

Below are the traffic projections for US 97 and key intersections in the US 97: Crooked River Bridge to Redmond Reroute Project area.

- The figures in the “Average Daily Traffic” columns represent the number of vehicles that pass by a specific point for all lanes of traffic during a typical 24-hour period.
- “Design Hour Traffic” figures represent the number of vehicles that pass by a specific point for all lanes during the 30<sup>th</sup> highest (busiest) hourly volume of traffic for the year. These figures are used in designing highways that will function during heavy rush hours.
- The traffic volumes in the “2006” columns represent the most recent traffic counts, and the figures in the “2029” represent projected volumes at the end of the design life (generally 20 years) of the highway improvements.

Highway/Roadway	Average Daily Traffic (# of vehicles)		Design Hour Traffic (# of vehicles)	
	2006	2029	2006	2029
US 97 South of NW Lower Bridge Way	18,900	31,200	1565	2585
US 97 North of NW Lower Bridge Way	14,600	23,000	1170	1910
NW Lower Bridge Way	7,610	12,800	565	945
NW Wimp Way	600	1100	60	100

The figures above are based on traffic counts taken in the summers of 2005 and 2006 and the fall of 2007, historical ODOT volume tables and seasonal trend tables, and Deschutes County historical hose counts.

The table below is a summary of the crashes associated with each safety improvement proposed in the Project.

Intersection/Section	Crashes from 1/1/2001 thru 12/31/2005	Crashes with Injuries
Terrebonne Community	13	6
NW Lower Bridge Way	11	5
Shoulder widening portion (Wimp Way to NW Lower Bridge Way)	7	2
NW Wimp Way	7	2

In Terrebonne, the crashes were due to turning movements on and off of US 97. The crashes at NW Lower Bridge Way were due to turning and crossing movements. NW Wimp Way were all rear-end crashes. The planned shoulder widening portion of the project had several run-off-the-road crashes.