	9	0	7	23	6	3	1	5	33	1	114	26	39	10	39
3:15	12	14	4	11	0	10	31	2	5	2	2	43	0	136	30	52	9	45
3:30	11	9	9	12	0	11	29	5	5	3	5	29	2	130	29	52	13	36
3:45	11	14	6	9	0	8	29	9	0	2	3	29	2	122	31	46	11	34
4:00	16	9	3	13	0	12	43	7	3	4	6	33	2	151	28	68	14	41
4:15	15	15	8	11	1	10	32	8	6	3	2	34	0	145	38	54	17	36
4:30	20	19	8	6	0	11	34	4	3	1	4	33	4	147	47	51	8	41
4:45	6	19	5	13	0	7	31	6	2	4	8	26	1	128	30	51	12	35
5:00	20	11	2	29	0	21	68	9	6	6	6	55	1	234	33	118	21	62
5:15	6	20	9	12	0	11	44	13	1	3	2	24	0	145	35	67	17	26
5:30	15	14	14	13	0	8	46	9	2	0	2	23	2	148	43	67	11	27
5:45	10	11	3	17	0	7	33	11	4	3	3	28	1	131	24	57	18	32
Total Count	152	165	77	155	1	123	443	89	40	32	48	390	16	1731	394	722	161	454
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
24hr Volume	152	165	77	155	1	123	443	89	40	32	48	390	16	1731	394	722	161	454

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

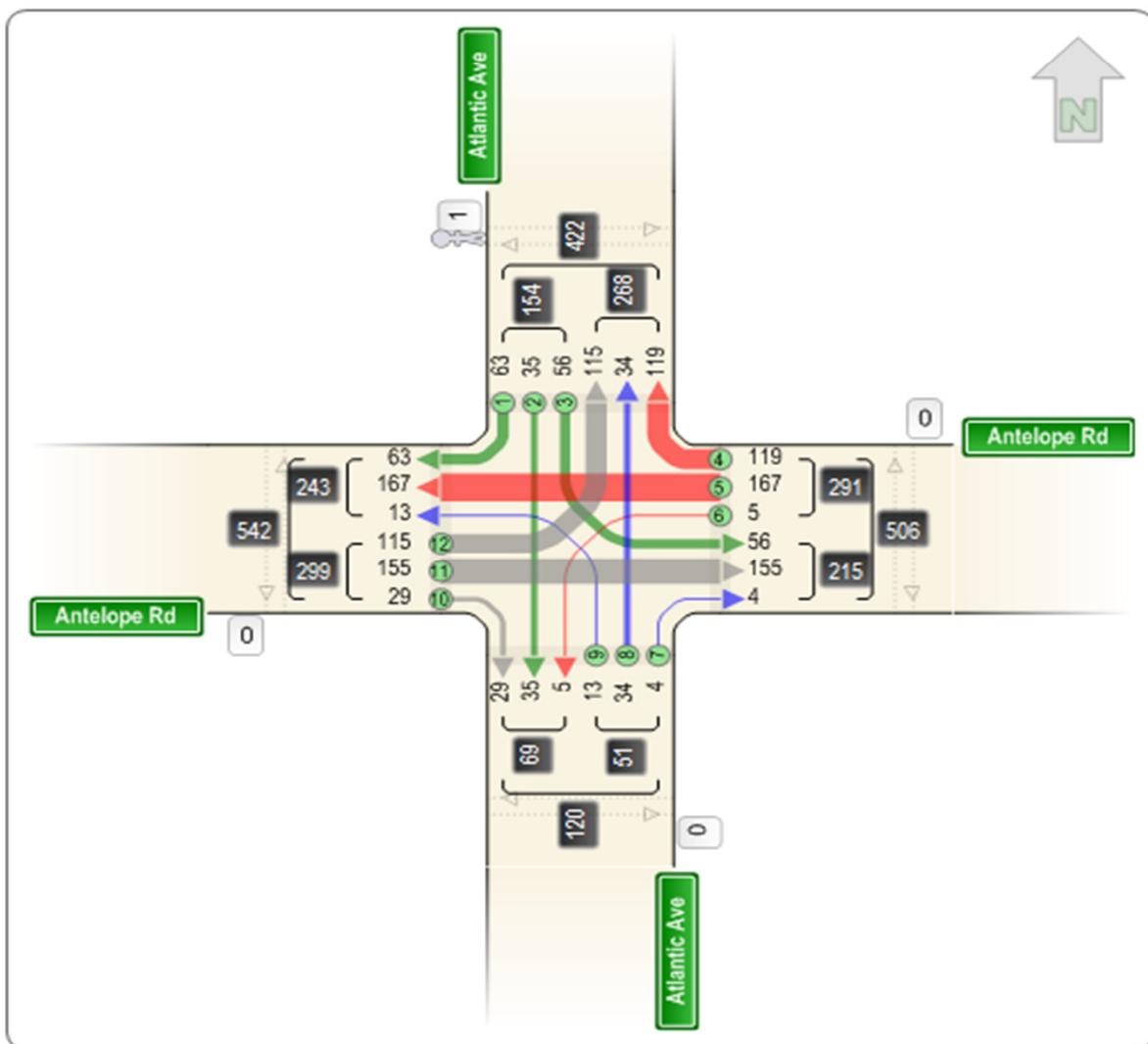
Date: 7/8/2014
Hours: 3:00 PM-6:00 PM
Weather: Cloudy

Source

Site Number: 110067
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Antelope Rd @ Atlantic Ave
County: Jackson



**Summary of Traffic Count
Transportation Development Division**

Site: 110067	Date: 7/8/2014
County: Jackson	Hours: 3:00 PM-6:00 PM
City:	Highway #:
Milepoint:	Location: Antelope Rd @ Atlantic Ave
Count Number: 1.00	Weather: Cloudy

Time of Day	Summary By Movements													Entering Volumes			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL	North	East	South	West
15:00	3	2	3	12	0	14	1	0	0	3	10	3	51	8	26	1	16
15:15	9	2	3	6	0	9	2	0	0	7	7	0	45	14	15	2	14
15:30	3	5	4	9	1	19	2	0	2	7	14	4	70	12	29	4	25
15:45	1	3	8	15	1	20	1	0	3	14	13	2	81	12	36	4	29
16:00	5	3	6	9	0	16	5	0	0	14	20	6	84	14	25	5	40
16:15	1	2	5	10	2	14	3	0	0	9	8	4	58	8	26	3	21
16:30	10	5	6	9	0	12	1	0	3	15	16	5	82	21	21	4	36
16:45	3	0	7	6	0	14	3	1	2	15	14	4	69	10	20	6	33
17:00	7	2	8	9	1	14	5	2	1	11	7	1	68	17	24	8	19
17:15	5	3	3	15	0	13	5	1	1	10	21	0	77	11	28	7	31
17:30	2	7	5	8	0	13	6	0	1	4	13	0	59	14	21	7	17
17:45	7	1	5	11	0	9	0	0	0	6	12	0	51	13	20	0	18
Total Count	56	35	63	119	5	167	34	4	13	115	155	29	795	154	291	51	299
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
24hr Volume	56	35	63	119	5	167	34	4	13	115	155	29	795	154	291	51	299

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

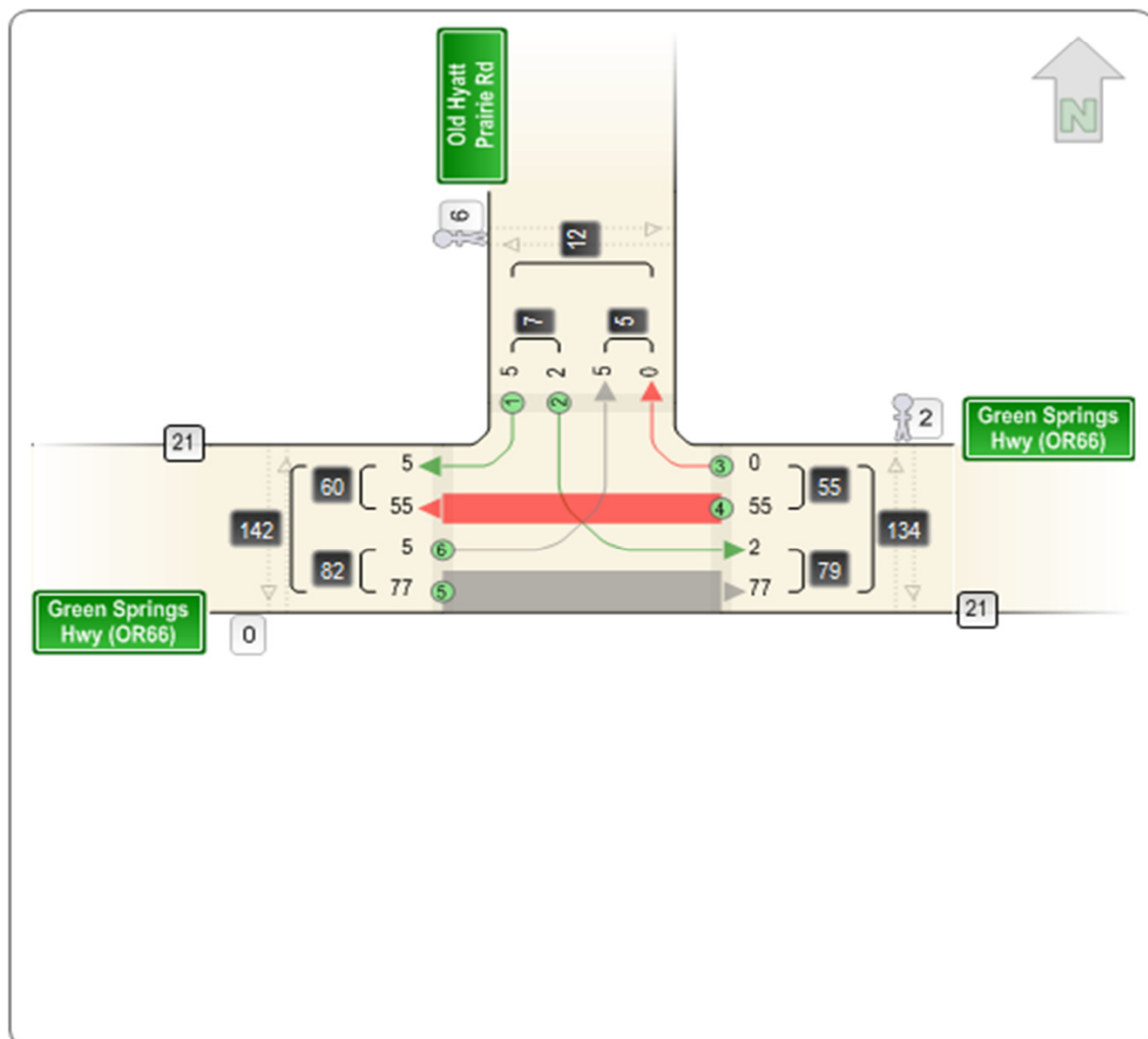
Date: 6/23/2014
Hours: 3:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 110068
Street Number: 021
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: GREEN SPRINGS HIGHWAY NO. 21 (OR66) @ Old Hyatt Prairie Rd
County: Jackson



**Summary of Traffic Count
Transportation Development Division**

Site: 110068	Date: 6/23/2014
County: Jackson	Hours: 3:00 PM-6:00 PM
City:	Highway #: 021
Milepoint:	GREEN SPRINGS HIGHWAY
Count Number: 1.00	Location: NO. 21 (OR66) @ Old Hyatt
	Weather: Clear

Time of Day	Summary By Movements							Entering Volumes		
	N-E	N-W	E-N	E-W	W-N	W-E	TOTAL	North	East	West
15:00	0	0	0	5	1	6	12	0	5	7
15:15	0	1	0	3	0	4	8	1	3	4
15:30	1	0	0	6	0	12	19	1	6	12
15:45	0	0	0	7	0	6	13	0	7	6
16:00	0	1	0	5	0	7	13	1	5	7
16:15	1	0	0	5	1	3	10	1	5	4
16:30	0	1	0	6	1	3	11	1	6	4
16:45	0	0	0	10	0	5	15	0	10	5
17:00	0	0	0	2	0	9	11	0	2	9
17:15	0	1	0	3	1	10	15	1	3	11
17:30	0	1	0	2	1	6	10	1	2	7
17:45	0	0	0	1	0	6	7	0	1	6
Total Count	2	5	0	55	5	77	144	7	55	82
24hr Factor	1	1	1	1	1	1	1	1	1	1
24hr Volume	2	5	0	55	5	77	144	7	55	82

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

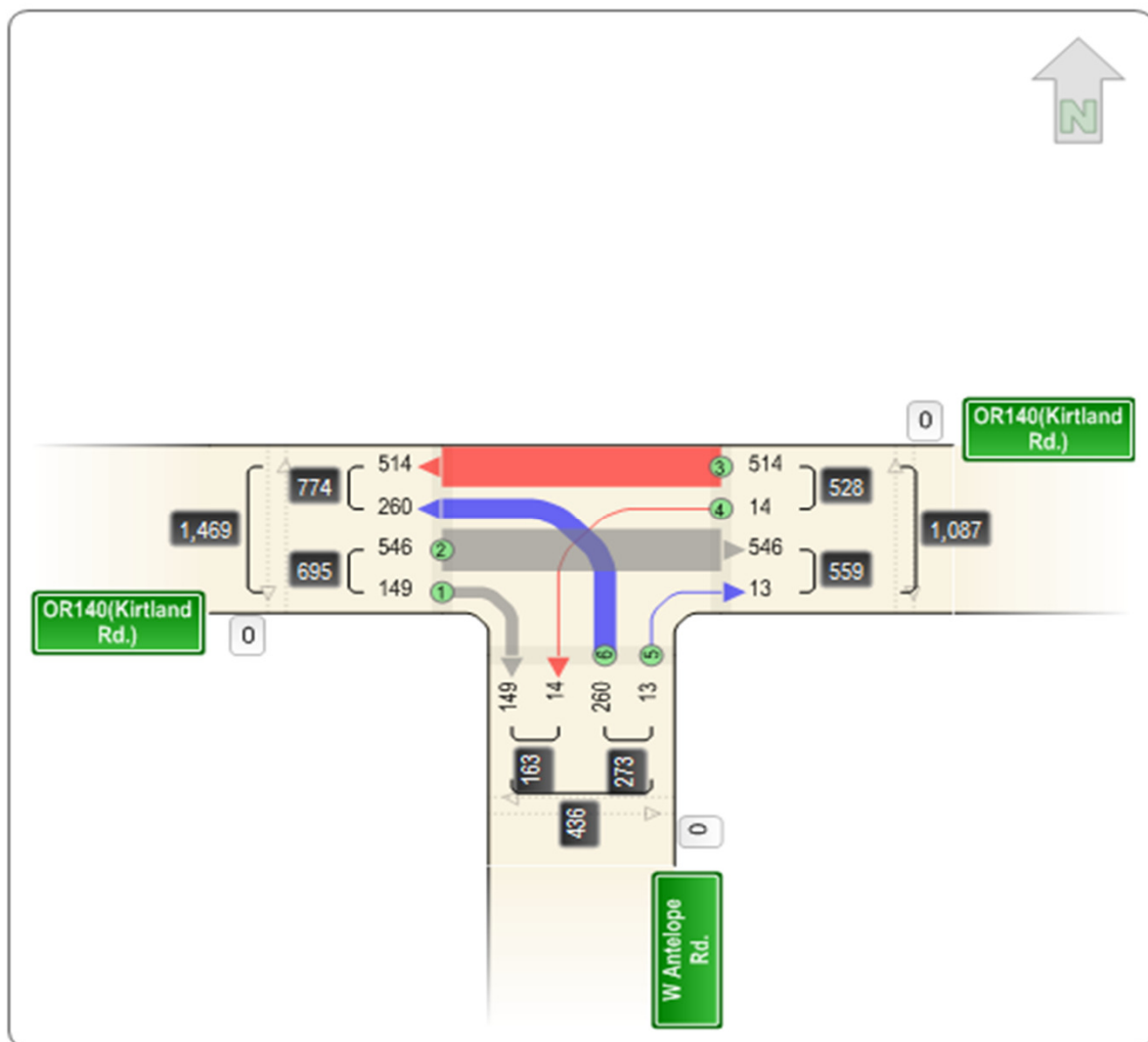
Date: 7/9/2014
Hours: 3:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 15142010
Mile Point: -3.74
Street Number: 270
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: OR140 (Kirtland Rd.) @ W Antelope Rd.
4 hr count
County: Jackson
City: RURAL



**Summary of Traffic Count
Transportation Development Division**

Site: 15142010	Date: 7/9/2014
County: Jackson	Hours: 3:00 PM-6:00 PM
City: RURAL	Highway #: 270
Milepoint: -3.74	OR140 (Kirtland Rd.) @ W
Count Number: 2.00	Location: Antelope Rd.
	Weather: Clear

Time of Day	Summary By Movements							Entering Volumes		
	E-S	E-W	S-E	S-W	W-E	W-S	TOTAL	East	South	West
15:00	2	45	1	21	44	15	128	47	22	59
15:15	2	39	0	22	59	14	136	41	22	73
15:30	3	57	2	31	46	21	160	60	33	67
15:45	4	47	2	21	64	14	152	51	23	78
16:00	1	53	2	20	59	14	149	54	22	73
16:15	0	37	0	26	45	15	123	37	26	60
16:30	2	63	0	21	56	19	161	65	21	75
16:45	0	47	2	22	39	7	117	47	24	46
17:00	0	36	1	21	39	9	106	36	22	48
17:15	0	34	1	27	33	6	101	34	28	39
17:30	0	28	0	16	33	9	86	28	16	42
17:45	0	28	2	12	29	6	77	28	14	35
Total Count	14	514	13	260	546	149	1496	528	273	695
24hr Factor	1	1	1	1	1	1	1	1	1	1
24hr Volume	14	514	13	260	546	149	1496	528	273	695

Appendix D Existing Traffic Conditions
Worksheets

2014 Existing Traffic Conditions
1: Hamrick Road & E Pine Street/Biddle Road

Weekday AM Peak Hour
6/16/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	395	512	42	3	244	18	34	16	5	43	23	374
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	5.0		4.0	5.0			4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.99		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00		0.97	1.00
Satd. Flow (prot)	1598	3192		1250	3112			1379	1240		1643	1417
Flt Permitted	0.56	1.00		0.40	1.00			0.77	1.00		0.77	1.00
Satd. Flow (perm)	947	3192		527	3112			1091	1240		1307	1417
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	470	610	50	4	290	21	40	19	6	51	27	445
RTOR Reduction (vph)	0	5	0	0	4	0	0	0	5	0	0	139
Lane Group Flow (vph)	470	655	0	4	307	0	0	59	1	0	78	306
Confl. Peds. (#/hr)	1		1	1		1						
Confl. Bikes (#/hr)						2						
Heavy Vehicles (%)	4%	2%	13%	33%	6%	0%	24%	20%	20%	0%	9%	5%
Turn Type	D.P+P	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	pt+ov
Protected Phases	5	2		1	6			8			4	4 5
Permitted Phases	6			6			8		8	4		
Actuated Green, G (s)	31.3	30.6		18.3	17.6			9.6	9.6		9.6	27.8
Effective Green, g (s)	31.3	30.6		18.3	17.6			9.6	9.6		9.6	27.8
Actuated g/C Ratio	0.58	0.56		0.34	0.32			0.18	0.18		0.18	0.51
Clearance Time (s)	4.0	5.0		4.0	5.0			4.5	4.5		4.5	
Vehicle Extension (s)	2.5	4.3		2.5	4.0			2.5	2.5		2.5	
Lane Grp Cap (vph)	708	1795		186	1006			192	218		230	724
v/s Ratio Prot	c0.17	0.21		0.00	0.10							c0.22
v/s Ratio Perm	c0.21			0.01				0.05	0.00		0.06	
v/c Ratio	0.66	0.37		0.02	0.31			0.31	0.00		0.34	0.42
Uniform Delay, d1	6.9	6.6		12.0	13.8			19.5	18.5		19.6	8.3
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	2.1	0.2		0.0	0.2			0.7	0.0		0.6	0.3
Delay (s)	9.1	6.8		12.1	14.0			20.2	18.5		20.3	8.6
Level of Service	A	A		B	B			C	B		C	A
Approach Delay (s)		7.7			14.0			20.0			10.3	
Approach LOS		A			B			C			B	

Intersection Summary

HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	54.4	Sum of lost time (s)	13.5
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Two Way Analysis cannot be performed on Signalized Intersection.

2014 Existing Traffic Conditions
2: Table Rock Road & Biddle Road

Weekday AM Peak Hour
6/16/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	206	342	105	4	132	124	48	271	7	225	262	54
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1599	3292	1458	1330	3325	1444	1630	1693		1646	1733	1153
Flt Permitted	0.65	1.00	1.00	0.46	1.00	1.00	0.45	1.00		0.34	1.00	1.00
Satd. Flow (perm)	1087	3292	1458	640	3325	1444	777	1693		596	1733	1153
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	261	433	133	5	167	157	61	343	9	285	332	68
RTOR Reduction (vph)	0	0	89	0	0	130	0	1	0	0	0	31
Lane Group Flow (vph)	261	433	44	5	167	27	61	351	0	285	332	37
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	4%	1%	2%	25%	0%	3%	2%	3%	0%	1%	1%	29%
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA	pm+ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases	6		2	2		6	4			8		4
Actuated Green, G (s)	30.4	29.6	29.6	30.4	15.4	15.4	38.1	25.1		38.1	33.5	48.5
Effective Green, g (s)	30.4	29.6	29.6	30.4	15.4	15.4	38.1	25.1		38.1	33.5	48.5
Actuated g/C Ratio	0.34	0.33	0.33	0.34	0.17	0.17	0.43	0.28		0.43	0.38	0.55
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	1.5	4.6	4.6	1.5	4.6	4.6	1.5	3.5		1.5	3.5	1.5
Lane Grp Cap (vph)	460	1101	487	226	578	251	378	480		410	655	631
v/s Ratio Prot	c0.10	0.13		0.00	0.05		0.01	c0.21		c0.10	0.19	0.01
v/s Ratio Perm	c0.10		0.03	0.01		0.02	0.06			0.20		0.02
v/c Ratio	0.57	0.39	0.09	0.02	0.29	0.11	0.16	0.73		0.70	0.51	0.06
Uniform Delay, d1	22.8	22.6	20.2	19.2	31.8	30.8	15.2	28.7		18.1	21.1	9.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.0	0.4	0.1	0.0	0.5	0.3	0.1	5.9		4.1	0.7	0.0
Delay (s)	23.8	23.0	20.4	19.2	32.3	31.1	15.2	34.5		22.2	21.9	9.4
Level of Service	C	C	C	B	C	C	B	C		C	C	A
Approach Delay (s)		22.8			31.5			31.7			20.8	
Approach LOS		C			C			C			C	

Intersection Summary

HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	88.5	Sum of lost time (s)	20.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Two Way Analysis cannot be performed on Signalized Intersection.

2014 Existing Traffic Conditions
3: Table Rock Road & Vilas Road

Weekday AM Peak Hour
6/16/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	161	238	41	188	208	58	39	272	239	122	300	128
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	5.4		4.0	5.4		4.0	5.4	5.4	4.0	5.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.98		1.00	0.97		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1583	1655		1614	1589		1614	3137	1390	1614	2990	
Flt Permitted	0.42	1.00		0.36	1.00		0.40	1.00	1.00	0.54	1.00	
Satd. Flow (perm)	706	1655		615	1589		675	3137	1390	926	2990	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	187	277	48	219	242	67	45	316	278	142	349	149
RTOR Reduction (vph)	0	7	0	0	9	0	0	0	221	0	42	0
Lane Group Flow (vph)	187	318	0	219	300	0	45	316	57	142	456	0
Heavy Vehicles (%)	5%	4%	0%	3%	7%	5%	3%	6%	7%	3%	5%	9%
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	4			8			2		6	6		
Actuated Green, G (s)	29.2	18.0		29.2	20.3		23.8	14.8	14.8	23.8	21.1	
Effective Green, g (s)	29.2	18.0		29.2	20.3		23.8	14.8	14.8	23.8	21.1	
Actuated g/C Ratio	0.41	0.25		0.41	0.28		0.33	0.21	0.21	0.33	0.29	
Clearance Time (s)	4.0	5.4		4.0	5.4		4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	1.5	1.5		1.5	5.1		1.5	4.5	4.5	1.5	4.5	
Lane Grp Cap (vph)	395	414		405	449		259	646	286	393	878	
v/s Ratio Prot	0.06	c0.19		0.08	c0.19		0.01	0.10		c0.05	c0.15	
v/s Ratio Perm	0.13			0.14			0.05		0.04	0.07		
v/c Ratio	0.47	0.77		0.54	0.67		0.17	0.49	0.20	0.36	0.52	
Uniform Delay, d1	14.6	25.0		20.9	22.8		19.4	25.2	23.6	19.2	21.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	7.5		0.8	5.0		0.1	1.0	0.6	0.2	0.9	
Delay (s)	14.9	32.5		21.7	27.8		19.5	26.2	24.2	19.4	22.0	
Level of Service	B	C		C	C		B	C	C	B	C	
Approach Delay (s)		26.1			25.3			24.8			21.4	
Approach LOS		C			C			C			C	

Intersection Summary

HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	71.8	Sum of lost time (s)	18.8
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Two Way Analysis cannot be performed on Signalized Intersection.

2014 Existing Traffic Conditions
4: Table Rock Road & Antelope Road

Weekday AM Peak Hour
6/16/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↗		↖	↗	
Volume (vph)	0	66	26	107	67	54	38	110	196	67	232	2
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frbp, ped/bikes		1.00	1.00	1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	1.00	0.85	1.00	0.90		1.00	1.00	
Flt Protected		1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1458	1377	1599	1522	1108	1539	1431		1539	1691	
Flt Permitted		1.00	1.00	0.71	1.00	1.00	0.58	1.00		0.47	1.00	
Satd. Flow (perm)		1458	1377	1191	1522	1108	934	1431		769	1691	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	76	30	123	77	62	44	126	225	77	267	2
RTOR Reduction (vph)	0	0	22	0	0	55	0	33	0	0	0	0
Lane Group Flow (vph)	0	76	8	123	77	7	44	318	0	77	269	0
Confl. Peds. (#/hr)	1						1					
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	20%	8%	4%	15%	31%	8%	8%	12%	8%	3%	50%
Turn Type	D.P+P	NA	custom	D.P+P	NA	custom	D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		7.3	17.7	13.7	17.7	7.3	30.2	25.7		30.2	27.4	
Effective Green, g (s)		7.3	17.7	13.7	17.7	7.3	30.2	25.7		30.2	27.4	
Actuated g/C Ratio		0.12	0.28	0.22	0.28	0.12	0.48	0.41		0.48	0.44	
Clearance Time (s)		5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	
Vehicle Extension (s)		2.5	2.5	1.5	2.5	2.5	1.5	4.8		1.5	4.8	
Lane Grp Cap (vph)		169	388	301	429	129	476	586		425	738	
v/s Ratio Prot		c0.05		c0.04	0.05		0.00	c0.22		c0.01	0.16	
v/s Ratio Perm			0.01	0.05		0.01	0.04			0.07		
v/c Ratio		0.45	0.02	0.41	0.18	0.06	0.09	0.54		0.18	0.36	
Uniform Delay, d1		25.8	16.2	21.4	17.0	24.6	8.7	14.0		9.0	11.8	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.4	0.0	0.3	0.1	0.1	0.0	1.7		0.1	0.6	
Delay (s)		27.2	16.3	21.7	17.2	24.8	8.7	15.7		9.1	12.4	
Level of Service		C	B	C	B	C	A	B		A	B	
Approach Delay (s)		24.1			21.1			15.0			11.7	
Approach LOS		C			C			B			B	

Intersection Summary

HCM 2000 Control Delay	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	62.7	Sum of lost time (s)	18.8
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Two Way Analysis cannot be performed on Signalized Intersection.

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	21	75	25	432	524	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	5	4	4	0
Mvmt Flow	21	75	25	432	524	33

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	807	279	557
Stage 1	541	-	-
Stage 2	266	-	-
Critical Hdwy	6.8	6.9	4.2
Critical Hdwy Stg 1	5.8	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	3.3	2.25
Pot Cap-1 Maneuver	323	724	989
Stage 1	553	-	-
Stage 2	760	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	315	724	989
Mov Cap-2 Maneuver	427	-	-
Stage 1	553	-	-
Stage 2	741	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	989	-	628	-	-
HCM Lane V/C Ratio	0.025	-	0.153	-	-
HCM Control Delay (s)	8.7	-	11.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection									
Int Delay, s/veh	1.7								

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	4	12	37	25	8	0	8	378	33
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	8	0	0	13	8	14
Mvmt Flow	4	12	37	25	8	0	8	378	33

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	957	969	542	978	957	397	545	0	0
Stage 1	541	541	-	412	412	-	-	-	-
Stage 2	416	428	-	566	545	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.2	4.23	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.3	2.317	-	-
Pot Cap-1 Maneuver	239	256	544	224	260	657	971	-	-
Stage 1	529	524	-	605	598	-	-	-	-
Stage 2	618	588	-	499	522	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	231	253	543	199	257	656	970	-	-
Mov Cap-2 Maneuver	231	253	-	199	257	-	-	-	-
Stage 1	523	524	-	598	591	-	-	-	-
Stage 2	602	581	-	454	522	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	15.4	25.2	0.2
HCM LOS	C	D	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	970	-	-	399	211	1157	-	-
HCM Lane V/C Ratio	0.008	-	-	0.133	0.156	-	-	-
HCM Control Delay (s)	8.7	0	-	15.4	25.2	0	-	-
HCM Lane LOS	A	A	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.5	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	0	536	8
Conflicting Peds, #/hr	1	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	0	4	0
Mvmt Flow	0	536	8

Major/Minor Major2

Conflicting Flow All	412	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1158	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1157	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 0
 HCM LOS

Minor Lane/Major Mvmt

Intersection									
Int Delay, s/veh	7.4								

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	6	115	13	70	174	5	2	46	42
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	450	-	375	470	-	380	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	115	13	70	174	5	2	46	42

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	174	0	0	115	0	0	538	441	116
Stage 1	-	-	-	-	-	-	127	127	-
Stage 2	-	-	-	-	-	-	411	314	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1415	-	-	1487	-	-	457	513	942
Stage 1	-	-	-	-	-	-	882	795	-
Stage 2	-	-	-	-	-	-	622	660	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1414	-	-	1486	-	-	311	487	941
Mov Cap-2 Maneuver	-	-	-	-	-	-	311	487	-
Stage 1	-	-	-	-	-	-	878	792	-
Stage 2	-	-	-	-	-	-	419	629	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	2.1	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	618	1414	-	-	1486	-	-	505
HCM Lane V/C Ratio	0.146	0.004	-	-	0.047	-	-	0.402
HCM Control Delay (s)	11.8	7.6	-	-	7.5	-	-	16.8
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	1.9

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	10	173	20
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	0	0	0
Mvmt Flow	10	173	20

Major/Minor **Minor2**

Conflicting Flow All	485	441	175
Stage 1	314	314	-
Stage 2	171	127	-
Critical Hdwy	7.1	6.5	6.2
Critical Hdwy Stg 1	6.1	5.5	-
Critical Hdwy Stg 2	6.1	5.5	-
Follow-up Hdwy	3.5	4	3.3
Pot Cap-1 Maneuver	496	513	874
Stage 1	701	660	-
Stage 2	836	795	-
Platoon blocked, %			
Mov Cap-1 Maneuver	422	487	873
Mov Cap-2 Maneuver	422	487	-
Stage 1	698	629	-
Stage 2	748	792	-

Approach **SB**

HCM Control Delay, s	16.8
HCM LOS	C

Minor Lane/Major Mvmt

2014 Existing Traffic Conditions
8: OR62 & OR140

Weekday AM Peak Hour
6/16/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕	↕	↕↕	↕	↕	↕↕	
Volume (vph)	16	50	81	237	47	49	46	593	107	30	1138	20
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frbp, ped/bikes		1.00	1.00		1.00	0.99	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1491	1377		1514	1412	1630	3167	1232	1458	3251	
Flt Permitted		0.89	1.00		0.71	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1346	1377		1124	1412	1630	3167	1232	1458	3251	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	17	54	87	255	51	53	49	638	115	32	1224	22
RTOR Reduction (vph)	0	0	60	0	0	37	0	0	47	0	1	0
Lane Group Flow (vph)	0	71	27	0	306	16	49	638	68	32	1245	0
Confl. Peds. (#/hr)	1					1			1	1		
Confl. Bikes (#/hr)									1			4
Heavy Vehicles (%)	0%	21%	8%	5%	41%	4%	2%	5%	18%	14%	2%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4			6			
Actuated Green, G (s)		33.6	33.6		33.6	33.6	10.7	52.2	52.2	5.2	46.7	
Effective Green, g (s)		33.6	33.6		33.6	33.6	10.7	52.2	52.2	5.2	46.7	
Actuated g/C Ratio		0.31	0.31		0.31	0.31	0.10	0.48	0.48	0.05	0.43	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.5	2.5		3.0	3.0	5.0	4.7	4.7	2.5	4.7	
Lane Grp Cap (vph)		414	424		346	435	160	1516	590	69	1392	
v/s Ratio Prot							0.03	c0.20		0.02	c0.38	
v/s Ratio Perm		0.05	0.02		c0.27	0.01			0.06			
v/c Ratio		0.17	0.06		0.88	0.04	0.31	0.42	0.12	0.46	0.89	
Uniform Delay, d1		27.5	26.6		35.9	26.4	45.7	18.5	15.7	50.5	28.9	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.1	0.0		22.5	0.0	2.3	0.9	0.4	3.6	9.2	
Delay (s)		27.7	26.6		58.3	26.4	48.0	19.4	16.1	54.1	38.0	
Level of Service		C	C		E	C	D	B	B	D	D	
Approach Delay (s)		27.1			53.6			20.7			38.4	
Approach LOS		C			D			C			D	

Intersection Summary

HCM 2000 Control Delay	34.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	109.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Two Way Analysis cannot be performed on Signalized Intersection.

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	59	0	63	4	0	0	51	244	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	8	0	0	0	0	0	3	12	0
Mvmt Flow	59	0	63	4	0	0	51	244	0

Major/Minor

	Minor2			Minor1			Major1		
Conflicting Flow All	671	671	325	703	671	244	325	0	0
Stage 1	325	325	-	346	346	-	-	-	-
Stage 2	346	346	-	357	325	-	-	-	-
Critical Hdwy	7.18	6.5	6.2	7.1	6.5	6.2	4.13	-	-
Critical Hdwy Stg 1	6.18	5.5	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.18	5.5	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	3.572	4	3.3	3.5	4	3.3	2.227	-	-
Pot Cap-1 Maneuver	362	380	721	355	380	800	1229	-	-
Stage 1	675	653	-	674	639	-	-	-	-
Stage 2	657	639	-	665	653	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	351	364	721	314	364	800	1229	-	-
Mov Cap-2 Maneuver	351	364	-	314	364	-	-	-	-
Stage 1	647	653	-	646	612	-	-	-	-
Stage 2	630	612	-	607	653	-	-	-	-

Approach

	EB	WB	NB
HCM Control Delay, s	15.1	16.6	1.4
HCM LOS	C	C	

Minor Lane/Major Mvmt

	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1229	-	-	478	314	1334	-
HCM Lane V/C Ratio	0.041	-	-	0.255	0.013	-	-
HCM Control Delay (s)	8.1	-	-	15.1	16.6	0	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0	0	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	0	325	81
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	Free
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	0	7	8
Mvmt Flow	0	325	81

Major/Minor Major2

Conflicting Flow All	244	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1334	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %		-	
Mov Cap-1 Maneuver	1334	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 0

HCM LOS

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	13	4	43	4	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	29	0	0	22
Mvmt Flow	13	4	43	4	0	30

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	73	43	43
Stage 1	43	-	-
Stage 2	30	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	936	1033	1579
Stage 1	985	-	-
Stage 2	998	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	936	1033	1579
Mov Cap-2 Maneuver	936	-	-
Stage 1	985	-	-
Stage 2	998	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	936	1033	1579	-
HCM Lane V/C Ratio	-	-	0.014	0.004	-	-
HCM Control Delay (s)	-	-	8.9	8.5	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-

2014 Existing Traffic Conditions
11: OR62 & Vilas Road

Weekday AM Peak Hour
6/16/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	211	121	199	54	77	26	124	606	60	57	1060	321
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	6.0	4.5	4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1539	1667	1390	1599	1684		1630	3228	1449	1662	3292	1386
Flt Permitted	0.61	1.00	1.00	0.62	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	991	1667	1390	1037	1684		1630	3228	1449	1662	3292	1386
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	245	141	231	63	90	30	144	705	70	66	1233	373
RTOR Reduction (vph)	0	0	153	0	9	0	0	0	36	0	0	70
Lane Group Flow (vph)	245	141	78	63	111	0	144	705	34	66	1233	303
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)									4			2
Heavy Vehicles (%)	8%	5%	7%	4%	0%	0%	2%	3%	0%	0%	1%	5%
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	8		4	4					2			6
Actuated Green, G (s)	31.2	24.3	39.3	31.2	13.6		15.0	56.3	56.3	8.2	49.5	49.5
Effective Green, g (s)	31.2	24.3	39.3	31.2	13.6		15.0	56.3	56.3	8.2	49.5	49.5
Actuated g/C Ratio	0.27	0.21	0.34	0.27	0.12		0.13	0.48	0.48	0.07	0.42	0.42
Clearance Time (s)	4.5	6.0	4.5	4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	347	347	468	310	196		209	1557	699	116	1396	587
v/s Ratio Prot	c0.11	0.08	0.02	0.01	0.07		c0.09	0.22		0.04	c0.37	
v/s Ratio Perm	c0.08		0.03	0.04					0.02			0.22
v/c Ratio	0.71	0.41	0.17	0.20	0.57		0.69	0.45	0.05	0.57	0.88	0.52
Uniform Delay, d1	37.3	40.0	27.2	32.6	48.8		48.6	20.0	16.0	52.5	30.9	24.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.0	0.6	0.1	0.2	3.0		8.4	0.4	0.1	5.1	7.4	1.3
Delay (s)	43.2	40.5	27.3	32.9	51.8		57.0	20.4	16.1	57.6	38.3	26.1
Level of Service	D	D	C	C	D		E	C	B	E	D	C
Approach Delay (s)		36.6			45.3			25.8			36.3	
Approach LOS		D			D			C			D	

Intersection Summary		
HCM 2000 Control Delay	34.0	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.79	
Actuated Cycle Length (s)	116.7	Sum of lost time (s) 21.0
Intersection Capacity Utilization	75.6%	ICU Level of Service D
Analysis Period (min)	15	

c Critical Lane Group

Two Way Analysis cannot be performed on Signalized Intersection.

Intersection

Int Delay, s/veh 3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	4	0	0	21	8	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	0	0	21	8	25

Major/Minor	Minor1	Minor2	Major2
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Conflicting Flow All	52	0	41	25	0	0
Stage 1	0	-	41	-	-	-
Stage 2	52	-	0	-	-	-
Critical Hdwy	6.4	-	6.5	6.2	-	-
Critical Hdwy Stg 1	-	-	5.5	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	-	4	3.3	-	-
Pot Cap-1 Maneuver	962	-	855	1057	-	-
Stage 1	-	-	865	-	-	-
Stage 2	976	-	-	-	-	-
Platoon blocked, %						-
Mov Cap-1 Maneuver	962	-	0	1057	-	-
Mov Cap-2 Maneuver	962	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	976	-	0	-	-	-

Approach	WB	NB	SB
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HCM Control Delay, s		8.5	0
HCM LOS	-	A	

Minor Lane/Major Mvmt	NBLn1	WBLn1	SBL	SBT
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Capacity (veh/h)	1057	-	-	-
HCM Lane V/C Ratio	0.02	-	-	-
HCM Control Delay (s)	8.5	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection

Int Delay, s/veh 5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	25	4	4	4	4	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	25	4	4	4	4	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	8	0	60
Stage 1	-	-	6
Stage 2	-	-	54
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1625	-	952
Stage 1	-	-	1022
Stage 2	-	-	974
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1625	-	938
Mov Cap-2 Maneuver	-	-	938
Stage 1	-	-	1022
Stage 2	-	-	959

Approach	EB	WB	SB
HCM Control Delay, s	6.3	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1625	-	-	-	938
HCM Lane V/C Ratio	0.015	-	-	-	0.004
HCM Control Delay (s)	7.2	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	24	132	112	0	16	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	132	112	0	16	36

Major/Minor

	Major1	Major2	Minor2
Conflicting Flow All	112	0	292
Stage 1	-	-	112
Stage 2	-	-	180
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1490	0	703
Stage 1	-	0	918
Stage 2	-	0	856
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1490	-	692
Mov Cap-2 Maneuver	-	-	692
Stage 1	-	-	918
Stage 2	-	-	842

Approach

	EB	WB	SB
HCM Control Delay, s	1.1	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt

	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1490	-	-	851
HCM Lane V/C Ratio	0.016	-	-	0.061
HCM Control Delay (s)	7.5	-	-	9.5
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.2

Intersection									
Int Delay, s/veh	2.4								

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	13	0	0	17	0	9	0	39	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	50	0	0	0	0	0	0	15	18
Mvmt Flow	13	0	0	17	0	9	0	39	34

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	100	112	39	95	95	56	39	0	0
Stage 1	39	39	-	56	56	-	-	-	-
Stage 2	61	73	-	39	39	-	-	-	-
Critical Hdwy	7.6	6.5	6.2	7.1	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.6	5.5	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.6	5.5	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	3.95	4	3.3	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	779	782	1038	893	799	1016	1584	-	-
Stage 1	867	866	-	961	852	-	-	-	-
Stage 2	843	838	-	981	866	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	772	782	1038	893	799	1016	1584	-	-
Mov Cap-2 Maneuver	772	782	-	893	799	-	-	-	-
Stage 1	867	866	-	961	852	-	-	-	-
Stage 2	836	838	-	981	866	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	9.7	9	0
HCM LOS	A	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1584	-	-	772	932	1540	-	-
HCM Lane V/C Ratio	-	-	-	0.017	0.028	-	-	-
HCM Control Delay (s)	0	-	-	9.7	9	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	0	39	0
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	0	28	0
Mvmt Flow	0	39	0

Major/Minor Major2

Conflicting Flow All	73	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1540	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1540	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 0
 HCM LOS

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	47	13	137	30	4	1199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	170	180	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	9	0	10	18	0	5
Mvmt Flow	47	13	137	30	4	1199

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1344	137	0
Stage 1	137	-	-
Stage 2	1207	-	-
Critical Hdwy	6.49	6.2	-
Critical Hdwy Stg 1	5.49	-	-
Critical Hdwy Stg 2	5.49	-	-
Follow-up Hdwy	3.581	3.3	-
Pot Cap-1 Maneuver	162	917	-
Stage 1	873	-	-
Stage 2	274	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	162	917	-
Mov Cap-2 Maneuver	236	-	-
Stage 1	873	-	-
Stage 2	273	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	281	1459	-
HCM Lane V/C Ratio	-	-	0.214	0.003	-
HCM Control Delay (s)	-	-	21.3	7.5	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	25	0	8	71	29	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	2	0	0
Mvmt Flow	25	0	8	71	29	4

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	118	31	33	0
Stage 1	31	-	-	-
Stage 2	87	-	-	-
Critical Hdwy	6.4	6.2	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-
Pot Cap-1 Maneuver	883	1049	1592	-
Stage 1	997	-	-	-
Stage 2	941	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	879	1049	1592	-
Mov Cap-2 Maneuver	879	-	-	-
Stage 1	997	-	-	-
Stage 2	936	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1592	-	879	-	-
HCM Lane V/C Ratio	0.005	-	0.028	-	-
HCM Control Delay (s)	7.3	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	32	8	12	52	32	32
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	32	8	12	52	32	32

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	124	49	64	0
Stage 1	48	-	-	-
Stage 2	76	-	-	-
Critical Hdwy	6.4	6.2	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-
Pot Cap-1 Maneuver	876	1025	1551	-
Stage 1	980	-	-	-
Stage 2	952	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	869	1024	1550	-
Mov Cap-2 Maneuver	869	-	-	-
Stage 1	980	-	-	-
Stage 2	944	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	1.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1550	-	896	-	-
HCM Lane V/C Ratio	0.008	-	0.045	-	-
HCM Control Delay (s)	7.3	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	47	5	110	31	5	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	250	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	3	0	13	0
Mvmt Flow	47	5	110	31	5	120

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	47	298
Stage 1	-	-	47
Stage 2	-	-	251
Critical Hdwy	-	4.13	6.53
Critical Hdwy Stg 1	-	-	5.53
Critical Hdwy Stg 2	-	-	5.53
Follow-up Hdwy	-	2.227	3.617
Pot Cap-1 Maneuver	-	1554	671
Stage 1	-	0	948
Stage 2	-	0	766
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1554	624
Mov Cap-2 Maneuver	-	-	624
Stage 1	-	-	948
Stage 2	-	-	712

Approach	EB	WB	NB
HCM Control Delay, s	0	5.8	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1002	-	1554	-
HCM Lane V/C Ratio	0.125	-	0.071	-
HCM Control Delay (s)	9.1	-	7.5	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0.4	-	0.2	-

2014 Existing Traffic Conditions
1: Hamrick Road & E Pine Street/Biddle Road

Weekday PM Peak Hour
6/16/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕	↖		↕	↖
Volume (vph)	418	427	39	11	662	39	50	15	11	49	12	629
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	5.0		4.0	5.0			4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.99		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	1614	3189		1525	3202			1470	1468		1682	1473
Flt Permitted	0.18	1.00		0.46	1.00			0.77	1.00		0.76	1.00
Satd. Flow (perm)	301	3189		735	3202			1179	1468		1333	1473
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	470	480	44	12	744	44	56	17	12	55	13	707
RTOR Reduction (vph)	0	5	0	0	3	0	0	0	9	0	0	12
Lane Group Flow (vph)	470	519	0	12	785	0	0	73	3	0	68	695
Confl. Peds. (#/hr)	2		1	1		2						
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	3%	2%	11%	9%	3%	0%	17%	7%	0%	0%	0%	1%
Turn Type	D.P+P	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	pt+ov
Protected Phases	5	2		1	6			8			4	4 5
Permitted Phases	6			6			8		8	4		
Actuated Green, G (s)	63.1	62.1		34.2	33.2			28.6	28.6		28.6	63.0
Effective Green, g (s)	63.1	62.1		34.2	33.2			28.6	28.6		28.6	63.0
Actuated g/C Ratio	0.60	0.59		0.33	0.32			0.27	0.27		0.27	0.60
Clearance Time (s)	4.0	5.0		4.0	5.0			4.5	4.5		4.5	
Vehicle Extension (s)	2.5	4.3		2.5	4.0			2.5	2.5		2.5	
Lane Grp Cap (vph)	553	1882		246	1010			320	399		362	882
v/s Ratio Prot	c0.24	0.16		0.00	0.25							c0.47
v/s Ratio Perm	c0.27			0.02				0.06	0.00		0.05	
v/c Ratio	0.85	0.28		0.05	0.78			0.23	0.01		0.19	0.79
Uniform Delay, d1	22.5	10.5		24.1	32.6			29.7	27.9		29.4	16.0
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	11.5	0.1		0.1	4.0			0.3	0.0		0.2	4.5
Delay (s)	34.0	10.7		24.2	36.7			30.0	28.0		29.6	20.6
Level of Service	C	B		C	D			C	C		C	C
Approach Delay (s)		21.7			36.5			29.7			21.4	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	105.2	Sum of lost time (s)	13.5
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Two Way Analysis cannot be performed on Signalized Intersection.

2014 Existing Traffic Conditions
2: Table Rock Road & Biddle Road

Weekday PM Peak Hour
6/16/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↗		↘	↑	↗
Volume (vph)	133	288	65	80	492	230	103	318	6	168	427	143
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1599	3292	1488	1662	3325	1444	1646	1695		1646	1716	1328
Flt Permitted	0.30	1.00	1.00	0.53	1.00	1.00	0.26	1.00		0.37	1.00	1.00
Satd. Flow (perm)	508	3292	1488	927	3325	1444	446	1695		638	1716	1328
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	149	324	73	90	553	258	116	357	7	189	480	161
RTOR Reduction (vph)	0	0	51	0	0	191	0	1	0	0	0	86
Lane Group Flow (vph)	149	324	22	90	553	67	116	363	0	189	480	75
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	4%	1%	0%	0%	0%	3%	1%	3%	0%	1%	2%	12%
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA	pm+ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases	6		2	2		6	4			8		4
Actuated Green, G (s)	36.3	30.1	30.1	36.3	26.2	26.2	44.7	34.0		44.7	36.7	46.8
Effective Green, g (s)	36.3	30.1	30.1	36.3	26.2	26.2	44.7	34.0		44.7	36.7	46.8
Actuated g/C Ratio	0.36	0.30	0.30	0.36	0.26	0.26	0.44	0.34		0.44	0.36	0.46
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	1.5	4.6	4.6	1.5	4.6	4.6	1.5	3.5		1.5	3.5	1.5
Lane Grp Cap (vph)	291	981	443	378	862	374	292	570		389	623	615
v/s Ratio Prot	c0.05	c0.10		0.01	c0.17		0.03	0.21		c0.05	c0.28	0.01
v/s Ratio Perm	0.13		0.01	0.07		0.05	0.14			0.16		0.04
v/c Ratio	0.51	0.33	0.05	0.24	0.64	0.18	0.40	0.64		0.49	0.77	0.12
Uniform Delay, d1	23.3	27.6	25.3	21.9	33.2	29.0	18.6	28.3		18.5	28.4	15.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.6	0.4	0.1	0.1	2.1	0.4	0.3	2.5		0.3	6.0	0.0
Delay (s)	23.9	28.0	25.3	22.0	35.3	29.5	18.9	30.7		18.8	34.5	15.4
Level of Service	C	C	C	C	D	C	B	C		B	C	B
Approach Delay (s)		26.5			32.3			27.9			27.2	
Approach LOS		C			C			C			C	

Intersection Summary		
HCM 2000 Control Delay	28.9	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.67	C
Actuated Cycle Length (s)	101.0	Sum of lost time (s)
Intersection Capacity Utilization	70.0%	20.0
Analysis Period (min)	15	ICU Level of Service
		C
c Critical Lane Group		

Two Way Analysis cannot be performed on Signalized Intersection.

2014 Existing Traffic Conditions
3: Table Rock Road & Vilas Road

Weekday PM Peak Hour
6/16/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕	↗	↖	↕	↗
Volume (vph)	133	191	36	252	374	97	73	439	253	122	408	224
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	5.4		4.0	5.4		4.0	5.4	5.4	4.0	5.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.97		1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1599	1666		1599	1645		1646	3228	1473	1662	3014	
Flt Permitted	0.21	1.00		0.36	1.00		0.22	1.00	1.00	0.33	1.00	
Satd. Flow (perm)	357	1666		613	1645		379	3228	1473	569	3014	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	148	212	40	280	416	108	81	488	281	136	453	249
RTOR Reduction (vph)	0	6	0	0	6	0	0	0	217	0	57	0
Lane Group Flow (vph)	148	246	0	280	518	0	81	488	64	136	645	0
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	4%	3%	0%	4%	2%	6%	1%	3%	1%	0%	5%	1%
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	4			8			2		6	6		
Actuated Green, G (s)	44.9	18.3		44.9	35.5		32.3	22.0	22.0	32.3	28.1	
Effective Green, g (s)	44.9	18.3		44.9	35.5		32.3	22.0	22.0	32.3	28.1	
Actuated g/C Ratio	0.47	0.19		0.47	0.37		0.34	0.23	0.23	0.34	0.29	
Clearance Time (s)	4.0	5.4		4.0	5.4		4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	1.5	1.5		1.5	5.1		1.5	4.5	4.5	1.5	4.5	
Lane Grp Cap (vph)	288	317		559	608		182	739	337	308	882	
v/s Ratio Prot	0.05	c0.15		0.14	c0.31		0.02	0.15		c0.05	c0.21	
v/s Ratio Perm	0.19			0.10			0.13		0.04	0.10		
v/c Ratio	0.51	0.78		0.50	0.85		0.45	0.66	0.19	0.44	0.73	
Uniform Delay, d1	17.4	36.9		22.1	27.8		34.1	33.6	29.8	31.1	30.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.6	10.4		0.3	12.1		0.6	2.7	0.5	0.4	3.6	
Delay (s)	18.1	47.3		22.4	40.0		34.7	36.3	30.3	31.4	34.1	
Level of Service	B	D		C	D		C	D	C	C	C	
Approach Delay (s)		36.5			33.8			34.2			33.7	
Approach LOS		D			C			C			C	

Intersection Summary

HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	96.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Two Way Analysis cannot be performed on Signalized Intersection.

2014 Existing Traffic Conditions
4: Table Rock Road & W Antelope Road

Weekday PM Peak Hour
6/16/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	75	65	269	94	111	29	251	214	67	194	1
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	1.00	
Flt Protected		1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1636	1444	1583	1620	1403	1498	1573		1539	1732	
Flt Permitted		1.00	1.00	0.70	1.00	1.00	0.58	1.00		0.26	1.00	
Satd. Flow (perm)		1636	1444	1163	1620	1403	922	1573		420	1732	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	91	79	328	115	135	35	306	261	82	237	1
RTOR Reduction (vph)	0	0	53	0	0	119	0	15	0	0	0	0
Lane Group Flow (vph)	0	91	26	328	115	16	35	552	0	82	238	0
Heavy Vehicles (%)	0%	7%	3%	5%	8%	6%	11%	4%	3%	8%	1%	0%
Turn Type	D.P+P	NA	custom	D.P+P	NA	custom	D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		10.7	29.7	25.7	29.7	10.7	47.4	41.6		47.4	44.1	
Effective Green, g (s)		10.7	29.7	25.7	29.7	10.7	47.4	41.6		47.4	44.1	
Actuated g/C Ratio		0.12	0.32	0.28	0.32	0.12	0.52	0.45		0.52	0.48	
Clearance Time (s)		5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	
Vehicle Extension (s)		2.5	2.5	1.5	2.5	2.5	1.5	4.8		1.5	4.8	
Lane Grp Cap (vph)		190	466	393	523	163	496	712		287	831	
v/s Ratio Prot		0.06		c0.14	0.07		0.00	c0.35		c0.02	0.14	
v/s Ratio Perm			0.02	c0.10		0.01	0.03			0.13		
v/c Ratio		0.48	0.05	0.83	0.22	0.10	0.07	0.78		0.29	0.29	
Uniform Delay, d1		38.0	21.4	29.9	22.7	36.3	11.1	21.2		13.3	14.4	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.4	0.0	13.6	0.2	0.2	0.0	6.1		0.2	0.4	
Delay (s)		39.4	21.5	43.5	22.8	36.5	11.1	27.3		13.5	14.8	
Level of Service		D	C	D	C	D	B	C		B	B	
Approach Delay (s)		31.1			37.7			26.3			14.5	
Approach LOS		C			D			C			B	

Intersection Summary

HCM 2000 Control Delay	28.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	91.9	Sum of lost time (s)	18.8
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Two Way Analysis cannot be performed on Signalized Intersection.

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	29	33	96	582	819	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	29	33	96	582	819	62

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	1333	441	881	0
Stage 1	850	-	-	-
Stage 2	483	-	-	-
Critical Hdwy	6.8	6.9	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-
Pot Cap-1 Maneuver	148	570	776	-
Stage 1	384	-	-	-
Stage 2	592	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	130	570	776	-
Mov Cap-2 Maneuver	259	-	-	-
Stage 1	384	-	-	-
Stage 2	519	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.9	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	776	-	365	-	-
HCM Lane V/C Ratio	0.124	-	0.17	-	-
HCM Control Delay (s)	10.3	-	16.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0.6	-	-

Intersection									
Int Delay, s/veh	3.3								

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	12	8	25	42	8	4	29	432	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	3	0	0	5	6	0
Mvmt Flow	12	8	25	42	8	4	29	432	100

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1343	1387	781	1353	1353	482	797	0	0
Stage 1	797	797	-	540	540	-	-	-	-
Stage 2	546	590	-	813	813	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.5	6.2	4.15	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.5	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4	3.3	2.245	-	-
Pot Cap-1 Maneuver	130	144	398	126	151	588	812	-	-
Stage 1	383	401	-	524	524	-	-	-	-
Stage 2	526	498	-	371	395	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	117	135	398	107	141	588	812	-	-
Mov Cap-2 Maneuver	117	135	-	107	141	-	-	-	-
Stage 1	363	395	-	497	497	-	-	-	-
Stage 2	487	472	-	336	389	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	28.2	59	0.5
HCM LOS	D	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	812	-	-	200	118	1046	-	-
HCM Lane V/C Ratio	0.036	-	-	0.225	0.458	0.008	-	-
HCM Control Delay (s)	9.6	0	-	28.2	59	8.5	0	-
HCM Lane LOS	A	A	-	D	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	2	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	8	764	33
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	0	3	0
Mvmt Flow	8	764	33

Major/Minor Major2

Conflicting Flow All	532	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1046	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1046	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s	0.1
HCM LOS	

Minor Lane/Major Mvmt

Intersection									
Int Delay, s/veh	6.8								

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	53	267	8	8	41	174	158	65	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	450	-	375	470	-	380	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	53	267	8	8	41	174	158	65	12

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	41	0	0	267	0	0	457	430	267
Stage 1	-	-	-	-	-	-	373	373	-
Stage 2	-	-	-	-	-	-	84	57	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1581	-	-	1308	-	-	517	521	777
Stage 1	-	-	-	-	-	-	652	622	-
Stage 2	-	-	-	-	-	-	929	851	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1581	-	-	1308	-	-	462	500	777
Mov Cap-2 Maneuver	-	-	-	-	-	-	462	500	-
Stage 1	-	-	-	-	-	-	630	601	-
Stage 2	-	-	-	-	-	-	866	846	-

Approach	EB	WB	NB
HCM Control Delay, s	1.2	0.3	19.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	482	1581	-	-	1308	-	-	513
HCM Lane V/C Ratio	0.488	0.034	-	-	0.006	-	-	0.111
HCM Control Delay (s)	19.4	7.4	-	-	7.8	-	-	12.9
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0	-	-	0.4

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	4	49	4
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	0	0	0
Mvmt Flow	4	49	4

Major/Minor **Minor2**

Conflicting Flow All	469	430	41
Stage 1	57	57	-
Stage 2	412	373	-
Critical Hdwy	7.1	6.5	6.2
Critical Hdwy Stg 1	6.1	5.5	-
Critical Hdwy Stg 2	6.1	5.5	-
Follow-up Hdwy	3.5	4	3.3
Pot Cap-1 Maneuver	508	521	1036
Stage 1	960	851	-
Stage 2	621	622	-
Platoon blocked, %			
Mov Cap-1 Maneuver	437	500	1036
Mov Cap-2 Maneuver	437	500	-
Stage 1	928	846	-
Stage 2	527	601	-

Approach **SB**

HCM Control Delay, s	12.9
HCM LOS	B

Minor Lane/Major Mvmt

2014 Existing Traffic Conditions
8: OR62 & OR140

Weekday PM Peak Hour
6/16/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↕	↗	↖	↕	↗
Volume (vph)	49	73	95	161	36	83	106	1326	239	79	994	26
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frbp, ped/bikes		1.00	1.00		1.00	0.99	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1646	1473		1582	1424	1630	3292	1385	1614	3278	
Flt Permitted		0.68	1.00		0.65	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1148	1473		1070	1424	1630	3292	1385	1614	3278	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	54	80	104	177	40	91	116	1457	263	87	1092	29
RTOR Reduction (vph)	0	0	79	0	0	69	0	0	41	0	2	0
Lane Group Flow (vph)	0	134	25	0	217	22	116	1457	222	87	1119	0
Confl. Peds. (#/hr)	2					2	2					2
Confl. Bikes (#/hr)									3			2
Heavy Vehicles (%)	0%	7%	1%	5%	12%	3%	2%	1%	5%	3%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4			6			
Actuated Green, G (s)		27.8	27.8		27.8	27.8	14.0	60.7	60.7	9.5	56.2	
Effective Green, g (s)		27.8	27.8		27.8	27.8	14.0	60.7	60.7	9.5	56.2	
Actuated g/C Ratio		0.24	0.24		0.24	0.24	0.12	0.52	0.52	0.08	0.48	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.5	2.5		3.0	3.0	5.0	4.7	4.7	2.5	4.7	
Lane Grp Cap (vph)		275	353		256	341	196	1722	724	132	1588	
v/s Ratio Prot							c0.07	c0.44		0.05	0.34	
v/s Ratio Perm		0.12	0.02		c0.20	0.02			0.16			
v/c Ratio		0.49	0.07		0.85	0.06	0.59	0.85	0.31	0.66	0.70	
Uniform Delay, d1		38.0	34.1		42.1	34.1	48.3	23.7	15.7	51.7	23.4	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.0	0.1		22.0	0.1	7.1	5.3	1.1	10.1	2.7	
Delay (s)		39.0	34.2		64.1	34.1	55.3	29.0	16.8	61.8	26.1	
Level of Service		D	C		E	C	E	C	B	E	C	
Approach Delay (s)		36.9			55.3			28.9			28.6	
Approach LOS		D			E			C			C	

Intersection Summary

HCM 2000 Control Delay	31.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	116.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Two Way Analysis cannot be performed on Signalized Intersection.

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	80	0	71	0	0	0	111	561	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	4	0	2	0	0	0	1	1	0
Mvmt Flow	80	0	71	0	0	0	111	561	0

Major/Minor

	Minor2			Minor1			Major1		
Conflicting Flow All	1074	1074	283	1110	1074	561	283	0	0
Stage 1	291	291	-	783	783	-	-	-	-
Stage 2	783	783	-	327	291	-	-	-	-
Critical Hdwy	7.14	6.5	6.22	7.1	6.5	6.2	4.11	-	-
Critical Hdwy Stg 1	6.14	5.5	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.14	5.5	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	3.536	4	3.318	3.5	4	3.3	2.209	-	-
Pot Cap-1 Maneuver	196	222	756	188	222	531	1285	-	-
Stage 1	713	675	-	390	407	-	-	-	-
Stage 2	384	407	-	690	675	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	182	202	756	158	202	531	1285	-	-
Mov Cap-2 Maneuver	182	202	-	158	202	-	-	-	-
Stage 1	651	672	-	356	372	-	-	-	-
Stage 2	351	372	-	622	672	-	-	-	-

Approach

	EB	WB	NB
HCM Control Delay, s	31.4	0	1.3
HCM LOS	D	A	

Minor Lane/Major Mvmt

	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1285	-	-	283	-	1020	-
HCM Lane V/C Ratio	0.086	-	-	0.534	-	0.004	-
HCM Control Delay (s)	8.1	-	-	31.4	0	8.5	0
HCM Lane LOS	A	-	-	D	A	A	A
HCM 95th %tile Q(veh)	0.3	-	-	2.9	-	0	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	4	283	69
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	Free
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	0	2	5
Mvmt Flow	4	283	69

Major/Minor Major2

Conflicting Flow All	561	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1020	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %		-	
Mov Cap-1 Maneuver	1020	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s	0.1
HCM LOS	

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	34	13	51	21	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	8	0	0	14
Mvmt Flow	34	13	51	21	0	43

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	94	51	0
Stage 1	51	-	-
Stage 2	43	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	911	1023	1568
Stage 1	977	-	-
Stage 2	985	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	911	1023	1568
Mov Cap-2 Maneuver	911	-	-
Stage 1	977	-	-
Stage 2	985	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	911	1023	1568	-
HCM Lane V/C Ratio	-	-	0.037	0.013	-	-
HCM Control Delay (s)	-	-	9.1	8.6	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

2014 Existing Traffic Conditions
11: OR62 & Vilas Road

Weekday PM Peak Hour
6/16/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	295	120	224	78	126	20	239	1309	89	80	1079	299
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	6.0	4.5	4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1599	1733	1473	1662	1685		1662	3292	1401	1662	3292	1396
Flt Permitted	0.48	1.00	1.00	0.63	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	803	1733	1473	1106	1685		1662	3292	1401	1662	3292	1396
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	311	126	236	82	133	21	252	1378	94	84	1136	315
RTOR Reduction (vph)	0	0	142	0	4	0	0	0	46	0	0	75
Lane Group Flow (vph)	311	126	94	82	150	0	252	1378	48	84	1136	240
Confl. Bikes (#/hr)									1			4
Heavy Vehicles (%)	4%	1%	1%	0%	2%	0%	0%	1%	4%	0%	1%	4%
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	8		4	4					2			6
Actuated Green, G (s)	35.5	26.0	49.4	35.5	16.2		23.4	60.5	60.5	11.2	48.3	48.3
Effective Green, g (s)	35.5	26.0	49.4	35.5	16.2		23.4	60.5	60.5	11.2	48.3	48.3
Actuated g/C Ratio	0.28	0.20	0.39	0.28	0.13		0.18	0.47	0.47	0.09	0.38	0.38
Clearance Time (s)	4.5	6.0	4.5	4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	342	351	567	347	212		303	1553	661	145	1240	525
v/s Ratio Prot	c0.14	0.07	0.03	0.02	0.09		c0.15	c0.42		0.05	0.35	
v/s Ratio Perm	c0.11		0.03	0.05					0.03			0.17
v/c Ratio	0.91	0.36	0.17	0.24	0.71		0.83	0.89	0.07	0.58	0.92	0.46
Uniform Delay, d1	42.4	43.9	25.9	35.3	53.7		50.5	30.8	18.5	56.2	38.0	30.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	26.8	0.5	0.1	0.3	9.5		17.1	6.9	0.1	4.5	11.0	1.1
Delay (s)	69.2	44.4	26.0	35.5	63.2		67.6	37.7	18.6	60.8	49.0	31.2
Level of Service	E	D	C	D	E		E	D	B	E	D	C
Approach Delay (s)		49.4			53.6			41.0			46.0	
Approach LOS		D			D			D			D	

Intersection Summary

HCM 2000 Control Delay	44.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	128.2	Sum of lost time (s)	21.0
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Two Way Analysis cannot be performed on Signalized Intersection.

Intersection

Int Delay, s/veh 2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	8	0	21	25	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	8	0	21	25	21

Major/Minor

	Minor1		Minor2		Major2	
Conflicting Flow All	82	0	71	21	0	0
Stage 1	0	-	71	-	-	-
Stage 2	82	-	0	-	-	-
Critical Hdwy	6.4	-	6.5	6.2	-	-
Critical Hdwy Stg 1	-	-	5.5	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	-	4	3.3	-	-
Pot Cap-1 Maneuver	925	-	823	1062	-	-
Stage 1	-	-	840	-	-	-
Stage 2	946	-	-	-	-	-
Platoon blocked, %						-
Mov Cap-1 Maneuver	925	-	0	1062	-	-
Mov Cap-2 Maneuver	925	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	946	-	0	-	-	-

Approach

	WB		NB		SB
HCM Control Delay, s			8.5		0
HCM LOS	-		A		

Minor Lane/Major Mvmt

	NBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1062	-	-	-
HCM Lane V/C Ratio	0.02	-	-	-
HCM Control Delay (s)	8.5	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection

Int Delay, s/veh 7.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	46	0	8	0	17	8
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	100	100	100	100	100	100
Heavy Vehicles, %	0	17	0	0	0	0
Mvmt Flow	46	0	8	0	17	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	8	0	100
Stage 1	-	-	8
Stage 2	-	-	92
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1625	-	904
Stage 1	-	-	1020
Stage 2	-	-	937
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1625	-	879
Mov Cap-2 Maneuver	-	-	879
Stage 1	-	-	1020
Stage 2	-	-	911

Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1625	-	-	-	935
HCM Lane V/C Ratio	0.028	-	-	-	0.027
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	88	180	216	16	28	40
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	88	180	216	16	28	40

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	216	0	216
Stage 1	-	-	216
Stage 2	-	-	356
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1366	-	485
Stage 1	-	-	825
Stage 2	-	-	713
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1365	-	454
Mov Cap-2 Maneuver	-	-	454
Stage 1	-	-	825
Stage 2	-	-	667

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1365	-	-	618
HCM Lane V/C Ratio	0.064	-	-	0.11
HCM Control Delay (s)	7.8	-	-	11.5
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	0.4

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	21	0	0	0	47	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	8	0	0	0	6	0
Mvmt Flow	0	0	0	21	0	0	0	47	34

Major/Minor

	Minor2			Minor1			Major1		
Conflicting Flow All	164	181	100	164	166	64	102	0	0
Stage 1	100	100	-	64	64	-	-	-	-
Stage 2	64	81	-	100	102	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	805	717	961	787	730	1006	1503	-	-
Stage 1	911	816	-	932	846	-	-	-	-
Stage 2	952	832	-	892	815	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	805	717	961	787	730	1006	1503	-	-
Mov Cap-2 Maneuver	805	717	-	787	730	-	-	-	-
Stage 1	911	816	-	932	846	-	-	-	-
Stage 2	952	832	-	892	815	-	-	-	-

Approach

	EB		WB		NB
HCM Control Delay, s	0		9.7		0
HCM LOS	A		A		

Minor Lane/Major Mvmt

	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1503	-	-	-	787	1529	-	-
HCM Lane V/C Ratio	-	-	-	-	0.027	-	-	-
HCM Control Delay (s)	0	-	-	0	9.7	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	0	98	4
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	0	5	0
Mvmt Flow	0	98	4

Major/Minor Major2

Conflicting Flow All	81	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1529	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1529	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 0
 HCM LOS

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	60	17	535	73	21	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	170	180	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	0	1	0	0	0
Mvmt Flow	60	17	535	73	21	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	577	535	535
Stage 1	535	-	-
Stage 2	42	-	-
Critical Hdwy	6.42	6.2	4.1
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.3	2.2
Pot Cap-1 Maneuver	478	549	1043
Stage 1	587	-	-
Stage 2	980	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	468	549	1043
Mov Cap-2 Maneuver	515	-	-
Stage 1	587	-	-
Stage 2	960	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	8.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	522	1043	-
HCM Lane V/C Ratio	-	-	0.148	0.02	-
HCM Control Delay (s)	-	-	13.1	8.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	8	0	0	13	121	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	6	0	0	0
Mvmt Flow	8	0	0	13	121	75

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	172	159	196
Stage 1	159	-	-
Stage 2	13	-	-
Critical Hdwy	6.4	6.2	4.16
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.254
Pot Cap-1 Maneuver	823	892	1353
Stage 1	875	-	-
Stage 2	1015	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	823	892	1353
Mov Cap-2 Maneuver	823	-	-
Stage 1	875	-	-
Stage 2	1015	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1353	-	823	-	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s)	0	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	28	12	44	65	57	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	12	44	65	57	40

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	230	77	97	0
Stage 1	77	-	-	-
Stage 2	153	-	-	-
Critical Hdwy	6.4	6.2	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-
Pot Cap-1 Maneuver	763	990	1509	-
Stage 1	951	-	-	-
Stage 2	880	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	740	990	1509	-
Mov Cap-2 Maneuver	740	-	-	-
Stage 1	951	-	-	-
Stage 2	854	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1509	-	801	-	-
HCM Lane V/C Ratio	0.029	-	0.05	-	-
HCM Control Delay (s)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	5	16	151	16	16	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	250	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	5	16	151	16	16	141

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	5	323
Stage 1	-	-	5
Stage 2	-	-	318
Critical Hdwy	-	4.11	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.209	3.5
Pot Cap-1 Maneuver	-	1623	675
Stage 1	-	-	1023
Stage 2	-	-	742
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1623	612
Mov Cap-2 Maneuver	-	-	612
Stage 1	-	-	1023
Stage 2	-	-	673

Approach	EB	WB	NB
HCM Control Delay, s	0	6.7	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1005	-	1623	-
HCM Lane V/C Ratio	0.156	-	0.093	-
HCM Control Delay (s)	9.2	-	7.4	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0.6	-	0.3	-

2014 Existing Traffic Conditions
20: N Phoenix Road/Foothill Road & Hillcrest Road

Weekday PM Peak Hour
6/16/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	177	163	150	50	104	38	158	568	9	33	414	81
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.93		1.00	0.96		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1646	1614		1662	1679		1646	3317		1662	3217	
Flt Permitted	0.50	1.00		0.55	1.00		0.27	1.00		0.41	1.00	
Satd. Flow (perm)	859	1614		970	1679		461	3317		720	3217	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	195	179	165	55	114	42	174	624	10	36	455	89
RTOR Reduction (vph)	0	29	0	0	13	0	0	1	0	0	15	0
Lane Group Flow (vph)	195	315	0	55	143	0	174	633	0	36	529	0
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	30.7	23.6		19.3	15.2		34.3	27.6		23.1	19.4	
Effective Green, g (s)	30.7	23.6		19.3	15.2		34.3	27.6		23.1	19.4	
Actuated g/C Ratio	0.42	0.32		0.26	0.21		0.47	0.38		0.32	0.27	
Clearance Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	496	521		295	349		409	1254		275	854	
v/s Ratio Prot	c0.07	c0.20		0.01	0.08		c0.07	0.19		0.01	c0.16	
v/s Ratio Perm	0.10			0.04			0.13			0.03		
v/c Ratio	0.39	0.60		0.19	0.41		0.43	0.51		0.13	0.62	
Uniform Delay, d1	14.1	20.8		20.4	25.0		12.2	17.4		17.4	23.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	2.0		0.3	0.8		0.7	0.3		0.2	1.3	
Delay (s)	14.6	22.8		20.7	25.8		12.9	17.8		17.6	24.9	
Level of Service	B	C		C	C		B	B		B	C	
Approach Delay (s)		19.8			24.5			16.7			24.4	
Approach LOS		B			C			B			C	

Intersection Summary

HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	73.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Two Way Analysis cannot be performed on Signalized Intersection.

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	41	8	145	671	402	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	185	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	15	20	0	1	1	0
Mvmt Flow	41	8	145	671	402	54

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1363	402	0
Stage 1	402	-	-
Stage 2	961	-	-
Critical Hdwy	6.55	6.4	4.1
Critical Hdwy Stg 1	5.55	-	-
Critical Hdwy Stg 2	5.55	-	-
Follow-up Hdwy	3.635	3.48	2.2
Pot Cap-1 Maneuver	153	611	1168
Stage 1	648	-	-
Stage 2	352	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	134	611	1168
Mov Cap-2 Maneuver	134	-	-
Stage 1	648	-	-
Stage 2	308	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.9	1.5	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1168	-	154	-
HCM Lane V/C Ratio	0.124	-	0.318	-
HCM Control Delay (s)	8.5	-	38.9	-
HCM Lane LOS	A	-	E	-
HCM 95th %tile Q(veh)	0.4	-	1.3	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	62	137	4	753	335	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	1	1	1
Mvmt Flow	62	137	4	753	335	75

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	1096	335	335	0
Stage 1	335	-	-	-
Stage 2	761	-	-	-
Critical Hdwy	6.4	6.2	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-
Pot Cap-1 Maneuver	238	712	1236	-
Stage 1	729	-	-	-
Stage 2	465	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	237	712	1236	-
Mov Cap-2 Maneuver	237	-	-	-
Stage 1	729	-	-	-
Stage 2	463	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1236	-	438	-
HCM Lane V/C Ratio	0.003	-	0.454	-
HCM Control Delay (s)	7.9	-	19.9	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	0	-	2.3	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	21	0	41	4	0	4	33	671	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0
Mvmt Flow	21	0	41	4	0	4	33	671	8

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1166	1168	423	1184	1176	675	435	0	0
Stage 1	423	423	-	741	741	-	-	-	-
Stage 2	743	745	-	443	435	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	172	195	635	168	193	457	1135	-	-
Stage 1	613	591	-	411	426	-	-	-	-
Stage 2	410	424	-	598	584	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	164	186	635	152	184	457	1135	-	-
Mov Cap-2 Maneuver	164	186	-	152	184	-	-	-	-
Stage 1	584	591	-	392	406	-	-	-	-
Stage 2	387	404	-	559	584	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	18.8	21.4	0.4
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1135	-	-	322	228	923	-	-
HCM Lane V/C Ratio	0.029	-	-	0.193	0.035	-	-	-
HCM Control Delay (s)	8.3	0	-	18.8	21.4	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	0	410	25
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	0	1	0
Mvmt Flow	0	410	25

Major/Minor Major2

Conflicting Flow All	679	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	923	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	923	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 0
 HCM LOS

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	12	37	24	350	277	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	9	3	0	1	0	0
Mvmt Flow	12	37	24	350	277	12

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	681	283	289
Stage 1	283	-	-
Stage 2	398	-	-
Critical Hdwy	6.49	6.23	4.1
Critical Hdwy Stg 1	5.49	-	-
Critical Hdwy Stg 2	5.49	-	-
Follow-up Hdwy	3.581	3.327	2.2
Pot Cap-1 Maneuver	405	754	1284
Stage 1	749	-	-
Stage 2	663	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	396	754	1284
Mov Cap-2 Maneuver	396	-	-
Stage 1	749	-	-
Stage 2	648	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1284	-	617	-	-
HCM Lane V/C Ratio	0.019	-	0.079	-	-
HCM Control Delay (s)	7.9	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection												
Intersection Delay, s/veh	9.9											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	24	65	20	0	53	130	20	0	49	102	106
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	0	0	0	2	0	0	0	2	0	2	2
Mvmt Flow	0	24	65	20	0	53	130	20	0	49	102	106
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.2	10.2	10.2
HCM LOS	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	22%	26%	11%
Vol Thru, %	40%	60%	64%	62%
Vol Right, %	41%	18%	10%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	257	109	203	183
LT Vol	102	65	130	114
Through Vol	106	20	20	49
RT Vol	49	24	53	20
Lane Flow Rate	257	109	203	183
Geometry Grp	1	1	1	1
Degree of Util (X)	0.336	0.159	0.286	0.247
Departure Headway (Hd)	4.708	5.252	5.07	4.867
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	756	687	700	728
Service Time	2.794	3.252	3.164	2.96
HCM Lane V/C Ratio	0.34	0.159	0.29	0.251
HCM Control Delay	10.2	9.2	10.2	9.6
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	1.5	0.6	1.2	1

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	20	114	49
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	0	3	0
Mvmt Flow	0	20	114	49
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.6
HCM LOS	A

Lane

Two Way Analysis cannot be performed on an All Way Stop Intersection.

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	20	33	126	69	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	20	33	126	69	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	261	69	69
Stage 1	69	-	-
Stage 2	192	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	732	1000	1545
Stage 1	959	-	-
Stage 2	845	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	715	1000	1545
Mov Cap-2 Maneuver	715	-	-
Stage 1	959	-	-
Stage 2	826	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	1000	-	-
HCM Lane V/C Ratio	0.021	-	0.02	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection												
Intersection Delay, s/veh	13.3											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	24	224	4	0	85	277	118	0	24	24	37
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	0	0	0	2	0	0	0	2	0	0	0
Mvmt Flow	0	24	224	4	0	85	277	118	0	24	24	37
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	11.2	15.7	9.7
HCM LOS	B	C	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	10%	18%	60%
Vol Thru, %	28%	89%	58%	34%
Vol Right, %	44%	2%	25%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	252	480	134
LT Vol	24	224	277	45
Through Vol	37	4	118	8
RT Vol	24	24	85	81
Lane Flow Rate	85	252	480	134
Geometry Grp	1	1	1	1
Degree of Util (X)	0.137	0.365	0.629	0.222
Departure Headway (Hd)	5.786	5.211	4.841	5.959
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	621	690	749	604
Service Time	3.811	3.233	2.841	3.98
HCM Lane V/C Ratio	0.137	0.365	0.641	0.222
HCM Control Delay	9.7	11.2	15.7	10.7
HCM Lane LOS	A	B	C	B
HCM 95th-tile Q	0.5	1.7	4.5	0.8

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	81	45	8
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	0	0	0
Mvmt Flow	0	81	45	8
Number of Lanes	0	0	1	0

Approach

SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.7
HCM LOS	B

Lane

Two Way Analysis cannot be performed on an All Way Stop Intersection.

Intersection									
Int Delay, s/veh	4.5								

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	61	65	20	0	49	37	12	4	0
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	4	0	0	0	0
Mvmt Flow	61	65	20	0	49	37	12	4	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	86	0	0	85	0	0	287	283	76
Stage 1	-	-	-	-	-	-	197	197	-
Stage 2	-	-	-	-	-	-	90	86	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1523	-	-	1524	-	-	669	629	991
Stage 1	-	-	-	-	-	-	809	742	-
Stage 2	-	-	-	-	-	-	922	827	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1522	-	-	1523	-	-	617	604	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	617	604	-
Stage 1	-	-	-	-	-	-	777	712	-
Stage 2	-	-	-	-	-	-	878	827	-

Approach	EB	WB	NB
HCM Control Delay, s	3.1	0	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	617	604	1522	-	-	1523	-	-	665	775
HCM Lane V/C Ratio	0.019	0.007	0.04	-	-	-	-	-	0.062	0.057
HCM Control Delay (s)	11	11	7.5	-	-	0	-	-	10.8	9.9
HCM Lane LOS	B	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	0	0.1	-	-	0	-	-	0.2	0.2

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	41	20	24
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	100	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	0	0	0
Mvmt Flow	41	20	24

Major/Minor **Minor2**

Conflicting Flow All	267	275	69
Stage 1	68	68	-
Stage 2	199	207	-
Critical Hdwy	7.1	6.5	6.2
Critical Hdwy Stg 1	6.1	5.5	-
Critical Hdwy Stg 2	6.1	5.5	-
Follow-up Hdwy	3.5	4	3.3
Pot Cap-1 Maneuver	690	636	1000
Stage 1	947	842	-
Stage 2	807	734	-
Platoon blocked, %			
Mov Cap-1 Maneuver	665	611	999
Mov Cap-2 Maneuver	665	611	-
Stage 1	909	842	-
Stage 2	770	705	-

Approach **SB**

HCM Control Delay, s	10.3
HCM LOS	B

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	21	42	0	0	0
Conflicting Peds, #/hr	6	0	0	6	2	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	21	42	0	0	0

Major/Minor

	Major1	Major2	Minor2
Conflicting Flow All	44	0	65
Stage 1	-	-	44
Stage 2	-	-	21
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1577	-	946
Stage 1	-	-	984
Stage 2	-	-	1007
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1569	-	943
Mov Cap-2 Maneuver	-	-	943
Stage 1	-	-	982
Stage 2	-	-	1005

Approach

	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1569	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	228	77	8	256	85	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	-	165	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	228	77	8	256	85	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	228
Stage 1	-	-	228
Stage 2	-	-	272
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1352
Stage 1	-	-	815
Stage 2	-	-	778
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1352
Mov Cap-2 Maneuver	-	-	530
Stage 1	-	-	815
Stage 2	-	-	773

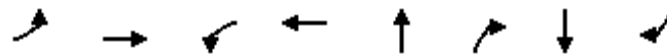
Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	530	-	-	1352	-
HCM Lane V/C Ratio	0.16	-	-	0.006	-
HCM Control Delay (s)	13.1	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Appendix E Queuing Worksheets

2014 Existing Traffic Conditions
 1: Hamrick Road & E Pine Street/Biddle Road

Weekday AM Peak Hour
 6/16/2015



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	470	660	4	311	59	6	78	445
v/c Ratio	0.68	0.35	0.01	0.37	0.29	0.02	0.32	0.50
Control Delay	10.9	6.9	6.3	17.3	24.9	0.2	24.6	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	6.9	6.3	17.3	24.9	0.2	24.6	5.3
Queue Length 50th (ft)	51	35	0	35	14	0	19	19
Queue Length 95th (ft)	141	120	3	82	52	0	64	85
Internal Link Dist (ft)		1047		1982	637		835	
Turn Bay Length (ft)	380		305			150		
Base Capacity (vph)	1418	3107	412	2272	693	820	831	1381
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.21	0.01	0.14	0.09	0.01	0.09	0.32

Intersection Summary

2014 Existing Traffic Conditions
 2: Table Rock Road & Biddle Road

Weekday AM Peak Hour
 6/16/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	261	433	133	5	167	157	61	352	285	332	68
v/c Ratio	0.57	0.38	0.22	0.02	0.36	0.47	0.14	0.73	0.65	0.48	0.09
Control Delay	26.5	24.2	6.2	20.0	39.3	12.1	12.1	38.9	20.5	23.5	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	24.2	6.2	20.0	39.3	12.1	12.1	38.9	20.5	23.5	1.9
Queue Length 50th (ft)	97	85	0	2	42	0	16	167	85	134	0
Queue Length 95th (ft)	178	157	31	9	79	39	34	265	134	203	10
Internal Link Dist (ft)	1982				1561		971		1160		
Turn Bay Length (ft)	450	225		75	200		100	100			
Base Capacity (vph)	534	1442	713	420	1441	715	607	734	560	805	846
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.30	0.19	0.01	0.12	0.22	0.10	0.48	0.51	0.41	0.08

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	187	325	219	309	45	316	278	142	498
v/c Ratio	0.45	0.76	0.51	0.66	0.14	0.48	0.54	0.38	0.53
Control Delay	14.5	36.5	21.0	29.8	18.3	28.7	8.3	21.6	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.5	36.5	21.0	29.8	18.3	28.7	8.3	21.6	23.0
Queue Length 50th (ft)	44	126	53	113	12	64	0	40	89
Queue Length 95th (ft)	87	230	101	214	37	115	53	92	156
Internal Link Dist (ft)		685		784		599			621
Turn Bay Length (ft)	85		115		90		215	90	
Base Capacity (vph)	595	859	486	687	508	1343	754	406	1097
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.38	0.45	0.45	0.09	0.24	0.37	0.35	0.45

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	76	30	123	77	62	44	351	77	269
v/c Ratio	0.34	0.07	0.37	0.19	0.23	0.08	0.56	0.16	0.35
Control Delay	31.3	0.3	21.6	19.2	3.6	7.7	17.8	8.3	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	0.3	21.6	19.2	3.6	7.7	17.8	8.3	15.1
Queue Length 50th (ft)	25	0	33	21	0	7	84	12	70
Queue Length 95th (ft)	72	0	79	56	7	23	192	35	148
Internal Link Dist (ft)	1242			1195			856		973
Turn Bay Length (ft)		150	275			100		270	
Base Capacity (vph)	779	788	1361	813	644	740	1007	706	1171
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.04	0.09	0.09	0.10	0.06	0.35	0.11	0.23

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	71	87	306	53	49	638	115	32	1246
v/c Ratio	0.17	0.16	0.88	0.10	0.30	0.40	0.17	0.32	0.85
Control Delay	26.6	1.0	61.8	0.4	49.7	20.8	7.5	56.1	36.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	1.0	61.8	0.4	49.7	20.8	7.5	56.1	36.7
Queue Length 50th (ft)	35	0	197	0	32	160	10	22	440
Queue Length 95th (ft)	67	4	#325	0	70	235	48	52	#636
Internal Link Dist (ft)	812		1016			717			800
Turn Bay Length (ft)					130		60	200	
Base Capacity (vph)	481	589	402	601	179	1584	660	240	1461
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.15	0.76	0.09	0.27	0.40	0.17	0.13	0.85

Intersection Summary

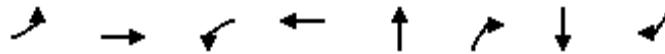
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	245	141	231	63	120	144	705	70	66	1233	373
v/c Ratio	0.69	0.40	0.34	0.19	0.62	0.68	0.45	0.09	0.48	0.89	0.57
Control Delay	43.4	45.0	4.3	29.9	60.6	64.9	22.4	3.0	64.5	41.4	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	45.0	4.3	29.9	60.6	64.9	22.4	3.0	64.5	41.4	22.5
Queue Length 50th (ft)	146	92	0	33	80	105	187	0	48	449	143
Queue Length 95th (ft)	228	161	41	68	143	173	265	16	96	#657	265
Internal Link Dist (ft)		716			680		616			610	
Turn Bay Length (ft)	150		200	50		250		90	200		90
Base Capacity (vph)	385	498	802	425	510	372	1669	791	233	1389	654
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.28	0.29	0.15	0.24	0.39	0.42	0.09	0.28	0.89	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	470	524	12	788	73	12	68	707
v/c Ratio	0.84	0.27	0.04	0.85	0.22	0.03	0.18	0.77
Control Delay	35.6	9.8	13.3	45.1	35.4	0.1	34.5	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.6	9.8	13.3	45.1	35.4	0.1	34.5	21.3
Queue Length 50th (ft)	228	75	3	262	39	0	36	333
Queue Length 95th (ft)	352	127	10	#410	91	0	84	500
Internal Link Dist (ft)		1047		1982	637		835	
Turn Bay Length (ft)	380		305			150		
Base Capacity (vph)	795	2328	376	1148	367	517	415	1156
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.23	0.03	0.69	0.20	0.02	0.16	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	149	324	73	90	553	258	116	364	189	480	161
v/c Ratio	0.50	0.33	0.14	0.22	0.66	0.46	0.38	0.63	0.47	0.77	0.21
Control Delay	25.2	29.4	4.4	19.8	38.4	7.0	19.0	36.8	19.7	40.0	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.2	29.4	4.4	19.8	38.4	7.0	19.0	36.8	19.7	40.0	3.2
Queue Length 50th (ft)	58	83	0	33	161	0	37	189	63	260	0
Queue Length 95th (ft)	112	140	23	72	253	60	86	372	135	#536	34
Internal Link Dist (ft)		1982			1561			971		1160	
Turn Bay Length (ft)	450		225	75		200	100		100		
Base Capacity (vph)	430	1191	597	532	1179	678	468	601	525	626	894
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.27	0.12	0.17	0.47	0.38	0.25	0.61	0.36	0.77	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	148	252	280	524	81	488	281	136	702
v/c Ratio	0.50	0.78	0.49	0.85	0.39	0.65	0.51	0.45	0.74
Control Delay	19.5	52.6	25.3	43.9	31.0	38.1	7.3	30.2	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	52.6	25.3	43.9	31.0	38.1	7.3	30.2	32.7
Queue Length 50th (ft)	45	140	94	282	30	140	0	53	180
Queue Length 95th (ft)	95	244	178	#595	66	214	65	102	274
Internal Link Dist (ft)		685		784		599			621
Turn Bay Length (ft)	85		115		90		215	90	
Base Capacity (vph)	452	624	572	618	465	1201	724	493	1171
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.40	0.49	0.85	0.17	0.41	0.39	0.28	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

2014 Existing Traffic Conditions
 4: Table Rock Road & W Antelope Road

Weekday PM Peak Hour
 6/16/2015



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	91	79	328	115	135	35	567	82	238
v/c Ratio	0.47	0.14	0.79	0.22	0.47	0.07	0.78	0.26	0.28
Control Delay	48.0	2.3	42.8	23.2	13.2	11.2	32.5	13.1	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	2.3	42.8	23.2	13.2	11.2	32.5	13.1	17.9
Queue Length 50th (ft)	50	0	156	48	0	8	263	20	83
Queue Length 95th (ft)	97	9	222	82	42	25	#488	48	156
Internal Link Dist (ft)	1242			1195			856		973
Turn Bay Length (ft)		150	275			100		270	
Base Capacity (vph)	553	605	959	599	564	650	724	489	844
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.13	0.34	0.19	0.24	0.05	0.78	0.17	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	134	104	217	91	116	1457	263	87	1121
v/c Ratio	0.49	0.24	0.85	0.22	0.59	0.83	0.34	0.58	0.71
Control Delay	42.5	7.1	69.0	7.4	60.8	30.9	14.4	65.5	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	7.1	69.0	7.4	60.8	30.9	14.4	65.5	28.3
Queue Length 50th (ft)	86	0	155	0	82	491	74	63	345
Queue Length 95th (ft)	135	39	228	37	147	#785	166	114	485
Internal Link Dist (ft)	812		1016			717			800
Turn Bay Length (ft)					130		60	200	
Base Capacity (vph)	366	540	341	516	209	1758	778	194	1590
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.19	0.64	0.18	0.56	0.83	0.34	0.45	0.71

Intersection Summary

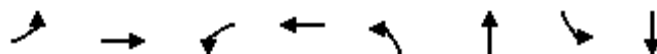
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	311	126	236	82	154	252	1378	94	84	1136	315
v/c Ratio	0.89	0.36	0.31	0.23	0.71	0.83	0.89	0.13	0.58	0.92	0.53
Control Delay	65.0	48.1	4.0	32.7	70.5	74.4	40.4	5.7	73.3	51.5	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	48.1	4.0	32.7	70.5	74.4	40.4	5.7	73.3	51.5	23.5
Queue Length 50th (ft)	223	93	2	50	124	205	544	3	70	491	128
Queue Length 95th (ft)	#367	159	51	89	199	#356	#815	38	128	#693	241
Internal Link Dist (ft)		716			680		616			610	
Turn Bay Length (ft)	150		200	50		250		90	200		90
Base Capacity (vph)	361	462	794	445	453	338	1550	706	208	1239	600
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.27	0.30	0.18	0.34	0.75	0.89	0.13	0.40	0.92	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	195	344	55	156	174	634	36	544
v/c Ratio	0.38	0.61	0.15	0.46	0.41	0.49	0.10	0.66
Control Delay	16.8	25.6	15.2	29.6	15.1	20.0	12.8	28.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	25.6	15.2	29.6	15.1	20.0	12.8	28.4
Queue Length 50th (ft)	50	113	13	51	40	114	8	103
Queue Length 95th (ft)	123	258	41	132	99	211	27	203
Internal Link Dist (ft)		782		845		571		507
Turn Bay Length (ft)	175		100		175		150	
Base Capacity (vph)	570	751	586	767	524	1537	581	1462
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.46	0.09	0.20	0.33	0.41	0.06	0.37

Intersection Summary

Appendix F Bicycle Level of Traffic Stress
Summary

Road	From/to	Shoulder Width	VPD	Posted Speeds (mph)	Lanes Per Direction	Bike Lane Width (ft) Left side	Bike Lane Width (ft) Right side	Parking Lane Width (ft)	Unmarked Centerline (Y/N)	LTS
W Pine St (west to east) - Highway 99 to Hanley	Hanley to Haskell St	4 to 6		35	1	4	4	0 N		3
	Haskell St to Highway 99	4 to 6		35	1	5	5	0 N		3
Hanley Road - W Pine to Rossanley	W Pine to Ross Lane	4 to 6	4848							3
	Ross Lane to Rossanley	4 to 6	5920							3
Ross Ln - Hanley to Old Stage	Hanley to Old Stage	4 to 6	3447							3
	Old Stage to Hillside Drive	4 to 6	3007							3
Old Stage Rd - Jacksonville city limits to I-5 Exit 40	Jacksonville City Limits to Ross Ln	0 to 2	2283							3
	Ross Lane to just south of Wells Fargo St (<45mph)	4 to 6		40	1	4	4	0 N		4
	just south of Wells Fargo St (40mph) to Lane Creek	0 to 2		40	1	0	0	0 N		4
	Lane Creek Road to I-5 Exit 40	0 to 2	2562							3
S Stage Rd - Highway 99 to Jacksonville	Highway 99 to Voorhies Road	4 to 6	6561							3
	Voorhier Road to Kings Highway	4 to 6	5723							3
	Kings Highway to Columbus Avenue	4 to 6	5537							3
	Columbus Avenue to Orchard Home	4 to 6	4438							3
	Orcharf Home to Griffin Creek	4 to 6	3868							3
	Vertical section (<45mph)	4 to 6		35	1	5	5	0 N		3
	Griffin Creek to Hull Road	4 to 6	4016							3
	Hull Road to Arnold Lane	4 to 6	4091							3
	Arnold Lane to Bellinger Lane	4 to 6	3236							3
	Bellinger Lane to Jacksonville	4 to 6	5151							3
W Main St	Renault to Winema(<45 mph)	4 to 6		40	1	5.5	5.5	0 N		4
	Winema to Hanley	4 to 6	8415							3
(Highway 99 Omitted as no parts are County	plus being addressed by 99 Corridor Plan)									0
N Phoenix Rd	Phoenix city limits to Barnett	4 to 6	7610							3
Foothill Rd - Hillcrest to Corey	Hillcrest to Coker Butte	0 to 2	4879							3
	Coker Butte to Corey	0 to 2	6228							3
Bigham-Brown Rd - Antelope to Alta Vista	Antelope to Dulton Road	0 to 2	2341							3
	Dulton Road to Alta Vista	0 to 2	2225							3
(Highway 62 Omitted as no parts are County)										0
E Pine St (west to east) - I-5 n/b ramps to 500' east of Table Rock	I-5 n/b ramps to Hamrick Road (<45 mph)	4 to 6		35	2	6	6	0 N		3
	Hamrick Road to Table Rock	4 to 6	14,958							3
Table Rock Road	Table Rock to 500' east of Table Rock	0 to 2	0							0
	Morningside to south touchdown	4 to 6	0							0
	southtouchdown to north touchdown	0 to 2	0							0
	north touchdown to Biddle Road	4 to 6	0							0
	Biddle Road to E Villas Road	4 to 6	17283							3
	E Villas Road to Wilson	4 to 6	18266							3
	Wilson to West Gregory	4 to 6	16933							3
	West Gregory to Antelope Road	4 to 6	14545							3
	Antelope Road to Kirtland Rd	4 to 6	8434							3
	Kirtland Road to Modoc/Bybee Ferry Road	4 to 6	7291							3
	Modoc/Bybee Ferry Road to Highway 234	0 to 2	2703							3
	Highway 62 to Foothill	0 to 2	1941							3
	Antelope Road - Kirtland to Bigham-Brown	Kirtland to Table Rock Road	4 to 6	3040						
Kirtland to Agate Road		4 to 6	13550							3
Agate Road to Hwy 62		4 to 6	8703							3
Hwy 62 to 24th St (<45 mph)		4 to 6		35	1	4	4	0 N		3
Fern Valley Rd (west to east) - Phoenix to Payne	24th Street to Bighma-Brown	4 to 6	2162							3
	N. Phoenix to Marigold Ln	0 to 2		30	1	1	1	0 N		3
Payne Rd - Fern Valley to Suncrest	Marigold Ln to Payne	0 to 2		40	1	1	1	0 N		4
	Fern Valley to Huges	0 to 2	935							2
Suncrest Rd - Payne to W Valley View	Huges o Suncrest	0 to 2	578							2
	East of Payne Road	0 to 2	391							2
W Valley View Rd - Suncrest to S Valley View	North of West Valley View Road	0 to 2	611							2
	South of Suncrest Road	0 to 2	855							2
E Valley View Rd	North of North Valley View Road	0 to 2	695							2
	S Valley View to Butler Cr	0 to 2	465							2
Butler Creek Rd	E Valley View to Eagle Mill Rd	0 to 2	0							0
Eagle Mill Rd - S Valley View to Oak	S Valley View to Bear Creek Greenway	4 to 6	4496							3
	Bear Creek Greenway to Oak	0 to 2	4489							3
Colver Rd (north to south) - Highway 99 to Phoenix City Limit	Phoenix City Limit to Pioneer (<45 mph)	4 to 6		35	1	4	5	0 N		3
	Pioneer to Adams Road	4 to 6	3054							3
	Adams Road to Front Street	4 to 6	2845							3
	Front Street to Highway 99 (<45 mph)	4 to 6		30	1	4	4	0 N		2

Appendix G Crash Data

Hamrick Rd & E Pine St / Biddle Rd
 January 1, 2009 through December 2013

COLLISION TYPE	FATAL CRASHES		NON-PROPERTY DAMAGE		TOTAL CRASHES	TOTAL PEOPLE		TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED ROAD		OFF-ROAD	
	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	OTHER DAMAGE		KILLED	INJURED						INTER-SECTION	RELATED ROAD		
YEAR: 2013																
TURNING MOVEMENTS	0	3	2	2	5	0	5	0	5	0	4	1	5	0	0	0
2013 TOTAL	0	3	2	2	5	0	5	0	5	0	4	1	5	0	0	0
YEAR: 2012																
TURNING MOVEMENTS	0	1	2	2	3	0	1	1	3	0	2	1	3	0	0	0
2012 TOTAL	0	1	2	2	3	0	1	1	3	0	2	1	3	0	0	0
YEAR: 2011																
ANGLE	0	0	1	1	1	0	0	0	0	1	1	0	1	0	0	0
TURNING MOVEMENTS	0	1	0	0	1	0	1	0	0	1	1	0	1	0	0	0
2011 TOTAL	0	1	1	1	2	0	1	0	0	2	2	0	2	0	0	0
YEAR: 2010																
ANGLE	0	0	1	1	1	0	0	0	1	0	1	0	1	0	0	0
REAR-END	0	2	0	0	2	0	2	0	2	0	2	0	2	0	0	0
TURNING MOVEMENTS	0	3	3	0	6	0	11	0	6	0	5	1	6	0	0	0
2010 TOTAL	0	5	4	0	9	0	13	0	9	0	8	1	9	0	0	0
YEAR: 2009																
ANGLE	0	0	1	1	1	0	0	0	0	0	1	0	1	0	0	0
REAR-END	0	0	2	2	2	0	2	0	2	0	2	0	2	0	0	0
TURNING MOVEMENTS	0	1	2	2	3	0	1	0	3	0	2	1	3	0	0	0
2009 TOTAL	0	1	5	5	6	0	1	0	4	0	4	2	6	0	0	0
FINAL TOTAL	0	11	14	14	25	0	21	1	21	3	20	5	25	0	0	0

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

Hamrick Rd & E Pine St / Biddle Rd
January 1, 2009 through December 2013

CDS3360 9/25/2015

CITY OF CENTRAL POINT, JACKSON COUNTY

SER#	INVEST	D C S L K	P E A U C O	R S W	DATE	CLASS	CITY STREET	RD CHAR	INT-TYP	INT-REL	OFF-RD	WTHR	CRASH TYP	SPCL USE	VEH TYPE	V#	OWNER	MOVE	FROM	TO	P#	PRTC	INI	A S	E LICNS	PED	LOC	ERROR	ACTN	EVENT	CAUSE
					DAY	DIST	FIRST STREET	LOCIN	LEGS	TRAF-	RDDBT	SURF	COLL TYP									TYPE	SVRTY	E X	RES						
					TIME	FROM	SECOND STREET		(#LANES)	CONTL	DRVMY	LIGHT	SVRTY																		
00878		N N N N			05/17/2010	16	HAMRICK RD	INTER	CROSS	N	CLD	O-ITURN		02	FIRE	0	STRGHT				01	DRVR	NONE	25	M	OR-Y		000		00	
					Mon	0	PINE ST	CN	0	TRF SIGNAL	N	DRY	TURN		PUBLIC		TRUCK											000		00	
					3P			02	0		N	DAY	INJ															000		00	
02403		N N N N			12/12/2010	16	HAMRICK RD	INTER	CROSS	N	CLR	O-ITURN		02	FIRE	0	STRGHT												000		00
					Sun	0	PINE ST	CN	0	TRF SIGNAL	N	DRY	TURN		PRVTE		PSNGR CAR												012		00
					2P			02	0		N	DAY	PDO															000		00	
01653		N N N N			09/07/2013	16	HAMRICK RD	INTER	CROSS	N	CLR	O-ITURN		02	FIRE	0	STRGHT												000		00
					Sat	0	PINE ST	CN	0	TRF SIGNAL	N	DRY	TURN		PRVTE		PSNGR CAR												000		00
					4P			02	0		N	DAY	INJ															000		00	
91641		N N N N			08/20/2009	14	HAMRICK RD	INTER	CROSS	N	CLR	O-ITURN		02	FIRE	0	STRGHT												000		00
					Thu	0	PINE ST	CN	0	TRF SIGNAL	N	DRY	TURN		PRVTE		PSNGR CAR												000		00
					7A			03	0		N	DAY	PDO															000		00	
02620		N N N N			12/27/2009	16	HAMRICK RD	INTER	CROSS	N	CLR	O-ITURN		02	FIRE	0	STRGHT												000		00
					Sun	0	PINE ST	CN	0	TRF SIGNAL	N	DRY	TURN		PRVTE		PSNGR CAR												000		00
					9P			03	0		N	DARK	PDO															000		00	
											N	DAY	PDO															000		00	

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

Hamrick Rd & E Pine St / Biddle Rd
January 1, 2009 through December 2013

CDS3360 9/25/2015

CITY OF CENTRAL POINT, JACKSON COUNTY

SER#	INVEST	D C S L K	P E A U C O	R N N N	W	DATE	CLASS	CITY STREET	RD CHAR	INT-TYP	INT-REL	OFF-RD	WTHR	CRASH	TYPE	SPCL USE	VEH TYPE	V#	OWNER	MOVE	FROM	TO	P#	PRTC	INI	A G E	S LICNS	PED	LOC	ERROR	ACTN	EVENT	CAUSE
						TIME	DIST	FIRST STREET	DIRECT	LEGS	TRAF-	CONTL	DRVMY	LIGHT	SVRTY	COLL	TYP							TYPE	SVRTY	E	X	RES					

00554		N N N N	N N N N	N		03/19/2010	16	HAMRICK RD	INTER	CROSS	N	CLR	N	ANGI-OTH	01	NONE	STRGHT	W E	01	DRVR	NONE	67	M	OR-Y	OR<25				000	000	00	00
						Fr1 4P	0	PINE ST	CN	0	TRF SIGNAL	N	DAY	ANGI	01	PRVTE	W E	01	DRVR	NONE	40	F	OR-Y	OR<25				000	000	00	00	
00547		N N N N	N N N N	N		03/26/2011	16	HAMRICK RD	INTER	CROSS	N	CLD	N	ANGI-OTH	01	NONE	STRGHT	W E	01	DRVR	NONE	72	M	OR-Y	OR<25				000	000	00	04
						Sat 9A	0	PINE ST	CN	0	TRF SIGNAL	N	DAY	ANGI	01	PRVTE	W E	01	DRVR	NONE	85	M	OR-Y	OR<25				000	038	00	04	
01477		N N N	N N N	N		08/14/2013	16	HAMRICK RD	INTER	CROSS	N	CLR	N	ANGI-OTH	01	NONE	TURN-R	N W	01	DRVR	NONE	57	F	OR-Y	OR<25				000	000	00	00
						Wed 9A	0	PINE ST	CN	0	TRF SIGNAL	N	DAY	TURN	01	PRVTE	N W	01	DRVR	NONE	72	M	OR-Y	OR<25				016	000	00	08,02	
01938		N N N	N N N	N		10/22/2009	16	HAMRICK RD	INTER	CROSS	N	CLR	N	ANGI-OTH	01	NONE	STRGHT	W E	01	DRVR	NONE	17	F	OR-Y	OR<25				000	000	00	04
						Thu 7A	0	PINE ST	CN	0	TRF SIGNAL	N	DAY	TURN	01	PRVTE	N W	01	DRVR	NONE	17	F	OR-Y	OR<25				000	000	00	00	
									CN	04	0	INJ	N	INJ	02	PSNGR	STOP	S W	01	DRVR	INJC	61	F	OR-Y	OR<25				012	000	00	00

Biddle Road & Table Rock Road
 January 1, 2009 through December 2013

COLLISION TYPE	FATAL CRASHES		NON-PROPERTY DAMAGE ONLY		TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD	
	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	OTHER DAMAGE ONLY											
YEAR: 2013															
REAR-END	0	1	2	2	3	0	3	0	2	1	2	1	3	0	0
2013 TOTAL	0	1	2	2	3	0	3	0	2	1	2	1	3	0	0
YEAR: 2012															
REAR-END	0	2	0	0	2	0	2	0	1	1	2	0	2	0	0
TURNING MOVEMENTS	0	1	1	1	2	0	1	0	1	1	1	1	2	0	0
2012 TOTAL	0	3	1	1	4	0	3	0	2	2	3	1	4	0	0
YEAR: 2011															
REAR-END	0	1	0	0	1	0	1	0	1	0	1	0	1	0	0
2011 TOTAL	0	1	0	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2010															
TURNING MOVEMENTS	0	0	1	1	1	0	0	0	0	1	1	0	1	0	0
2010 TOTAL	0	0	1	1	1	0	0	0	0	1	1	0	1	0	0
YEAR: 2009															
REAR-END	0	0	1	1	1	0	0	0	1	0	1	0	1	0	0
2009 TOTAL	0	0	1	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	5	5	5	10	0	7	0	6	4	8	2	10	0	0

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CDS380 9/25/2015

JACKSON COUNTY

County Road Crash Listing
Biddle Road & Table Rock Road
January 1, 2009 through December 2013

SER#	DATE	TIME	MILEPNT	COUNTY	RD	INT-TYP	INT-REL	OFF-RD	WTHR	CRASH	SPCL USE	MOVE	PRFC	INJ	A	S	E	LICNS	PED	CAUSE											
NO RPT			DIST FROM	FIRST	DIRECT	CROSS	TRF	SIGNAL	N	WET	DRY	REAR	INJ	VEH TYPE	TO	FROM	F#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACTN	EVENT	CAUSE				
01966	N N N	10/22/2012	1.80	E PINE ST	INTER	CROSS	N	TRF	SIGNAL	N	RAIN	S-1STOP	REAR	01	NONE	0	STRGHT	UNKN	N	S	01	DRVR	NONE	00	M	UNK	026	000	00	07	
02275	N N N	12/11/2012	1.80	E PINE ST	INTER	CROSS	N	TRF	SIGNAL	N	RAIN	O-1TURN	TURN	01	NONE	0	TURN-L	PRVTE	S	W	01	DRVR	NONE	55	F	OR-Y	097	000	011	00	
01168	N N N	7/5/2012	2.26	TABLE ROCK RD	INTER	CROSS	N	TRF	SIGNAL	N	CLR	S-1STOP	REAR	01	NONE	0	STRGHT	PRVTE	S	N	01	DRVR	NONE	23	F	OR-Y	097	000	000	00	32,07
01624	N N N	8/28/2010	2.26	TABLE ROCK RD	INTER	CROSS	N	UNKNOWN	N	WET	DRY	TURN	PDO	01	NONE	0	STRGHT	PRVTE	E	N	02	PSNG	INJC	13	F	OR<25	000	000	000	00	32,07
01990	N N N	10/9/2009	2.26	TABLE ROCK RD	INTER	CROSS	N	TRF	SIGNAL	N	CLR	S-1STOP	REAR	01	NONE	0	STRGHT	PRVTE	S	N	03	PSNG	NO<5	01	M	OR<25	000	000	000	00	08

Vilas Road & Table Rock Road
 January 1, 2009 through December 2013

COLLISION TYPE	FATAL CRASHES		NON-PROPERTY DAMAGE ONLY		TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	OTHER DAMAGE ONLY										
YEAR: 2013														
ANGLE	0	1	0	0	1	0	1	1	1	0	0	1	1	0
REAR-END	0	1	2	0	3	0	1	0	2	1	2	1	3	0
TURNING MOVEMENTS	0	1	3	0	4	0	1	1	2	2	3	1	4	0
2013 TOTAL	0	3	5	0	8	0	3	2	5	3	5	3	8	0
YEAR: 2012														
BACKING	0	0	1	0	1	0	0	0	1	0	1	0	1	0
REAR-END	0	1	0	0	1	0	1	1	1	0	1	0	1	0
TURNING MOVEMENTS	0	3	0	0	3	0	5	0	0	3	2	1	3	0
2012 TOTAL	0	4	1	0	5	0	6	1	2	3	4	1	5	0
YEAR: 2011														
ANGLE	0	1	0	0	1	0	2	0	1	0	1	0	1	0
REAR-END	0	0	1	0	1	0	0	0	1	0	1	0	1	0
TURNING MOVEMENTS	0	1	2	0	3	0	1	0	3	0	2	1	3	0
2011 TOTAL	0	2	3	0	5	0	3	0	5	0	4	1	5	0
YEAR: 2010														
ANGLE	0	2	0	0	2	0	3	0	2	0	2	0	2	0
MISCELLANEOUS	0	0	1	0	1	0	0	0	1	0	1	0	1	0
REAR-END	0	2	1	0	3	0	4	0	3	0	3	0	3	0
2010 TOTAL	0	4	2	0	6	0	7	0	6	0	6	0	6	0
YEAR: 2009														
ANGLE	0	0	1	0	1	0	0	0	1	0	1	0	1	0
NON-COLLISION	0	1	0	0	1	0	1	0	1	0	1	0	1	0
REAR-END	0	1	2	0	3	0	1	0	2	1	2	1	3	0
TURNING MOVEMENTS	0	2	0	0	2	0	3	0	2	0	2	0	2	0
2009 TOTAL	0	4	3	0	7	0	5	0	6	1	6	1	7	0
FINAL TOTAL	0	17	14	0	31	0	24	3	24	7	25	6	31	0

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CITY OF MEDFORD, JACKSON COUNTY

URBAN NON-SYSTEM CRASH LISTING

Vilas Road & Table Rock Road
January 1, 2009 through December 2013

SER# INVEST	DATE	TIME	CLASS	STREET	RD CHAR	INT-TYP	INT-REL	OFF-RD	WTHR	CRASH TYP	SPCL USE	VEH TYPE	VEH TYPE	MOVE	PRTC	INI	A	S	LOC	RES	EVENT	CAUSE	
01926	N N N N	10/21/2009	16	TABLE ROCK RD	INTER	CROSS	N	TRF SIGNAL	N	CLR	S-ISTOP	01	NONE	0	STRGHT	01	DRVR	NONE	45	F	OR-Y	013	07
		Wed	0	VILAS RD	N	0			N	DRY	REAR	PSNGR	CAR	N	S							001	00
		1P			05				N	DAY	PDO					01					OR<25	000	07
02255	N N N	11/30/2012	16	TABLE ROCK RD	INTER	CROSS	N	TRF SIGNAL	N	CLR	S-ISTOP	01	NONE	1	STRGHT	01	DRVR	NONE	26	F	OR-Y	013	00
		Fri	0	VILAS RD	N	0			N	DRY	REAR	PSNGR	CAR	N	S							000	00
		4P			06				N	DAY	INJ					01					OR<25	000	07
									N	DAY	INJ	SEMI	TOW			01					OR<25	026	07
01381	N N N	08/01/2012	16	TABLE ROCK RD	INTER	CROSS	N	TRF SIGNAL	N	CLR	O-ISTOP	01	NONE	1	BACK	01	DRVR	NONE	49	M	OR-Y	011	00
		Wed	0	VILAS RD	E	0			N	DRY	BACK	PRVTE	W	E								000	00
		1P			06				N	DAY	PDO	PSNGR	CAR			01					OR<25	011,026	10
									N	DAY	PDO					01					OR<25	000	10
01727	Y N N N	09/17/2013	16	TABLE ROCK RD	INTER	CROSS	N	TRF SIGNAL	N	RAIN	ANGL-STP	01	NONE	0	TURN-L	02	PSNG	NO<5	01	M		000	00
		Tue	0	VILAS RD	E	0			N	WET	TURN	PRVTE	E	W								011	00
		12P			06				N	DAY	PDO	PSNGR	CAR			01					OR<25	000	00
									N	DAY	PDO					01					OR<25	000	00
									N	DAY	PDO					01					OR<25	047,001	01,08
									N	DAY	PDO					01					OR<25	017	00
00554	N N N N	03/28/2011	16	TABLE ROCK RD	INTER	CROSS	N	YIELD	N	CLR	S-ITURN	01	NONE	1	STOP	01	DRVR	NONE	59	M	OTH-Y	012	00
		Mon	0	VILAS RD	SE	0			N	DRY	REAR	PRVTE	SW	NE								000	00
		4P			09				N	DAY	PDO	PSNGR	CAR			01					OR<25	000	07
									N	DAY	PDO					01					OR<25	043	07
									N	DAY	PDO					02					OR<25	000	00
									N	DAY	PDO					03					OR<25	000	00

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CDS3360 9/25/2015

CITY OF MEDFORD, JACKSON COUNTY

Vilas Road & Table Rock Road
January 1, 2009 through December 2013

SER#	INVEST	P E A E L D	R A U G H C S	O C H R S W	DATE	CLASS	CITY STREET	RD CHAR	INT-TYP	INT-REL	OFF-RD	WTHR	CRASH TYP	SPCL USE	MOVE	FROM	TO	P#	PRTC	INI	A	S	LOC	RES	ACTN	EVENT	CAUSE	
		D C S L K			TIME	DIST	FIRST STREET SECOND STREET	LOCIN	LEGS (#LANES)	TRAF- CONTL	DRVMY	LIGHT	SVRTY	SVRTY	COLL TYP	SVRTY	SVRTY	SVRTY	SVRTY	SVRTY	SVRTY	SVRTY	SVRTY	SVRTY	SVRTY	SVRTY	SVRTY	SVRTY
02640	NONE	N N N	N N N	N N N	12/13/2013 Fri 3P	0	TABLE ROCK RD VILAS RD	W 06	CROSS 0	N TRF SIGNAL	N N	CLD ICE	S-1STOP REAR	NONE PRVTE	STRGHT W E	W E	W E	01	DRVR	NONE	66	M	OR-Y	OR<25	000	011	013	00
02568	NONE	N N N	N N N	N N N	12/26/2013 Thu 5P	0	TABLE ROCK RD VILAS RD	W 06	CROSS 1	N TRF SIGNAL	N N	FOG DRY	S-1STOP REAR	NONE PRVTE	STRGHT W E	W E	W E	01	DRVR	NONE	25	M	OR-Y	OR<25	000	011	000	00
01518	CITY	N N N	N N N	N N N	08/14/2010 Sat 3P	0	TABLE ROCK RD VILAS RD	W 01	CROSS 0	N TRF SIGNAL	N N	CLR DRY	ANGL-OTH ANGL	NONE PRVTE	STRGHT E W	W E	W E	01	DRVR	NONE	30	F	OR-Y	OR<25	026	000	000	07
01082	CITY	N N N	N N N	N N N	06/12/2011 Sun 8A	0	TABLE ROCK RD VILAS RD	W 01	CROSS 0	N TRF SIGNAL	N N	CLR DRY	ANGL-OTH ANGL	NONE PRVTE	STRGHT N S	W E	W E	01	DRVR	INJC	78	M	OR-Y	OR<25	000	000	040	00
00452	COUNTY	N N N	N N N	N N N	03/15/2012 Thu 1P	0	TABLE ROCK RD VILAS RD	W 01	CROSS 0	N TRF SIGNAL	N N	RAIN WET	ANGL-OTH TURN	NONE PRVTE	STRGHT N W	W E	W E	01	DRVR	INJC	20	F	OR-Y	OR<25	000	000	040	00
		N N N	N N N	N N N						N TRF SIGNAL	N N	DAY DAY	INJ	PSNGR CAR	TURN-R	N W	N W	01	DRVR	NONE	74	F	OR-Y	OR<25	028	016	000	02

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 URBAN NON-SYSTEM CRASH LISTING

Vilas Road & Table Rock Road
 January 1, 2009 through December 2013

CDS380 9/25/2015

CITY OF MEDFORD, JACKSON COUNTY

S P E I N V E S T	R A E L C S I K	O C C U R E N C E	D A T E	C L A S S	C I T Y	S T R E E T	R O A D	I N T - T Y P E	I N T - R E L A T I O N	C R A S H	S P E C I F I C	M O V E	F R O M	T O	V E H I C L E	P A R T I C I P A N T	I N J U R Y	A D M I N I S T R A T I O N	S E R I A L	E X P L A N A T I O N	L I C E N S E	P E D I A N	L O C A T I O N	E R R O R	A C T I V E	E V E N T	C A U S E	
																												INT-TYP
01762	N	N	09/11/2009	17	TABLE ROCK RD	TABLE ROCK RD	INTER	CROSS	N	CLR	ANGL-OTH	0	STRGHT	01	NONE	0	DRVR	NONE	48	F	OR-Y	OR<25	000	000	00	00	00	00
			Fr1 7P	0	VILAS RD		CN	TRF SIGNAL	N	DRY	ANGL	PRVTE	E	W	PSNGR	CAR	01	DRVR	NONE	33	F	OR-Y	OR<25	000	000	04	00	04
			7P				02	0		DAY	PDO	PSNGR	CAR	01	DRVR	NONE	01	DRVR	NONE	33	F	OR-Y	OR<25	020	026	04	00	04
01987	N	N	10/24/2012	16	TABLE ROCK RD	TABLE ROCK RD	INTER	CROSS	N	CLR	O-ITURN	0	STRGHT	01	NONE	0	DRVR	NONE	58	M	OR-Y	OR<25	000	000	00	00	00	00
			Wed 5P	0	VILAS RD		CN	TRF SIGNAL	N	WET	TURN	PRVTE	E	W	PSNGR	CAR	01	DRVR	NONE	28	M	OR-Y	OR<25	000	000	02	00	00
			5P				02	1		DAY	INJ	PSNGR	CAR	01	DRVR	NONE	01	DRVR	NONE	28	M	OR-Y	OR<25	000	000	00	00	00
00630	N	N	04/11/2013	16	TABLE ROCK RD	TABLE ROCK RD	INTER	CROSS	N	CLR	O-ITURN	0	STRGHT	01	NONE	0	DRVR	NONE	20	M	N-VAL	OR<25	000	000	00	00	00	00
			Thu 10P	0	VILAS RD		CN	TRF SIGNAL	N	DRY	TURN	PRVTE	E	W	PSNGR	CAR	01	DRVR	NONE	40	M	OR-Y	OR<25	000	000	32,02	00	00
			10P				02	1		DLIT	INJ	PSNGR	CAR	01	DRVR	NONE	01	DRVR	NONE	40	M	OR-Y	OR<25	000	000	00	00	00
00733	N	N	04/29/2013	16	TABLE ROCK RD	TABLE ROCK RD	INTER	CROSS	N	CLR	ANGL-OTH	1	STRGHT	01	NONE	1	DRVR	NONE	47	F	OTH-Y	N-PES	000	000	00	00	00	00
			Mon 4A	0	VILAS RD		CN	TRF SIGNAL	N	DRY	ANGL	PRVTE	E	W	SEMI	TOW	01	DRVR	NONE	51	M	OTH-Y	N-PES	000	000	04	00	00
			4A				02	1		DLIT	INJ	PSNGR	CAR	01	DRVR	NONE	01	DRVR	NONE	51	M	OTH-Y	N-PES	000	000	00	00	00
00634	N	N	04/01/2009	16	TABLE ROCK RD	TABLE ROCK RD	INTER	CROSS	N	CLR	ANGL-OTH	0	STRGHT	01	NONE	0	DRVR	NONE	34	M	OR-Y	OR<25	000	000	00	00	00	00
			Wed 5P	0	VILAS RD		CN	TRF SIGNAL	N	DRY	TURN	PRVTE	E	S	PSNGR	CAR	01	DRVR	NONE	32	M	OR-Y	OR<25	000	000	04	00	00
			5P				03	1		DAY	INJ	PSNGR	CAR	01	DRVR	NONE	01	DRVR	NONE	32	M	OR-Y	OR<25	000	000	00	00	00
							02	1		DLIT	INJ	PSNGR	CAR	01	DRVR	NONE	01	DRVR	NONE	30	F	OR-Y	OR<25	000	000	00	00	00
							03	1		DAY	INJ	PSNGR	CAR	01	DRVR	NONE	01	DRVR	NONE	30	F	OR-Y	OR<25	000	000	00	00	04

CITY OF MEDFORD, JACKSON COUNTY

Vilas Road & Table Rock Road
January 1, 2009 through December 2013

SER# INVEST	P E A E L D	R A U G L C	S C H R O	D A T E	CLASS DIST FROM	CITY STREET FIRST SECOND	RD CHAR DIRECT LOCIN	INT-TYP (MEDIAN) (#LANES)	INT-REL TRAF-CONTL	OFF-RD SURF LIGHT	WTHR SURF LIGHT	CRASH COLL SVRTY	MOVE FROM TO	VEH TYPE	V#	OWNER	PELR QTY	SPCL USE	PRTC INI	A S G E LICNS X RES	PED LOC ERROR	ACTN EVENT	CAUSE		
02204	N N N N	N N N N	N N N N	11/19/2011	16	TABLE ROCK RD VILAS RD	INTER CN 03	CROSS 0	TRF SIGNAL	N N	CLD DRY	O-ITURN TURN	0 STRGHT N S	01	PRVTE PSNGR	CAR	53	NONE	01	DRVR	NONE	53	M OR-Y OR<25	000 000 000	02 00 00
00144	N N N N	N N N N	N N N N	01/08/2009	16	TABLE ROCK RD VILAS RD	INTER CN 04	CROSS 0	TRF SIGNAL	N N	RAIN WET	S-ISTOP REAR INJ	0 STRGHT UNKN PSNGR	01	NONE PSNGR	CAR	0	NONE	01	DRVR	NONE	00	M UNK UNK	000 000 013	07 00 00
01799	N N N N	N N N N	N N N N	09/21/2009	16	TABLE ROCK RD VILAS RD	INTER CN 04	CROSS 0	TRF SIGNAL	N N	CLR DRY	O-ITURN TURN INJ	0 STRGHT UNKN PSNGR	01	PRVTE UNKN PSNGR	CAR	0	NONE	01	DRVR	NONE	00	M UNK UNK	000 000 000	08 00 00
00178	N N N	N N N	N N N	01/31/2010	16	TABLE ROCK RD VILAS RD	INTER CN 04	CROSS 1	YIELD	N N	CLR DRY	S-ITURN REAR INJ	0 STRGHT UNKN PSNGR	01	PRVTE PSNGR	CAR	1	NONE	01	DRVR	NONE	33	F OR-Y OR<25	000 000 000	07 00 00

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CDS380 9/25/2015

CITY OF MEDFORD, JACKSON COUNTY

Vilas Road & Table Rock Road
January 1, 2009 through December 2013

SER#	INVEST	D C S L K	P E A U C O	R G H R	S O D	DATE	CLASS	CITY STREET	RD CHAR	INT-TYP	INT-REL	OFF-RD	WTHR	CRASH TYP	SPCL USE	VEH TYPE	V#	OWNER	MOVE	FROM	TO	P#	PRTC	INI	A S	E LICNS	PED	LOC	ERROR	ACTN	EVENT	CAUSE
01495		N N N N	N N N N	N N N N	N N N N	08/08/2010	16	TABLE ROCK RD VILAS RD	INTER CN 04	CROSS	N	TRF SIGNAL	N CLR	ANGI-OTH ANGL	01 NONE PRVTE	01	MTRCYCLE	W E	STRGHT	W E	01	DRVR	INJA	55 M	OR-Y	OR<25	020	000	001	00	00	
						Sun 2P	0			0			N DAY	INJ	02 NONE PRVTE PSNGR CAR	02		STRGHT	S N		01	DRVR	NONE	24 M	OR-Y	OR<25	000	000	000	00	00	
01205		N N N N	N N N N	N N N N	N N N N	07/02/2011	16	TABLE ROCK RD VILAS RD	INTER CN 04	CROSS	N	YIELD	N CLR	ANGI-OTH TURN	01 NONE PRVTE	01		TURN-R	SW E	01	DRVR	NONE	78 M	OR-Y	OR<25	028	000	000	000	00	00	
						Sat 9A	0			1			N DAY	PDO	02 NONE PRVTE PSNGR CAR	02		STRGHT	W E		01	DRVR	NONE	73 M	OR-Y	OR>25	000	000	000	00	00	
01672		N N N	N N N	N N N	N N N	09/03/2011	16	TABLE ROCK RD VILAS RD	INTER CN 04	CROSS	N	TRF SIGNAL	N CLR	O-ITURN TURN	01 NONE PRVTE	01		TURN-L	N E	01	DRVR	NONE	73 F	OR-Y	OR<25	028,004	000	000	000	00	00	
						Sat 3P	0			0			N DAY	INJ	02 NONE PRVTE PSNGR CAR	02		STRGHT	S N		01	DRVR	INJC	44 M	OR-Y	OR<25	000	000	000	00	00	
02174		N N N	N N N	N N N	N N N	11/20/2012	16	TABLE ROCK RD VILAS RD	INTER CN 04	CROSS	N	TRF SIGNAL	N RAIN	O-ITURN TURN	01 NONE PRVTE	01		TURN	S N	01	DRVR	INJB	36 M	OR-Y	OR<25	000	000	000	000	00	00	
						Tue 7A	0			0			N DAWN	INJ	02 NONE PRVTE PSNGR CAR	02		TURN-L	N E		01	DRVR	INJC	36 F	OR-Y	OR<25	028,004	000	000	00	00	
00374		N N N N	N N N N	N N N N	N N N N	02/23/2013	16	TABLE ROCK RD VILAS RD	INTER CN 04	CROSS	N	TRF SIGNAL	N CLR	O-ITURN TURN	01 NONE PRVTE	01		TURN	S N	02	PSNG	INJA	39 M			000	000	000	000	00	00	
						Sat 10A	0			0			N DAY	PDO	02 NONE PRVTE PSNGR CAR	02		TURN-L	N E		01	DRVR	NONE	56 M	OR-Y	OR<25	000	000	000	00	00	
													N DAY		02 NONE PRVTE PSNGR CAR	02		TURN-L	N E		01	DRVR	NONE	59 M	OR-Y	OR<25	020	000	000	00	00	

Table Rock Road & Antelope Road
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES		NON-FATAL CRASHES		PROPERTY DAMAGE ONLY	TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD	
	FATAL CRASHES	NON-FATAL CRASHES	FATAL CRASHES	NON-FATAL CRASHES												
YEAR: 2013																
TURNING MOVEMENTS	0	0	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2013 TOTAL	0	0	0	0	1	1	0	0	0	1	0	0	1	1	0	0
YEAR: 2012																
FIXED / OTHER OBJECT	0	1	0	0	0	1	0	1	0	1	0	0	1	1	0	1
TURNING MOVEMENTS	0	1	0	0	0	1	0	7	0	1	0	0	1	1	0	0
2012 TOTAL	0	2	0	0	0	2	0	8	0	2	0	0	2	2	0	1
YEAR: 2010																
TURNING MOVEMENTS	0	1	0	0	0	1	0	1	0	1	0	1	0	1	0	0
2010 TOTAL	0	1	0	0	0	1	0	1	0	1	0	1	0	1	0	0
FINAL TOTAL	0	3	1	0	1	4	0	9	0	4	0	1	3	4	0	1

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

Table Rock Road & Wilson Road
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2011													
TURNING MOVEMENTS	0	2	0	2	0	4	0	1	1	1	1	2	0
2011 TOTAL	0	2	0	2	0	4	0	1	1	1	1	2	0
YEAR: 2010													
TURNING MOVEMENTS	0	0	3	3	0	0	0	3	0	3	0	3	0
2010 TOTAL	0	0	3	3	0	0	0	3	0	3	0	3	0
YEAR: 2009													
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0
2009 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0
FINAL TOTAL	0	2	4	6	0	4	0	5	1	5	1	6	0

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CITY OF MEDFORD, JACKSON COUNTY

Table Rock Road & Wilson Road
January 1, 2009 through December 31, 2013

SER# INVEST	P E A E L D	R A G S C O U R S W	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCIN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-REL RNDBT-DRVMY	WTHR SURF LIGHT	CRASH COLL SVRTY	SPL USE OWNER V# VEH TYPE	MOVE FROM TO	PRTC INI SVRTY	A S LICNS E X RES	PED LOC ERROR	ACTN EVENT	CAUSE
01604 NO RPT	N N N	N N N	08/21/2009 Fri 12P	16 0	TABLE ROCK RD WILSON RD	INTER CN 06	3-LEG 0	UNKNOWN	N CLR N DRY N DAY	N CLR N DRY N DAY	S-ITURN REAR PDO	01 NONE PRVTE PSNGR CAR	STRGHT N S	01 DRVR NONE	00 M OR-Y	026	000	07
81105 NO RPT	N N N	N N N	12/12/2011 Mon 5P	17 0	TABLE ROCK RD WILSON RD	INTER CN 01	3-LEG 0	UNKNOWN	N CLR N WET N DAY	N CLR N DRY N DAY	O-ITURN TURN INJ	01 NONE PRVTE PSNGR CAR	TURN-L S W	01 DRVR NONE	70 F OR-Y	000	082,053	08
00710 COUNTY	N N N	N N N	04/07/2010 Wed 3P	16 0	TABLE ROCK RD WILSON RD	INTER CN 03	3-LEG 0	STOP SIGN	N CLR N DRY N DAY	N CLR N DRY N DAY	ANGL-OTH TURN PDO	01 NONE PRVTE PSNGR CAR	STRGHT N S	01 DRVR NONE	65 M OR-Y	000	007 053	00
01108 COUNTY	N N N	N N N	06/17/2010 Thu 4P	17 0	TABLE ROCK RD WILSON RD	INTER CN 03	3-LEG 0	STOP SIGN	N CLR N DRY N DAY	N CLR N DRY N DAY	ANGL-OTH TURN PDO	01 NONE PRVTE PSNGR CAR	STRGHT N S	01 DRVR NONE	67 F OR-Y	000	082	02
02117 COUNTY	N N N	N N N	11/05/2010 Fri 4P	16 0	TABLE ROCK RD WILSON RD	INTER CN 03	3-LEG 0	STOP SIGN	N CLR N DRY N DAY	N CLR N DRY N DAY	ANGL-OTH TURN PDO	01 NONE PRVTE PSNGR CAR	STRGHT N S	01 DRVR NONE	53 M OR-Y	000	082	32,02
00812 COUNTY	N N N	N N N	05/05/2011 Thu 5P	16 0	TABLE ROCK RD WILSON RD	INTER CN 03	3-LEG 0	STOP SIGN	N CLR N DRY N DAY	N CLR N DRY N DAY	ANGL-OTH TURN INJ	01 NONE PRVTE PSNGR CAR	TURN-L W N	01 DRVR NONE	52 M OR-Y	028,052	015	00

Table Rock Road & Gregory Road
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES		NON-PROPERTY DAMAGE ONLY		TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD	
	FATAL CRASHES	NON-FATAL CRASHES	FATAL CRASHES	PROPERTY DAMAGE ONLY											
YEAR: 2013															
FIXED / OTHER OBJECT	0	1	0	0	1	0	1	0	0	1	0	1	1	0	1
PEDESTRIAN	1	0	0	0	1	1	0	0	1	0	0	1	1	0	0
REAR-END	0	1	0	0	1	0	3	0	1	0	1	0	1	0	0
2013 TOTAL	1	2	0	0	3	1	4	0	2	1	1	2	3	0	1
YEAR: 2012															
FIXED / OTHER OBJECT	0	0	1	1	1	0	0	0	0	1	0	1	1	0	1
2012 TOTAL	0	0	1	1	1	0	0	0	0	1	0	1	1	0	1
YEAR: 2011															
REAR-END	0	1	1	1	2	0	2	0	2	0	0	2	2	0	0
TURNING MOVEMENTS	0	0	1	1	1	0	0	0	1	0	1	0	1	0	0
2011 TOTAL	0	1	2	2	3	0	2	0	3	0	1	2	3	0	0
YEAR: 2010															
REAR-END	0	2	0	0	2	0	5	0	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	2	0	0	2	0	4	0	2	0	0	2	2	0	0
2010 TOTAL	0	4	0	0	4	0	9	0	4	0	2	2	4	0	0
YEAR: 2009															
REAR-END	0	0	1	1	1	0	0	0	1	0	1	0	1	0	0
2009 TOTAL	0	0	1	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	1	7	4	4	12	1	15	0	10	2	5	7	12	0	2

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JACKSON COUNTY

Table Rock Road & Gregory Road
January 1, 2009 through December 31, 2013

SER#	INVEST	D C S L K	DATE	TIME	MILEPNT	COUNTY	ROADS	RD CHAR	INT-TYP	INT-REL	OFF-RD	WITHR	CRASH	TYP	SPCL USE	MOVE	OWNER	TRLR	QTY	A S	E L ICNS	PED	CAUSE	
					DIST FROM		FIRST STREET	DIRECT	3-LEG	TRAFF-LEGS	RNDST	SURF	COLL TYP			FROM	PRTC	INJ						
					INTERSECT		SECOND STREET	LOCTN	(#LANES)	CONTL	DRWY	LIGHT	SVRTY			TO	F#	TYPE	SVRTY	E X	RES	LOC	ERROR	
00574	N N N N	N N N N	3/30/2011		0.00	GREGORY RD		INTER	3-LEG	N	N	CLR	ANGL-OTH		TURN-L	01 NONE	01	DRVR	NONE	55	M	OR-Y	028	02
			Wed					CN	0	STOP SIGN	N	DRY	TURN		PRVTE	FSNGR	CAR							02
			4P					02			N	DAY	PDO		E S									02
											N	DAY	PDO		FSNGR	CAR								02
											N	DAY	PDO		FSNGR	CAR								02
00357	N Y N N	N N N N	3/3/2013		0.00	GREGORY RD		INTER	4-LEG	N	N	CLR	PED		STRGHT	01 NONE	01	DRVR	NONE	54	M	OR-Y	000	02,18,19
			Sun					CN	0	NONE	N	DRY	PED		STRGHT	FSNGR	CAR							00
			8P					04			N	DARK	FAT		S N									00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00
											N	DARK	FAT		STRGHT	FSNGR	CAR							00

Kershaw Road & OR 140 (Hwy 270)
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2013													
ANGLE	0	2	0	2	0	2	1	1	1	2	0	2	0
2013 TOTAL	0	2	0	2	0	2	1	1	1	2	0	2	0
YEAR: 2012													
ANGLE	0	2	0	2	0	5	0	2	0	2	0	2	0
2012 TOTAL	0	2	0	2	0	5	0	2	0	2	0	2	0
YEAR: 2011													
ANGLE	0	3	1	4	0	9	0	4	0	4	0	4	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0
2011 TOTAL	0	3	2	5	0	9	0	5	0	5	0	5	0
YEAR: 2010													
ANGLE	0	2	0	2	0	4	0	1	1	2	0	2	0
2010 TOTAL	0	2	0	2	0	4	0	1	1	2	0	2	0
YEAR: 2009													
ANGLE	0	2	0	2	0	5	0	2	0	2	0	2	0
2009 TOTAL	0	2	0	2	0	5	0	2	0	2	0	2	0
FINAL TOTAL	0	11	2	13	0	25	1	11	2	13	0	13	0

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270 LAKE OF THE WOODS

Kershaw Road & OR 140 (Hwy 270)
January 1, 2009 through December 31, 2013

SER#	INVEST D C S L K TIME	STATE	P R S W	E A U C O DATE	COUNTY	RD#	FC	COMPNT	MLG TYP	MILEPNT	RD CHAR	DIRECT	LOC TN	INT-TYP	CROSS	N	STOP	SIGN	N	WET	DAY	INJ	DRVMY	LIGHT	SVRTY	V#	VEH TYPE	OWNER	TEL R	OTY	MOVE	FROM	TO	PRIC	INJ	A	S	E	LICNS	PED	LOC	ERROR	ACTN	EVENT	CAUSE		
00922	N N N N N 05/22/2010	JACKSON	Sat	3P	MEDFORD UA	1	14	0	0	2.29	INTER	CN	03	CROSS	N	STOP	SIGN	N	WET	DAY	INJ	ANG L	OTH	01	NONE	PRVTE	PSNGR	CAR	W	E	STRGHT	W	E	01	DRVR	NONE	30	M	OR-Y	OR>25	000	000	010,079	00	00	00	
01655	N N N N N 09/01/2011	JACKSON	Thu	5P	MEDFORD UA	1	14	0	0	2.29	INTER	CN	03	CROSS	N	STOP	SIGN	N	WET	DAY	INJ	ANG L	OTH	01	NONE	PRVTE	PSNGR	CAR	W	E	STRGHT	W	E	01	DRVR	INJ B	62	F	OR-Y	OR>25	000	007	000	013	00	00	00
02409	N N N N N 12/09/2011	JACKSON	Fri	3P	MEDFORD UA	1	14	0	0	2.29	INTER	CN	03	CROSS	N	STOP	SIGN	N	WET	DAY	INJ	ANG L	OTH	01	NONE	PRVTE	PSNGR	CAR	W	E	STRGHT	W	E	01	DRVR	NONE	21	F	OR-Y	OR<25	028	000	000	013	00	00	00
01784	N N N N N 09/25/2013	JACKSON	Wed	6P	MEDFORD UA	1	14	0	0	2.29	INTER	CN	03	CROSS	N	STOP	SIGN	N	WET	DAY	INJ	ANG L	OTH	01	NONE	PRVTE	PSNGR	CAR	W	E	STRGHT	W	E	01	DRVR	NONE	45	M	OR-Y	OR>25	000	000	013	00	00	00	
02409	N N N N N 12/09/2011	JACKSON	Fri	3P	MEDFORD UA	1	14	0	0	2.29	INTER	CN	03	CROSS	N	STOP	SIGN	N	WET	DAY	INJ	ANG L	OTH	01	NONE	PRVTE	PSNGR	CAR	W	E	STRGHT	W	E	01	DRVR	NONE	22	M	OR-Y	OR<25	000	012	000	000	00	00	00
01784	N N N N N 09/25/2013	JACKSON	Wed	6P	MEDFORD UA	1	14	0	0	2.29	INTER	CN	03	CROSS	N	STOP	SIGN	N	WET	DAY	INJ	ANG L	OTH	01	NONE	PRVTE	PSNGR	CAR	W	E	STRGHT	W	E	01	DRVR	NONE	38	F	OR-Y	OR>25	000	000	000	00	00	00	
02409	N N N N N 12/09/2011	JACKSON	Fri	3P	MEDFORD UA	1	14	0	0	2.29	INTER	CN	03	CROSS	N	STOP	SIGN	N	WET	DAY	INJ	ANG L	OTH	01	NONE	PRVTE	PSNGR	CAR	W	E	STRGHT	W	E	01	DRVR	NONE	31	F	OR-Y	OR<25	028	000	000	000	00	00	00
01784	N N N N N 09/25/2013	JACKSON	Wed	6P	MEDFORD UA	1	14	0	0	2.29	INTER	CN	03	CROSS	N	STOP	SIGN	N	WET	DAY	INJ	ANG L	OTH	01	NONE	PRVTE	PSNGR	CAR	W	E	STRGHT	W	E	01	DRVR	NONE	18	M	OR-Y	OR<25	021	000	000	000	00	00	00
02409	N N N N N 12/09/2011	JACKSON	Fri	3P	MEDFORD UA	1	14	0	0	2.29	INTER	CN	03	CROSS	N	STOP	SIGN	N	WET	DAY	INJ	ANG L	OTH	01	NONE	PRVTE	PSNGR	CAR	W	E	STRGHT	W	E	01	DRVR	NONE	43	F	OR-Y	OR<25	000	022	000	000	00	00	00

OR 62 (Hwy 022) & OR 140 (Hwy 270)
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED ROAD	INTER- SECTION OFF- ROAD
YEAR: 2013													
BACKING	0	0	1	1	0	0	0	1	0	1	0	1	0
2013 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0
YEAR: 2012													
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0
2012 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0
YEAR: 2011													
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0
2011 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0
YEAR: 2009													
REAR-END	0	1	1	2	0	2	0	0	2	2	0	2	0
2009 TOTAL	0	1	1	2	0	2	0	0	2	2	0	2	0
FINAL TOTAL	0	2	3	5	0	3	0	3	2	5	0	5	0

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

270 LAKE OF THE WOODS

OR 62 (Hwy 022) & OR 140 (Hwy 270)
January 1, 2009 through December 31, 2013

S P E R S W E A U C O D A T E L G H R D A Y I N V E S T D C S L K T I M E	Y N N N N N	C O U N T Y C I T Y U R B A N A R E A	R D # C O M P I T M I L E R P E N T	F C M I L E R P E N T	C O N N # F I R S T S T R E E T S E C O N D S T R E E T	R D C H A R D I R E C T L O C T I O N	I N T - T Y P (M E D I A N L E G S # L A N E S	C R O S S N	I N T - R E L O F F E D W H R C R A S H T Y P C O L L T Y P D R Y M V L I G H T S V R T Y	N F O G S - 1 S T O P R E A R I N J U R Y	S P C I A L U S E T R I K E Q T Y M O V E F R O M	V # V E H I C L E T Y P E T O	P R T C I N J I N J U R Y S V R T Y E X R E S	A G E L I C E N S E P E D	L O C E R R O R	A C T I V E E V E N T	C A U S E						
																		0 0 0 0.00	0 0 0 0.00	0 0 0 0.00	0 0 0 0.00	0 0 0 0.00	0 0 0 0.00
00107	Y	N	JACKSON	1	14	INTER	CROSS	0	TRF SIGNAL	N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
STATE			MEDFORD UA	0	0	E	0		TRF SIGNAL	N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00	06				N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	01
				0.00	0.00					N	ICE	REAR	INJ	01	DRVR	NONE	19	M	OR-Y	047,026	000	124	0

OR 62 (Hwy 022) & OR 234 (Hwy 271) / Del Isle Way
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES		NON-PROPERTY DAMAGE		TOTAL CRASHES	TOTAL PEOPLE		TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED ROAD		OFF-ROAD	
	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	OTHER DAMAGE		KILLED	INJURED						INTER-SECTION	RELATED ROAD		
YEAR: 2013																
TURNING MOVEMENTS	0	2	1	1	3	0	2	0	2	1	3	0	3	0	0	0
2013 TOTAL	0	2	1	1	3	0	2	0	2	1	3	0	3	0	0	0
YEAR: 2012																
TURNING MOVEMENTS	0	0	1	1	1	0	0	0	1	0	1	0	1	0	0	0
2012 TOTAL	0	0	1	1	1	0	0	0	1	0	1	0	1	0	0	0
YEAR: 2011																
FIXED / OTHER OBJECT	0	1	0	0	1	0	2	0	1	0	0	1	1	0	1	1
TURNING MOVEMENTS	0	1	0	0	1	0	1	0	1	0	0	1	1	0	0	0
2011 TOTAL	0	2	0	0	2	0	3	0	2	0	0	2	2	0	1	1
YEAR: 2009																
TURNING MOVEMENTS	0	1	0	0	1	0	2	0	1	0	1	0	1	0	0	0
2009 TOTAL	0	1	0	0	1	0	2	0	1	0	1	0	1	0	0	0
FINAL TOTAL	0	5	2	2	7	0	7	0	6	1	5	2	7	0	1	1

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OR 62 (Hwy 022) & OR 230 (Hwy 233) / Del Isle Way
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES		NON- FATAL CRASHES		PROPERTY DAMAGE ONLY		TOTAL CRASHES		TOTAL PEOPLE		PEOPLE INJURED		TRUCKS		DRY SURF		WET SURF		DAY		DARK		INTER- SECTION RELATED ROAD		INTER- SECTION OFF- ROAD		
YEAR: 2010																											
BACKING	0	0	0	0	1	1	1	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0
2010 TOTAL	0	0	0	0	1	1	1	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0
FINAL TOTAL	0	0	0	0	1	1	1	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OR 62 Crater Lake Highway & Vilas Road
 January 1, 2009 through December 2013

COLLISION TYPE	FATAL CRASHES		NON- FATAL CRASHES		PROPERTY DAMAGE ONLY		TOTAL CRASHES		TOTAL PEOPLE		TRUCKS		DRY SURF		WET SURF		DAY		DARK		INTER-SECTION RELATED ROAD		INTER-SECTION OFF-ROAD	
	FATAL CRASHES	NON-FATAL CRASHES	FATAL CRASHES	PROPERTY DAMAGE ONLY	CRASHES	KILLED	PEOPLE INJURED	PEOPLE	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED ROAD	INTER-SECTION OFF-ROAD									
YEAR: 2013																								
BACKING	0	0	0	1	1	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0
2013 TOTAL	0	0	0	1	1	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0
YEAR: 2012																								
REAR-END	0	3	0	2	5	0	3	0	0	3	2	4	1	5	0	0	5	0	0	0	0	0	0	0
TURNING MOVEMENTS	0	1	0	3	4	0	1	0	0	4	0	4	0	4	0	0	4	0	0	0	0	0	0	0
2012 TOTAL	0	4	0	5	9	0	4	0	0	7	2	8	1	9	0	0	9	0	0	0	0	0	0	0
YEAR: 2011																								
REAR-END	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0
TURNING MOVEMENTS	0	2	0	0	2	0	3	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	0
2011 TOTAL	0	3	0	0	3	0	4	0	0	3	0	3	0	3	0	0	3	0	0	0	0	0	0	0
YEAR: 2010																								
ANGLE	0	2	0	0	2	0	3	1	1	1	1	0	2	2	0	1	2	0	0	0	0	0	0	0
TURNING MOVEMENTS	0	3	0	0	3	0	3	0	0	3	0	1	2	3	0	0	3	0	0	0	0	0	0	0
2010 TOTAL	0	5	0	0	5	0	6	1	1	4	1	1	4	5	0	1	5	0	0	0	0	0	0	0
YEAR: 2009																								
ANGLE	0	0	1	1	1	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0
PEDESTRIAN	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0
REAR-END	0	5	2	2	7	0	6	0	0	7	0	6	1	7	0	0	7	0	0	0	0	0	0	0
SIDESWIPE - MEETING	0	0	1	1	1	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0
SIDESWIPE - OVERTAKING	0	0	1	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
TURNING MOVEMENTS	0	1	5	5	6	0	1	0	0	5	0	6	0	6	0	0	6	0	0	0	0	0	0	0
2009 TOTAL	0	7	10	10	17	0	8	0	0	14	1	14	2	17	0	1	17	0	0	0	0	0	0	1
FINAL TOTAL	0	19	16	16	35	0	22	1	1	29	4	27	7	35	0	4	35	0	0	0	0	0	0	1

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

022 CRATER LAKE

OR 62 Crater Lake Highway & Villas Road
January 1, 2009 through December 2013

S P E R S W E A U C O D A T E D A Y T I M E	RD# COMPT MLG TYP MILEPNT	FC 0 0 3.65	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOC TN	INT-TYP (# LANES)	CROSS N 0	TRF SIGNAL N 0	N CLR N 0	S-1STOP N 0	DRY REAR N 0	WTHR DRY 0	CRASH TYP COLL TYP INJ	SPL USE TRLR QTY OWNER	MOVE FROM TO	V# VEH TYPE	A S E X R E S	PRTC INJ TYPE SVRTY	LOC E R R O R	ACTN E V E N T	CAUSE
00872 CITY	JACKSON MEDFORD MEDFORD UA	1 0 3.65	CRATER LAKE HY VILLAS RD	INTER N 06	CROSS N 0	TRF SIGNAL N 0	N CLR N 0	S-1STOP N 0	DRY REAR N 0	WTHR DRY 0	CRASH TYP COLL TYP INJ	SPL USE TRLR QTY OWNER	MOVE FROM TO	V# VEH TYPE	A S E X R E S	PRTC INJ TYPE SVRTY	LOC E R R O R	ACTN E V E N T	CAUSE	
01173 CITY	JACKSON MEDFORD MEDFORD UA	1 0 3.65	CRATER LAKE HY VILLAS RD	INTER N 06	CROSS N 0	TRF SIGNAL N 0	N CLR N 0	S-1STOP N 0	DRY REAR N 0	WTHR DRY 0	CRASH TYP COLL TYP INJ	SPL USE TRLR QTY OWNER	MOVE FROM TO	V# VEH TYPE	A S E X R E S	PRTC INJ TYPE SVRTY	LOC E R R O R	ACTN E V E N T	CAUSE	
01397 CITY	JACKSON MEDFORD MEDFORD UA	1 0 3.65	CRATER LAKE HY VILLAS RD	INTER N 06	CROSS N 0	TRF SIGNAL N 0	N CLR N 0	S-1STOP N 0	DRY REAR N 0	WTHR DRY 0	CRASH TYP COLL TYP PDO	SPL USE TRLR QTY OWNER	MOVE FROM TO	V# VEH TYPE	A S E X R E S	PRTC INJ TYPE SVRTY	LOC E R R O R	ACTN E V E N T	CAUSE	
01601 CITY	JACKSON MEDFORD MEDFORD UA	1 0 3.65	CRATER LAKE HY VILLAS RD	INTER N 06	CROSS N 0	TRF SIGNAL N 0	N CLR N 0	S-1STOP N 0	DRY REAR N 0	WTHR DRY 0	CRASH TYP COLL TYP INJ	SPL USE TRLR QTY OWNER	MOVE FROM TO	V# VEH TYPE	A S E X R E S	PRTC INJ TYPE SVRTY	LOC E R R O R	ACTN E V E N T	CAUSE	

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

022 CRATER LAKE
OR 62 Crater Lake Highway & Vilas Road
January 1, 2009 through December 2013

SER#	INVEST D C S L K	P R S W	E A U C O	CITY	URBAN AREA	RD#	FC	COMPNT	MLG TYP	FIRST STREET	SECOND STREET	RD CHAR	INT-TYP	INT-REL	OFFED	WTHR	CRASH TYP	SPLC USE	MOVE	FROM	PRIC INJ	A S	E L I C N S	P E D	LOC ERROR	ACTN EVENT	CAUSE										
00547	N N N	04/02/2012	JACKSON	JACKSON	MEDFORD	1	14	0 0	3.65	CRATER LAKE HY	VILAS RD	N	CROSS	N	TRF SIGNAL	N	DRY	REAR	01	NONE	STRGHT	N	S	01	DRVR	NONE	18	F	OR-Y	OR<25	026,014	000	000	00	00		
00835	N N N	05/14/2012	JACKSON	JACKSON	MEDFORD	1	14	0 0	3.65	CRATER LAKE HY	VILAS RD	N	CROSS	N	TRF SIGNAL	N	DRY	REAR	01	NONE	STRGHT	N	S	01	DRVR	NONE	60	F	OR-Y	OR<25	026	000	038	07	07		
00487	N N N	03/20/2012	JACKSON	JACKSON	MEDFORD	1	14	0 0	3.65	CRATER LAKE HY	VILAS RD	E	CROSS	N	L-GRN-SIG	N	CLR	O-OTHER	01	NONE	TURN-R	S	E	01	DRVR	INJB	41	F	OR-Y	OR<25	000	011	000	00	00		
02460	N N N	12/12/2009	JACKSON	JACKSON	MEDFORD	1	14	0 0	3.65	CRATER LAKE HY	VILAS RD	S	CROSS	N	UNKNOWN	N	CLR	O-STRGHT	01	NONE	STRGHT	S	N	01	DRVR	NONE	46	M	OR-Y	OR<25	039	000	124	001	124	00	05
01650	N N N	08/18/2009	JACKSON	JACKSON	MEDFORD	1	14	0 0	3.65	CRATER LAKE HY	VILAS RD	S	CROSS	N	TRF SIGNAL	N	CLR	S-1STOP	01	NONE	STRGHT	S	N	01	DRVR	NONE	37	F	OR-Y	OR<25	026	000	000	000	00	07	
02300	N N N	11/23/2009	JACKSON	JACKSON	MEDFORD	1	14	0 0	3.65	CRATER LAKE HY	VILAS RD	S	CROSS	N	TRF SIGNAL	N	UNK	S-STRGHT	01	NONE	STRGHT	S	N	01	DRVR	NONE	57	M	OTH-Y	OR-?	015	012	000	000	00	00	

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

022 CRATER LAKE

OR 62 Crater Lake Highway & Vilas Road
January 1, 2009 through December 2013

SER#	INVEST D C S L K TIME	P R S W	E A U C O DATE	COUNTY	RD#	FC	COMPNT	MLG TYP	FIRST STREET	SECOND STREET	RD CHAR	INT-TYP	INT-REL	OFFED	WTHR	CRASH TYP	SPL USE	TELR OTY	MOVE	FROM	PRIC INJ	A S	E L I C N S	P E D	LOC ERROR	ACTN EVENT	CAUSE	
01378	N N N N	07/07/2009	JACKSON	JACKSON	1	14	0 0	3.65	CRATER LAKE HY	VILAS RD	01	CROSS	N	TRF SIGNAL	N	DRY	TURN	01	NONE	STRGHT	01	DRVR	NONE	59	M	OR-Y	000	00
01962	N N N N	10/15/2010	JACKSON	JACKSON	1	14	0 0	3.65	CRATER LAKE HY	VILAS RD	01	CROSS	N	L-GRN-SIG	N	CLR	O-1TURN	01	NONE	STRGHT	01	DRVR	NONE	25	F	OR-Y	000	00
01184	N N N N	06/26/2012	JACKSON	JACKSON	1	14	0 0	3.65	CRATER LAKE HY	VILAS RD	01	CROSS	N	TRF SIGNAL	N	CLR	BIKE	01	NONE	TURN-L	01	DRVR	NONE	39	M	OR-Y	000	18
00243	N N N N	01/28/2009	JACKSON	JACKSON	1	14	0 0	3.65	CRATER LAKE HY	VILAS RD	02	CROSS	N	TRF SIGNAL	N	CLR	O-1TURN	01	NONE	TURN-L	01	DRVR	NONE	51	M	OR-Y	000	02
00244	N N N N	01/28/2009	JACKSON	JACKSON	1	14	0 0	3.65	CRATER LAKE HY	VILAS RD	02	CROSS	N	TRF SIGNAL	N	CLR	O-1TURN	01	NONE	STRGHT	02	PSNG	NO<5	00	U	OR>25	000	00
00943	N N N N	05/26/2009	JACKSON	JACKSON	1	14	0 0	3.65	CRATER LAKE HY	VILAS RD	02	CROSS	N	TRF SIGNAL	N	CLR	O-1TURN	01	NONE	STRGHT	01	DRVR	NONE	40	M	OR-Y	000	02

I-5 Southbound Ramp & Siskiyou Highway (Hwy 273)
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES		NON-FATAL CRASHES		TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD	
	FATAL CRASHES	PROPERTY DAMAGE ONLY	FATAL CRASHES	PROPERTY DAMAGE ONLY											
YEAR: 2013															
SIDESWIPE - MEETING	0	0	0	1	1	0	0	0	0	1	1	0	1	0	0
2013 TOTAL	0	0	0	1	1	0	0	0	0	1	1	0	1	0	0
FINAL TOTAL	0	0	0	1	1	0	0	0	0	1	1	0	1	0	0

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

I-5 Northbound Ramp & Siskiyou Highway (Hwy 273)
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
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TOTAL

FINAL TOTAL

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OR 62 (Hwy 022) & Tiller Trail Highway
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	INTER- SECTION RELATED	OFF- ROAD
REAR-END	0	1	0	1	0	3	0	1	0	1	0	1	0	0
2012 TOTAL	0	1	0	1	0	3	0	1	0	1	0	1	0	0
FINAL TOTAL	0	1	0	1	0	3	0	1	0	1	0	1	0	0

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OR 62 (Hwy 022) & 1st Street
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	INTER-SECTION OFF-ROAD
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TOTAL

FINAL TOTAL

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OR 62 (Hwy 022) & Butte Falls Highway
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES		NON-PROPERTY DAMAGE ONLY		TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED ROAD	INTER-SECTION OFF-ROAD	
	FATAL CRASHES	FATAL	PROPERTY DAMAGE ONLY	DAMAGE ONLY											
YEAR: 2013															
TURNING MOVEMENTS	0	0	0	1	1	0	0	0	0	0	1	0	1	0	1
2013 TOTAL	0	0	0	1	1	0	0	0	0	0	1	0	1	0	1
YEAR: 2011															
TURNING MOVEMENTS	0	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2011 TOTAL	0	0	0	1	1	0	0	0	1	0	0	1	1	0	0
YEAR: 2010															
FIXED / OTHER OBJECT	0	0	0	1	1	0	0	0	0	1	0	1	1	0	1
2010 TOTAL	0	0	0	1	1	0	0	0	0	1	0	1	1	0	1
FINAL TOTAL	0	0	0	3	3	0	0	0	1	1	1	2	3	0	2

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

Siskiyou Highway (Hwy 273) & OR 66 (Hwy 021)
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES		NON-FATAL CRASHES		PROPERTY DAMAGE ONLY		TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED ROAD	INTER-SECTION RELATED ROAD	OFF-ROAD	
	FATAL CRASHES	FATAL CRASHES	NON-FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	PROPERTY DAMAGE ONLY												
YEAR: 2012																		
NON-COLLISION	0	0	0	0	1	1	1	0	0	0	1	0	0	1	1	0	1	1
2012 TOTAL	0	0	0	0	1	1	1	0	0	0	1	0	0	1	1	0	1	1
FINAL TOTAL	0	0	0	0	1	1	1	0	0	0	1	0	0	1	1	0	1	1

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

021 GREEN SPRINGS

Siskiyou Highway (Hwy 273) & OR 66 (Hwy 021)
 January 1, 2009 through December 31, 2013

CONTINUOUS SYSTEM CRASH LISTING

SER#	INVEST D C S L K TIME	STATE	Y	N	N	N	10/04/2012	JACKSON	COUNTY	CITY	URBAN AREA	RD#	FC	COMPNT	MLG TYP	MILEPNT	CONN #	FIRST STREET	SECOND STREET	INT-TYP	RD CHAR	DIRECT	LOCTN	INT-REL	TRAFF	INT-TYP	OFFRD	WTHR	CRASH TYP	TRK QTY	MOVE	SPCL USE	VEH TYPE	V#	VEH TYPE	TO	FROM	PRTC INJ	P#	TYPE	SVRTY	A	S	E	LICNS	PED	LOC	ERROR	ACTN	EVENT	CAUSE	
01850	Y	N	N	N	N	N	10/04/2012	JACKSON				1	06							3-LEG	N	05	INTER	N	STOP	SIGN	N	DRY	NCOL	01	NONE	0	STRIGHT	01	NONE	0	STRIGHT	01	DRVR	NONE	27	M	OTH-Y	000	000	047,080,081	017	017	01	01	00	01
												0	0							3-LEG	N	05	INTER	N	STOP	SIGN	N	DRY	NCOL	01	NONE	0	STRIGHT	01	NONE	0	STRIGHT	01	DRVR	NONE	27	M	OTH-Y	000	000	047,080,081	017	017	01	01	00	01
												0	0							3-LEG	N	05	INTER	N	STOP	SIGN	N	DRY	NCOL	01	NONE	0	STRIGHT	01	NONE	0	STRIGHT	01	DRVR	NONE	27	M	OTH-Y	000	000	047,080,081	017	017	01	01	00	01

Rogue River Highway & OR 234
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
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TOTAL

FINAL TOTAL

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OR 238 & Upper Applegate Road
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES		NON-FATAL CRASHES		PROPERTY DAMAGE ONLY	TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	INTER-SECTION OFF-ROAD
	FATAL CRASHES	FATAL	NON-FATAL	CRASHES											
YEAR: 2009															
MISCELLANEOUS	0	0	0	0	1	1	0	0	0	1	0	0	1	1	0
2009 TOTAL	0	0	0	0	1	1	0	0	0	1	0	0	1	1	0
FINAL TOTAL	0	0	0	0	1	1	0	0	0	1	0	0	1	1	0

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

Foothill Road & Hillcrest Road
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
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TOTAL

FINAL TOTAL

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

Foothill Road & McAndrews Rd WB Ramp
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	OFF- ROAD
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0
2012 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0
YEAR: 2010													
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0
2010 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0
YEAR: 2009													
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	0	1	1	0
2009 TOTAL	0	0	1	1	0	0	0	0	1	0	1	1	0
FINAL TOTAL	0	1	2	3	0	1	0	2	1	2	1	3	0

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

CITY OF MEDFORD, JACKSON COUNTY

URBAN NON-SYSTEM CRASH LISTING

Foothill Road & McAndrews Rd WB Ramp
January 1, 2009 through December 31, 2013

SER#	INVEST	DATE	TIME	CLASS	CITY STREET	RD CHAR	INT-TYP	INT-REL	OFF-RD	WTHR	CRASH	COLL	SVRTY	VEH TYPE	V#	OWNER	MOVE	FROM	TO	P#	PRTC	INI	A	S	LOC	RES	ERR	EVENT	CAUSE
					FIRST STREET	DIRECT	(#LANES)	TRAF-	RNDBT	SURF	TYPE	TYPE									TYPE	SVRTY	E	X	RES	LOC	ERR		
02103	N N N	11/03/2010	Wed 1P	16	FOOTHILL RD WB EX MCANDREWS RD	S	3-LEG	UNKNOWN	N	N	CLR	S-LSSTOP	REAR	INJ	01	NONE	STRGHT	S	N	01	DRVR	NONE	23	M	OR-Y	026		000	00
00939	N N N	05/31/2012	Thu 11A	16	FOOTHILL RD WB EX MCANDREWS RD	CN	3-LEG	STOP SIGN	N	N	CLR	ANGL-OTH	TURN	PDO	01	NONE	TURN-L	W	N	01	DRVR	NONE	28	F	OR-Y	000		011	00
02099	N N N	10/29/2009	Thu 8P	16	FOOTHILL RD WB EX MCANDREWS RD	CN	3-LEG	STOP SIGN	N	N	RAIN	ANGL-OTH	TURN	PDO	01	NONE	TURN-L	W	N	01	DRVR	NONE	16	M	OR-Y	028		000	00

Foothill Road & McAndrews Road EB Ramp
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES		NON- FATAL CRASHES		PROPERTY DAMAGE ONLY		TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED ROAD	INTER-SECTION RELATED ROAD	OFF-ROAD
	FATAL CRASHES	NON-FATAL CRASHES	FATAL CRASHES	PROPERTY DAMAGE ONLY													
YEAR: 2012																	
TURNING MOVEMENTS	0	0	0	1	1	0	1	0	0	0	1	0	1	0	1	0	0
2012 TOTAL	0	0	0	1	1	0	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2009																	
TURNING MOVEMENTS	0	0	0	1	1	0	1	0	0	0	1	0	1	0	1	0	0
2009 TOTAL	0	0	0	1	1	0	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	0	0	2	2	0	2	0	0	0	2	0	2	0	2	0	0

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

Foothill Road & Lone Pine Road
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES		NON-FATAL CRASHES		PROPERTY DAMAGE ONLY	TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	INTER-SECTION RELATED ROAD	OFF-ROAD
	FATAL CRASHES	NON-FATAL CRASHES	FATAL CRASHES	NON-FATAL CRASHES												
YEAR: 2011																
FIXED / OTHER OBJECT	0	0	0	0	1	1	0	0	0	1	0	1	0	1	0	1
TURNING MOVEMENTS	0	0	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2011 TOTAL	0	0	0	0	2	2	0	0	0	2	0	2	0	2	0	1
FINAL TOTAL	0	0	0	0	2	2	0	0	0	2	0	2	0	2	0	1

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 URBAN NON-SYSTEM CRASH LISTING

CITY OF MEDFORD, JACKSON COUNTY

January 1, 2009 through December 31, 2013

Foothill Road & Lone Pine Road

SER#	INVEST	D C S L K	P R S W	E A U C O	E L G H R	D A Y	C L A S S	C I T Y	F I R S T	S E C O N D	R D	I N T - T Y P	I N T - R E L	T R A F -	C O N T L	Y	C L R	W T H R	C R A S H	C O L L	T Y P	M O V E	F R O M	T O	A	S	E	L I C N S	P E D	L O C	E R R O R	A C T N	E V E N T	C A U S E	
00227	N	N	N	N	N	N	17	FOOTHILL RD			INTER	CROSS	N	STOP SIGN	N	CLR	N	DRY	FIX	PDO	STRGHT	N	S										057,092	10,26	
							0	LONE PINE RD			S	0																					007 057,092	26	
											05																						000	10	
01451	N	N	N	N	N	N	16	FOOTHILL RD			INTER	CROSS	N	STOP SIGN	N	CLR	N	DRY	TURN	PDO	TURN-R	W	S										000	02	
							0	LONE PINE RD			CN	0																					000	00	
											03																						000	02	
																																		000	00
																																		000	00
																																		000	00

Foothill Road & Coker Butte Road
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2013													
REAR-END	0	1	1	2	0	1	0	2	0	2	0	2	0
2013 TOTAL	0	1	1	2	0	1	0	2	0	2	0	2	0
YEAR: 2012													
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	0	1	0	1	1	0
REAR-END	0	1	0	1	0	1	0	1	0	0	1	1	0
2012 TOTAL	0	1	1	2	0	1	0	1	1	0	2	2	0
YEAR: 2011													
REAR-END	0	2	0	2	0	4	0	2	0	2	0	2	0
2011 TOTAL	0	2	0	2	0	4	0	2	0	2	0	2	0
YEAR: 2009													
REAR-END	0	0	1	1	0	0	0	0	1	1	0	1	0
2009 TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0
FINAL TOTAL	0	4	3	7	0	6	0	5	2	5	2	7	0

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
COUNTY ROAD CRASH LISTING

JACKSON COUNTY

Foothill Road & Coker Butte Road
January 1, 2009 through December 31, 2013

SER#	INVEST	D C S L K	TIME	DATE	W	MILEPNT	COUNTY	ROADS	RD CHAR	INT-TYP	3-LEG	N	STOP	SIGN	Y	FOG	FIX	OBJ	CRASH_TYP	COLL_TYP	MOVE	SPCL USE	TRLR_QTY	OWNER	FROM	TO	V#	VEH_TYP	F#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACTN	EVENT	CAUSE
02217	N	N	N	11/27/2012	Tue	3.08	FOOTHILL RD	FOOTHILL RD	E	INTER	0	N	STOP	SIGN	N	WET	FIX	PDO	FSNGR CAR	W	STRGHT	0	NONE	0	PRVTE	FSNGR CAR	01	DRVR	NONE	24	F	OR-Y	OR<25	021,080,081	000	079	00	03	
02217	N	N	N	11/9/2009	Mon	3.08	FOOTHILL RD	FOOTHILL RD	S	INTER	3	N	NONE	NONE	N	WET	REAR	S-1STOP	STRGHT	S	STRGHT	0	NONE	0	PRVTE	FSNGR CAR	01	DRVR	NONE	57	F	OR-Y	OR<25	043	000	000	00	07	
02217	N	N	N	11/9/2009	3P				06		0	N	NONE	NONE	N	DAY	PDO	FSNGR CAR	S	STRGHT	0	NONE	0	PRVTE	FSNGR CAR	01	DRVR	NONE	57	F	OR-Y	OR<25	043	000	000	00	07		
01302	N	N	N	7/13/2011	Wed	3.08	FOOTHILL RD	FOOTHILL RD	S	INTER	3	N	NONE	NONE	N	CLR	REAR	S-1STOP	STRGHT	S	STRGHT	0	NONE	0	PRVTE	FSNGR CAR	01	DRVR	NONE	34	M	OR-Y	OR<25	043,019	000	000	00	07	
01302	N	N	N	7/13/2011	3P				06		0	N	NONE	NONE	N	DAY	INJ	INJ	FSNGR CAR	S	STRGHT	0	NONE	0	PRVTE	FSNGR CAR	01	DRVR	NONE	34	M	OR-Y	OR<25	043,019	000	000	00	07	
01992	Y	N	N	10/18/2011	Tue	3.08	FOOTHILL RD	FOOTHILL RD	S	INTER	3	N	NONE	NONE	N	CLR	REAR	S-1STOP	STRGHT	S	STRGHT	0	NONE	0	PRVTE	FSNGR CAR	01	DRVR	NONE	19	F	OR-Y	OR<25	052,047,026	000	000	00	32,01	
01992	Y	N	N	10/18/2011	11A				06		0	N	NONE	NONE	N	DAY	INJ	INJ	FSNGR CAR	S	STRGHT	0	NONE	0	PRVTE	FSNGR CAR	01	DRVR	NONE	18	F	OR-Y	OR<25	052,047,026	000	000	00	32,01	
00072	N	N	N	1/12/2012	Thu	3.08	FOOTHILL RD	FOOTHILL RD	S	INTER	3	N	UNKNOWN	UNKNOWN	N	CLD	REAR	S-1STOP	STRGHT	S	STRGHT	0	NONE	0	PRVTE	FSNGR CAR	01	DRVR	NONE	60	M	OR-Y	OR<25	052,019,026	000	000	00	32	
00072	N	N	N	1/12/2012	5P				06		0	N	UNKNOWN	UNKNOWN	N	DARK	INJ	INJ	FSNGR CAR	S	STRGHT	0	NONE	0	PRVTE	FSNGR CAR	01	DRVR	NONE	60	M	OR-Y	OR<25	052,019,026	000	000	00	32	
00631	N	N	N	4/12/2013	Fri	3.08	FOOTHILL RD	FOOTHILL RD	S	INTER	3	N	UNKNOWN	UNKNOWN	N	CLR	REAR	S-1STOP	STRGHT	S	STRGHT	0	NONE	0	PRVTE	FSNGR CAR	01	DRVR	NONE	87	M	OR-Y	OR<25	052,026	000	000	00	32	
00631	N	N	N	4/12/2013	12P				06		0	N	UNKNOWN	UNKNOWN	N	DAY	INJ	INJ	FSNGR CAR	S	STRGHT	0	NONE	0	PRVTE	FSNGR CAR	01	DRVR	NONE	87	M	OR-Y	OR<25	052,026	000	000	00	32	

Hanley Road & Beall Lane
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
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TOTAL

FINAL TOTAL

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

E Evans Creek Road & Minthorne Road
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES		NON-PROPERTY DAMAGE ONLY		TOTAL CRASHES		TOTAL PEOPLE		TRUCKS	DRY SURF		WET SURF		DAY	DARK		INTER-SECTION RELATED ROAD		OFF-ROAD	
	FATAL CRASHES	NON-FATAL CRASHES	FATAL CRASHES	PROPERTY DAMAGE ONLY	CRASHES	PEOPLE	KILLED	INJURED		PEOPLE	PEOPLE	PEOPLE	PEOPLE		PEOPLE	PEOPLE	PEOPLE	PEOPLE		PEOPLE
YEAR: 2013																				
TURNING MOVEMENTS	0	1	1	0	1	0	0	1	1	0	1	0	0	1	1	0	0	1	0	0
2013 TOTAL	0	1	1	0	1	0	0	1	1	0	1	0	0	1	1	0	0	1	0	0
YEAR: 2011																				
TURNING MOVEMENTS	0	0	1	1	1	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0
2011 TOTAL	0	0	1	1	1	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0
FINAL TOTAL	0	1	1	1	2	0	0	1	1	0	2	0	0	2	2	0	0	2	0	0

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Columbus Avenue /Dark Hollow Road & South Stage Road
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES		NON- FATAL CRASHES		PROPERTY DAMAGE ONLY		TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED ROAD	INTER- SECTION OFF- ROAD
	FATAL CRASHES	NON- FATAL CRASHES	FATAL CRASHES	PROPERTY DAMAGE ONLY												
YEAR: 2010																
ANGLE	0	0	0	1	1	0	0	0	0	0	1	0	1	0	1	0
2010 TOTAL	0	0	0	1	1	0	0	0	0	0	1	0	1	0	1	0
YEAR: 2009																
REAR-END	0	0	0	1	1	0	0	0	0	0	1	0	1	0	1	0
TURNING MOVEMENTS	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	0
2009 TOTAL	0	0	0	2	2	0	0	0	0	0	1	1	1	1	2	0
FINAL TOTAL	0	0	0	3	3	0	0	0	0	0	2	1	2	1	3	0

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JACKSON COUNTY

Columbus Avenue /Dark Hollow Road & South Stage Road
January 1, 2009 through December 31, 2013

COUNTY ROAD CRASH LISTING

SER#	INVEST	D C S L K	DATE	TIME	MILEPNT	COUNTY	ROADS	RD CHAR	INT-TYP	INT-REL	OFF-RD	WTHR	CRASH	TYP	TRLR	QTY	MOVE	PRTC	INJ	A S	E LICNS	PED	CAUSE			
					DIST FROM		FIRST	DIRECT	LEGS	TRAF-	RNDST	SURF	COLL	TYP	OWNER	FROM	F#	TYPE	SVRTY	E X	RES	LOC	ERROR	CAUSE		
					INTERSECT	SECOND	STREET	LOCIN	(#LANES)	CONTL	DRWY	LIGHT	SVRTY		V#	VEH TYPE	TO							ACTN	EVENT	
00273	N N N N	N N N N	2/19/2009	Thu	2.51	SOUTH STAGE RD		W	CROSS	N	CLD	S-1STOP	REAR	STOP	01	NONE	STRGHT	01	DRVR	NONE	24	M	EXP	016,026,052	038	32,27
			7A						0	STOP	DAY	PDO		W	PRVTE	FSNGR	CAR								00	00
															02	NONE	STOP								011	00
															PRVTE	W	E								000	00
															FSNGR	CAR									000	00
02081	N N N N	N N N N	10/26/2009	Mon	2.51	SOUTH STAGE RD		CN	CROSS	N	RAIN	ANGL-OTH	TURN	STOP	01	NONE	STRGHT								079	32,02
			6P					01	0	FLASHCN-R	N	WET	PDO	E	PRVTE	FSNGR	CAR								000	00
															FSNGR	CAR									000	00
															02	NONE	TURN-L								038	32,02
															PRVTE	N	E								000	00
															FSNGR	CAR									000	00
															01	DRVR	NONE	25	F	OR-Y					000	00
															OR<25										000	00
01448	N N N	N N N	8/5/2010	Thu	2.51	SOUTH STAGE RD		CN	CROSS	N	CLR	ANGL-OTH	ANGL	STOP	01	NONE	STRGHT								03	03
			12P					03	0	STOP	DAY	PDO		W	PRVTE	FSNGR	CAR								000	00
															FSNGR	CAR									038	03
															02	NONE	STRGHT								000	00
															PRVTE	N	S								000	00
															FSNGR	CAR									000	00
															01	DRVR	NONE	68	M	OR-Y					000	00
															OR<25										000	00

Atlantic Avenue & Antelope Road
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES		NON-FATAL CRASHES		PROPERTY DAMAGE ONLY	TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	INTER-SECTION OFF-ROAD
	FATAL CRASHES	NON-FATAL CRASHES	FATAL CRASHES	NON-FATAL CRASHES											
YEAR: 2009															
FIXED / OTHER OBJECT	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0
2009 TOTAL	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0
FINAL TOTAL	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0

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OR 66 (Hwy 021) & Old Hyatt Prairie Road
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
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TOTAL

FINAL TOTAL

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

Antelope Road & Kirtland Road
 January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
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TOTAL

FINAL TOTAL

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSuing OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PROFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRCT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS_TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO.
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NOT MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
8	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
8	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1TURN	FROM OPPOSITE DIRECTION - ONE TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-2	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FALL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS 2N	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAYON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVERLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRECT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRECT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OFN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LYSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
060	MARKER	DELINATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	
062	TREE	DELINATOR OR MARKER (REFLECTOR POSTS)
063	VEG OHED	MAILBOX
064	WIRE/CBL	TREE, STUMP OR SHRUBS
065	TEMP SGN	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
066	PERM SGN	WIRE OR CABLE ACROSS OR OVER THE ROAD
067	SLIDE	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
068	FRGN OBJ	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
069	EQP WORK	SLIDES, FALLEN OR FALLING ROCKS
070	OTH EQP	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
071	MAIN EQP	EQUIPMENT WORKING IN/OFF ROAD
072	OTHER WALL	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
073	IRGL PYMT	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
074	OVERHD OBJ	ROCK, BRICK OR OTHER SOLID WALL
075	CAVE IN	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
076	HI WATER	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
077	SNO BANK	BRIDGE OR ROAD CAVE IN
078	LO-HI EDGE	HIGH WATER
079	DITCH	SNOW BANK
080	OBJ FRM MV	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
081	FLY-OBJ	CUT SLOPE OR DITCH EMBANKMENT
082	VEH HID	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
083	VEG HID	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
084	BLDG HID	VEHICLE OBSCURED VIEW
085	WIND GUST	VEGETATION OBSCURED VIEW
086	IMMERSED	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
087	FIRE/EXP	WIND GUST
088	FENC/BLD	VEHICLE IMMERSED IN BODY OF WATER
089	OTHER CRASH	FIRE OR EXPLOSION
090	TO 1 SIDE	FENCE OR BUILDING, ETC.
091	BUILDING	CRASH RELATED TO ANOTHER SEPARATE CRASH
092	PHANTOM	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
093	CELL PHONE	BUILDING OR OTHER STRUCTURE
094	VIOL GDL	OTHER (PHANTOM) NON-CONTACT VEHICLE
095	GUY WIRE	CELL PHONE (ON PAR OR DRIVER IN USE)
096	BERM	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE FGM
097	GRAVEL	GUY WIRE
098	ABR EDGE	BERM (EARTHEN OR GRAVEL MOUND)
099	CELL WTNSD	GRAVEL IN ROADWAY
100	UNK FIXD	ABRUPT EDGE
101	OTHER OBJ	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
102	TEXTING	FIXED OBJECT, UNKNOWN TYPE.
103	WZ WORKER	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
104	ON VEHICLE	TEXTING
105	PEDAL PSGR	WORK ZONE WORKER
106	MAN WHLCHR	PASSENGER RIDING ON VEHICLE EXTERIOR
107	MTR WHLCHR	PASSENGER RIDING ON PEDALCYCLE
108	OFFICER	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
109	SUB-BIKE	PEDESTRIAN IN MOTORIZED WHEELCHAIR
110	N-MTR	LAW ENFORCEMENT / POLICE OFFICER
111	S CAR VS V	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
112	V VS S CAR	NON-MOTORIST STRUCK VEHICLE
113	S CAR ROW	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
114	RR EQUIP	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
115	DSTRCT GFS	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY
116	DSTRCT OTH	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
117	RR GATE	DISTRCT BY NAVIGATION SYSTEM OR GPS DEVICE
		DISTRCT BY OTHER ELECTRONIC DEVICE
		RAIL CROSSING DROP-ARM GATE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLER
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY
2	INJA	INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB	NON-INCAPACITATING INJURY
4	INJC	POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE

LIGHT CONDITION CODE TRANSLATION LIST

CODE	DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYER
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB.
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK	UNKNOWN TYPE OF NON-MOTORIST

PEDESTRIAN LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHCN-R	FLASHING BEACON - RED (STOP)
003	FLASHCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFGR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVHRD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

095 BUS STPSCN BUS STOP SIGN AND RED LIGHTS
 099 UNKNOWN UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

Appendix H Pedestrian and Bicycle Needs
Summary – Rural Areas

Rural Arterials and Collectors with Bike/Ped Deficiencies

June 16, 2015

PRIORITY	ROAD	SECTION	IMPROVEMENT TYPE
D	1st Street (Prospect)	Hwy 62 - Mill Creek	Rural Collector
D	Agate Loop	Hwy 234 - Hwy 234	Rural Collector
C	Agate Road	Linn to Highway 234	Rural Collector
D	Alta Vista Road	Bigham Brown - Riley	Rural Collector
C	Antelope/Bigham Brown	Kershaw to Alta Vista	Rural Collector
D	Antioch Road	Modoc - Sweet	Rural Collector
C	Applegate Road	Highway 238 to Carberry	Rural Collector
D	Applegate Street	Cady - City Limits	Rural Collector
C	Avenue H	Atlantic to Bigham Brown	Rural Collector
C	Beall Lane	Hanley to Old Stage	Rural Collector
C	Bellinger Lane	Hull to Stage	Rural Collector
D	Brownsboro Eagle Point Road	Reese Creek - Hwy 140	Rural Collector
D	Bursell Road	Beall - Hemlock	Rural Collector
D	Butte Falls Fish Lake Road	Laurel - Hwy 140	Rural Collector
D	Butte Falls Prospect Road	Butte Falls Fish Lake - Mill Creek	Rural Collector
D	Butte Falls Road	MP 10 - City Limits	Rural Collector
D	Cady Road	Hwy 238 - Applegate	Rural Collector
D	Camp Baker Road	Colver - Hillsinger	Rural Collector
D	Carberry Road	Applegate - MP 0.57	Rural Collector
C	Carpenter Hill Road	Voorhies to Coleman	Rural Collector
D	Cherry Lane	Mary Bee - Hillcrest	Rural Collector
D	Coker Butte Road	Springbrook - Foothill	Rural Collector
C	Coleman Creek Road	Pioneer to Voorhies	Rural Collector
D	Corey Road	Hwy 62 - Kershaw	Rural Collector
D	Crater Lake Avenue	0.61 Miles North of Vilas - Corey	Rural Collector
D	Crowfoot Road	Hwy 62 - Butte Falls	Rural Collector
D	Crowson Road	Hwy 99 - Hwy 66	Rural Collector
D	Dark Hollow Road	Stage South - Pioneer	Rural Collector
D	Dead Indian Memorial Road	MP 10 - County Line	Rural Collector
D	Dodge Road	Hwy 234 - Antioch	Rural Collector
D	Downing Road	Gibbon - West Gregory	Rural Collector
D	Dry Creek Road	East Antelope - End	Rural Collector
C	Eagle Mill/Oak	South Valley View to Nevada	Rural Collector
D	East Antelope Road	Dry Creek - Wren Ridge	Rural Collector
D	East Dutton Road	Hwy 62 - Wilson	Rural Collector
C	East Evans Creek Road	City Limits to Queens Branch	Rural Collector
C	East Evans Creek Road	Queens Branch to M.P. 25	Rural Collector
D	East Evans Creek Road	Meadows - MP 25	Rural Collector
C	East Gregory Road	Table Rock to Agate	Rural Collector
B	East Vilas Road	Highway 62 to McLoughlin	Rural Collector
C	East Vilas Road	McLoughlin to Foothill	Rural Collector
D	Evans Creek Road	Meadows - Antioch	Rural Collector
D	Fern Valley Road	Meadow View - Payne	Rural Collector
D	Foothill Boulevard	City Limits - County Line	Rural Collector
A	Foothill Road	Delta Waters to Coker Butte	Rural Collector
A	Foothill Road	Coker Butte to Corey	Rural Collector
D	Foots Creek Road	Hwy 99 - North Right Fork Foots Creek	Rural Collector
D	Foss Road	City Limits - Walden	Rural Collector
D	Gebhard Road	Beebe - Wilson	Rural Collector
C	Gibbon Road	Table Rock to Upton	Rural Collector
D	Grant Road	Beall - Scenic	Rural Collector
B	Griffin Creek Road	Stage to Pioneer	Add Bike Lane on East Side
D	Griffin Creek Road	Pioneer - Griffin Lane	Rural Collector
D	Hamrick Road	Biddle - South Intersection Table Rock	Rural Collector
D	Hanley Road	Beall - Hwy 238	Rural Collector
D	Hilsinger Road	Pacific - Camp Baker	Rural Collector
D	Hyatt Prairie Road	Dead Indian - East Hyatt Lake	Rural Collector

D	Lake Creek Loop	Hwy 140 West - South Fork Little Butte	Rural Collector
D	Lampman Road	Hwy 234 - Rogue River	Rural Collector
D	Linn Road	500' West of Hwy 62 - Agate	Rural Collector
D	Little Applegate Road	Applegate - Sterling Creek	Rural Collector
C	McLoughlin/Lakeview Connection	Corey to Merry	Rural Collector
D	Meadows Road	Hwy 234 - Evans Creek	Rural Collector
D	Merry Lane	Hwy 62 - Lakeview	Rural Collector
D	Mill Creek Drive	Butte Falls Prospect - N Intersection Hwy 62	Rural Collector
D	Minthorne Road	East Evans Creek - West Evans Creek	Rural Collector
C	Modoc Road	Table Rock to Antioch	Rural Collector
D	Modoc Road	Antioch - Hwy 234	Rural Collector
D	Mount Ashland Ski Road	Old Hwy 99 - Lodge	Rural Collector
D	Mountain Avenue	Eagle Mill - Nevada	Rural Collector
C	Nick Young Road	Agate to City Limits	Rural Collector
C	North Applegate Road	Highway 238 to County Line	Rural Collector
C	North Phoenix Road	Coal Mine - State Frontage	Rural Arterial
C	North River Road	Rock Point to RR City Limit	Rural Collector
D	North Valley View Road	West Valley View - Carter	Rural Collector
D	Old Pacific Highway	Hwy 99 - Talent City Limits	Rural Collector
D	Old Sams Valley Road	Hwy 234 - Ramsey	Rural Collector
B	Old Stage Road	Winterbrook to Interstate 5	Rural Collector
D	Old Stage Road	Interstate 5 - End	Rural Collector
D	Payne Road	Suncrest - Fern Valley	Rural Collector
D	Peninger Road	Expo - Upton	Rural Collector
C	Pioneer Road	Colver to Coleman Creek	Rural Collector
C	Pioneer Road	Griffin Creek to Dark Hollow	Rural Collector
D	Pleasant Creek Road	West Evans Creek - Ditch Creek	Rural Collector
D	Pooman Creek Road	Summit - Sterling Creek	Rural Collector
D	Queens Branch Road	East Evans Creek - West Evans Creek	Rural Collector
D	Ramsey Road	Hwy 234 - Old Sams Valley	Rural Collector
D	Reese Creek Road	Barton Rd - Butte Falls	Rural Collector
C	Riley Road	Highway 140 to Stevens	Rural Collector
C	Rogue River Drive	City Limits to MP 5	Rural Collector
D	Rogue River Drive	MP 5 - Hwy 234	Rural Collector
D	Royal Avenue	500' East of Candis - Reese Creek	Rural Collector
C	Scenic Avenue	Highway 99 to Old Stage	Rural Collector
D	South Fork Little Butte Creek Road	Lake Creek Loop - Lost Creek	Rural Collector
D	South Valley View Road	Interstate 5 - West Valley View	Rural Collector
D	Sterling Creek Road	Cady - Little Applegate	Rural Collector
B	Stewart/Hull	Oak Grove to Stage	Rural Collector
D	Suncrest Road	1684' West of Hwy 99 - Payne	Rural Collector
C	Table Rock Road	M.P. 9 to Wheeler	Rural Collector
D	Table Rock Road	Wheeler - Hwy 234	Rural Collector
C	Taylor Road	Grant to Old Stage	Rural Collector
D	Thompson Creek Road	Hwy 238 - County Line	Rural Collector
D	Tiller Trail Highway	Hwy 62 - County Line	Rural Collector
D	Tresham Lane	Table Rock - Hwy 234	Rural Collector
C	Upton Road	Interstate 5 OX'ing to Gibbon	Rural Collector
C	Voorhies/Carpenter Hill/Coleman Cr.	Stage to Houston	Rural Collector
D	Wagner Creek Road	Rapp - Yank Gulch	Rural Collector
D	Walden Lane	Colver - Foss	Rural Collector
D	West Evans Creek Road	1070' North of Walnut - Queens Branch	Rural Collector
D	West Evans Creek Road	Queens Branch - Pleasant Creek	Rural Collector
D	West Fork Griffin Creek Road	Griffin Creek - Summit	Rural Collector
D	West Gregory Road	Downing - Table Rock	Rural Collector
C	West Valley View Road	Interstate 5 to Suncrest	Rural Collector
D	West Valley View Road	Suncrest - Valley View	Rural Collector
B	Wilson Road	Upton to Table Rock	Rural Collector

Appendix I Pedestrian and Bicycle Needs
Summary – UGBs

City of Ashland

Road Name	Segment of Road	County Roads Inside ...					Local Access Rd Inside...				Bike Lanes		Shoulders		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East	North/West	South/East
Ashland Mine Road	City Limits - 2620' S. of Frank Hill Road			0.63							no	no	no	no	no	no
Clay Street	Frontage Rd. S. of Hwy 66 - Siskiyou Blvd	0.48									no	no	no	no	no	no
Clay Street	E. Main St. - Abbott Ave	0.48									no	no	no	no	yes	no
	Abbott Ave - Frontage Rd. N. of Hwy 66										no	no	no	no	no	yes
Clay Street	1,449' S. of Hwy Siskiyou Blvd - Dead End	0.11									no	no	no	no	no	no
Crowson Road	Hwy 99 - 185' Southwest of Benson Way		0.14								no	no	yes	yes	no	no
Crowson Road	Benson Way - 185' Southwest	0.04									no	no	yes	yes	no	no
Crowson Road	Benson Way - I-5		0.09								no	no	yes	yes	no	no
Crowson Road	I-5 - Hwy 66		0.44								no	no	yes	yes	no	no
Dead Indian Mem. Rd.	Hwy 66 - 350' Northeasterly	0.07									no	no	yes	yes	no	no
Dead Indian Mem. Rd.	350' - 600' Northeasterly of Hwy 66		0.05								no	no	yes	yes	no	no
Dead Indian Mem. Rd.	600' NE of Hwy 66 - 920' N. Emigrant Ck Rd			0.53							no	no	yes	yes	no	no
East Main Street	Hwy 66 - 500' North	0.09									no	no	yes	yes	no	no
East Main Street	500' -1415' Northwesterly of Hwy 66		0.17								no	no	yes	yes	no	no
East Main Street	1415' - 1465' Northwesterly of Hwy 66	0.01									no	no	yes	yes	no	no
East Main Street	1465' - I-5		0.54								no	no	yes	yes	no	no
East Main Street	I-5 to 175' West	0.04									no	no	yes	yes	no	no
East Main Street	175' - 700' East of Walker Street		0.62								no	no	yes	yes	no	no
Hidden Lane	Hwy 66 - 500' Northeast							0.09			no	no	no	no	no	no
Jackson Road	Hwy 99 - No Name Road		0.20								no	no	no	no	yes	yes
Jackson Road	No Name Road - 310' East			0.06							no	no	no	no	no	no
Maywood Way	Hidden Lane - 225' East							0.04			no	no	no	no	no	no
No Name Road	Jackson Road - 610' North			0.12							no	no	no	no	no	no
Pape Street	Wimer Street - 630' North							0.12			no	no	no	no	no	no
Paradise Lane	Peachey Road - 500' South	0.09									no	no	no	no	no	no
Peachey Road	Walker Avenue - Hillview Drive	0.22									no	no	no	no	no	no
Prather Street	Wimer Street - 630' North							0.12			no	no	no	no	no	no
Tolman Creek Road	Siskiyou Blvd. - South City Limits	0.55									no	no	no	no	no	no
Walker Avenue	City Limits - Iowa Street 665' South			0.13							yes	yes	no	no	yes	yes
	Iowa Street - 665' South										yes	yes	no	no	n	yes
West Jackson Road	Hwy 99 - 1075' Northwesterly		0.20								no	no	no	no	no	no
Wimer Street	City Limits - 330' West							0.06			no	no	no	no	no	no
Totals		2.18	2.45	1.47	0.00	0.00	0.00	0.43	0.00	0.00						

City of Butte Falls

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Shoulders		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East	North/West	South/East
Butte Falls Road	West city limits to Oak Ave	0.63									no	no	yes	yes	yes	no
	Oak Ave to Laurel Avenue										no	no	no	no	no	no
Butte Falls-Fish Lake Rd	Broad Street to east city limits	0.31									no	no	yes	yes	no	no
Totals		0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						

City of Central Point

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Shoulders		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East	North/West	South/East
Beebe Road	450' - 615' West of Hamrick Road	0.03									no	no	no	no	no	no
Biddle Road	730' - 1440' East of Hamrick Road	0.13									yes	yes	no	no	yes	yes
Boes Avenue	Teresa Way - 250' West of Raymond Way	0.14									no	no	no	no	no	no
Bursell Road	110' S of Pittview - Hemlock Avenue	0.09									no	no	yes	no	yes	no
East Pine Street	10th Street - West R/W of I-5	0.12									yes	yes	no	no	yes	yes
East Pine Street	1150' E of I-5 East R/W - Hamrick Road	0.23									yes	yes	no	no	no	no
Gebhard Road	Beebe Road - 400' Northerly	0.08									no	no	no	no	no	no
Hamrick Road	620' - 2015' West of Table Rock Road	0.26									no	no	no	no	no	yes
Hamrick Road	Biddle Road - 1250' South of Biddle Road	0.24									no	no	yes	no	no	yes
Hanley Road	400' - 1585' SW of West Pine St	0.22									no	no	yes	yes	no	no
Old Upton Road (North)	200' West of Upton Road - Raymond Way	0.14									no	no	no	no	no	no
Old Upton Road (South)	Upton Road - West I-5 R/W	0.07									no	no	no	no	yes	no
Peninger Road	2330' - 2690' NW of East Pine Street	0.07									no	no	no	no	no	no
Pittview Avenue	Bursell Road - 1220' East	0.23									no	no	no	no	no	yes
Raymond Way	Old Upton Road - 230' North of Boes Ave	0.26									no	no	no	no	no	no
Taylor Road	295' W of Silver Creek Dr - Sunland Ave	0.02									no	no	no	no	no	no
Tulane Avenue	Sunland Avenue - Carlton Avenue	0.12									no	no	no	no	no	no
Upton Road	330' - 965' NE of Peninger Road	0.12									no	no	yes	yes	no	no
West Pine Street	Glenn Way - 2410' Southwest of Glenn Way	0.46									no	no	yes	yes	no	no
Totals		3.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						

City of Eagle Point

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Shoulders		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East	North/West	South/East
Alta Vista Road	Bigham-Brown Rd - 1790' East			0.34							no	no	no	no	yes	no
Alta Vista Road	1790' - 2810' Easterly of Bigham-Brown Rd	0.19									no	no	no	yes	yes	no
Alta Vista Road	2810' E of Bigham-Brown Rd - Riley Rd			0.61							no	no	no	no	no	no
Bigham-Brown Road	Alta Vista Road - 945' South				0.18						no	no	no	no	no	no
Bigham-Brown Road	945' - 2660' South of Bigham-Brown Rd					0.32					no	no	no	no	no	no
Brownsborro-Eagle Point Rd	Old Hwy 62 - 200' E of Old Hwy 62		0.04								no	no	no	no	no	no
Brownsborro-Eagle Point Rd	200' E of Old Hwy 62 - Lava/Loto Street	0.71									no	no	no	no	no	no
	Lava/Loto Street - Main Street										no	no	yes	yes	yes	no
Brownsborro-Eagle Point Rd	Napa Street - 500' E of Candis Drive	0.44									no	no	no	no	yes	no
Brownsborro-Eagle Point Rd	500' E of Candis Dr - Reese Creek Rd		0.10								no	no	no	no	no	no
Eagle Heights Drive	Stevens Road - 1345' North								0.25		no	no	no	no	no	no
Dahlia Terrace	Linn Road - 1340' North								0.25		no	no	no	no	no	no
Linn Road	500' - 730' Northwest of Hwy 62	0.04									no	no	no	no	no	no
Linn Road	730' - 1600' Northwest of Hwy 62		0.16								no	no	no	no	no	no
Linn Road	1600' NW of Hwy 62 - Dahlia Terrace				0.26						no	no	no	no	no	no
Linn Road	Dahlia Terrace - 840' W of Dahlia Terrace					0.16					no	no	no	no	no	no
No Name Road	Rolling Hills Drive - 730' South								0.14							
No Name Road	Reese Creek Rd - 1340' West								0.25							
Palima Drive	Stevens Road - 690' South			0.13							no	no	no	no	no	no
Reese Creek Road	Brownsboro-Eagle Point Rd - Barton Rd			0.48							no	no	no	no	no	no
Reese Creek Road	Barton Road - 2320' North				0.44						no	no	no	no	no	no
Riley Road	Stevens Road - 670' Southerly		0.13								no	no	no	no	no	no
Riley Road	670' - 2690' Southerly of Stevens Road				0.38						no	no	no	no	no	no
Riley Road	2690' - 2765' Southerly of Stevens Road		0.01								no	no	no	no	no	no
Riley Road	2765' - 3800' Southerly of Stevens Road				0.20						no	no	no	no	no	no
Riley Road	3800' - 5090' Southerly of Stevens Road	0.24									no	no	no	no	no	no
Riley Road	5090' S of Stevens Rd - Alta Vista Rd			0.29							no	no	no	no	no	no
Riley Road	Alta Vista Rd - 1110' South				0.21						no	no	no	no	no	no
Rolling Hills Drive	Hwy 62 - Old Medco Road West R/W								0.95		no	no	no	no	no	no
Rolling Hills Drive	Reese Creek Rd - Old Medco Rd West R/W								0.13		no	no	no	no	no	no
Second Street	East Side of Section 2 - 2560' West								0.48		no	no	no	no	no	no
Stevens Road	Robert Trent Jones Jr Bl - 696' East	0.13									no	no	no	no	no	no
Stevens Road	696' E of Robert Trent Jones - Palima Dr		0.13								no	no	no	no	no	no
Stevens Road	Palima Dr - Eagle Heights Dr				0.51						no	no	no	no	no	no
Totals		1.75	0.57	1.85	2.18	0.48	0.00	0.00	1.95	0.50						

City of Jacksonville

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Shoulders		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East	North/West	South/East
Applegate Street	Graham Street to Southwest city limits	0.54									no	no	no	no	no	no
Old Stage Road	230' South to 395' North of Autumn Lane			0.12							no	no	yes	yes	no	no
Stage Road South	Wells Fargo Drive to 1,400' Southeast			0.27							no	no	yes	yes	no	no
Totals		0.54	0.00	0.39	0.00	0.00	0.00	0.00	0.00	0.00						

City of Medford

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Shoulders		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East	North/West	South/East
Sunset Court	Lozier Lane - 890' West						0.17									
Sunset Drive	Orchard Home Dr - 2700' Westerly	0.51														
Sunset Drive	2700' W of Orchard Home Dr - Stage Road S		0.09													
Sweet Road	Mc Andrews Road - Ross Lane North	0.26														
Sycamore Way	Eucalyptus Drive - 720' Northwest	0.14														
Table Rock Road	I-5 North R/W - 390' North	0.07														
Table Rock Road	390' North of I-5 North R/W - Schultz Road		1.16													
Table Rock Road	Schultz Road - 510' North	0.10														
Table Rock Road	510' N of Schultz Rd - 650' N of Wilson Rd		1.03													
Table Rock Road	650' - 2640' North of Wilson Road				0.38											
Thorn Oak Drive	Ross Lane North - 141' West	0.03														
Thorn Oak Drive	141' - 1320' West of Ross Lane North		0.21													
Thomas Road	Sunset Drive - 187' North		0.03													
Thomas Road	187' - 2755' North of Sunset Drive	0.49														
Thomas Road	2755' N of Sunset Drive - Stewart Avenue		0.14													
West Mc Andrews Road	60' West of Ross Lane North - 1280' West	0.23														
Westdale Place	Lozier Lane - 375' West						0.07									
Western Avenue	Mc Andrews Road - Maple Park Drive	0.09														
Yale Drive	Harvard Place - Stanford Avenue	0.15														
Totals		26.08	10.55	1.79	6.00	2.87	1.36	0.00	3.98	0.00						

City of Phoenix

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Shoulders		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East	North/West	South/East
Campbell Road	North Phoenix Rd - 3450' East				0.65								N	N	N	N
Campbell Road	3450' - 4010' E of North Phoenix Road								0.11				N	N	N	N
Camp Baker Road	Colver Road - 1015' W. of Colver Road		0.19										N	N	N	N
Camp Baker Road	1015' W - 1190' W of Colver Road	0.03									N	N			N	N
Camp Baker Road	1190' W of Colver Rd - 210' W of Hilsinger Rd		0.07										N	N	N	N
Camp Baker Road	210' W - 660' W of Hilsinger Road			0.09									N	N	N	N
Colver Road	140' S of Samuel Ln - 215' S of Camp Baker Rd			0.10									Y	Y	N	N
Colver Road	215' S of Camp Baker Rd - 112' S of Jared Ct		0.06										Y	Y	N	N
Colver Road	112' S of Jared Ct - 360' N of Jared Ct.	0.09								Y	Y				N	N
Dano Drive	W Railroad R/W - 850' West					0.16							N	N	N	N
Fern Valley Road	Main Street - Bridge #10	0.13								N	N				N	N
Fern Valley Road	North Phoenix Rd - 370' East	0.07								Y	Y				N	Y
Fern Valley Road	370' E - Breckenridge Road			0.08						N	Y				N	Y
Fern Valley Road	Breckenridge Road - 750' Northeast			0.14								N	N	N	N	Y
Fern Valley Road	750 NE - 850' NE of North Phoenix Road			0.02								N	N	N	N	N
Fern Valley Road	850' NE - 1050' NE of North Phoenix Road					0.05						N	N	N	N	N
Hilsinger Road	Camp Baker Road - Pacific Lane		0.08									N	N	N	N	N
Houston Road	Colver Road - 180' W of Coral Circle	0.12								Y	Y				Y	Y
Houston Road	180' W - 290' W of Coral Circle			0.02								Y	Y	N	N	N
Houston Road	290' W of Coral Circle - Calhoun Road					0.23						Y	Y	N	N	N
No Name Road	Dano Drive - 1200' Northwest					0.23										
North Phoenix Road	515' N - 2780' Northerly of Grove Way				0.43								Y	Y	N	N
North Phoenix Road	2780' - 4840' Northerly of Grove Way					0.39							Y	Y	N	N
Northridge Terrace	Hwy 99 - Cul-De-Sac				0.36							N	N	N	Y	Y
Oak Crest Way	Hwy 99 - 220' East				0.04							N	N	N	Y	Y
Oak Crest Way	220' East - 430' East				0.02							N	N	N	Y	N
Oak Crest Way	430' East - Cul-De-Sac				0.15							N	N	N	Y	Y
Totals		0.44	0.40	0.45	1.65212	0.78	0.39	0.00	0.00	0.00						

City of Rogue River

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Shoulders		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East	North/West	South/East
Blue Ridge Court	Blue Ridge Drive to 700' southwest		0.13													
Blue Ridge Drive	Wards Creek Road to 380' northwest		0.07													
East Evans Creek Road	1070' to 1410' southerly of Manzanita Dr			0.06									Y	Y	N	N
East Evans Creek Road	1410' to 5770' Southerly of Manzanita Dr		0.78										Y	Y	N	N
Fielder Lane	Foothills Blvd to 470' southwest		0.09										N	N	N	N
Foothills Blvd.	City limits to 2175' southwest		0.41										N	N	N	N
Lloyelen Drive	West Evans Creek Road to 730' northeast		0.14										N	N	N	N
Scenic Drive	780' to 2625' east of Robbins Avenue					0.35										
Wards Creek Road	820' to 4505' northeast of North River Rd		0.70										N	N	N	N
West Evans Creek Road	1070' to 7550' northerly of Walnut Drive		1.23										Y	Y	N	N
West Lloyelen Drive	West Evans Creek Road to 1470' westerly		0.28													
West Lloyelen Drive	1470' to 2000' westerly of W. Evans Creek Rd					0.10										
Totals		0.00	3.83	0.06	0.00	0.00	0.45	0.00	0.00	0.00						

City of Shady Cove

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Shoulders		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East	North/West	South/East
Indian Creek Road	Hwy 62 to 950' southeasterly	0.18									N	N			N	N
Indian Creek Road	950' to 1320' southeasterly of Hwy 62		0.07										N	N	N	N
Long Branch Road	Rogue River Drive to 2775' northwesterly			0.53									N	N	N	N
Old Ferry Road	Hwy 62 to 3200' northeasterly	0.61									N	N			N	N
Old Ferry Road	3200' to 7230' northeasterly of Hwy 62		0.76										N	N	N	N
Rogue River Drive	Long Branch Road to 640' westerly			0.12									N	N	N	N
Rogue River Drive	Long Branch Road to 1370' northeast		0.26										N	N	N	N
Rogue River Drive	1370' NE of Long Branch Rd to Hwy 62	1.39									N	N			N	N
Sawyer Road	295' to 925' northwesterly of Rogue River Dr						0.12						N	N	N	N
Totals		2.18	1.09	0.65	0.00	0.00	0.12	0.00	0.00	0.00						

City of Talent

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Shoulders		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East	North/West	South/East
Colver Road	Hwy. 99 to No Name Road		0.33								Y	Y			N	Y
Colver Road	No Name Road to end of reserve				0.38						Y	Y			N	N
Foss Road	UGB to 350' west				0.07								N	N	N	N
Hilltop Road	West Hilltop Road to 475' Southeast					0.09							N	N	N	N
No Name Road	Colver Road to South				0.19											
Old Pacific Hwy.	Talent Ave. to Hwy. 99				0.67								N	N	N	N
Rapp Lane	Rapp Road to 1,350' South				0.26								N	N	N	N
Suncrest Road	Autumn Ridge to I-5		0.24										N	N	N	Y
West Valley View Rd.	I-5 to 1020' southeast of Suncrest Road		0.62										N	N	N	N
Wagner Creek Road	Rapp Road to 450' West of Rapp Road	0.09									N	N			N	N
Wagner Creek Road	450' West of Rapp Rd. to 775' SW		0.15										N	N	N	N
Totals		0.09	1.34	0.00	1.57	0.00	0.09	0.00	0.00	0.00						