

MEMORANDUM

Date: May 12, 2020 Project #: 23641.0

To: Virginia Elandt, Oregon Department of Transportation
Karl MacNair, City of Medford

From: Matt Hughart, AICP, Matt Bell, and Miranda Barrus, Kittelson & Associates, Inc.

Project: I-5 Exit 30 Interchange Area Management Plan (IAMP)

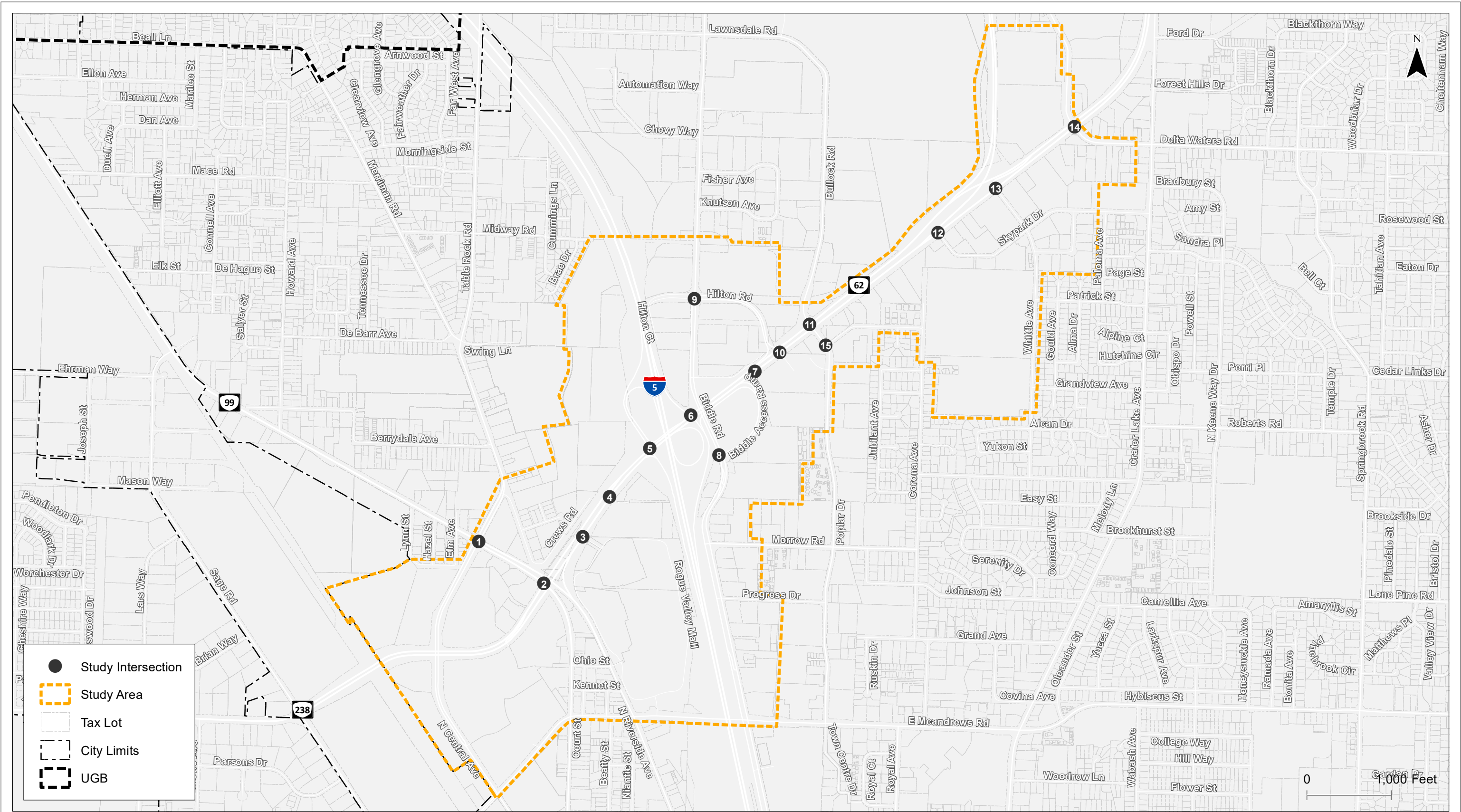
Subject: Final TM#2 Appendix C: Existing Traffic Conditions

This memorandum summarizes existing traffic conditions within the Interchange Management Study Area (IMSA) for the I-5, Exit 30 Interchange Area Management Plan (IAMP). This memorandum includes information on traffic counts conducted at the study intersections and the results of the current traffic operations analysis, current crash analysis, current freight analysis, and current multi-modal analysis. The information provided in this memorandum will serve as the basis for developing and evaluating transportation system alternatives and identifying improvement projects for the I-5, Exit 30 IAMP.

TRAFFIC VOLUME DATA COLLECTION

The study intersections for the I-5, Exit 30 IAMP were determined based on direction provided by City and ODOT staff. These intersections are expected to be impacted by proposed changes to the I-5, Exit 30 interchange as well as future development within the IMSA. There is a total of 15 study intersections, including 14 intersections (10 signalized, 4 unsignalized) along ODOT facilities and one intersection along City facilities. Figure 1 illustrates the location of the study intersections and Figure 2 illustrates the current lane configurations and traffic control devices at the study intersections.

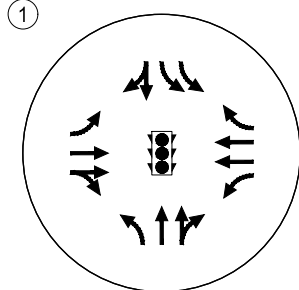
Traffic counts were conducted at the majority of study intersections in March and August 2017, prior to opening of the OR 62 bypass. Because these counts are primarily located west of the bypass, they would not be subject to significant fluctuations in traffic patterns related to opening of the bypass. The remaining counts were conducted in July 2019 and reflect traffic conditions following opening of the bypass. Ten of the counts were conducted over a 16-hour period (6:00 AM to 10:00 PM) and four were conducted over a 4-hour period (2:00 to 6:00 PM). All the counts include the total number of pedestrians, bicyclists, and motor vehicles that entered the intersections in 15-minute intervals from 2:00 to 6:00 p.m. and in 60-minute intervals throughout all other time periods as applicable. *Attachment A contains the traffic count worksheets.*



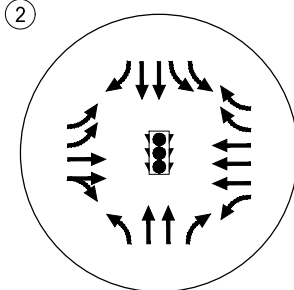
Study Intersections
Medford, Oregon

Figure
1

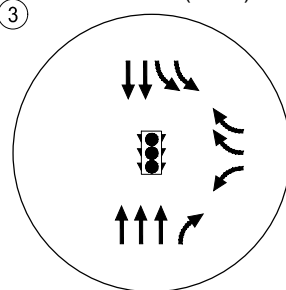
1 Table Rock Road/OR 99



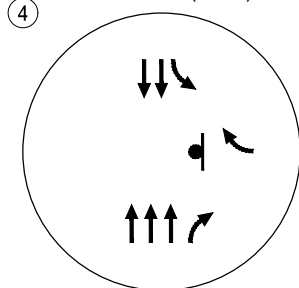
2 OR 238/OR 62/OR 99/Riverside/Court



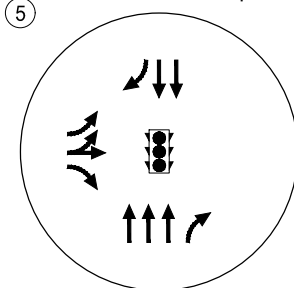
3 OR 62/RVM (south)



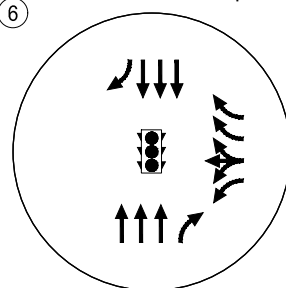
4 OR 62/RVM (north)



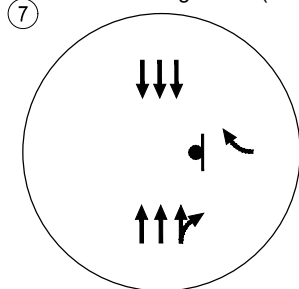
5 OR 62/I-5 SB Ramps



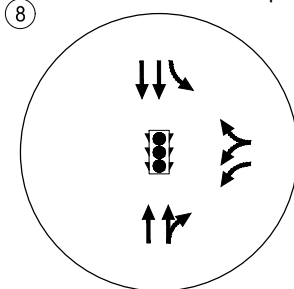
6 OR 62/I-5 NB Ramps



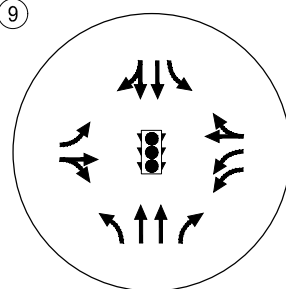
7 OR 62/Biddle Jughandle (north)



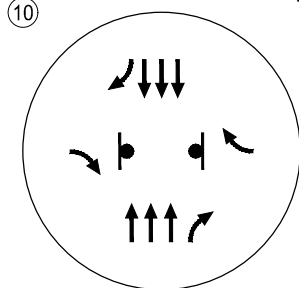
8 Biddle Road/OR 62 Ramp



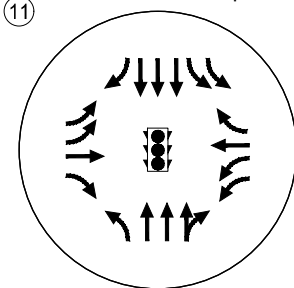
9 Biddle Road/Hilton Court



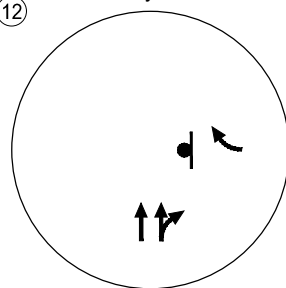
10 OR 62/Hilton Court/Fred Meyer



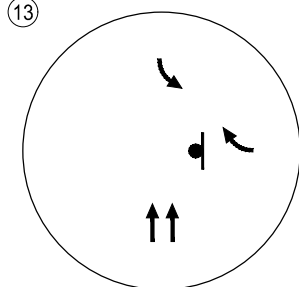
11 OR 62/Bullock Road/Poplar Drive



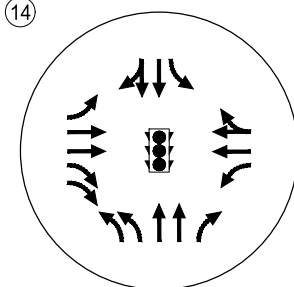
12 OR 62/Sky Park Drive



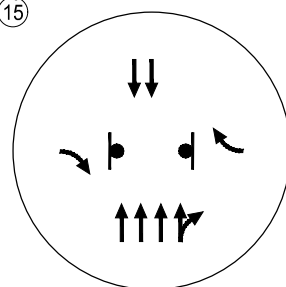
13 OR 62/Whittle Avenue



14 OR 62/Delta Waters Road



15 Poplar Drive/Hilton Road/Fred Meyer



 - STOP SIGN
 - TRAFFIC SIGNAL

Existing Lane Configurations &
Traffic Control Devices
Medford, Oregon

Figure
2

TRAFFIC COUNT PROCESSING AND ANALYSIS

The *Analysis Methodology and Assumptions Memorandum* includes information related to the peak hour development, seasonal adjustment factors, and historical factors used to develop traffic volumes for the traffic operations analysis. Per the memorandum, a system-wide peak hour of 4:30 to 5:30 p.m. was selected as a basis for the analysis; seasonal adjustment factors of approximately 1.04 and 1.02 were applied to the counts conducted in March and July to reflect the peak season, and; historical factors of approximately 1.03 and 1.01 were applied to the counts conducted in 2017 and 2019 to reflect year 2020 traffic conditions. The traffic volumes were also balanced to account for changes in travel patterns related to opening the OR 62 bypass. Figure 3 summarizes the traffic volumes developed at the study intersections for the traffic operations analysis.

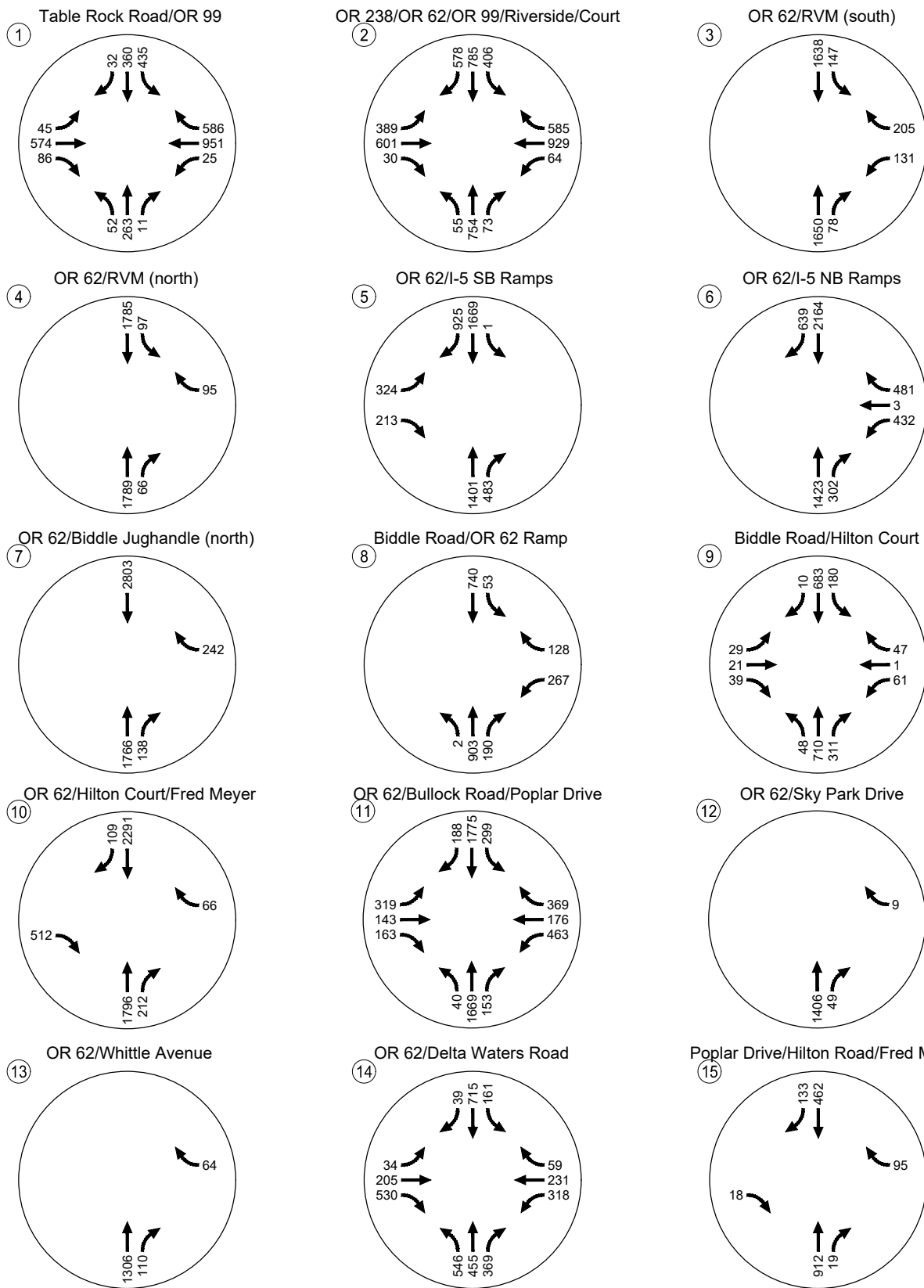
TRAFFIC OPERATIONS ANALYSIS

The traffic operations analysis identifies how the study intersections operate under existing traffic conditions during the weekday PM peak hour – the weekday PM peak hour was selected as a basis for the analysis given that it generally represents the most critical time period throughout the day. However, other peak hours may be more critical in some locations, such as near schools.

Intersection Operations Analysis

The intersection operations analysis was conducted using Synchro 10, which is a software tool designed to assist with operations analyses in accordance with Highway Capacity Manual (HCM) methodologies. The analysis results include level-of-service (LOS), delay (del), and volume-to-capacity (v/c) at all intersections regardless of jurisdiction. The LOS, del, and v/c are reported for the overall intersection at signalized intersections and the critical movement at unsignalized intersections – the overall intersection v/c ratios were developed in accordance with the methodologies outlined in ODOT's Analysis Procedures Manual (APM).

Table 1 summarizes the results of the intersection operations analysis and compares the results to the applicable mobility standards and targets. As shown, all of the study intersections currently operate acceptably per their applicable mobility standards and targets. *Attachment B contains the existing traffic conditions worksheets.*



Existing Traffic Volumes
Weekday PM Peak Hour
Medford, Oregon

Figure
3

Table 1: Existing Intersection Operations

Map ID	Location	Control Type	Mobility Standard/Target	CM	V/C	Del	LOS
1	OR 99 / Table Rock Road	Signal	0.95	N/A	0.66	24.7	C
2	OR 62-OR 238 / OR 99-Court Street-N Riverside Avenue	Signal	0.90	N/A	0.83	42.9	D
3	OR 62 / Rogue Valley Mall entrance (west)	Signal	0.90	N/A	0.58	10.4	B
4	OR 62 / Rogue Valley Mall entrance (east, at Target)	Unsignalized	0.90 N-S/0.95 E-W	SBL	0.79	94.4	F
5 ¹	OR 62 / I-5 Southbound Ramp Terminal	Signal	0.85 ³	N/A	0.72	22.7	C
6 ¹	OR 62 / I-5 Northbound Ramp Terminal	Signal	0.85 ³	N/A	0.74	24.2	C
7 ²	OR 62 / Biddle Road (north end of jug handle)	Unsignalized	0.85 N-S/0.95 E-W	WBR	0.29	10.9	B
8 ¹	OR 62 / Biddle Road (south end of jug handle)	Signal	0.95	N/A	0.73	15.4	B
9	Biddle Road / Hilton Court	Signal	0.95	N/A	0.56	12.2	B
10 ²	OR 62 / Hilton Court-Fred Meyer Parking Lot Entrance	Unsignalized	0.85 N-S/0.9 SE-W	EBR	0.71	20.5	C
11	OR 62 / Bullock Road-Poplar Drive	Signal	0.85	N/A	0.84	84.1	F
12	OR 62 / Sky Park Drive	Unsignalized	0.85 N-S/0.95 E-W	WBR	0.03	15.8	C
13	OR 62 / Whittle Avenue	Unsignalized	0.90 N-S/0.95 E-W	WBR	0.19	17.8	C
14	OR 62 / Delta Waters Road	Signal	0.90/LOS D	N/A	0.76	40.8	D
15	Poplar Drive / Hilton Road	Unsignalized	LOS D	WBR	0.23	15.4	C

¹Lane configurations not supported by HCM 2010 or 6th Edition methodologies, therefore, HCM 2000 results are reported.

²The HCM 2010 and HCM 6th Edition analysis results do not reflect field observations. Therefore, the HCM 2000 analysis results are reported.

³This mobility target may be increased to as much as 0.90 through the IAMP adoption process.

⁴City and State mobility standards and targets are shown given the upcoming jurisdictional transfer.

As shown in Table 1, the OR 62/Bullock Road-Poplar Drive intersection currently operates with an overall intersection v/c ratio of 0.84; however, it operates with relatively high delay at LOS F. This is primarily due to the delay on the minor street (city) approaches.

Queueing Analysis

A queueing analysis was conducted at the study intersections using SimTraffic microsimulation software within Synchro 10. Table 2 summarizes the 95th percentile queues during the weekday PM peak hour under year 2020 current traffic conditions and indicates if existing storage can accommodate the queues. The vehicle queue and storage lengths were rounded to the nearest 25-feet. The turning movement storage lengths reflect the striped storage for each turn-lane pocket at the intersections and the through movement storage lengths reflect the distance from the intersections to the nearest adjacent intersection and/or driveway. *Attachment B contains the SimTraffic reports.*

Table 2: Existing Queueing Analysis

Map ID	Location	Movement	Storage Length (Feet)	95 th Percentile Queue (Feet)	Adequate?
1	OR 99 /Table Rock Road	NBL	340	100	Yes
		NBT	525	150	Yes
		NBTR	340	150	Yes
		SBL (x2)	500	175-200	Yes
		SBTR	160	275	Yes ¹
		EBL	250	125	Yes
		EBT-TR	150	250	Yes ¹

Map ID	Location	Movement	Storage Length (Feet)	95 th Percentile Queue (Feet)	Adequate?
		WBL	200	125	Yes
		WBT (x2)	190	450-475	Yes ¹
		WBR	975	300	Yes
2	OR 62-OR 238 / OR 99-Court Street-N Riverside Avenue	NBL	150	375	No
		NBT (x2)	750	2125-2150	No
		NBR	400	700	No
		SBL (x2)	325	225-275	Yes
		SBT (x2)	530	350	Yes
		SBR	400	350	Yes
		EBL (x2)	400	250-275	Yes
		EBT-TR	810	375-400	Yes
		WBL	800	100	Yes
		WBT (x3)	385	300-350	Yes
		WBR (x2)	250	100	Yes
3	OR 62 / Rogue Valley Mall entrance (west)	NBT (x3)	530	250-500	Yes
		NBR	100	150	No
		SBL (x2)	300	75-100	Yes
		SBT (x2)	1215	200-250	Yes
		WBL	175	125	Yes
		WBR (x2)	175	75	Yes
4	OR 62 / Rogue Valley Mall entrance (east, at Target)	NBR	125	25	Yes
		SBL	200	125	Yes
		WBR	180	150	Yes
5	OR 62 / I-5 Southbound Ramp Terminal	NBT (x3)	670	200-450	Yes
		NBR	75	100	No
		SBT (x2)	530	200	Yes
		SBR	625	25	Yes
		EBL	200	275	Yes ²
		EBTL	200	275	Yes ²
		EBR	350	250	Yes
6	OR 62 / I-5 Northbound Ramp Terminal	NBT (x3)	530	250-425	Yes
		SBT (x3)	1100	375	Yes
		SBR	295	175	Yes
		WBL	675	700	Yes ³
		WBLTR	675	825	Yes ³
		WBR	675	825	Yes ³
7	OR 62 / Biddle Road (north end of jug handle)	WBR	1,125	750	Yes
8	OR 62 / Biddle Road (south end of jug handle)	NBT-TR	275	1600	No
		SBL	100	175	No
		SBT (x2)	640	325-400	Yes
		WBL	875	200	Yes
		WBLR	875	225	Yes
9	Biddle Road / Hilton Court	NBL	320	75	Yes
		NBT (x2)	425	2400-2450	No
		NBR	220	400	No

Map ID	Location	Movement	Storage Length (Feet)	95 th Percentile Queue (Feet)	Adequate?
		SBL	175	375	Yes ⁴
		SBT-TR	540	1475-1500	Yes ¹
		EBL	375	50	Yes
		EBTR	300	125	Yes
		WBL (x2)	220	50-75	Yes
		WBTR	220	50	Yes
10	OR 62 / Hilton Court-Fred Meyer Parking Lot Entrance	NBR	90	200	No
		EBR	1,200	1215	Yes ⁵
		WBR	200	325	No ⁶
11	OR 62 / Bullock Road-Poplar Drive	NBL	450	200	Yes
		NBT (x2)	360	550-575	Yes ¹
		NBTR	360	550	Yes ¹
		SBL (x2)	410	300-375	Yes
		SBT (x3)	2200	375-400	Yes
		SBR	425	375	Yes
		EBL (x2)	350	225-325	Yes
		EBT	165	325	Yes ¹
		EBR	150	200	No
		WBL (x2)	250	275-300	Yes ⁵
		WBT	930	300	Yes
		WBR	450	325	Yes
12	OR 62 / Sky Park Drive	WBR	100	50	Yes
13	OR 62 / Whittle Avenue	WBR	135	75	Yes
14	OR 62 / Delta Waters Road	NBL (x2)	500	200-225	Yes
		NBT (x2)	620	250	Yes
		NBR	500	150	Yes
		SBL	200	275	Yes ⁵
		SBT-TR	1190	350-375	Yes
		EBL	225	75	Yes
		EBT (x2)	400	250	Yes
		EBR (x2)	415	250-300	Yes
		WBL	400	250	Yes
		WBT-TR	130	225-250	Yes ¹

WB= Westbound, SB = Southbound, EB = Eastbound, NB = Northbound, L = Left, T = Through, R = Right

¹Sufficient storage is available, but queue blocks nearest driveway or minor street intersection.

²Additional storage is available on the southbound ramp, outside of the deceleration lane.

³Additional storage is available on the northbound ramp, outside of the deceleration lane.

⁴Additional storage is available in the center two-way left-turn lane on Biddle Road.

⁵Additional storage is available in the through lane(s).

⁶Queue extends onto private property.

As shown in Table 2, 95th percentile queues for one or more movements at the following study intersections currently exceed their striped storage:

- 2: OR 62-OR 238 / OR 99-Court Street-N Riverside Avenue – the northbound left- and right-turn queues exceed their striped storage and the northbound through queues block the upstream signalized intersection.

- 3: OR 62 / Rogue Valley Mall entrance (west) – the northbound right-turn queue exceeds its striped storage.
- 5: OR 62 / I-5 Southbound Ramp Terminal – the northbound right-turn queue exceeds its striped storage.
- 8: OR 62 / Biddle Road (south end of jug handle) – the northbound through-through/right queues block the upstream signalized intersection and the southbound left-turn queue exceeds its striped storage.
- 9: Biddle Road / Hilton Court – the northbound through queues block the upstream signalized intersection and the northbound right-turn queue exceeds its striped storage.
- 10: OR 62 / Hilton Court-Fred Meyer Parking Lot Entrance – the northbound and westbound right-turn queues exceed their striped storage.
- 11: OR 62 / Bullock Road-Poplar Drive – the eastbound right-turn queue exceeds its striped storage.

MULTIMODAL ANALYSIS

The pedestrian, bicycle, and transit facilities and services within the IMSA were evaluated in accordance with the simplified Multimodal Level-of-Service (LOS) analysis methodologies identified in Chapter 14 of the ODOT Analysis Procedures Manual (APM). Per the APM, these methodologies are intended for use when a detailed analysis is desired or when a no-build alternative is compared to one or more build alternatives. These methodologies are not meant for defining overall needs or making prioritization decisions, rather they are meant for evaluating alternatives.

Multimodal LOS scores are based on user perceptions (traveler satisfaction) and are graded from best (LOS A) to worst (LOS F). The data values used to develop the multimodal LOS scores were obtained from inventories and aerial photographs of the study area. The data values were entered into the simplified multimodal LOS calculator developed by ODOT to obtain the cumulative probabilities which are subtracted from one another to obtain the LOS probabilities. The highest probability is chosen as the most-likely LOS. The calculator highlights probabilities that fall within 90% of the highest value. If the next highest probability is within this range, it is assumed that this is a LOS range (i.e. LOS E-F) with a total probability that is the sum of the individual probabilities. The results of the multimodal LOS analysis are summarized below.

Pedestrian Level of Service

The simplified multimodal LOS analysis methodology uses four variables to estimate Pedestrian LOS. The analysis is intended to be applied on road segments on a per direction basis like most HCM-based methods. The variables and their category values include:

- Sidewalk (Actual) Width (0-5 ft or >5 ft)
- Directional Traffic Volume (0-500 vph, 500-1500 vph, or >1500 vph)
- Number of (Through) Traffic Lanes per direction (1, 2, 3, or 4)

- (Posted) Speed Limit (20-40 mph or >40 mph)

As indicated in *Tech Memo 2B: Transportation Inventory*, sidewalks are provided along both sides of most roadways within the IMSA. The sidewalks are generally greater than 5-feet wide and include buffered landscape strips. However, directional traffic volumes, number of through lanes per direction, and posted speed limits are relatively high within the IMSA; therefore, the Pedestrian LOS analysis results reflect a challenging environment for pedestrians.

Figure 4 illustrates the Pedestrian LOS analysis results for the major roadways (collector and above) within the IMSA. As shown, the majority of facilities are currently LOS E with the exception of the segments with relatively low traffic volumes and/or travel speeds, such as Biddle Road, Bullock Road, and Poplar Drive. The segment of OR 62 from Bullock Road to the right-in/right-out commercial driveway is show as LOS F; however, the shared-use path that runs parallel to OR 62 is LOS. A. A *tabulated summary of the Pedestrian LOS analysis results is provided in Attachment C.*

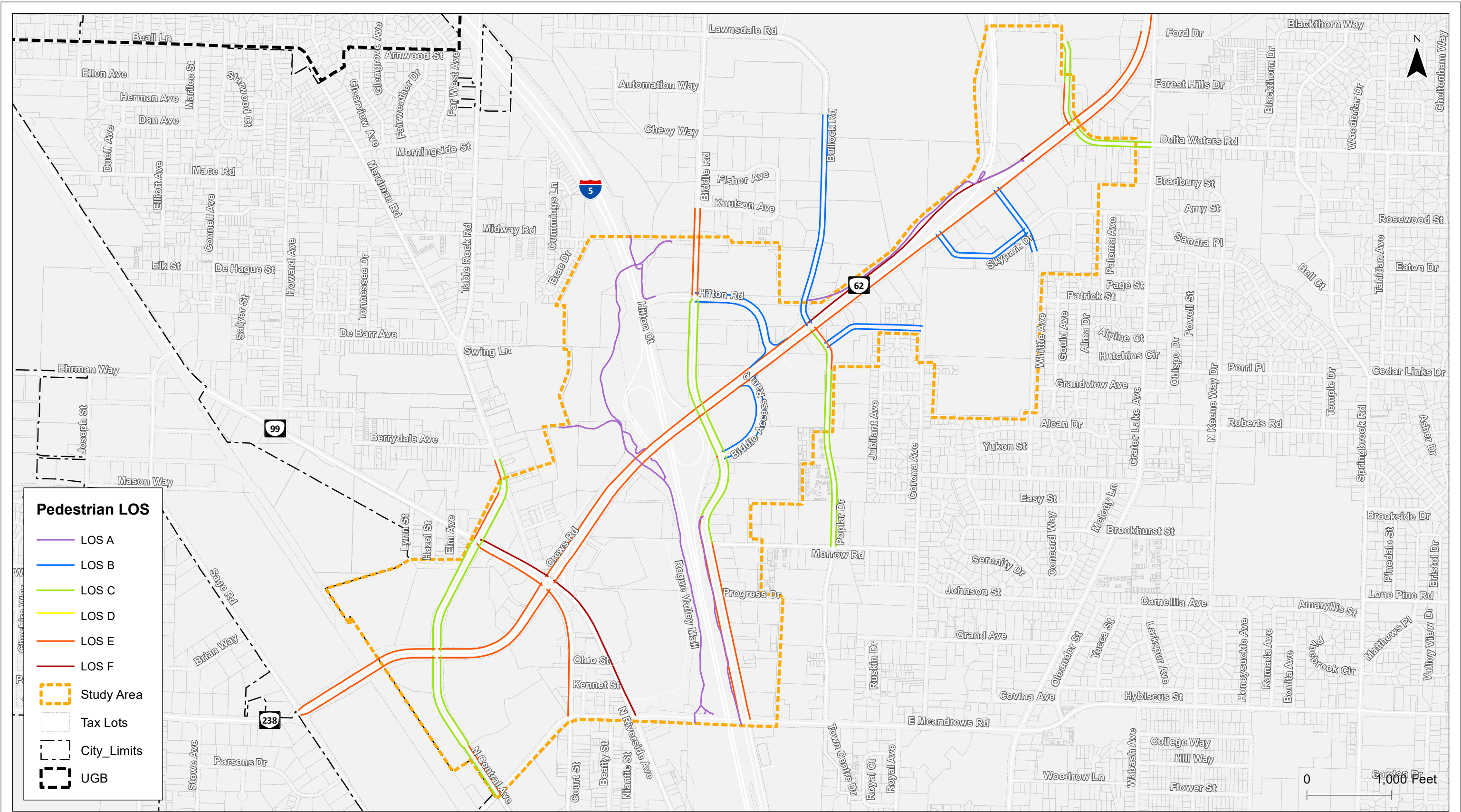
Bicycle Level of Service

The simplified multimodal LOS analysis methodology uses four variables to estimate Bicycle LOS. The analysis is intended to be applied on road segments on a per direction basis like most HCM-based methods. The variables and their category values include:

- Number of Through Traffic Lanes per direction (1 or >1)
- Bike Lane or Paved Shoulder Present (Yes or No)
- (Posted) Speed Limit (<= 30 mph or >30 mph)
- Unsignalized Conflicts (Yes or No)

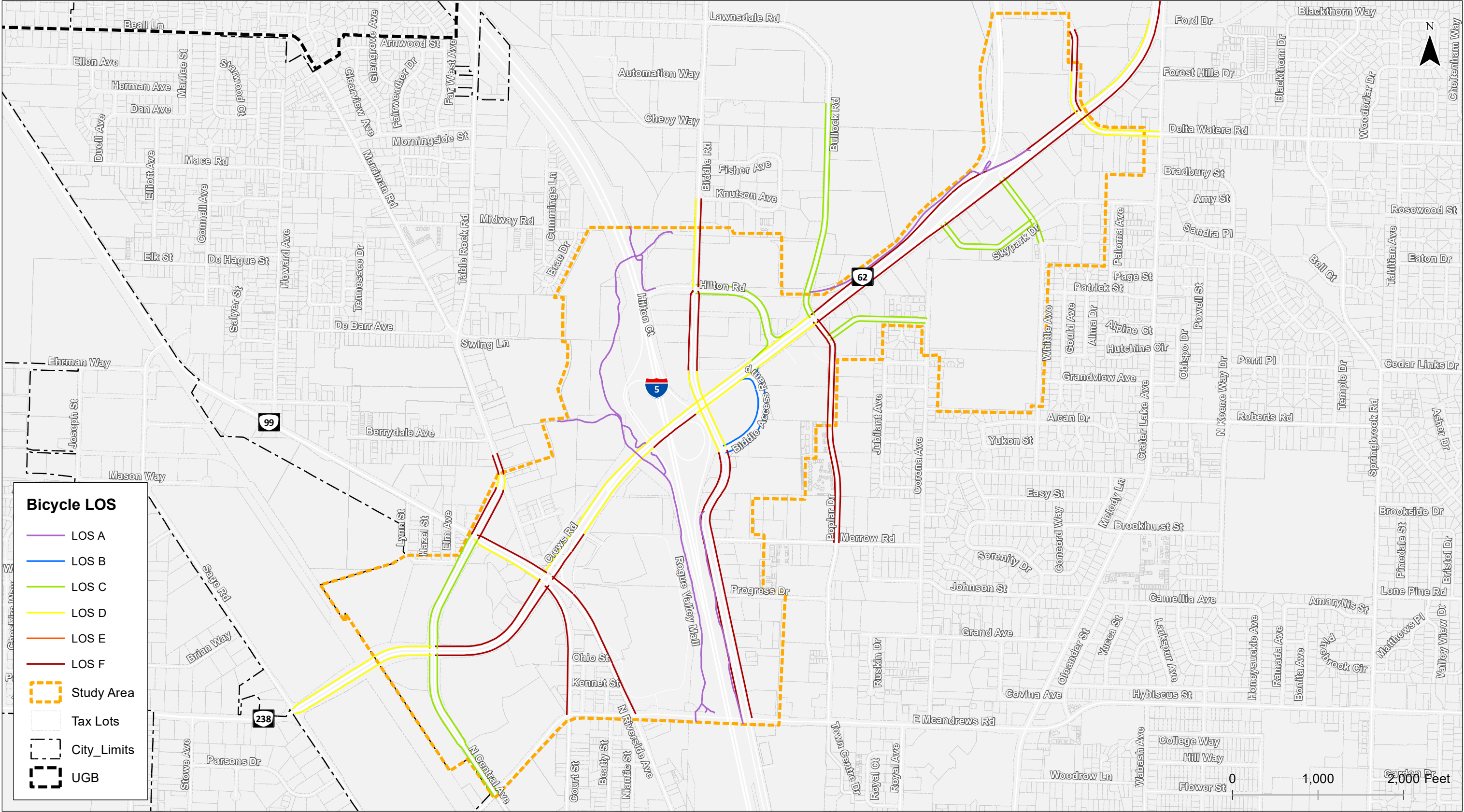
As indicated in *Tech Memo 2B: Transportation Inventory*, on-street bike lanes or paved shoulders are provided along both sides of most roadways within the IMSA. The bike lanes are generally greater than 5-feet wide and some, such as those along OR 62, include buffers. However, the number of through lanes per direction, posted speed limits, and unsignalized conflicts are relatively high within the IMSA; therefore, the Bicycle LOS analysis results reflect a challenging environment for bicyclists.

Figure 5 illustrates the Bicycle LOS analysis results for the major roadways (collector and above) within the IMSA. As shown, the majority of facilities are currently LOS D with the exception of the segments with relatively low traffic volumes and/or travel speeds, such as Bullock Road. The segment of OR 62 from Poplar Road to Delta Waters Road is show as LOS F, despite buffered bike lanes, due to the number of unsignalized conflicts along the roadway. *A tabulated summary of the Bicycle LOS analysis results is provided in Attachment C.*



Pedestrian Level of Service (LOS)
Medford, Oregon

Figure
4



Bicycle Level of Service (LOS)
Medford, Oregon

Figure
5

Transit Level of Service

The simplified multimodal LOS analysis methodology uses four variables to estimate Transit LOS. The analysis is intended to be applied on road segments within the study area that have applicable fixed-route transit service. The variables include:

- Transit Schedule Speed
- Transit Frequency
- Passenger Load Factor
- Pedestrian LOS

Local transit service is provided within the IMSA by Rogue Valley Transit District (RVTD). RVTD operates five fixed-route bus lines in the IMSA, including Line 21, 26, 27, 40, 60, and 61. Service is generally provided during the morning and evening peak time periods on 30 to 60-minute headways. Figure 6 illustrates the Transit LOS analysis results for the roadways within the IMSA that have applicable fixed-route transit service. As shown, the TLOS results vary significantly between the roadways. Roadways that are served by multiple bus lines or by bus lines with shorter headways and/or travel times have better LOS. *A tabulated summary of the Transit LOS analysis results is provided in Attachment C.*

CRASH ANALYSIS

The crash analysis evaluates the crash characteristics for reported crash data within the IMSA and at the study intersections. The analysis identifies existing safety issues based on five years of reported crashes from ODOT's Data and Reporting Unit (January 1, 2013 through December 31, 2017). See Attachment D for the raw crash data. This section contains the following:

- An inventory of pedestrian and bicycle crashes as well as fatal and serious injury crashes on State and non-State roadways
- An analysis of intersection crash rates and comparisons to 90th percentile crash rates critical crash rates, and excess proportion of specific crashes
- An analysis of segment crash rates for all State highways and comparisons to state-wide segment crash rates
- A summary of Safety Priority Index System (SPIS) sites.

Crash Inventory

The crash inventory documents crash characteristics within the study area that are specific to pedestrian- and bicycle-related crashes and crashes that resulted in fatal or serious injuries.

Pedestrian and Bicycle Crashes

Eight (8) pedestrian and thirty-seven (37) bicycle-related crashes were reported within the IMSA over the five-year period from January 1, 2013 through December 31, 2017. The characteristics of each crash are briefly summarized below by location.



N Central Avenue/OR238

One (1) pedestrian and one (1) bicycle-related crash occurred at this intersection resulting in non-serious injuries. The data indicates that both the pedestrian and the bicyclist disregarded the traffic signal.

OR 99/Table Rock Road (#1)

Two (2) bicycle-related crashes occurred at this intersection resulting in non-serious injuries. The data indicates that in both crashes the bicyclists were in the roadway illegally and struck the motor vehicles.

Table Rock Road/Adams Lane

One (1) bicycle-related crash occurred at this intersection resulting in non-serious injuries. The data indicates that the bicyclist made an improper lane change.

OR 99: Table Rock Road to OR 62

Two (2) bicycle-related crashes occurred along this segment resulting in non-serious injuries. The data indicates that in one crash the motorists did not yield the right-of-way; it was undetermined who made the error in the other crash.

Crews Road (Midblock)

One (1) bicycle-related crash occurred on this roadway resulting in non-serious injuries. The data indicates that the bicyclist did not yield the right-of-way.

OR 62-OR 238/OR 99-Court Street-N Riverside Avenue (#2)

Four (4) bicycle-related crashes occurred at this intersection resulting in non-serious injuries. The data indicates that in two crashes the bicyclists disregarded the traffic signal and struck the motor vehicles; in one crash the bicyclist was illegally in the roadway; and in one crash the driver did not yield the right-of-way to the bicyclist.

Court Street south of OR 62

One (1) bicycle-related crash occurred on this roadway resulting in non-serious injuries. The data indicates that the bicyclist was riding the wrong direction on a one-way street and struck the motor vehicle.

OR 99/Ohio Street

One (1) bicycle-related crash occurred at this intersection resulting in non-serious injuries. The data indicates that the driver did not yield the right-of-way and the bicyclist struck the motor vehicle.

OR 62/Main Rogue Valley Mall Entrance (#3)

One (1) bicycle-related crash occurred at this intersection resulting in non-serious injuries. The data indicates that the bicyclist disregarded the traffic signal.

OR 62/Target Entrance (#4)

One (1) bicycle-related crash occurred at this intersection resulting in non-serious injuries. The data indicates that the driver did not yield the right-of-way.

OR 62/I-5 Northbound Terminal (#6)

One (1) pedestrian and one (1) bicycle-related crash occurred at this intersection resulting in non-serious injuries. The data indicates that the pedestrian and bicyclist disregarded the traffic signal and were wearing non-visible clothing.

OR 62/Biddle Road (north end of jughandle) (#7)

Two (2) pedestrian-related crashes occurred near this intersection resulting in fatal and serious injuries. The data indicates that both pedestrians were in the roadway illegally. The fatal injury crash was a hit and run, alcohol and drugs were involved, and the pedestrian's clothing was not visible.

OR 62/Biddle Road (south end of jughandle) (#8)

One (1) bicycle-related crash occurred at this intersection resulting in non-serious injuries. The data indicates that the driver did not yield the right-of-way.

Biddle Road south of Hilton Road

One (1) pedestrian-related crash occurred on this roadway resulting in serious injuries. The data indicates that the pedestrian did not yield the right-of-way and the pedestrian's clothing was not visible. Alcohol was also involved.

OR 62/Bullock Road-Poplar Drive (#11)

One (1) bicycle-related crash occurred at this intersection resulting in non-serious injuries. The data indicates that the bicyclist disregarded the traffic signal and struck the motor vehicle.

Poplar Drive south of Fred Meyer Drive

One (1) bicycle-related crash occurred on this roadway resulting in non-serious injuries; it was undetermined who made the error.

OR 62/Whittle Avenue (#13)

Two (2) bicycle-related crashes occurred near this intersection resulting in serious and non-serious injuries. The data indicates that both bicyclists made improper traffic lane changes and did not yield the right-of-way.

OR 62/Delta Waters Road (#14)

Two (2) bicycle-related crashes occurred at this intersection resulting in non-serious injuries. The data indicates that one driver disregarded the traffic signal and one bicyclist did not yield the right-of-way and struck the motor vehicle.

McAndrews Road/Court Street

One (1) bicycle-related crash occurred at this intersection resulting in non-serious injuries. The data indicates that the bicyclist disregarded the traffic signal and struck the motor vehicle.

McAndrews Road/Beatty Street

One (1) pedestrian-related crash occurred at this intersection resulting in non-serious injuries. The data indicates that the driver did not yield the right-of-way.

McAndrews Road/N Riverside Avenue

One (1) bicycle-related crash occurred at this intersection resulting in non-serious injuries. The data indicates that the bicyclist disregarded the traffic signal, was in the roadway illegally, and was not wearing visible clothing.

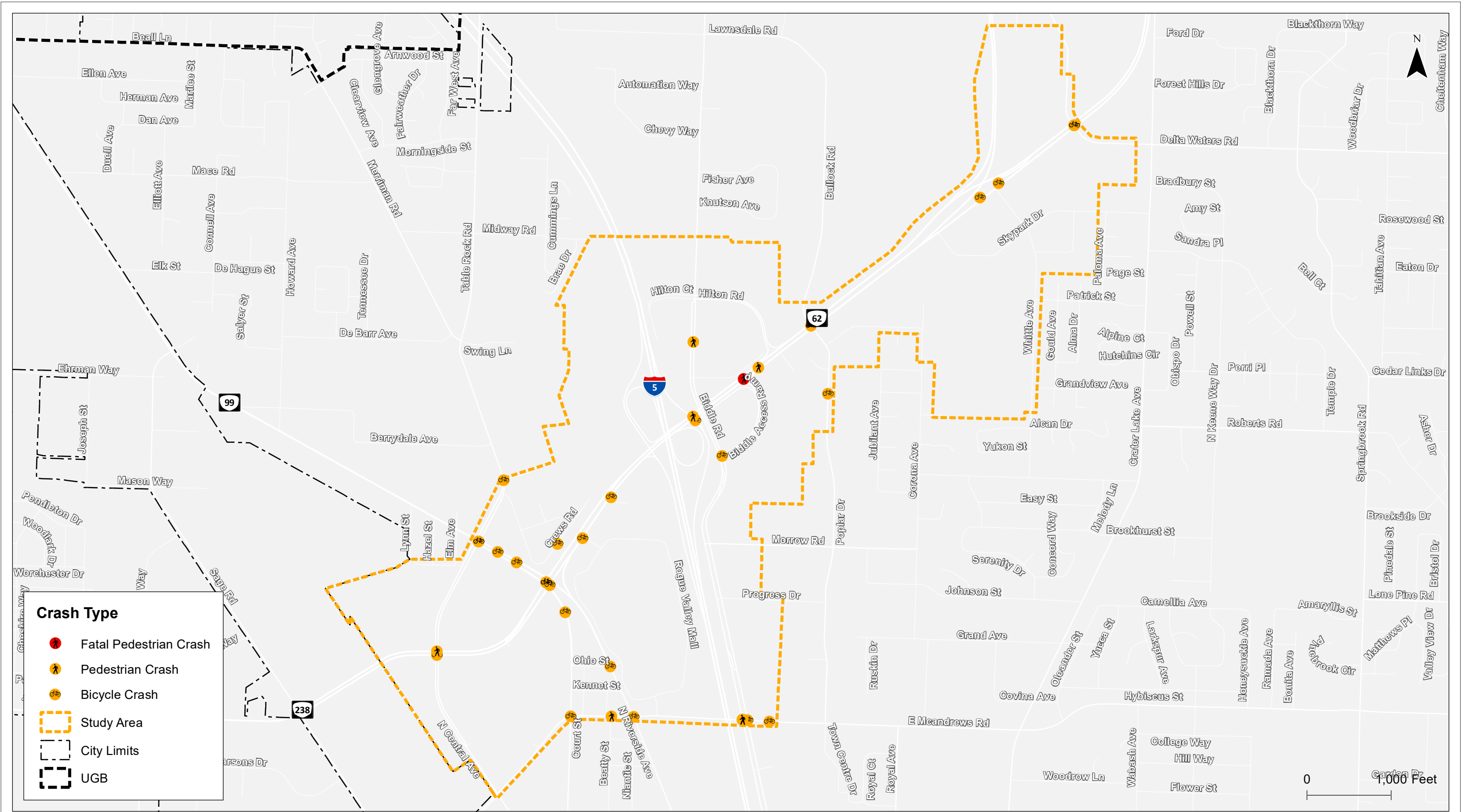
McAndrews Road/Biddle Road

Three (3) bicycle and two (2) pedestrian-related crashes occurred at this intersection resulting in serious and non-serious injuries. The serious injury crash was caused by the bicyclist disregarding the traffic signal. The data also indicates that one bicycle crash was caused by the driver not yielding the right-of-way and the other was caused by the bicyclist not wearing visible clothing and disregarding the traffic signal. One pedestrian crash was caused by the pedestrian not wearing visible clothing and disregarding the traffic signal and the other was caused by the driver not yielding the right-of-way and the pedestrian not wearing visible clothing.

McAndrews Road east of Biddle Road

One (1) bicycle-related crash occurred on this roadway resulting in non-serious injuries. The data indicates that the driver did not yield the right-of-way.

Figure 7 illustrates the location and severity of pedestrian and bicycle crashes within the IMSA.



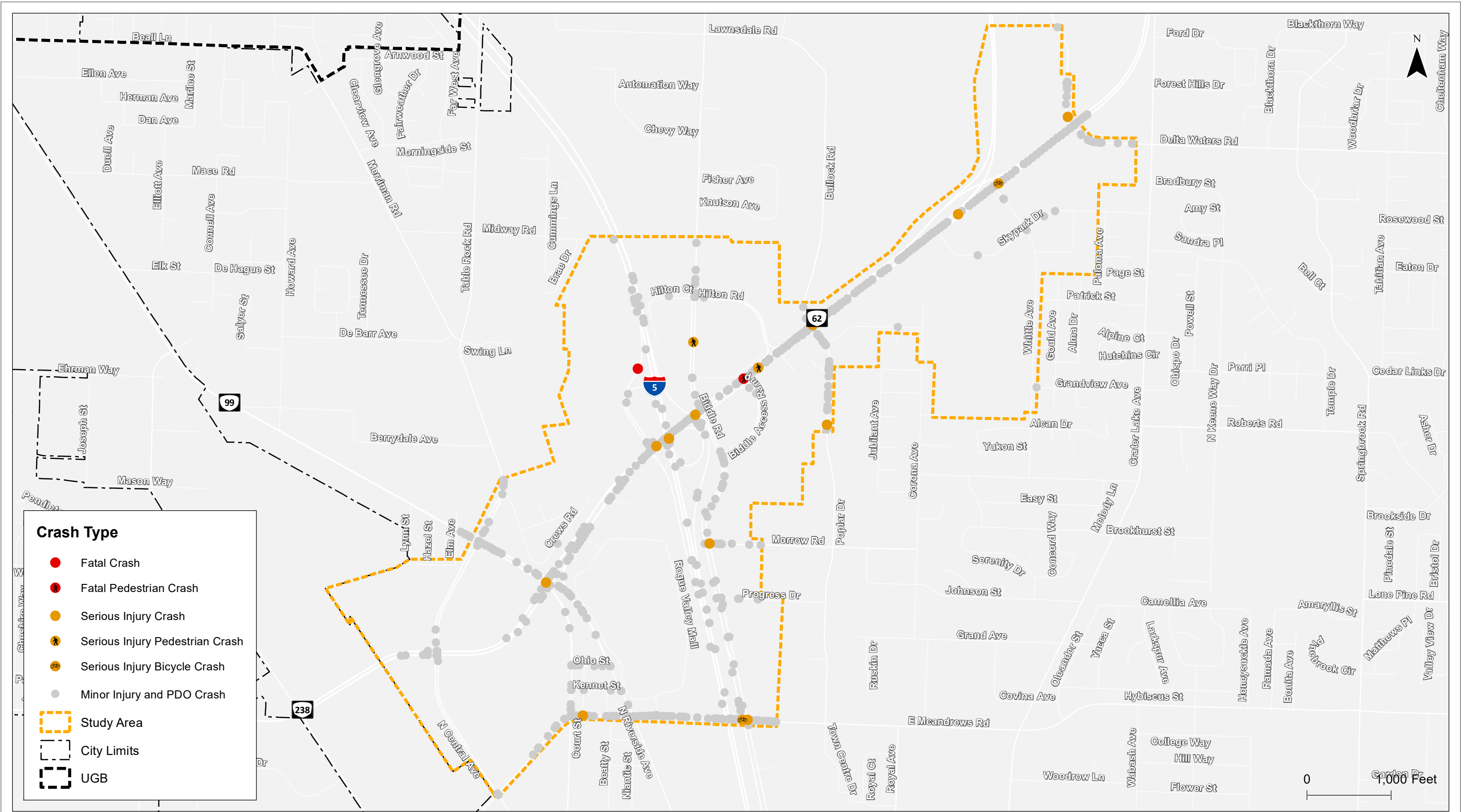
Fatal and Serious Injury Crashes

Two (2) fatal and sixteen (16) serious injury crashes were reported within the IMSA over the five-year period from January 1, 2013 through December 31, 2017. The characteristics of each crash are summarized below location.

- One fatal crash occurred in September 2016 on the I-5 southbound off-ramp under clear, dry roadway surface, and non-daylight (no streetlights) conditions when the driver overturned the vehicle. The data indicates that the crash was caused by driving too fast for roadway conditions, but not exceeding the speed limit, and alcohol was involved.
- One fatal crash occurred in December 2016 on OR 62 under cloudy, wet roadway surface, and non-daylight (with streetlights) conditions when a pedestrian was struck near the Biddle Road access ramp intersection. The data indicates that the crash was caused by the pedestrian not yielding right-of-way, being in the roadway illegally, and wearing non-visible clothing. Both alcohol and drugs were involved.
- One serious (Injury A) turning movement crash occurred in January 2013 on OR 62 near the I-5 northbound terminal (#6) under rainy, wet roadway surface, and non-daylight (with streetlights) conditions. The data indicates that the crash was caused by the driver disregarding the traffic signal. Alcohol or drugs were not reported to be involved.
- One serious (Injury A) turning movement crash occurred in April 2013 on I-5 near the southern northbound on-ramp gore under cloudy, dry roadway surface, and daylight conditions. The data indicates that the crash was caused by the driver not yielding right-of-way. Alcohol or drugs were not reported to be involved.
- One serious (Injury A) rear-end crash occurred in November 2013 on OR 62 near the I-5 southbound terminal (#5) under clear, dry roadway surface, and non-daylight (dusk) conditions. The data indicates that the crash was caused by the driver following too closely. Alcohol or drugs were not reported to be involved.
- One serious (Injury A) rear-end crash occurred in December 2013 on Poplar Drive under cloudy, dry roadway surface, and daylight conditions. The data indicates that the crash was caused by the driver following too closely. Alcohol or drugs were not reported to be involved.
- One serious (Injury A) rear-end crash occurred in December 2013 on OR 62 between Sky Park Drive (#12) and Whittle Avenue (#13) under cloudy, dry roadway surface, and daylight conditions. The data indicates that the crash was caused by the driver being forced by impact into another vehicle and following too closely. Alcohol or drugs were not reported to be involved.
- One serious (Injury A) turning movement crash occurred in March 2014 on OR 62 near Bullock Road-Poplar Drive (#11) under clear, dry roadway surface, and non-daylight (with streetlights) conditions. The data indicates that the crash was caused by the driver disregarding the traffic signal. Alcohol or drugs were not reported to be involved.
- One serious (Injury A) fixed-object crash occurred in April 2014 on OR 62 near OR 62-OR238/OR 99-Court Street-N Riverside Avenue (#2) under clear, dry, and daylight conditions. The crash was caused by the driver careless driving. Alcohol or drugs were not reported to be involved.

- One serious (Injury A) turning movement crash occurred in October 2014 on I-5 near the southern northbound on-ramp gore under cloudy, dry roadway surface, and daylight conditions. The data indicates that the crash was caused by careless driving, driving too fast for roadway conditions, but not exceeding the speed limit, and not yielding right-of-way. Alcohol or drugs were not reported to be involved.
- One serious (Injury A) turning movement crash occurred in November 2014 near the Biddle Road/Morrow Road intersection under clear, dry roadway surface, and non-daylight (with streetlights) conditions. The data indicates that the crash was caused by reckless driving and a disregard for the traffic signal. Alcohol was reported to be involved.
- One serious (Injury A) turning movement crash occurred in January 2015 near the McAndrews Road/Biddle Road intersection under cloudy, dry roadway surface, and daylight conditions. The data indicates that the crash was caused by the driver being forced by impact into another vehicle, disregarding the traffic signal, and making an improper turn. Alcohol or drugs were not reported to be involved.
- One serious (Injury A) rear-end crash occurred in September 2015 on OR 62 near Whittle Avenue (#13) under clear, dry roadway surface, and daylight conditions. The data indicates that the crash was caused by the driver making an improper change of traffic lanes. Alcohol or drugs were not reported to be involved.
- One serious (Injury A) rear-end crash occurred in October 2015 on Delta Waters Road near OR 62 (#14) under clear, dry roadway surface, and daylight conditions. The data indicates that the crash was caused by the driver following too closely. Alcohol or drugs were not reported to be involved.
- One serious (Injury A) pedestrian crash occurred in November 2015 on OR 62 near the north end of the Biddle Road jug handle (#7) under cloudy, dry roadway surface, and non-daylight (with streetlights) conditions. The data indicates that the crash was caused by the pedestrian being in the roadway illegally. Alcohol or drugs were not reported to be involved.
- One serious (Injury A) turning movement crash occurred in March 2016 near the McAndrews Road/Boardman Street intersection under cloudy, dry roadway surface, and daylight conditions. The data indicates that the crash was caused by the driver having an obscured view and being forced by impact into another vehicle. Alcohol or drugs were not reported to be involved.
- One serious (Injury A) angle crash occurred in April 2016 near the McAndrews Road/Biddle Road intersection under clear, dry roadway surface, and daylight conditions. The data indicates that the crash was caused by the driver disregarding the traffic signal. Alcohol or drugs were not reported to be involved.
- One serious (Injury A) pedestrian crash occurred in May 2017 on Biddle Road near Hilton Road (#9) under clear, dry roadway surface, and non-daylight (with streetlights) conditions. The data indicates that the crash was caused by the pedestrian not yielding right-of-way and wearing non-visible clothing. Alcohol was reported to be involved.

Figure 8 illustrates the location of the fatal and serious (Injury A) crashes within the IMSA.



Fatal and Serious Injury Crashes
Medford, Oregon

Figure
8

Intersection Crashes

The study intersection crash analysis evaluated 90th percentile crash rates, critical crash rates, and excess proportion of specific crashes per ODOT's Analysis Procedures Manual (APM) to identify intersections where existing safety issues may exist.

Intersection Crash Rates

Intersection crash rates were developed for the study intersections based on the total number of crashes reported at the intersections over the five-year period from January 1, 2013 through December 31, 2017 and total entering volume, or million entering vehicles (MEV). The intersection crash rates were compared to the 90th-percentile crash rates developed by ODOT from a study of 500 intersections in Oregon and documented in Table 4-1 of the ODOT APM. Table 3 summarizes the total number of crashes reported at the study intersections over the five-year period, the intersection crash rates, and the corresponding 90th percentile crash rates as identified in the APM. As shown, the intersection crash rate at the OR 62/Whittle Avenue intersection currently exceeds the 90th percentile crash rate. More than 86 percent of the crashes reported at the OR 62/Whittle Avenue intersection are turning movement crashes, while the remaining are rear end crashes.

It is important to note that because these crashes occurred prior to the OR 62 bypass opening, there is potential that this intersection will experience a reduction in turning movement crashes in the future. *Attachment E contains the analysis worksheet.*

Table 3: Intersection Crash Rates vs. ODOT 90th-Percentile Rates

Map ID	Study Intersection	Total Crashes	Intersection Crash Rate ²	90 th -Percentile Crash Rate ¹	Exceed 90 th -Percentile Rate?
1	OR 99 / Table Rock	26	0.42	0.86	No
2	OR 62-OR 238 / OR 99-Court Street-N Riverside Avenue	50	0.51	0.86	No
3	OR 62 / Rogue Valley Mall entrance (west)	24	0.33	0.51	No
4	OR 62 / Rogue Valley Mall entrance (east, at Target)	5	0.07	0.29	No
5	OR 62 / I-5 Southbound Ramp Terminal	22	0.23	0.86	No
6	OR 62 / I-5 Northbound Ramp Terminal	50	0.48	0.86	No
7	OR 62 / Biddle Road (north end of jug handle)	5	0.05	0.29	No
8	OR 62 / Biddle Road (south end of jug handle)	8	0.19	0.51	No
9	Biddle Road / Hilton Court	9	0.23	0.86	No
10	OR 62 / Hilton Court-Fred Meyer Parking Lot Entrance	4	0.04	0.41	No
11	OR 62 / Bullock Road-Poplar Drive	47	0.44	0.86	No
12	OR 62 / Sky Park Drive	3	0.11	0.29	No
13	OR 62 / Whittle Avenue	15	0.55	0.29	Yes
14	OR 62 / Delta Waters Road	51	0.76	0.86	No
15	Poplar Drive / Hilton Road	5	0.16	0.41	No

¹ODOT APM Exhibit 4-1 for urban intersections

²ODOT APM Intersection Crash Rate per MEV equation; AADT determined using identified intersection peak hours

Critical Crash Rates

Calculation of critical crash rates is based on intersection type, AADT entering the intersection, and sufficient reference populations. This method is only applicable where at least 5-10 reference population sites are available for screening. Otherwise, the critical crash rate defaults to the 90th-percentile crash rates outlined in Table 3. Critical crash rates were calculated for the study intersections using ODOT's Critical Crash Rate Calculator tool. Table 4 summarizes the total number of crashes reported at the study intersections over the five-year period, the intersection crash rates, and the corresponding critical crash rates. Based on the results, the OR 62/Delta Waters Road intersection (#14) exceeds the critical crash rate and the OR 62/Whittle Avenue intersection (#13) defaults to the 90th-percentile crash rate, which it exceeds. Note that the OR 62/Whittle Avenue intersection (#13) has the potential to experience a reduction in overall crashes in the future following the recent OR 62 Bypass opening. *Attachment E contains the analysis worksheet.*

Table 4: Intersection Crash Rates vs. Critical Crash Rates

Map ID	Study Intersection	Total Crashes	Intersection Crash Rate ²	Critical Crash Rate	Exceed Critical Crash Rate?
1	OR 99 / Table Rock	26	0.42	0.59	No
2	OR 62-OR 238 / OR 99-Court Street-N Riverside Avenue	50	0.51	0.56	No
3	OR 62 / Rogue Valley Mall entrance (west)	24	0.33	See Table 3	See Table 3
4	OR 62 / Rogue Valley Mall entrance (east, at Target)	5	0.05	See Table 3	See Table 3
5	OR 62 / I-5 Southbound Ramp Terminal	22	0.23	0.56	No
6	OR 62 / I-5 Northbound Ramp Terminal	50	0.48	0.56	No
7	OR 62 / Biddle Road (north end of jug handle)	5	0.05	See Table 3	See Table 3
8	OR 62 / Biddle Road (south end of jug handle)	8	0.19	See Table 3	See Table 3
9	Biddle Road / Hilton Court	9	0.23	0.63	No
10	OR 62 / Hilton Court-Fred Meyer Parking Lot Entrance	4	0.04	See Table 3	See Table 3
11	OR 62 / Bullock Road-Poplar Drive	47	0.44	0.56	No
12	OR 62 / Sky Park Drive	3	0.11	See Table 3	See Table 3
13	OR 62 / Whittle Avenue	15	0.55	See Table 3	See Table 3
14	OR 62 / Delta Waters Road	51	0.76	0.59	Yes
15	Poplar Drive / Hilton Road	5	0.16	0.59	See Table 3

Excess Proportion of Specific Crash Types

This analysis utilized ODOT's Excess Proportions Calculator tool to identify study intersections with excess proportions of specific crash types. This helps to identify intersection improvements specific to the crash types in excess as observed through crash histories. Table 5 summarizes the intersections with high probability (over 90 percent) that the expected proportion of certain crash types will be greater than the long term expected proportion for that intersection type.

The table shows the study intersection, intersection type/reference population, the collision type in excess, the probability of future occurrences, and the proportion of benefit – the proportion of benefit indicates “the likelihood that the site will benefit from a countermeasure targeted at the collision type

under consideration.” This indicates that the intersections identified may benefit from countermeasures targeted at specific crash types. *Attachment E contains the analysis worksheet.*

Table 5: Excess Proportions of Specific Crash Types

Map ID	Study Intersection	Intersection Type/Reference Population	Collision Type in Excess	Probability of Future Occurrence	Proportion of Benefit
1	OR 99 / Table Rock	4-Leg Signalized Intersection	Fixed-Object	0.99	0.05
2	OR 62-OR 238 / OR 99-Court Street-N Riverside Avenue	4-Leg Signalized Intersection	Angle	1.00	0.10
			Fixed-Object	0.99	0.01
6	OR 62 / I-5 Northbound Ramp Terminal	4-Leg Signalized Intersection	Turning Movement	0.99	0.19
9	Biddle Road / Hilton Court	4-Leg Signalized Intersection	Angle	0.97	0.14
11	OR 62 / Bullock Road-Poplar Drive	4-Leg Signalized Intersection	Backing	0.99	0.04
			Fixed-Object	0.99	0.04
13	OR 62 / Whittle Avenue	3-Leg Stop-Controlled Intersection	Turning Movement	0.98	0.22
14	OR 62 / Delta Waters Road	4-Leg Signalized Intersection	Angle	0.95	0.04
			Backing	0.98	0.02

Segment Crashes

This section evaluates crashes along State roadways, excluding crashes at study intersections, by comparing their overall crash rates in Table II of the 2017 statewide Crash Rate Book. Table II lists crash rates for mainline State highways for the past five years, by federally defined urban and rural areas and functional classification.

Segment crash rates were calculated for each segment described in Table 6 according to ODOT’s APM, which depend on the total number of crashes along the segments, segment lengths, and traffic volumes. The total number of crashes along the segments and the segment lengths were obtained from GIS data. Traffic volume data were estimated for the corridors based on the traffic counts collected for the intersection operations analysis. Table 6 summarizes the segment crash rates for each study segment and compares them to ODOT’s state highway system crash rates. *Attachment E contains the crash analysis worksheet.*

Table 6: Segment Crash Rates vs. ODOT State Highway System Crash Rates

Street	From	To	Segment Length (mile)	Segment Crash Rate	State Highway Crash Rate	Exceed State Highway Rate?
OR 238	RxR Overpass	OR 99	0.5	1.20	1.61	No
OR 99	Table Rock Road	OR 62	0.2	3.22	1.61	Yes
OR 62	OR 99	Poplar Dr/Bullock Rd	0.8	2.80	1.61	Yes
I-5 SB Off-Ramp	SB Off-Ramp Gore	OR 62	0.3	1.19	0.54	Yes
Northerly SB On-Ramp	OR 62	Northerly SB On-Ramp Gore	0.3	0.91	0.54	Yes
Southerly SB On-Ramp	OR 62	Southerly SB On-Ramp Gore	0.3	0.00	0.54	No
I-5 NB Off-Ramp	NB Off-Ramp Gore	OR 62	0.4	1.84	0.54	Yes
Southerly NB On-Ramp	OR 62	Southerly NB On-Ramp Gore	0.2	1.03	0.54	Yes
Northerly NB On-Ramp	OR 62	Northerly NB On-Ramp Gore	0.2	0.00	0.54	No
Biddle Road Jughandle	OR 62	Biddle Road	0.2	0.77	1.61	No
Biddle Road	north of Morrow Road	Greenway Trail	0.6	1.23	1.50	No
OR 62	Poplar Dr/Bullock Rd	Delta Waters	0.7	3.50	1.61	Yes

It is important to note that approximately 85 percent of the crashes along these segments are rear-end crashes (73 percent) and turning movement crashes (11 percent), which are typically caused by vehicle queueing or turning movements at intersections. Therefore, the remaining 15 percent of collisions that have occurred (e.g. head-on, miscellaneous/non-collision, pedestrian, sideswipe) are more likely attributed to the roadway segments.

Safety Priority Index System (SPIS) Sites

The Safety Priority Index System (SPIS) was developed by ODOT to identify sites along state and local roads where potential safety issues warrant further investigation. The SPIS compares the total number of crashes reported on city street, county roads, and state highways and generates a list of sites (intersections and roadway segments) with calculated SPIS scores. The scores are based on crash frequency, crash rate, and crash severity. SPIS sites with scores in the top five percent are investigated by ODOT staff and reported to the Federal Highway Administration (FHWA). Per the most recent SPIS list, there are 43 sites within the IMSA in the top five percent and 32 sites in the top ten percent locations, as summarized in Table 7. *Attachment E contains the SPIS report(s) for the sites.*

Table 7: Top 5 and 10 Percent SPIS Sites within the IMSA

SPIS Location	# of Sites with SPIS Location	Notes
Top 5% of Site		
OR 62 (MP 0.45 to 0.64)	10	Includes OR 62/I-5 Northbound Ramp Terminal (#6) intersection
OR 62 (MP 0.64 to 0.77)	6	Includes OR 62/Biddle Road (north end of jug handle) (#7) and OR 62/Hilton Court-Fred Meyer Parking Lot Entrance (#10) intersections
OR 62 (MP 0.79 to 0.98)	10	Includes OR 62/Bullock Road-Polar Drive intersection (#11)
OR 62 (MP 1.33 to 1.45)	5	Includes OR 62/Whittle Avenue intersection (#13)
OR 62 (MP 1.51 to 1.69)	10	Includes OR 62/Delta Waters Road intersection (#14)
OR 99 (MP 1.73 to 1.74)	2	Includes OR 99/Table Rock Road (#1) intersection
Top 10% of Site		
OR 62 (MP 0.38 to 0.54)	8	Includes OR 62/I-5 Southbound Ramp Terminal (#5) and OR 62/I-5 Northbound Ramp Terminal (#6) intersections
OR 62 (MP 0.63 to 0.88)	4	OR 62/Biddle Road (north end of jug handle) (#7), OR 62/Hilton Court-Fred Meyer Parking Lot Entrance intersection (#10), and OR 62/Delta Waters Road (#14) intersections
OR 62 (MP 0.90 to 1.01)	3	-
OR 62 (MP 1.16 to 1.28)	4	Includes OR 62/Sky Park Drive intersection (#12)
OR 62 (MP 1.30 to 1.47)	6	Includes OR 62/Whittle Avenue intersection (#13)
OR 99 (MP 1.72 to 1.78)	7	Includes OR 99/Table Rock Road (#1) intersection
Delta Waters Road (MP 0.65 to 0.66)	2	-

FREIGHT ANALYSIS

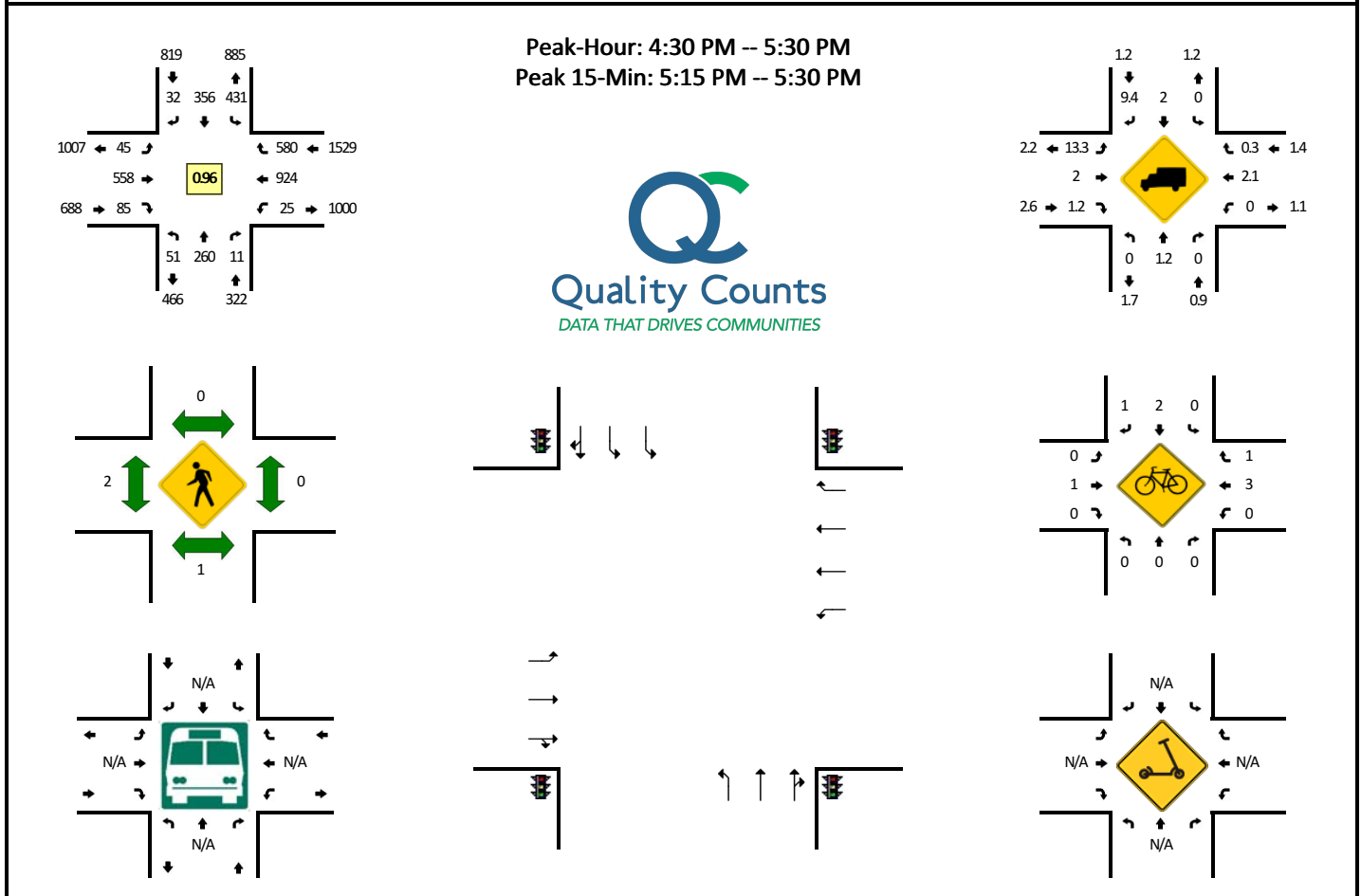
The current freight analysis identifies potential issues with freight movements on designated freight routes within the IMSA, including freight route restrictions, bottlenecks, over-dimension load pinch points. Potential transportation improvement projects along designated freight routes are subject to the provisions of Oregon Revised Statute (ORS) 366.215, which states that the Oregon Transportation Commission may not permanently reduce the vehicle-carrying capacity of an identified freight route when altering, relocating, changing or realigning a state highway unless safety or access considerations require the reduction. However, a local government, such as the City of Medford, may apply to the commission for an exemption to this provision, provided the commission finds that the exemption is in the best interest of the state and that freight movement is not unreasonably impeded by the exemption.

As indicated in *Tech Memo 2B: Transportation Inventory*, the majority of state highways within the IMSA are designated freight routes and/or National Highway System (NHS) routes. Therefore, they have been designed to accommodate large trucks and the intersections have been designed to accommodate large truck turning movements. The Motor Carrier Transportation Division (MCTD) Freight Mobility Map also identifies the majority of state highways in the IMSA as *Orange Routes*, or generally unrestricted freight and oversize/overweight routes; OR 238 is identified as a *Magenta Route*, which is a route with some restrictions for both length and width. The inventory also indicates that there are no freight bottlenecks or over dimension load pinch points within the IMSA. Therefore, the only potential issues with freight movements are the traffic operations and safety issues identified previously in this report.

Appendix A Raw Traffic Counts

LOCATION: 48748. Table Rock Rd -- Hwy 63/N Pacific Hwy
CITY/STATE: Medford, OR

QC JOB #: 15143713
DATE: Wed, Jul 10 2019



15-Min Count Period Beginning At	48748. Table Rock Rd (Northbound)				48748. Table Rock Rd (Southbound)				Hwy 63/N Pacific Hwy (Eastbound)				Hwy 63/N Pacific Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	7	37	2	0	28	28	3	0	1	37	6	0	1	24	18	0	192	
6:15 AM	4	18	3	0	46	26	3	0	2	66	7	0	2	53	22	0	252	
6:30 AM	6	47	1	0	65	30	5	0	2	87	11	0	1	67	28	0	350	
6:45 AM	8	41	7	0	50	69	13	0	4	87	18	0	1	75	29	0	402	1196
7:00 AM	9	47	2	0	62	46	4	0	8	85	13	0	2	61	21	0	360	1364
7:15 AM	12	52	4	0	81	63	7	0	4	101	14	0	2	96	30	0	466	1578
7:30 AM	11	53	8	0	102	74	8	0	4	175	30	0	2	79	34	0	580	1808
7:45 AM	15	45	16	0	109	59	13	0	2	186	34	0	0	128	42	0	649	2055
8:00 AM	8	55	9	0	79	56	7	0	7	117	21	0	4	91	39	0	493	2188
8:15 AM	7	52	7	0	91	45	8	0	6	139	23	0	3	107	36	0	524	2246
8:30 AM	19	40	2	0	92	55	9	0	6	133	22	0	3	108	37	0	526	2192
8:45 AM	15	35	7	0	80	36	17	0	8	150	20	0	2	119	53	0	542	2085
9:00 AM	13	39	6	0	64	36	10	0	8	112	13	0	4	101	46	0	452	2044
9:15 AM	9	34	12	0	89	43	6	0	19	107	9	0	0	106	52	0	486	2006
9:30 AM	9	25	6	0	85	38	9	0	5	109	16	0	4	110	59	0	475	1955
9:45 AM	12	46	8	0	69	41	16	0	13	134	31	0	2	118	58	0	548	1961
10:00 AM	21	55	5	0	80	41	10	0	9	127	19	0	2	140	79	0	588	2097
10:15 AM	13	42	5	0	68	57	13	0	13	130	16	0	3	130	69	0	559	2170
10:30 AM	20	37	6	0	86	54	10	0	9	127	24	0	3	124	79	0	579	2274
10:45 AM	13	40	8	0	92	56	18	0	12	131	24	0	4	165	85	0	648	2374
11:00 AM	12	38	7	0	80	64	13	0	12	111	13	0	2	178	77	0	607	2393
11:15 AM	11	39	8	0	84	48	12	0	17	154	16	0	7	158	84	0	638	2472
11:30 AM	10	64	4	0	106	60	16	0	12	153	23	0	8	176	87	0	719	2612
11:45 AM	26	48	13	0	84	57	20	0	21	163	19	0	8	196	91	0	746	2710
12:00 PM	18	65	10	0	100	58	16	0	23	160	20	0	7	195	99	0	771	2874
12:15 PM	15	56	8	0	97	63	15	0	16	144	27	0	5	195	96	0	737	2973
12:30 PM	19	51	3	0	108	61	19	0	16	159	13	0	4	193	102	0	748	3002
12:45 PM	15	49	2	0	141	66	20	0	18	169	19	0	3	195	108	0	805	3061
1:00 PM	15	55	6	0	110	61	17	0	14	153	20	0	10	182	101	0	744	3034
1:15 PM	15	42	7	0	107	56	13	0	13	151	33	0	4	205	92	0	738	3035
1:30 PM	12	64	3	0	98	73	13	0	20	153	26	0	5	177	91	0	735	3022
1:45 PM	13	44	7	0	96	56	9	0	15	160	28	0	6	196	118	0	748	2965
2:00 PM	20	47	4	0	90	80	16	0	18	129	19	0	9	203	108	0	743	2964
2:15 PM	10	48	5	0	81	79	10	0	19	129	26	0	9	179	105	0	700	2926
2:30 PM	9	34	8	0	92	84	10	0	12	136	23	0	4	196	132	0	740	2931
2:45 PM	11	73	6	0	114	67	20	0	12	144	22	0	4	168	105	0	746	2929
3:00 PM	9	61	7	0	105	81	12	0	13	120	17	0	6	202	102	0	735	2921
3:15 PM	18	71	3	0	90	67	15	0	17	140	18	0	12	203	115	0	769	2990
3:30 PM	18	44	2	0	100	66	11	0	12	137	23	0	6	195	122	0	736	2986

15-Min Count Period Beginning At	48748. Table Rock Rd (Northbound)				48748. Table Rock Rd (Southbound)				Hwy 63/N Pacific Hwy (Eastbound)				Hwy 63/N Pacific Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	21	72	1	0	98	83	15	0	19	148	28	0	5	236	143	0	869	3109
4:00 PM	15	63	6	0	95	83	12	0	14	146	12	0	5	230	132	0	813	3187
4:15 PM	20	52	4	0	91	81	7	0	9	150	28	0	6	177	124	0	749	3167
4:30 PM	13	54	1	0	121	83	5	0	5	152	16	0	8	220	129	0	807	3238
4:45 PM	9	71	4	0	94	79	11	0	19	137	34	0	8	230	142	0	838	3207
5:00 PM	15	73	3	0	110	109	7	0	8	144	20	0	7	209	129	0	834	3228
5:15 PM	14	62	3	0	106	85	9	0	13	125	15	0	2	265	180	0	879	3358
5:30 PM	22	62	0	0	93	81	9	0	12	108	25	0	7	173	125	0	717	3268
5:45 PM	9	67	1	0	80	69	4	0	10	107	14	0	5	199	128	0	693	3123
6:00 PM	7	51	2	0	103	64	4	0	15	109	8	0	7	162	120	0	652	2941
6:15 PM	13	53	1	0	80	66	7	0	4	101	19	0	0	149	82	0	575	2637
6:30 PM	13	56	3	0	69	62	2	0	6	81	8	0	5	147	117	0	569	2489
6:45 PM	13	34	1	0	65	51	5	0	4	66	19	0	10	126	91	0	485	2281
7:00 PM	3	32	4	0	55	47	9	0	2	58	12	0	6	136	86	0	450	2079
7:15 PM	4	23	3	0	53	34	4	0	5	66	3	0	4	110	76	0	385	1889
7:30 PM	3	35	1	0	52	42	7	0	2	51	13	0	5	104	77	0	392	1712
7:45 PM	6	24	4	0	56	40	3	0	2	50	8	0	4	108	68	0	373	1600
8:00 PM	1	27	1	0	51	30	3	0	5	54	8	0	2	104	63	0	349	1499
8:15 PM	2	26	1	0	34	41	4	0	3	45	10	0	2	77	78	0	323	1437
8:30 PM	3	33	4	0	51	38	2	0	4	60	3	0	2	105	57	0	362	1407
8:45 PM	7	27	2	0	48	34	3	0	2	56	14	0	3	91	57	0	344	1378
9:00 PM	6	12	1	0	60	24	2	0	7	38	3	0	3	82	69	0	307	1336
9:15 PM	8	26	4	0	46	20	2	0	3	39	7	0	0	82	76	0	313	1326
9:30 PM	0	14	3	0	42	36	2	0	5	38	13	0	1	69	50	0	273	1237
9:45 PM	0	23	0	0	29	25	2	0	0	39	4	0	1	73	56	0	252	1145
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	56	248	12	0	424	340	36	0	52	500	60	0	8	1060	720	0	3516	
Heavy Trucks	0	4	0		0	4	0		12	4	0		0	12	0		36	
Buses																		
Pedestrians		0				0				4				0			4	
Bicycles	0	0	0		0	1	0		0	1	0		0	2	0		4	
Scooters																		
Comments:																		

Report generated on 1/6/2020 11:21 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

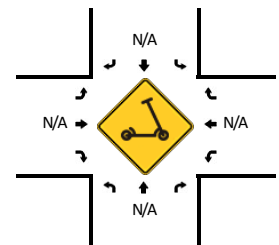
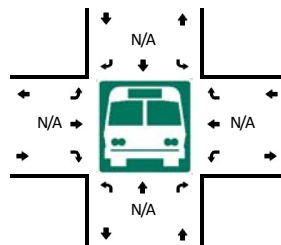
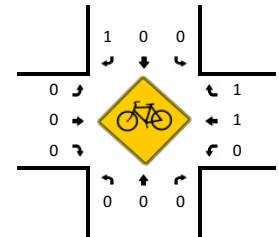
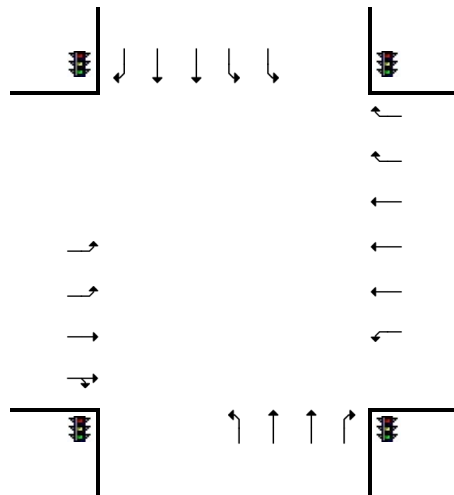
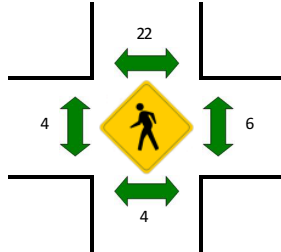
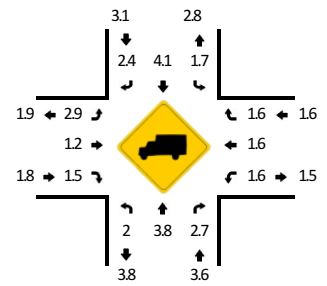
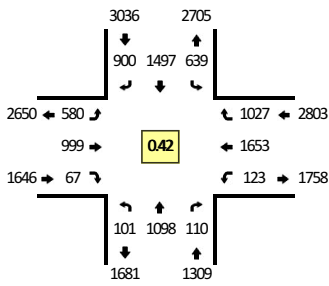
LOCATION: 37165. OR-62 -- OR-99

CITY/STATE: Jackson, OR

QC JOB #: 15143703

DATE: Tue, Mar 14 2017

Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



15-Min Count Period Beginning At	37165. OR-62 (Northbound)				37165. OR-62 (Southbound)				OR-99 (Eastbound)				OR-99 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	10	292	26	0	161	264	148	0	210	229	3	0	9	263	100	0	1715	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1715
7:00 AM	3	556	31	0	396	443	217	0	372	676	4	0	30	348	210	2	3288	3288
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3288
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3288
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3288
8:00 AM	12	500	65	0	393	400	271	0	361	706	6	0	35	406	247	1	3403	3403
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3403
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3403
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3403
9:00 AM	9	444	49	0	360	391	238	0	262	492	14	0	40	428	299	3	3029	3029
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3029
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3029
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3029
10:00 AM	26	435	87	0	344	421	283	0	290	486	22	1	49	470	349	2	3265	3265
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3265
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3265
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3265
11:00 AM	55	485	63	2	468	511	376	0	327	538	26	0	46	607	445	3	3952	3952
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3952
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3952
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3952
12:00 PM	70	508	99	1	418	530	404	1	375	594	18	1	61	721	470	2	4273	4273
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4273
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4273
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4273
1:00 PM	68	543	63	1	358	496	372	0	363	553	23	0	55	714	518	3	4130	4130
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4130
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4130
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4130
2:00 PM	17	150	14	1	85	142	90	0	66	134	4	0	13	201	126	0	1043	1043
2:15 PM	4	123	18	0	99	164	93	0	90	144	2	0	34	392	115	0	1278	1278
2:30 PM	14	114	20	1	89	157	116	1	86	144	1	0	13	208	114	2	1080	1080
2:45 PM	11	164	17	0	92	146	130	0	98	178	9	0	13	158	139	0	1155	1155
3:00 PM	7	163	24	1	104	177	111	0	84	142	7	0	18	230	135	0	1203	1203
3:15 PM	15	170	15	1	84	126	113	0	113	153	10	0	16	195	119	1	1131	1131
3:30 PM	16	176	9	0	120	150	122	0	83	149	6	0	12	209	151	1	1204	1204

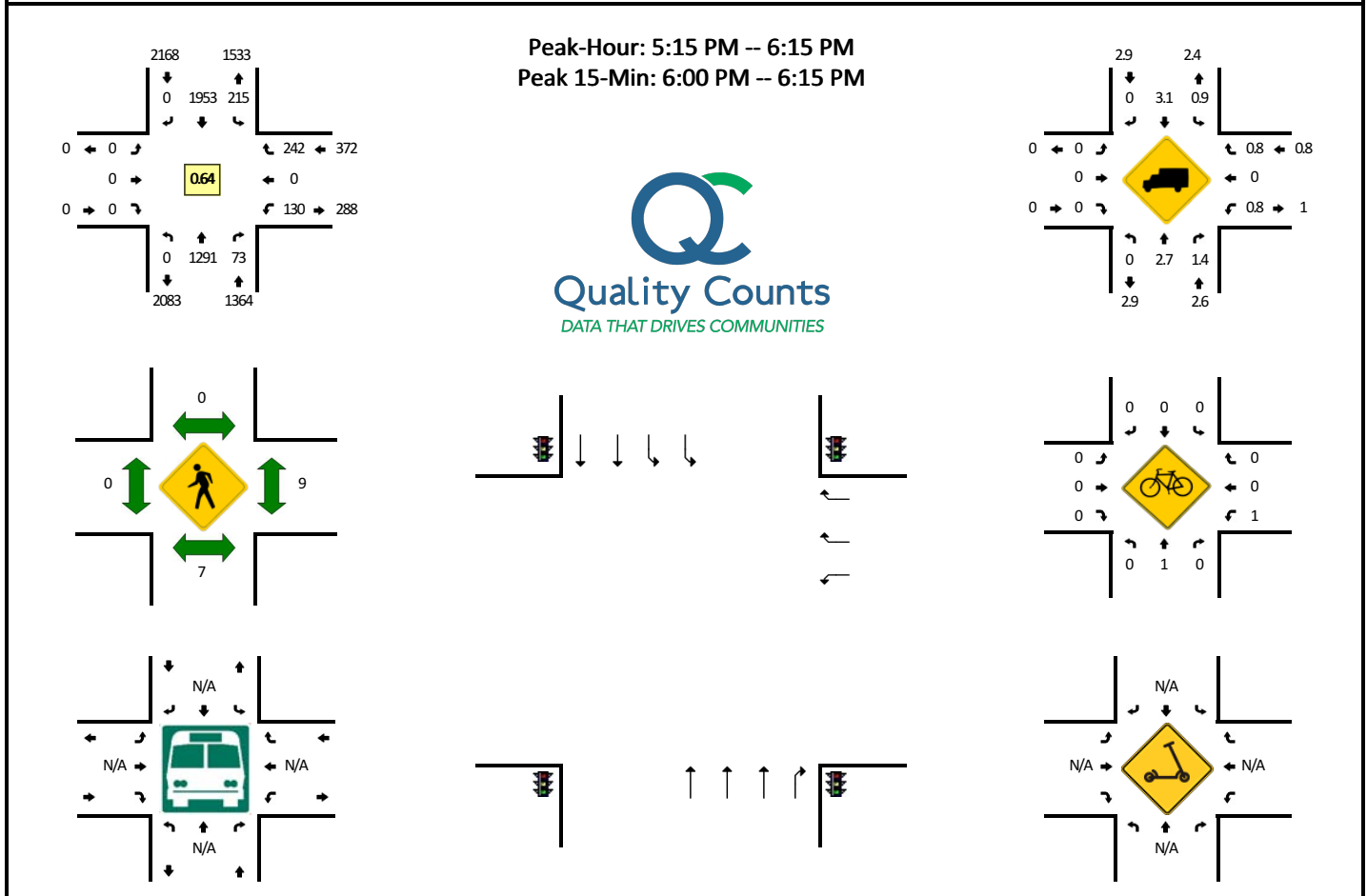
15-Min Count Period Beginning At	37165. OR-62 (Northbound)				37165. OR-62 (Southbound)				OR-99 (Eastbound)				OR-99 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	17	123	15	1	115	168	116	0	104	166	2	0	13	246	126	0	1212	4750
4:00 PM	13	160	19	2	80	160	129	0	91	127	5	0	15	227	138	1	1167	4714
4:15 PM	13	151	14	1	103	188	124	0	87	159	13	0	16	256	135	0	1260	4843
4:30 PM	14	145	22	1	102	149	123	0	94	170	4	0	20	240	125	0	1209	4848
4:45 PM	14	173	18	0	83	162	148	0	78	140	8	0	13	181	129	0	1147	4783
5:00 PM	56	629	56	2	351	998	505	0	321	530	42	0	64	976	638	10	5178	8794
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7534
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6325
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5178
6:00 PM	69	393	33	3	216	487	386	0	305	414	32	0	40	625	401	3	3407	3407
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3407
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3407
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3407
7:00 PM	65	286	26	0	176	337	277	0	211	288	22	0	29	421	309	1	2448	2448
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2448
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2448
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2448
8:00 PM	43	206	19	1	93	255	225	1	147	172	13	0	23	376	267	2	1843	1843
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1843
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1843
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1843
9:00 PM	18	133	10	0	81	176	171	0	79	105	7	0	0	266	135	2	1183	1183
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1183
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1183
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1183
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	224	2516	224	8	1404	3992	2020	0	1284	2120	168	0	256	3904	2552	40	20712	
Heavy Trucks	4	96	4		28	104	44		28	32	0		4	68	28		440	
Buses		8				36				4				20			68	
Pedestrians																		
Bicycles	0	0	0		0	0	1		0	0	0		0	0	1		2	
Scooters																		
<i>Comments:</i>																		

Report generated on 12/10/2019 12:22 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: 110085. OR-62 -- Rogue Valley Mall Main Ent
CITY/STATE: Jackson, OR

QC JOB #: 15143705
DATE: Mon, Mar 13 2017



15-Min Count Period Beginning At	110085. OR-62 (Northbound)				110085. OR-62 (Southbound)				Rogue Valley Mall Main Ent (Eastbound)				Rogue Valley Mall Main Ent (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	533	25	0	14	510	0	0	0	0	0	0	8	0	3	0	1093	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1093
7:00 AM	0	1057	15	0	18	1014	0	0	0	0	0	0	7	0	18	0	2129	2129
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2129
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2129
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2129
8:00 AM	0	1094	20	0	34	951	0	0	0	0	0	0	20	0	19	0	2138	2138
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2138
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2138
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2138
9:00 AM	0	976	39	0	87	871	0	0	0	0	0	0	37	0	26	0	2036	2036
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2036
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2036
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2036
10:00 AM	0	1067	48	0	132	1005	0	0	0	0	0	0	48	0	100	0	2400	2400
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2400
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2400
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2400
11:00 AM	0	1246	107	0	183	1087	0	0	0	0	0	0	74	0	153	0	2850	2850
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2850
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2850
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2850
12:00 PM	0	1269	116	0	210	1208	0	0	0	0	0	0	116	0	202	0	3121	3121
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3121
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3121
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3121
1:00 PM	0	1274	90	0	178	1205	0	0	0	0	0	0	109	0	249	0	3105	3105
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3105
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3105
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3105
2:00 PM	0	335	24	0	32	308	0	0	0	0	0	0	25	0	63	0	787	787
2:15 PM	0	267	16	0	36	305	0	0	0	0	0	0	36	0	48	0	708	1495
2:30 PM	0	326	19	0	34	331	0	0	0	0	0	0	20	0	51	0	781	2276
2:45 PM	0	309	10	0	64	334	0	0	0	0	0	0	20	0	51	0	788	3064
3:00 PM	0	364	23	0	32	306	0	0	0	0	0	0	34	0	54	0	813	3090
3:15 PM	0	363	29	0	36	346	0	0	0	0	0	0	23	0	54	0	851	3233
3:30 PM	0	382	22	0	42	371	0	0	0	0	0	0	24	0	50	0	891	3343

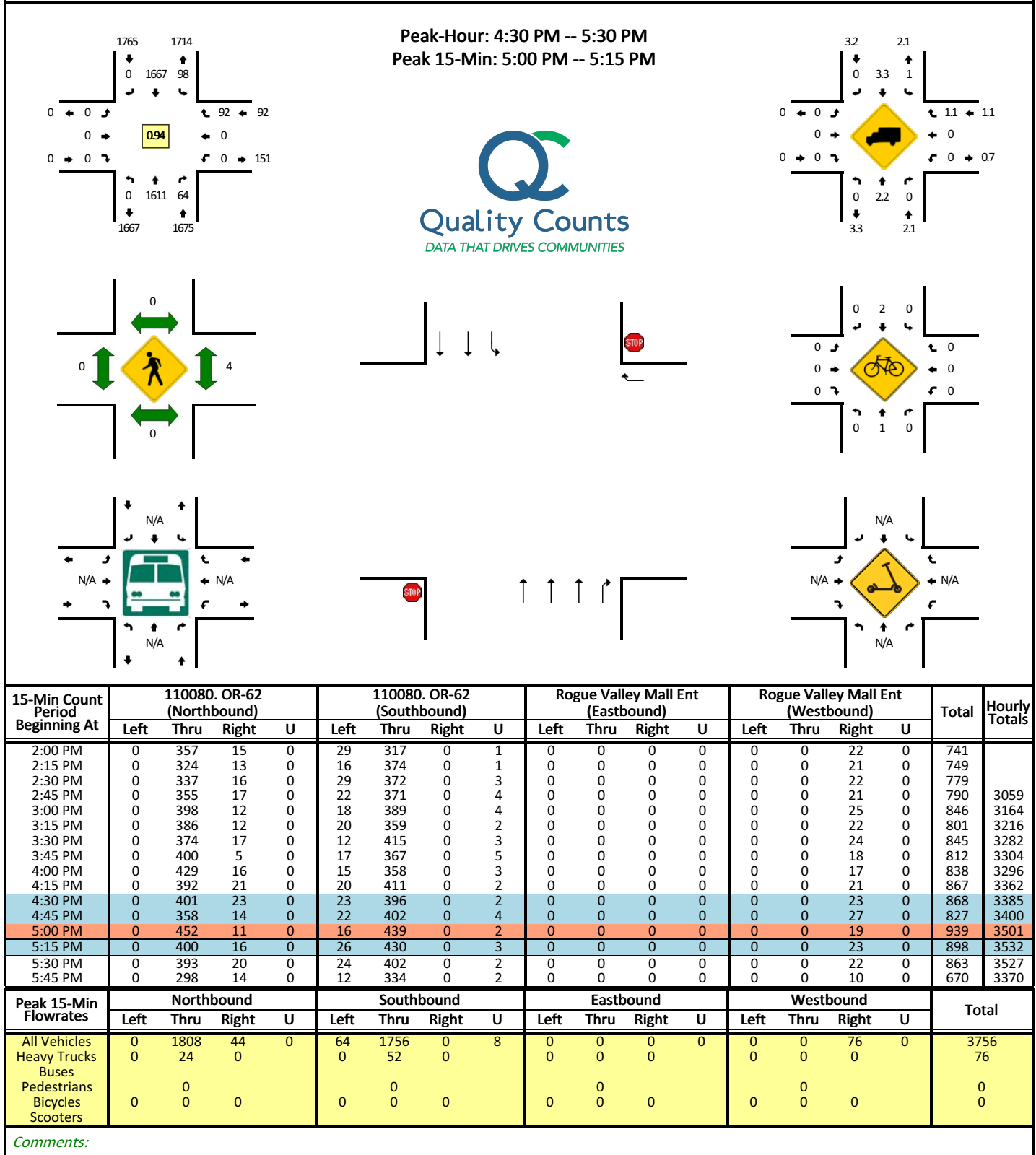
15-Min Count Period Beginning At	110085. OR-62 (Northbound)				110085. OR-62 (Southbound)				Rogue Valley Mall Main Ent (Eastbound)				Rogue Valley Mall Main Ent (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	0	335	21	0	30	330	0	0	0	0	0	0	30	0	34	0	780	3335
4:00 PM	0	366	29	0	46	388	0	0	0	0	0	0	34	0	44	0	907	3429
4:15 PM	0	355	19	0	38	363	0	0	0	0	0	0	22	0	78	0	875	3453
4:30 PM	0	359	21	0	41	375	0	0	0	0	0	0	28	0	51	0	875	3437
4:45 PM	0	330	22	0	31	366	0	0	0	0	0	0	34	0	50	0	833	3490
5:00 PM	0	381	17	0	39	335	0	0	0	0	0	0	33	0	46	0	851	3434
5:15 PM	0	385	16	0	32	397	0	0	0	0	0	0	32	0	48	0	910	3469
5:30 PM	0	341	15	0	41	291	0	0	0	0	0	0	24	0	47	0	759	3353
5:45 PM	0	261	21	0	31	318	0	0	0	0	0	0	23	0	45	0	699	3219
6:00 PM	0	304	21	0	111	947	0	0	0	0	0	0	51	0	102	0	1536	3904
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2994
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2235
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1536
7:00 PM	0	701	51	0	82	684	0	0	0	0	0	0	77	0	130	0	1725	1725
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1725
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1725
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1725
8:00 PM	0	523	55	0	61	509	0	0	0	0	0	0	65	0	99	0	1312	1312
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1312
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1312
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1312
9:00 PM	0	338	23	0	44	325	0	0	0	0	0	0	53	0	98	0	881	881
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	881
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	881
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	881
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1216	84	0	444	3788	0	0	0	0	0	0	204	0	408	0	6144	
Heavy Trucks	0	32	0		8	104	0		0	0	0		0	0	0		144	
Buses																		
Pedestrians		16				0				0				16			32	
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1	
Scooters																		
Comments:																		

Report generated on 12/10/2019 12:22 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

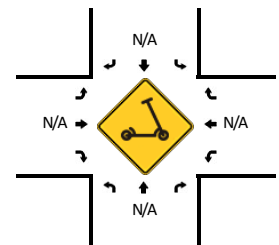
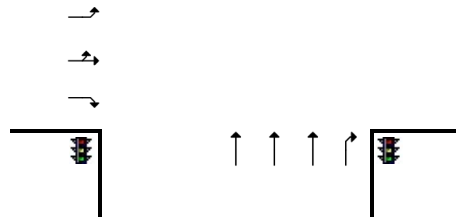
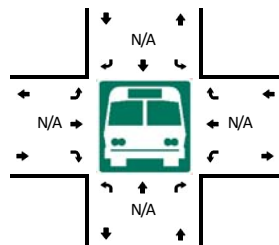
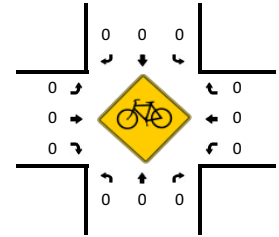
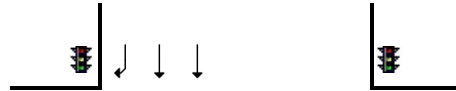
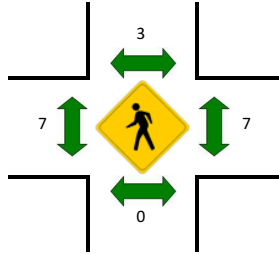
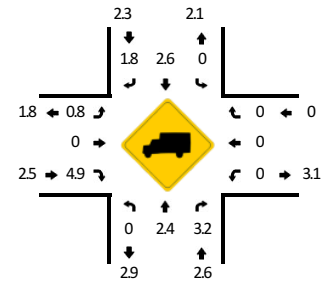
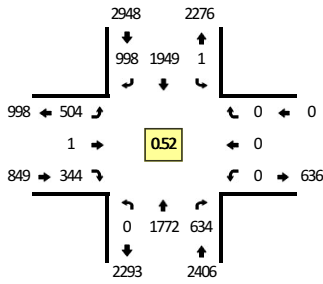
LOCATION: 110080. OR-62 -- Rogue Valley Mall Ent
CITY/STATE: Jackson, OR

QC JOB #: 15143709
DATE: Wed, Mar 15 2017



LOCATION: 37160. OR-62 -- I-5 SB Ramps**CITY/STATE:** Jackson, OR**QC JOB #:** 15143701**DATE:** Wed, Aug 9 2017

Peak-Hour: 5:15 PM -- 6:15 PM
Peak 15-Min: 6:00 PM -- 6:15 PM



15-Min Count Period Beginning At	37160. OR-62 (Northbound)				37160. OR-62 (Southbound)				I-5 SB Ramps (Eastbound)				I-5 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	336	192	0	0	399	264	0	128	0	142	0	0	0	0	0	1461	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1461
7:00 AM	0	687	359	0	0	801	534	0	357	2	259	0	0	0	0	0	2999	2999
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2999
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2999
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2999
8:00 AM	0	740	335	0	0	777	496	0	337	3	184	0	0	0	0	0	2872	2872
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2872
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2872
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2872
9:00 AM	0	849	286	0	0	807	458	0	279	1	192	0	0	0	0	0	2872	2872
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2872
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2872
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2872
10:00 AM	0	932	287	0	0	994	438	0	298	1	180	0	0	0	0	0	3130	3130
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3130
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3130
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3130
11:00 AM	0	1108	365	0	0	1146	433	0	276	4	202	0	0	0	0	0	3534	3534
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3534
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3534
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3534
12:00 PM	0	1202	394	0	0	1263	551	0	288	1	209	0	0	0	0	0	3908	3908
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3908
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3908
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3908
1:00 PM	0	1216	431	0	0	1236	568	0	296	0	182	0	0	0	0	0	3929	3929
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3929
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3929
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3929
2:00 PM	0	292	97	0	0	316	161	0	66	1	37	0	0	0	0	0	970	970
2:15 PM	0	318	97	0	0	337	142	0	69	0	55	0	0	0	0	0	1018	1988
2:30 PM	0	279	109	0	0	336	138	0	101	0	59	0	0	0	0	0	1022	3010
2:45 PM	0	331	100	0	0	330	152	0	86	1	76	0	0	0	0	0	1076	4086
3:00 PM	0	326	89	0	0	321	133	0	62	1	45	0	0	0	0	0	977	4093
3:15 PM	0	304	107	0	0	359	167	0	69	1	54	0	0	0	0	0	1061	4136
3:30 PM	0	324	107	0	0	347	187	0	85	0	57	0	0	0	0	0	1107	4221

15-Min Count Period Beginning At	37160. OR-62 (Northbound)				37160. OR-62 (Southbound)				I-5 SB Ramps (Eastbound)				I-5 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	0	317	84	0	0	328	164	0	82	0	75	0	0	0	0	0	1050	4195
4:00 PM	0	329	92	0	0	393	155	0	91	0	38	0	0	0	0	0	1098	4316
4:15 PM	0	296	91	0	0	366	168	0	81	0	56	0	0	0	0	0	1058	4313
4:30 PM	0	308	117	0	1	388	218	0	85	0	53	0	0	0	0	0	1170	4376
4:45 PM	0	329	110	0	0	340	179	0	77	0	63	0	0	0	0	0	1098	4424
5:00 PM	0	346	119	0	0	390	216	0	70	0	49	0	0	0	0	0	1190	4516
5:15 PM	0	308	123	0	0	364	209	0	66	0	42	0	0	0	0	0	1112	4570
5:30 PM	0	258	92	0	0	295	199	0	102	0	55	0	0	0	0	0	1001	4401
5:45 PM	0	271	89	0	0	317	163	0	147	0	103	0	0	0	0	0	1090	4393
6:00 PM	0	935	330	0	1	973	427	0	189	1	144	0	0	0	0	0	3000	6203
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5091
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4090
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3000
7:00 PM	0	741	238	0	0	713	370	0	135	0	86	0	0	0	0	0	2283	2283
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2283
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2283
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2283
8:00 PM	0	688	166	0	0	520	237	0	98	0	71	0	0	0	0	0	1780	1780
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1780
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1780
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1780
9:00 PM	0	522	138	0	0	325	159	0	75	1	61	0	0	0	0	0	1281	1281
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1281
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1281
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1281
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	3740	1320	0	4	3892	1708	0	756	4	576	0	0	0	0	0	12000	
Heavy Trucks	0	112	44	0	0	88	24	0	12	0	32	0	0	0	0	0	312	
Buses																		
Pedestrians		0				12				12				16			40	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		
Comments:																		

Report generated on 12/10/2019 12:22 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

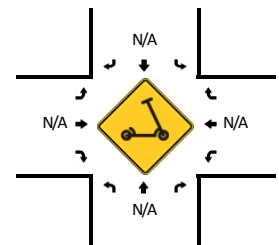
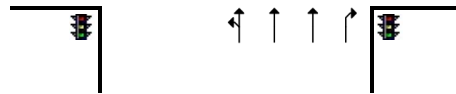
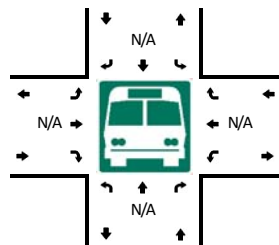
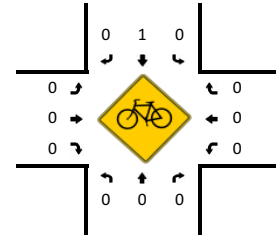
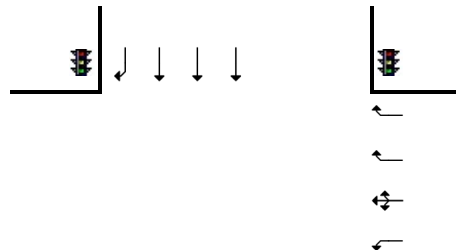
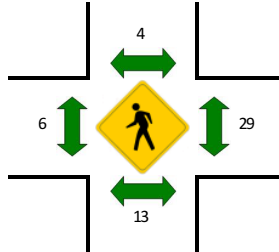
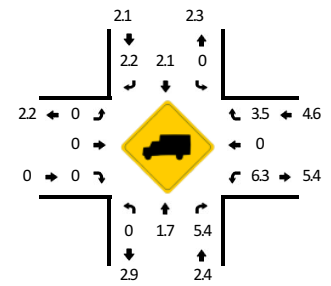
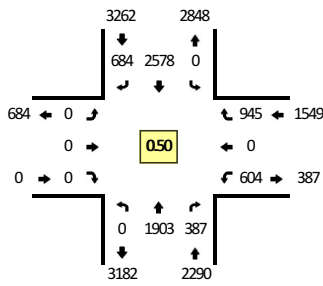
LOCATION: 37161. OR-62 -- I-5 NB Ramps

CITY/STATE: Jackson, OR

QC JOB #: 15143702

DATE: Wed, Aug 9 2017

Peak-Hour: 5:15 PM -- 6:15 PM
Peak 15-Min: 6:00 PM -- 6:15 PM



15-Min Count Period Beginning At	37161. OR-62 (Northbound)				37161. OR-62 (Southbound)				I-5 NB Ramps (Eastbound)				I-5 NB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	446	69	0	0	663	124	0	0	0	0	0	104	1	312	0	1719	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1719
7:00 AM	0	897	102	0	0	1050	209	0	0	0	0	0	179	0	557	0	2994	2994
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2994
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2994
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2994
8:00 AM	1	930	104	0	0	1086	214	0	0	0	0	0	208	1	656	0	3200	3200
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3200
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3200
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3200
9:00 AM	0	982	152	0	0	1107	208	0	0	0	0	0	220	1	619	0	3289	3289
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3289
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3289
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3289
10:00 AM	0	1096	146	0	0	1271	265	0	0	0	0	0	262	3	561	0	3604	3604
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3604
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3604
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3604
11:00 AM	0	1253	194	0	0	1493	298	0	0	0	0	0	345	3	661	0	4247	4247
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4247
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4247
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4247
12:00 PM	0	1292	195	0	0	1589	328	0	0	0	0	0	351	0	645	0	4400	4400
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4400
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4400
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4400
1:00 PM	0	1348	202	0	0	1568	358	0	0	0	0	0	327	1	642	0	4446	4446
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4446
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4446
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4446
2:00 PM	0	308	49	0	0	362	97	0	0	0	0	0	90	1	131	0	1038	1038
2:15 PM	0	318	61	0	0	415	91	0	0	0	0	0	75	0	167	0	1127	2165
2:30 PM	0	346	50	0	0	404	111	0	0	0	0	0	100	0	144	0	1155	3320
2:45 PM	0	302	70	0	0	429	98	0	0	0	0	0	95	0	199	0	1193	4513
3:00 PM	0	333	70	0	0	396	135	0	0	0	0	0	70	0	156	0	1160	4635
3:15 PM	0	287	68	0	0	362	118	0	0	0	0	0	124	1	176	0	1136	4644
3:30 PM	0	347	65	0	0	431	89	0	0	0	0	0	98	1	159	0	1190	4679

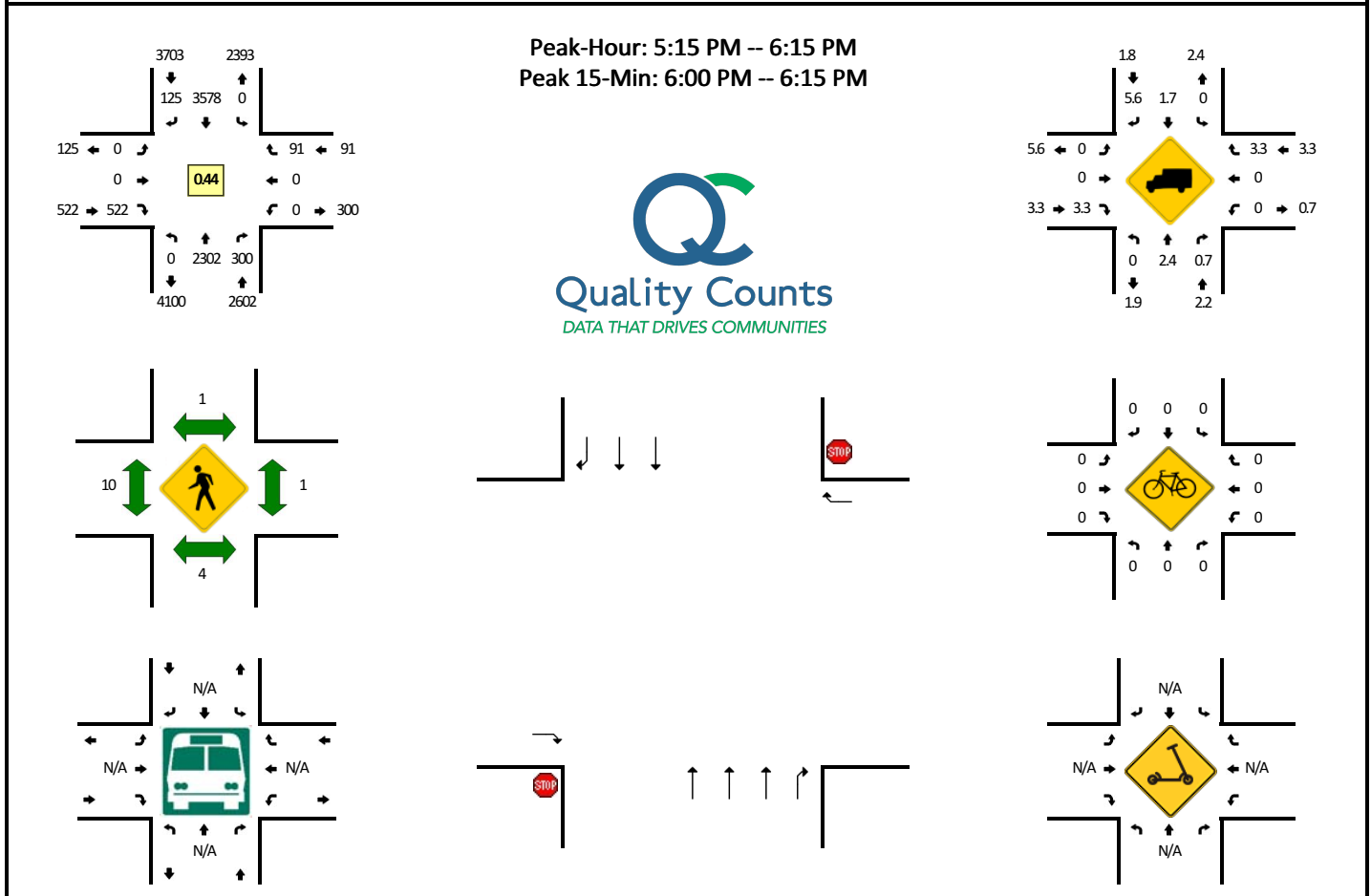
15-Min Count Period Beginning At	37161. OR-62 (Northbound)				37161. OR-62 (Southbound)				I-5 NB Ramps (Eastbound)				I-5 NB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	0	349	67	0	0	412	117	0	0	0	0	0	91	0	170	0	1206	4692
4:00 PM	0	292	79	0	0	419	102	0	0	0	0	0	112	2	183	0	1189	4721
4:15 PM	0	355	75	0	0	457	109	0	0	0	0	0	89	1	181	0	1267	4852
4:30 PM	0	319	62	0	0	469	136	0	0	0	0	0	106	0	186	0	1278	4940
4:45 PM	0	323	71	0	0	467	118	0	0	0	0	0	85	1	170	0	1235	4969
5:00 PM	0	331	87	0	0	467	145	0	0	0	0	0	90	2	147	0	1269	5049
5:15 PM	0	294	73	0	0	431	143	0	0	0	0	0	138	0	174	0	1253	5035
5:30 PM	0	299	72	0	0	447	103	0	0	0	0	0	122	0	145	0	1188	4945
5:45 PM	0	319	49	0	0	395	104	0	0	0	0	0	82	0	153	0	1102	4812
6:00 PM	0	991	193	0	0	1305	334	0	0	0	0	0	262	0	473	0	3558	7101
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5848
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4660
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3558
7:00 PM	0	767	142	0	0	984	223	0	0	0	0	0	174	1	320	0	2611	2611
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2611
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2611
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2611
8:00 PM	0	645	144	0	0	864	201	0	0	0	0	0	134	0	277	0	2265	2265
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2265
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2265
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2265
9:00 PM	0	522	107	0	0	590	152	0	0	0	0	0	104	0	176	0	1651	1651
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1651
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1651
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1651
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	3964	772	0	0	5220	1336	0	0	0	0	0	1048	0	1892	0	14232	
Heavy Trucks	0	92	52	0	0	92	32	0	0	0	0	0	76	0	56	0	400	
Buses																		
Pedestrians		28				16				24				68			136	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
<i>Comments:</i>																		

Report generated on 12/10/2019 12:22 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: 37166. OR-62 -- Biddle Rd Ramp
CITY/STATE: Jackson, OR

QC JOB #: 15143704
DATE: Wed, Mar 22 2017



15-Min Count Period Beginning At	37166. OR-62 (Northbound)				37166. OR-62 (Southbound)				Biddle Rd Ramp (Eastbound)				Biddle Rd Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	615	35	0	0	708	46	0	0	0	78	0	0	0	3	0	1485	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1485
7:00 AM	0	1360	84	0	0	1233	120	0	0	0	198	0	0	0	21	0	3016	3016
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3016
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3016
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3016
8:00 AM	0	1137	109	0	0	2105	101	0	0	0	247	0	0	0	14	0	3713	3713
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3713
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3713
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3713
9:00 AM	0	1116	148	0	0	1062	61	0	0	0	248	0	0	0	37	0	2672	2672
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2672
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2672
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2672
10:00 AM	0	1255	173	0	0	1164	82	0	0	0	244	0	0	0	31	0	2949	2949
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2949
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2949
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2949
11:00 AM	0	1452	206	0	0	1422	102	0	0	0	317	0	0	0	41	0	3540	3540
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3540
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3540
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3540
12:00 PM	0	1443	223	0	0	1504	129	0	0	0	300	0	0	0	73	0	3672	3672
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3672
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3672
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3672
1:00 PM	0	1498	207	0	0	1420	121	0	0	0	346	0	0	0	44	0	3636	3636
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3636
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3636
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3636
2:00 PM	0	394	55	0	0	383	23	0	0	0	75	0	0	0	13	0	943	943
2:15 PM	0	386	57	0	0	380	22	0	0	0	82	0	0	0	9	0	936	1879
2:30 PM	0	407	55	0	0	435	29	0	0	0	71	0	0	0	7	0	1004	2883
2:45 PM	0	349	51	0	0	416	18	0	0	0	83	0	0	0	12	0	929	3812
3:00 PM	0	418	70	0	0	405	30	0	0	0	94	0	0	0	7	0	1024	3893
3:15 PM	0	422	59	0	0	445	39	0	0	0	147	0	0	0	20	0	1132	4089
3:30 PM	0	413	53	0	0	450	32	0	0	0	95	0	0	0	7	0	1050	4135

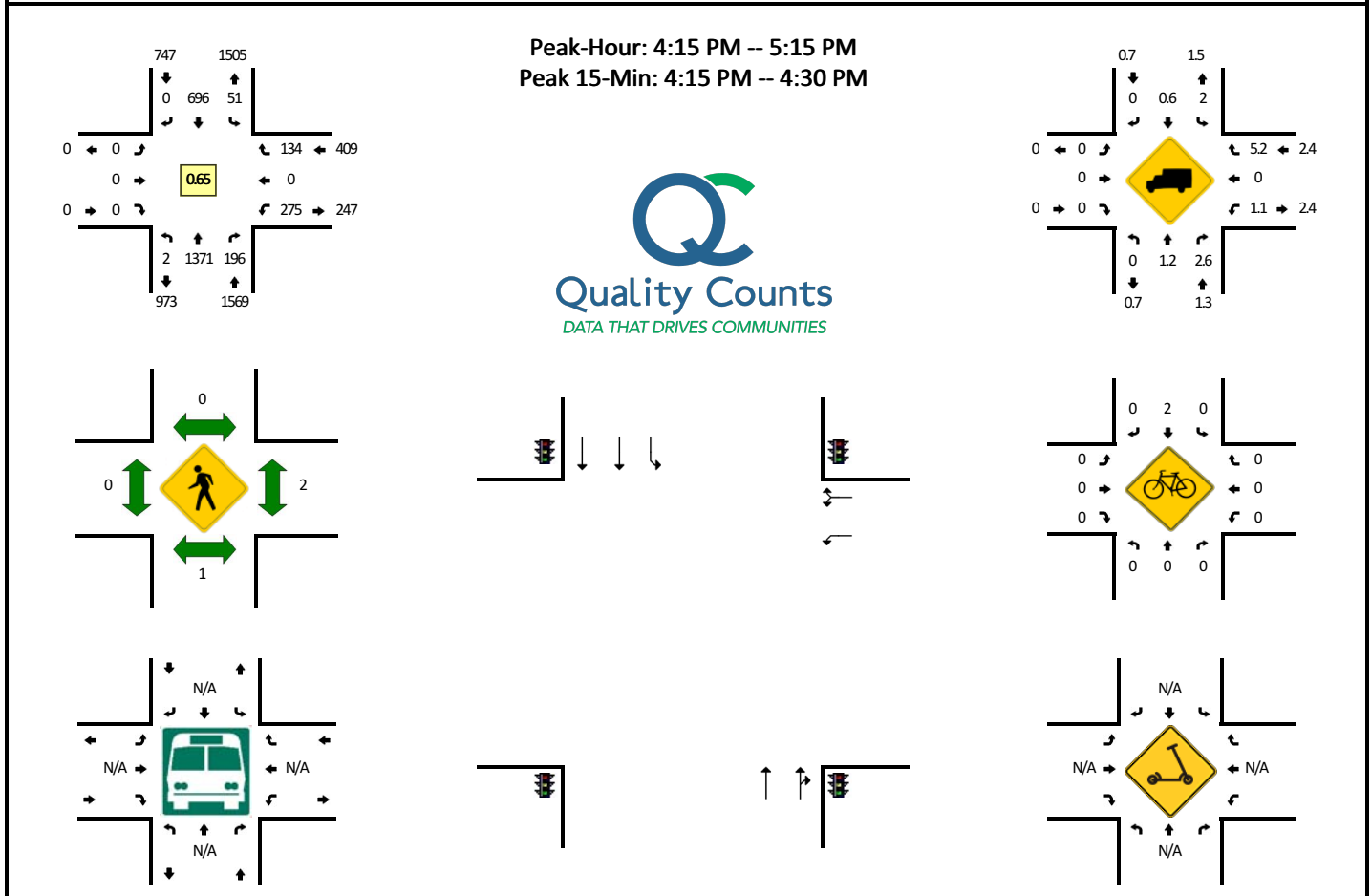
15-Min Count Period Beginning At	37166. OR-62 (Northbound)				37166. OR-62 (Southbound)				Biddle Rd Ramp (Eastbound)				Biddle Rd Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	0	407	48	0	0	429	33	0	0	0	102	0	0	0	12	0	1031	4237
4:00 PM	0	430	62	0	0	473	29	0	0	0	153	0	0	0	12	0	1159	4372
4:15 PM	0	413	45	0	0	437	26	0	0	0	118	0	0	0	11	0	1050	4290
4:30 PM	0	386	52	0	0	471	34	0	0	0	119	0	0	0	12	0	1074	4314
4:45 PM	0	374	58	0	0	502	20	0	0	0	105	0	0	0	19	0	1078	4361
5:00 PM	0	397	48	0	0	476	11	0	0	0	161	0	0	0	15	0	1108	4310
5:15 PM	0	437	48	0	0	508	23	0	0	0	112	0	0	0	15	0	1143	4403
5:30 PM	0	414	59	0	0	435	16	0	0	0	87	0	0	0	12	0	1023	4352
5:45 PM	0	318	45	0	0	378	19	0	0	0	75	0	0	0	20	0	855	4129
6:00 PM	0	1133	148	0	0	2257	67	0	0	0	248	0	0	0	44	0	3897	6918
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5775
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4752
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3897
7:00 PM	0	900	113	0	0	1934	56	0	0	0	207	0	0	0	39	0	3249	3249
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3249
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3249
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3249
8:00 PM	0	647	86	0	0	1770	30	0	0	0	145	0	0	0	25	0	2703	2703
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2703
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2703
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2703
9:00 PM	0	445	71	0	0	472	19	0	0	0	84	0	0	0	24	0	1115	1115
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1115
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1115
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1115
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	4532	592	0	0	9028	268	0	0	0	992	0	0	0	176	0	15588	
Heavy Trucks	0	108	4		0	120	8		0	0	36		0	0	4		280	
Buses																		
Pedestrians		12				4				32				4			52	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		
<i>Comments:</i>																		

Report generated on 12/10/2019 12:22 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: 110086. Biddle Rd Conn 1 -- South End of Jug Handle
CITY/STATE: Jackson, OR

QC JOB #: 15143706
DATE: Mon, Mar 20 2017



15-Min Count Period Beginning At	110086. Biddle Rd Conn 1 (Northbound)				110086. Biddle Rd Conn 1 (Southbound)				South End of Jug Handle (Eastbound)				South End of Jug Handle (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	236	28	0	7	134	0	0	0	0	0	0	71	0	94	0	570	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	570
7:00 AM	0	513	41	0	21	425	0	0	0	0	0	0	218	0	264	0	1482	1482
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1482
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1482
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1482
8:00 AM	0	514	60	1	27	445	0	1	0	0	0	0	234	0	230	0	1512	1512
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1512
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1512
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1512
9:00 AM	0	424	114	0	31	410	0	0	0	0	0	0	214	0	145	0	1338	1338
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1338
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1338
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1338
10:00 AM	0	448	159	0	40	389	0	1	0	0	0	0	232	0	149	0	1418	1418
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1418
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1418
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1418
11:00 AM	0	552	169	1	42	495	0	0	0	0	0	0	231	0	149	1	1640	1640
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1640
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1640
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1640
12:00 PM	0	726	210	1	59	613	0	0	0	0	0	0	285	0	171	0	2065	2065
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2065
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2065
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2065
1:00 PM	0	737	212	0	49	514	0	1	0	0	0	0	232	0	173	1	1919	1919
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1919
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1919
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1919
2:00 PM	0	181	43	0	6	137	0	0	0	0	0	0	66	0	37	0	470	470
2:15 PM	0	185	46	0	8	130	0	0	0	0	0	0	62	0	25	0	456	926
2:30 PM	0	177	42	0	6	119	0	0	0	0	0	0	68	0	45	0	457	1383
2:45 PM	0	176	37	0	8	124	0	0	0	0	0	0	74	0	37	1	457	1840
3:00 PM	0	203	48	0	10	98	0	0	0	0	0	0	75	0	36	0	470	1840
3:15 PM	0	213	55	0	14	177	0	0	0	0	0	0	61	0	42	0	562	1946
3:30 PM	0	171	43	0	11	173	0	0	0	0	0	0	67	0	46	0	511	2000

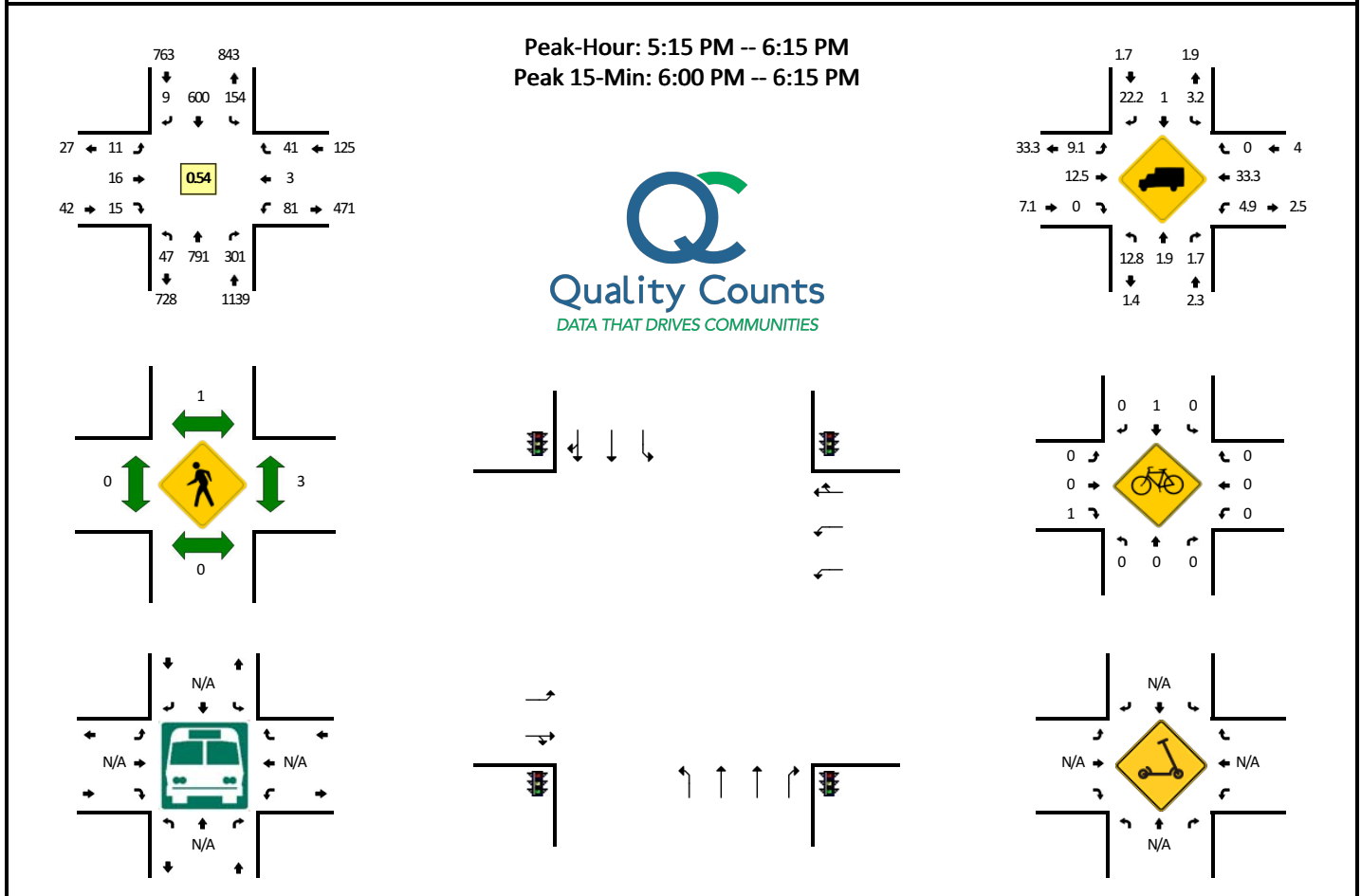
15-Min Count Period Beginning At	110086. Biddle Rd Conn 1 (Northbound)				110086. Biddle Rd Conn 1 (Southbound)				South End of Jug Handle (Eastbound)				South End of Jug Handle (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	0	184	51	1	11	144	0	0	0	0	0	0	77	0	57	0	525	2068
4:00 PM	0	242	50	0	14	142	0	0	0	0	0	0	61	0	21	0	530	2128
4:15 PM	0	717	52	0	8	167	0	0	0	0	0	0	63	0	40	0	1047	2613
4:30 PM	0	215	38	0	8	153	0	0	0	0	0	0	92	0	32	0	538	2640
4:45 PM	0	201	53	1	13	150	0	0	0	0	0	0	53	0	27	0	498	2613
5:00 PM	0	238	53	1	22	226	0	0	0	0	0	0	67	0	35	0	642	2725
5:15 PM	0	189	40	0	8	162	0	0	0	0	0	0	47	0	30	0	476	2154
5:30 PM	0	180	52	0	5	127	0	0	0	0	0	0	54	0	24	0	442	2058
5:45 PM	0	142	37	0	8	86	0	0	0	0	0	0	60	0	30	0	363	1923
6:00 PM	0	463	161	2	23	306	0	1	0	0	0	0	150	0	68	0	1174	2455
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1979
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1537
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1174
7:00 PM	0	329	97	1	25	230	0	0	0	0	0	0	109	0	49	0	840	840
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	840
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	840
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	840
8:00 PM	0	253	81	1	17	130	0	1	0	0	0	0	74	0	36	0	593	593
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	593
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	593
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	593
9:00 PM	0	175	60	0	5	76	0	0	0	0	0	0	50	0	29	0	395	395
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	395
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	395
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	395
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	2868	208	0	32	668	0	0	0	0	0	0	252	0	160	0	4188	
Heavy Trucks	0	16	4		4	8	0		0	0	0		0	0	12		44	
Buses																		
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1	
Scooters																		
Comments:																		

Report generated on 12/10/2019 12:22 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: 110088. Biddle Rd Conn 1 -- Hilton Ct
CITY/STATE: Jackson, OR

QC JOB #: 15143707
DATE: Mon, Mar 20 2017



15-Min Count Period Beginning At	110088. Biddle Rd Conn 1 (Northbound)				110088. Biddle Rd Conn 1 (Southbound)				Hilton Ct (Eastbound)				Hilton Ct (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	10	277	65	10	23	126	7	0	1	0	0	0	15	2	20	0	556	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	556
7:00 AM	42	666	74	11	93	420	13	0	7	2	7	0	32	12	60	0	1439	1439
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1439
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1439
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1439
8:00 AM	35	554	125	17	74	397	9	0	19	13	12	0	56	6	36	0	1353	1353
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1353
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1353
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1353
9:00 AM	22	411	134	21	93	376	8	0	22	10	12	0	43	3	27	0	1182	1182
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1182
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1182
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1182
10:00 AM	27	404	163	25	100	341	12	0	30	9	12	0	41	9	35	0	1208	1208
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1208
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1208
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1208
11:00 AM	20	511	170	25	112	463	13	1	13	12	15	0	55	8	47	0	1465	1465
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1465
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1465
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1465
12:00 PM	43	650	202	33	114	526	18	0	16	26	27	0	52	5	62	0	1774	1774
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1774
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1774
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1774
1:00 PM	22	672	204	20	136	466	17	0	26	14	9	0	51	8	57	0	1702	1702
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1702
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1702
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1702
2:00 PM	3	145	63	5	23	121	2	0	5	1	5	0	18	4	10	0	405	405
2:15 PM	12	135	61	8	27	122	5	0	9	4	3	0	7	1	9	0	403	808
2:30 PM	7	171	48	4	36	106	1	0	6	2	5	0	9	2	9	0	406	1214
2:45 PM	8	165	46	4	44	113	4	0	7	3	3	0	14	1	4	0	416	1630
3:00 PM	7	169	53	5	28	87	6	0	7	3	7	0	16	0	10	0	398	1623
3:15 PM	5	198	44	5	72	169	2	0	4	5	4	0	7	1	14	0	530	1750
3:30 PM	11	161	53	5	33	163	5	0	3	0	3	0	16	0	17	0	470	1814

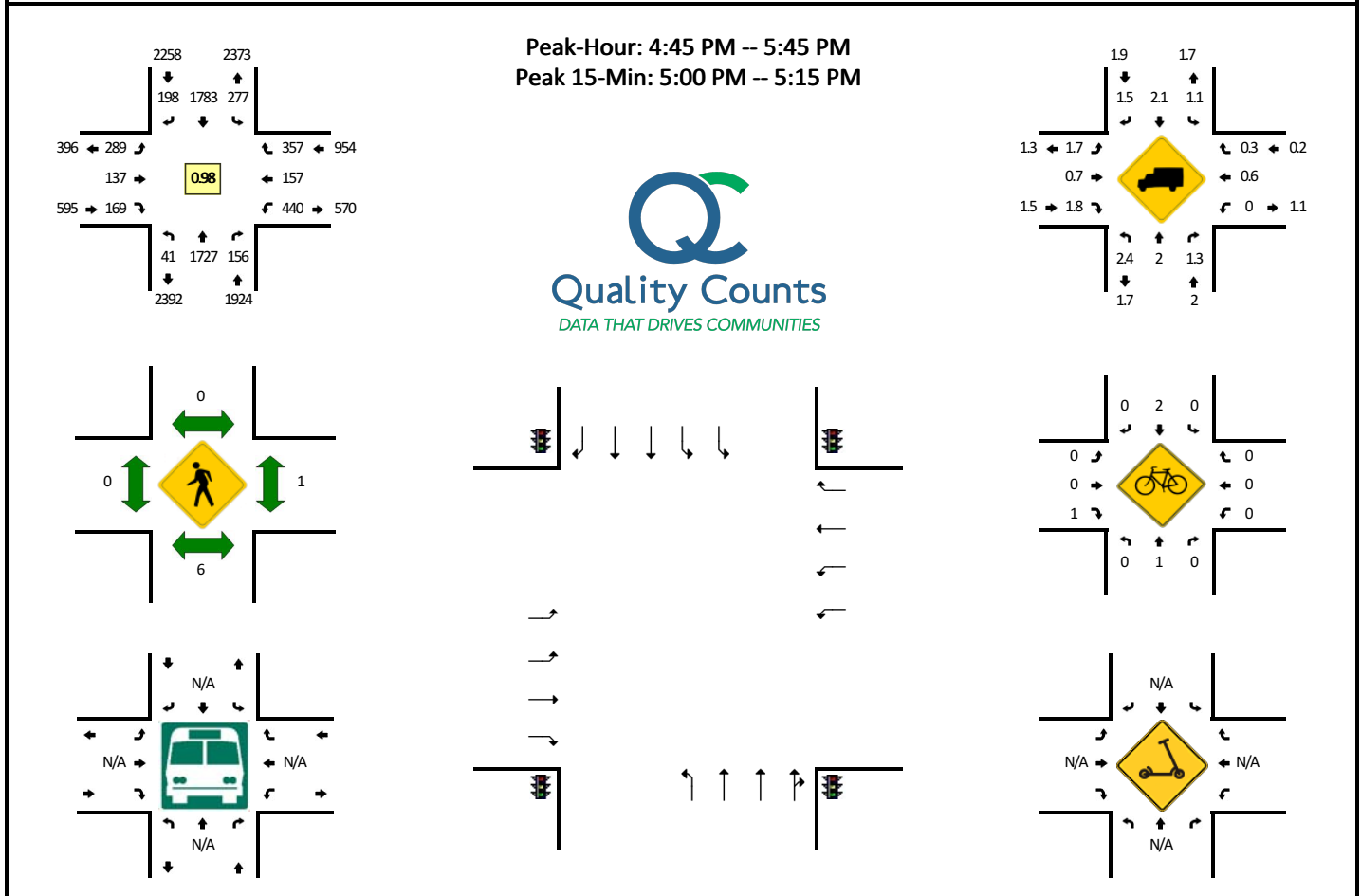
15-Min Count Period Beginning At	110088. Biddle Rd Conn 1 (Northbound)				110088. Biddle Rd Conn 1 (Southbound)				Hilton Ct (Eastbound)				Hilton Ct (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	9	166	51	6	37	128	4	0	5	2	8	0	12	1	21	0	450	1848
4:00 PM	5	187	72	4	36	139	6	0	9	2	6	0	13	1	19	0	499	1949
4:15 PM	6	160	71	6	55	137	4	2	5	8	3	0	23	0	10	0	490	1909
4:30 PM	6	164	67	8	41	153	2	0	9	2	6	0	15	0	17	0	490	1929
4:45 PM	5	166	71	6	37	147	3	0	7	7	10	0	17	1	5	0	482	1961
5:00 PM	5	174	85	11	57	203	2	0	9	6	15	0	13	0	13	0	593	2055
5:15 PM	3	159	70	3	35	134	3	0	3	4	7	0	14	0	11	0	446	2011
5:30 PM	2	137	56	5	30	107	0	0	1	1	3	0	20	1	10	0	373	1894
5:45 PM	3	127	39	2	23	81	0	0	3	3	0	0	11	1	2	0	295	1707
6:00 PM	7	368	136	22	66	278	6	0	4	8	5	0	36	1	18	0	955	2069
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1623
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1250
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	955
7:00 PM	6	256	105	11	61	223	6	0	8	4	6	0	34	1	9	0	730	730
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	730
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	730
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	730
8:00 PM	6	192	71	8	41	118	1	0	4	5	6	0	26	0	9	0	487	487
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	487
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	487
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	487
9:00 PM	4	143	51	8	22	63	0	0	2	2	1	0	12	0	6	0	314	314
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	314
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	314
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	314
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	28	1472	544	88	264	1112	24	0	16	32	20	0	144	4	72	0	3820	
Heavy Trucks	4	36	8		12	4	8		0	4	0		4	0	0		80	
Buses																		
Pedestrians		0				4				0				4			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
Comments:																		

Report generated on 12/10/2019 12:22 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: 37163. OR-62 -- Poplar Dr
CITY/STATE: Medford, OR

QC JOB #: 15143712
DATE: Wed, Jul 10 2019



15-Min Count Period Beginning At	37163. OR-62 (Northbound)				37163. OR-62 (Southbound)				Poplar Dr (Eastbound)				Poplar Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	5	107	7	0	16	144	15	0	10	5	2	0	30	3	6	0	350	
6:15 AM	4	140	5	0	16	165	5	0	10	5	1	0	27	12	15	0	405	
6:30 AM	5	177	20	0	29	259	19	0	8	1	2	0	37	10	18	0	585	
6:45 AM	13	215	20	0	31	228	33	0	19	8	1	0	41	11	18	0	638	1978
7:00 AM	20	209	25	0	34	243	18	0	15	4	1	0	48	9	16	0	642	2270
7:15 AM	16	201	12	0	53	263	37	0	29	10	4	0	55	17	24	0	721	2586
7:30 AM	15	306	33	0	50	371	34	0	39	14	6	0	55	17	32	0	972	2973
7:45 AM	14	380	33	0	72	382	45	0	27	20	8	0	62	24	37	0	1104	3439
8:00 AM	14	217	18	0	47	264	47	0	26	17	7	0	66	20	23	0	766	3563
8:15 AM	9	281	22	0	57	312	40	0	39	9	8	0	43	14	23	0	857	3699
8:30 AM	11	220	18	0	57	238	40	0	47	9	6	0	63	30	30	0	769	3496
8:45 AM	17	277	35	0	45	261	45	0	36	29	4	0	52	31	31	0	863	3255
9:00 AM	6	226	36	0	39	238	28	0	42	20	16	0	54	21	30	0	756	3245
9:15 AM	12	313	30	0	61	252	31	0	42	16	15	0	57	17	44	0	890	3278
9:30 AM	14	306	31	0	62	295	40	0	34	26	8	0	62	38	40	0	956	3465
9:45 AM	16	314	32	0	71	302	46	0	46	15	25	0	47	27	40	0	981	3583
10:00 AM	10	253	33	0	54	258	37	0	55	31	13	0	67	27	55	0	893	3720
10:15 AM	15	276	43	0	74	277	44	0	48	21	11	0	69	38	51	0	967	3797
10:30 AM	14	353	43	0	64	293	57	0	47	31	11	0	72	28	49	0	1062	3903
10:45 AM	17	316	47	0	64	322	51	0	61	25	9	0	74	31	58	0	1075	3997
11:00 AM	22	314	36	0	62	291	46	0	51	29	12	0	86	23	71	0	1043	4147
11:15 AM	11	312	44	0	75	318	45	0	59	21	16	0	86	34	60	0	1081	4261
11:30 AM	30	306	42	0	75	350	47	0	53	36	18	0	79	27	66	0	1129	4328
11:45 AM	18	342	40	0	82	363	49	0	62	27	16	0	73	34	64	0	1170	4423
12:00 PM	10	362	51	0	82	317	45	0	59	29	27	0	95	36	74	0	1187	4567
12:15 PM	13	346	46	0	91	325	54	0	82	31	19	0	87	36	95	0	1225	4711
12:30 PM	14	337	57	0	74	353	48	0	62	32	23	0	123	38	74	0	1235	4817
12:45 PM	21	400	52	0	74	327	66	0	52	23	16	0	91	32	72	0	1226	4873
1:00 PM	14	371	49	0	79	373	46	0	53	30	17	0	93	39	91	0	1255	4941
1:15 PM	15	349	49	0	90	365	51	0	62	15	10	0	87	37	99	0	1229	4945
1:30 PM	9	341	42	0	88	303	65	0	65	31	13	0	105	30	96	0	1188	4898
1:45 PM	14	341	41	0	89	346	51	0	52	32	12	0	102	41	68	0	1189	4861
2:00 PM	21	376	50	0	70	349	50	0	55	24	15	0	96	35	79	0	1220	4826
2:15 PM	19	374	39	0	72	401	43	0	50	24	9	0	79	37	82	0	1229	4826
2:30 PM	14	347	42	0	82	351	52	0	68	31	18	0	107	40	91	0	1243	4881
2:45 PM	17	428	55	0	61	335	43	0	76	25	19	0	83	43	80	0	1265	4957
3:00 PM	17	384	37	0	78	370	45	0	55	30	20	0	100	45	74	0	1255	4992
3:15 PM	18	353	45	0	68	337	39	0	66	34	17	0	110	32	92	0	1211	4974
3:30 PM	20	452	44	0	83	391	48	0	68	22	15	0	88	28	78	0	1337	5068

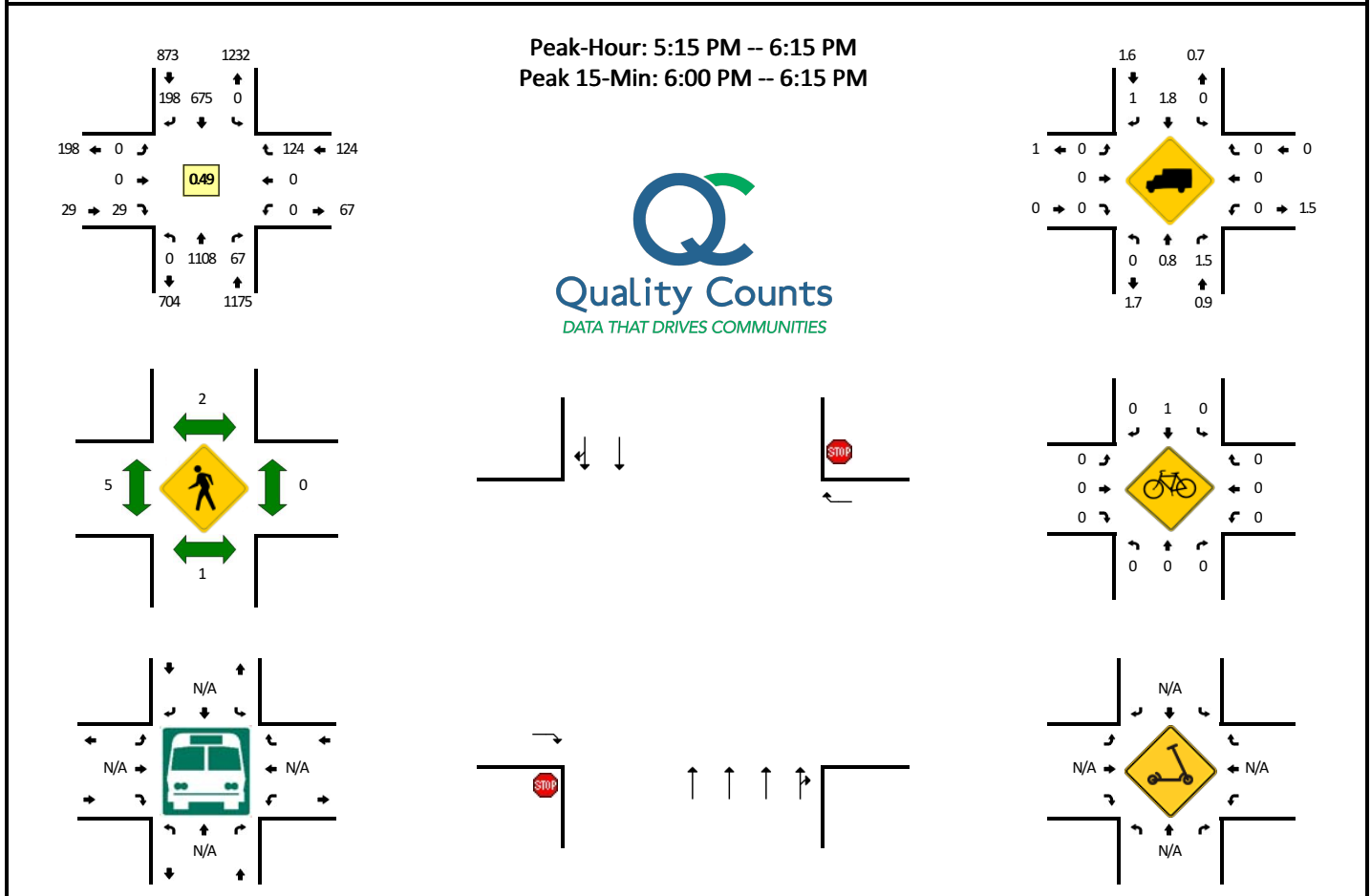
15-Min Count Period Beginning At	37163. OR-62 (Northbound)				37163. OR-62 (Southbound)				Poplar Dr (Eastbound)				Poplar Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	21	396	40	0	100	413	46	0	52	30	15	0	117	35	77	0	1342	5145
4:00 PM	9	406	45	0	64	352	45	0	89	36	26	0	133	51	88	0	1344	5234
4:15 PM	13	452	51	0	74	390	45	0	60	27	16	0	81	29	89	0	1327	5350
4:30 PM	11	325	37	0	84	415	50	0	91	34	35	0	126	50	99	0	1357	5370
4:45 PM	13	475	41	0	66	409	43	0	75	32	34	0	110	33	70	0	1401	5429
5:00 PM	5	415	31	0	81	485	44	0	72	41	55	0	99	38	95	0	1461	5546
5:15 PM	11	405	42	0	65	414	49	0	78	35	37	0	123	53	101	0	1413	5632
5:30 PM	12	432	42	0	65	475	62	0	64	29	43	0	108	33	91	0	1456	5731
5:45 PM	11	352	45	0	62	338	55	0	53	20	11	0	108	34	89	0	1178	5508
6:00 PM	8	307	35	0	47	306	49	0	65	27	13	0	91	38	76	0	1062	5109
6:15 PM	10	347	45	0	62	284	40	0	46	10	8	0	77	28	58	0	1015	4711
6:30 PM	7	245	40	0	57	247	28	0	48	17	12	0	93	36	38	0	868	4123
6:45 PM	5	230	36	0	47	213	45	0	43	17	8	0	70	19	53	0	786	3731
7:00 PM	6	212	22	0	56	214	32	0	33	17	7	0	71	19	51	0	740	3409
7:15 PM	9	198	30	0	31	200	25	0	34	12	5	0	64	19	42	0	669	3063
7:30 PM	7	213	37	0	44	170	27	0	34	11	1	0	71	23	36	0	674	2869
7:45 PM	4	189	30	0	44	165	23	0	31	10	4	0	43	15	37	0	595	2678
8:00 PM	6	201	16	0	24	170	19	0	35	9	3	0	50	8	30	0	571	2509
8:15 PM	8	180	16	0	21	165	30	0	35	4	4	0	44	19	27	0	553	2393
8:30 PM	5	172	20	0	29	142	23	0	27	15	5	0	30	10	33	0	511	2230
8:45 PM	1	181	21	0	27	160	12	0	22	17	9	0	43	7	33	0	533	2168
9:00 PM	6	168	19	0	37	136	24	0	28	10	6	0	41	3	24	0	502	2099
9:15 PM	3	138	17	0	26	131	13	0	20	13	1	0	37	7	24	0	430	1976
9:30 PM	6	121	12	0	27	112	17	0	26	7	4	0	31	8	26	0	397	1862
9:45 PM	6	107	13	0	13	122	11	0	19	6	2	0	36	8	17	0	360	1689
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	1660	124	0	324	1940	176	0	288	164	220	0	396	152	380	0	5844	
Heavy Trucks	0	16	4		4	28	0		0	4	4		0	0	4		64	
Buses																		
Pedestrians		8				0				0				0			8	
Bicycles	0	0	0		0	0	0		0	0	1		0	0	0		1	
Scooters																		
Comments:																		

Report generated on 1/6/2020 11:21 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: 110089. Poplar Dr -- Hilton Rd
CITY/STATE: Jackson, OR

QC JOB #: 15143708
DATE: Wed, Mar 22 2017



15-Min Count Period Beginning At	110089. Poplar Dr (Northbound)				110089. Poplar Dr (Southbound)				Hilton Rd (Eastbound)				Hilton Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	125	3	0	0	95	21	0	0	0	2	0	0	0	58	0	304	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	304
7:00 AM	0	272	29	0	0	354	55	0	0	0	5	0	0	0	119	0	834	834
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	834
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	834
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	834
8:00 AM	0	302	33	0	0	307	57	0	0	0	5	0	0	0	88	0	792	792
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	792
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	792
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	792
9:00 AM	0	327	17	0	0	307	95	0	0	0	9	0	0	0	75	0	830	830
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	830
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	830
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	830
10:00 AM	0	464	19	0	0	367	103	0	0	0	10	0	0	0	58	0	1021	1021
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1021
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1021
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1021
11:00 AM	0	587	20	0	0	450	139	0	0	0	23	0	0	0	58	0	1277	1277
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1277
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1277
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1277
12:00 PM	0	625	14	0	0	447	135	0	0	0	26	0	0	0	54	1	1302	1302
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1302
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1302
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1302
1:00 PM	0	661	13	0	0	462	129	0	0	0	17	0	0	0	63	0	1345	1345
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1345
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1345
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1345
2:00 PM	0	165	2	0	0	109	35	0	0	0	5	0	0	0	11	0	327	327
2:15 PM	0	172	2	0	0	119	33	0	0	0	6	0	0	0	12	0	344	671
2:30 PM	0	181	11	0	0	107	20	0	0	0	9	0	0	0	9	0	337	1008
2:45 PM	0	166	3	0	0	137	33	0	0	0	6	0	0	0	14	0	359	1367
3:00 PM	0	157	5	0	0	147	40	0	0	0	6	0	0	0	22	0	377	1417
3:15 PM	0	190	9	0	0	120	25	0	0	0	4	0	0	0	12	0	360	1433
3:30 PM	0	199	1	0	0	150	32	0	0	0	5	0	0	0	20	0	407	1503

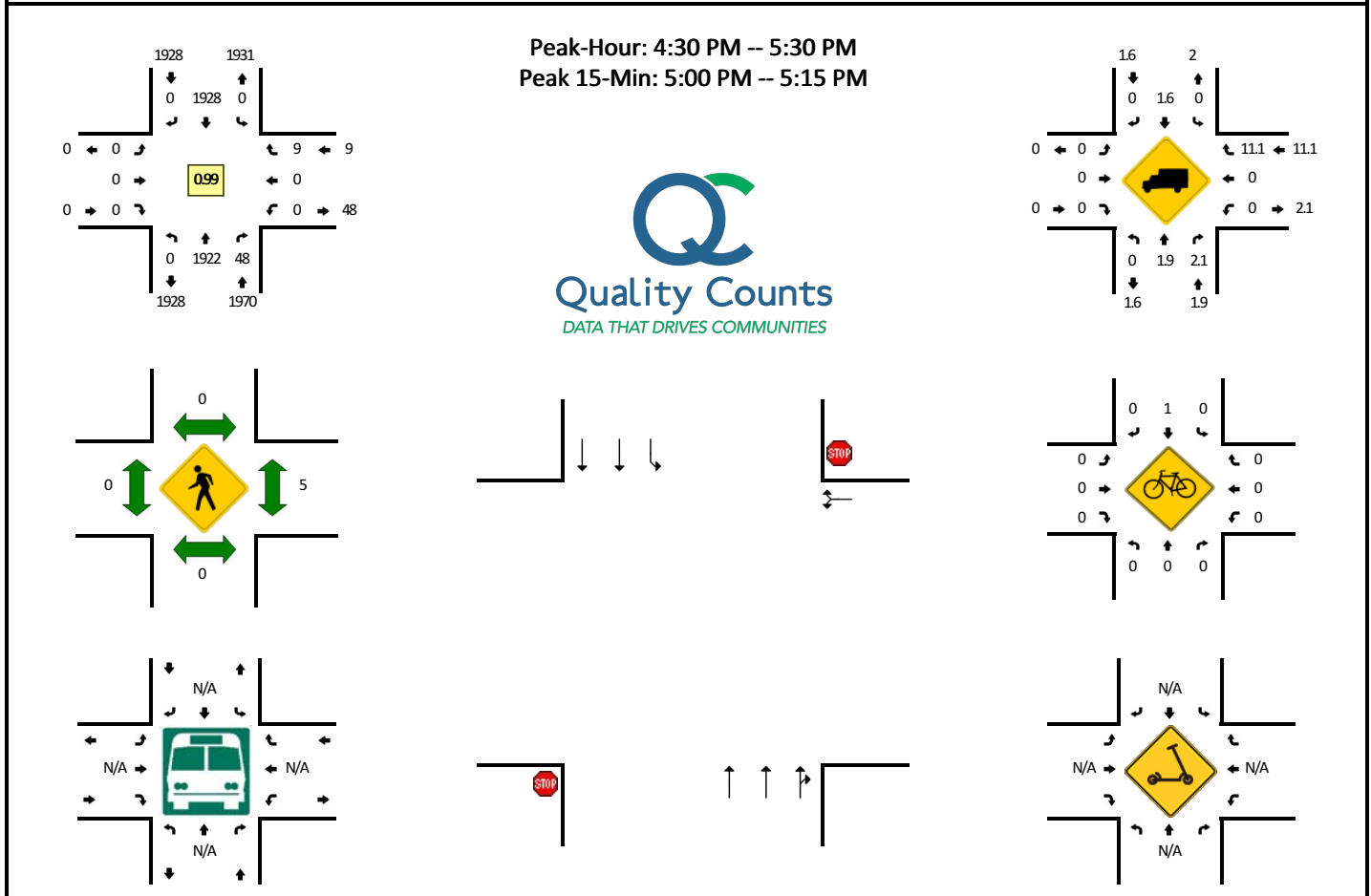
15-Min Count Period Beginning At	110089. Poplar Dr (Northbound)				110089. Poplar Dr (Southbound)				Hilton Rd (Eastbound)				Hilton Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	0	166	6	0	0	128	27	0	0	0	7	0	0	0	22	0	356	1500
4:00 PM	0	186	3	0	0	109	34	0	0	0	5	0	0	0	17	0	354	1477
4:15 PM	0	189	11	0	0	136	38	0	0	0	7	0	0	0	24	0	405	1522
4:30 PM	0	181	5	0	0	102	28	0	0	0	3	0	0	0	16	0	335	1450
4:45 PM	0	162	2	0	0	136	43	0	0	0	6	0	0	0	22	0	371	1465
5:00 PM	0	201	3	0	0	126	39	0	0	0	2	0	0	0	18	0	389	1500
5:15 PM	0	184	8	0	0	127	32	0	0	0	6	0	0	0	20	0	377	1472
5:30 PM	0	188	10	0	0	114	37	0	0	0	10	0	0	0	19	0	378	1515
5:45 PM	0	178	9	0	0	91	33	0	0	0	4	0	0	0	16	0	331	1475
6:00 PM	0	558	40	0	0	343	96	0	0	0	9	0	0	0	69	0	1115	2201
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1824
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1446
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1115
7:00 PM	0	421	23	0	0	261	83	0	0	0	12	0	0	0	53	0	853	853
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	853
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	853
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	853
8:00 PM	0	316	17	0	0	184	64	0	0	0	7	0	0	0	41	0	629	629
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	629
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	629
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	629
9:00 PM	0	214	17	0	0	96	40	0	0	0	7	0	0	0	40	0	414	414
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	414
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	414
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	414
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	2232	160	0	0	1372	384	0	0	0	36	0	0	0	276	0	4460	
Heavy Trucks	0	20	4	0	0	28	4	0	0	0	0	0	0	0	0	0	56	
Buses																		
Pedestrians		0				4				8				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
<i>Comments:</i>																		

Report generated on 12/10/2019 12:22 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: 110083. OR-62 -- Sky Park Dr
CITY/STATE: Jackson, OR

QC JOB #: 15143710
DATE: Mon, Mar 20 2017

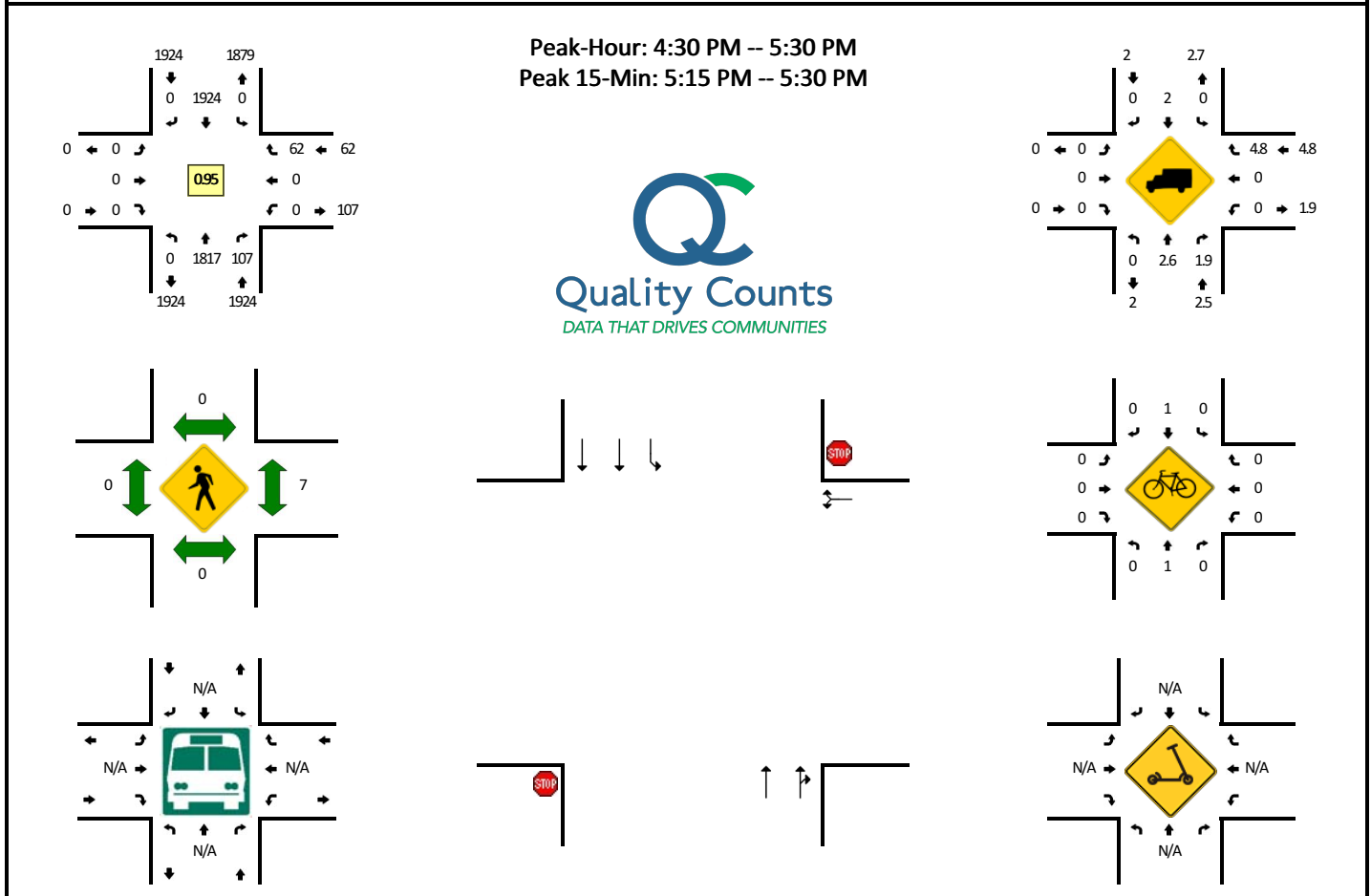


15-Min Count Period Beginning At	110083. OR-62 (Northbound)				110083. OR-62 (Southbound)				Sky Park Dr (Eastbound)				Sky Park Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	421	8	0	0	404	0	0	0	0	0	0	0	0	8	0	841	
2:15 PM	0	412	6	0	0	448	0	0	0	0	0	0	0	0	2	0	868	
2:30 PM	0	423	9	0	0	447	0	0	0	0	0	0	0	0	4	0	883	
2:45 PM	0	443	5	0	0	437	0	0	0	0	0	0	0	0	2	0	887	3479
3:00 PM	0	404	8	0	0	458	0	0	0	0	0	0	0	0	5	0	875	3513
3:15 PM	0	458	10	0	0	418	0	0	0	0	0	0	0	0	4	0	890	3535
3:30 PM	0	455	13	0	0	447	0	0	0	0	0	0	0	0	5	0	920	3572
3:45 PM	0	453	10	0	0	448	0	0	0	0	0	0	0	0	7	0	918	3603
4:00 PM	0	489	11	0	0	463	0	0	0	0	0	0	0	0	1	0	964	3692
4:15 PM	0	447	14	0	0	497	0	0	0	0	0	0	0	0	6	0	964	3766
4:30 PM	0	450	15	0	0	506	0	0	0	0	0	0	0	0	1	0	972	3818
4:45 PM	0	499	10	0	0	461	0	0	0	0	0	0	0	0	5	0	975	3875
5:00 PM	0	446	10	0	0	524	0	0	0	0	0	0	0	0	3	0	983	3894
5:15 PM	0	527	13	0	0	437	0	0	0	0	0	0	0	0	0	0	977	3907
5:30 PM	0	469	9	0	0	395	0	0	0	0	0	0	0	0	3	0	876	3811
5:45 PM	0	406	6	0	0	364	0	0	0	0	0	0	0	0	1	0	777	3613
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1784	40	0	0	2096	0	0	0	0	0	0	0	0	12	0	3932	
Heavy Trucks	0	24	0	0	0	36	0	0	0	0	0	0	0	0	4	0	64	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: 110084. OR-62 -- Whittle Ave
CITY/STATE: Jackson, OR

QC JOB #: 15143711
DATE: Fri, Mar 17 2017

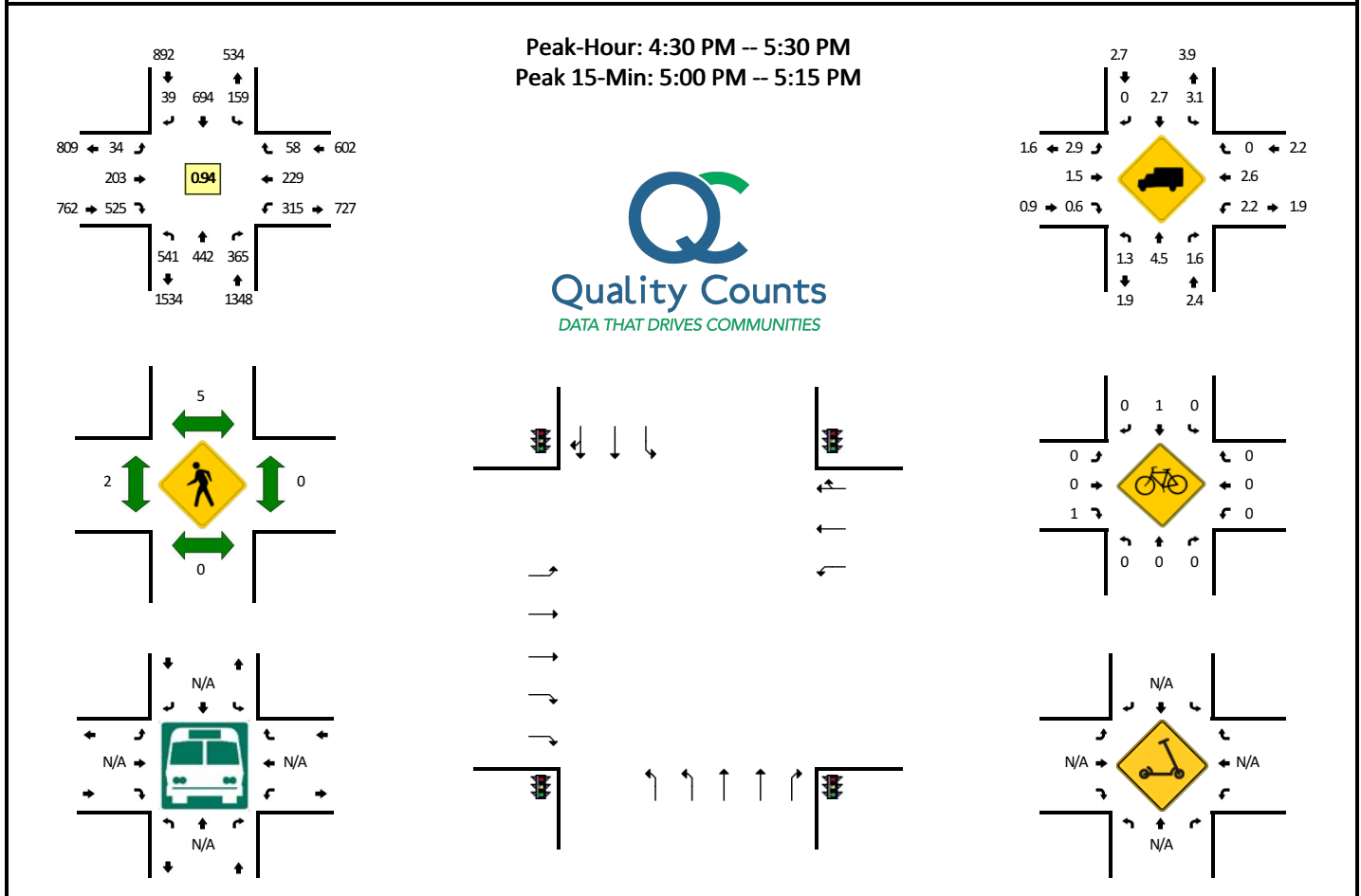


15-Min Count Period Beginning At	110084. OR-62 (Northbound)				110084. OR-62 (Southbound)				Whittle Ave (Eastbound)				Whittle Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	440	13	0	0	419	0	0	0	0	0	0	0	0	13	0	885	
2:15 PM	0	429	15	0	0	419	0	0	0	0	0	0	0	0	9	0	872	
2:30 PM	0	388	16	0	0	445	0	0	0	0	0	0	0	0	10	0	859	
2:45 PM	0	429	8	0	0	420	0	0	0	0	0	0	0	0	21	0	878	3494
3:00 PM	0	439	23	0	0	403	0	0	0	0	0	0	0	0	12	0	877	3486
3:15 PM	0	396	20	0	0	452	0	0	0	0	0	0	0	0	15	0	883	3497
3:30 PM	0	449	25	0	0	486	0	0	0	0	0	0	0	0	12	0	972	3610
3:45 PM	0	451	18	0	0	414	0	0	0	0	0	0	0	0	15	0	898	3630
4:00 PM	0	445	25	0	0	473	0	0	0	0	0	0	0	0	9	0	952	3705
4:15 PM	0	479	22	0	0	445	0	0	0	0	0	0	0	0	12	0	958	3780
4:30 PM	0	445	21	0	0	456	0	0	0	0	0	0	0	0	21	0	943	3751
4:45 PM	0	465	31	0	0	442	0	0	0	0	0	0	0	0	14	0	952	3805
5:00 PM	0	457	31	0	0	484	0	0	0	0	0	0	0	0	12	0	984	3837
5:15 PM	0	450	24	0	0	542	0	0	0	0	0	0	0	0	15	0	1031	3910
5:30 PM	0	451	20	0	0	426	0	0	0	0	0	0	0	0	16	0	913	3880
5:45 PM	0	392	24	0	0	351	0	0	0	0	0	0	0	0	11	0	778	3706
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1800	96	0	0	2168	0	0	0	0	0	0	0	0	60	0	4124	
Heavy Trucks	0	24	0	0	0	52	0	0	0	0	0	0	0	0	0	0	76	
Buses																		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scoters																		

Comments:

LOCATION: 140087. Crater Lake Hwy -- Delta Waters Rd
CITY/STATE: Medford, OR

QC JOB #: 15143714
DATE: Wed, Jul 10 2019



15-Min Count Period Beginning At	140087. Crater Lake Hwy (Northbound)				140087. Crater Lake Hwy (Southbound)				Delta Waters Rd (Eastbound)				Delta Waters Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	25	28	12	0	8	23	0	0	0	5	6	0	38	15	3	0	163	
6:15 AM	34	40	17	0	13	30	0	0	3	2	11	0	38	16	5	0	209	
6:30 AM	38	61	16	0	8	47	3	0	3	2	13	0	69	18	8	0	286	
6:45 AM	66	77	26	0	5	47	1	0	0	11	17	0	58	31	14	0	353	1011
7:00 AM	56	42	35	0	8	70	2	0	7	3	19	0	49	28	3	0	322	1170
7:15 AM	94	73	37	0	12	59	2	0	3	37	22	0	70	29	8	0	446	1407
7:30 AM	112	83	36	0	20	91	2	0	3	14	25	0	70	37	9	0	502	1623
7:45 AM	146	124	33	0	19	73	1	0	3	16	47	0	94	69	7	0	632	1902
8:00 AM	91	93	28	0	12	93	2	0	2	14	44	0	73	38	4	0	494	2074
8:15 AM	80	79	49	0	13	87	1	0	3	17	46	0	79	43	9	0	506	2134
8:30 AM	78	84	44	0	24	77	7	0	5	21	40	0	63	45	14	0	502	2134
8:45 AM	113	91	47	0	27	91	3	0	6	22	54	0	60	49	7	0	570	2072
9:00 AM	82	63	38	0	19	93	6	0	5	26	66	0	50	44	6	0	498	2076
9:15 AM	132	63	54	0	18	84	5	0	5	16	65	0	61	55	10	0	568	2138
9:30 AM	90	91	43	0	29	91	5	0	2	34	76	0	81	50	9	0	601	2237
9:45 AM	124	93	44	0	26	136	3	0	7	29	56	0	64	59	13	0	654	2321
10:00 AM	119	83	53	0	22	118	5	0	3	33	68	0	59	49	12	0	624	2447
10:15 AM	130	89	38	0	35	124	7	0	8	23	93	0	41	48	17	0	653	2532
10:30 AM	145	97	44	0	33	135	11	0	8	18	82	0	69	64	17	0	723	2654
10:45 AM	158	120	51	0	26	128	4	0	6	39	89	0	61	59	7	0	748	2748
11:00 AM	149	109	44	0	26	151	7	0	12	34	86	0	58	42	10	0	728	2852
11:15 AM	158	110	51	0	42	171	5	0	17	42	90	0	52	66	17	0	821	3020
11:30 AM	134	98	42	0	40	164	8	0	7	40	102	0	70	68	12	0	785	3082
11:45 AM	139	121	49	0	41	146	10	0	11	41	123	0	68	73	17	0	839	3173
12:00 PM	152	96	67	0	45	168	10	0	11	40	105	0	48	64	11	0	817	3262
12:15 PM	183	139	67	0	36	168	10	0	15	43	101	0	66	59	10	0	897	3338
12:30 PM	179	112	64	0	38	188	10	0	13	41	101	0	48	58	17	0	869	3422
12:45 PM	149	136	50	0	39	168	12	0	8	33	111	0	69	81	12	0	868	3451
1:00 PM	163	127	63	0	28	162	6	0	11	48	113	0	81	53	10	0	865	3499
1:15 PM	187	141	65	0	22	149	10	0	17	42	103	0	62	65	11	0	874	3476
1:30 PM	181	123	31	0	28	131	11	0	8	42	104	0	69	59	15	0	802	3409
1:45 PM	142	106	56	0	38	199	20	0	12	37	106	0	65	64	10	0	855	3396
2:00 PM	131	104	55	0	52	190	11	0	11	37	110	0	84	66	14	0	865	3396
2:15 PM	148	117	47	0	34	164	2	0	19	34	118	0	81	63	13	0	840	3362
2:30 PM	135	128	63	0	29	166	14	0	12	41	136	0	69	65	12	0	870	3430
2:45 PM	155	112	61	0	38	132	3	0	10	45	102	0	51	66	17	0	792	3367
3:00 PM	127	108	63	0	34	150	7	0	17	48	125	0	57	65	15	0	816	3318
3:15 PM	155	101	72	0	37	186	10	0	5	44	102	0	68	56	13	0	849	3327
3:30 PM	157	117	78	0	29	163	12	0	10	54	108	0	70	61	19	0	878	3335

15-Min Count Period Beginning At	140087. Crater Lake Hwy (Northbound)				140087. Crater Lake Hwy (Southbound)				Delta Waters Rd (Eastbound)				Delta Waters Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	153	101	80	0	45	199	7	0	11	39	106	0	83	64	7	0	895	3438
4:00 PM	144	128	86	0	37	158	13	0	8	46	136	0	66	49	12	0	883	3505
4:15 PM	122	108	94	0	53	143	10	0	9	35	116	0	65	60	10	0	825	3481
4:30 PM	141	116	93	0	39	184	9	0	6	38	111	0	80	49	11	0	877	3480
4:45 PM	153	122	92	0	39	159	9	0	7	50	118	0	73	60	15	0	897	3482
5:00 PM	134	86	83	0	46	177	10	0	6	70	181	0	76	65	20	0	954	3553
5:15 PM	113	118	97	0	35	174	11	0	15	45	115	0	86	55	12	0	876	3604
5:30 PM	118	97	112	0	27	121	9	0	11	52	101	0	89	61	10	0	808	3535
5:45 PM	125	79	67	0	33	127	13	0	11	34	88	0	80	58	15	0	730	3368
6:00 PM	134	101	81	0	34	131	10	0	12	52	111	0	75	34	9	0	784	3198
6:15 PM	86	77	79	0	36	114	6	0	16	42	68	0	77	55	13	0	669	2991
6:30 PM	90	78	51	0	28	104	4	0	8	23	66	0	64	44	6	0	566	2749
6:45 PM	95	77	53	0	16	102	7	0	7	43	54	0	68	50	4	0	576	2595
7:00 PM	89	74	56	0	19	74	5	0	7	43	59	0	57	34	8	0	525	2336
7:15 PM	56	55	58	0	19	81	2	0	4	28	50	0	54	36	6	0	449	2116
7:30 PM	79	64	54	0	11	71	6	0	9	35	49	0	44	33	4	0	459	2009
7:45 PM	73	45	48	0	21	62	4	0	7	22	61	0	32	31	12	0	418	1851
8:00 PM	75	38	50	0	7	57	4	0	9	34	62	0	47	22	11	0	416	1742
8:15 PM	63	37	52	0	11	72	7	0	4	31	50	0	38	40	6	0	411	1704
8:30 PM	49	50	46	0	8	48	3	0	8	20	43	0	34	27	5	0	341	1586
8:45 PM	53	41	48	0	15	51	4	0	5	16	52	0	35	26	8	0	354	1522
9:00 PM	42	37	54	0	9	65	2	0	5	21	45	0	34	17	6	0	337	1443
9:15 PM	43	41	50	0	9	41	0	0	4	15	44	0	31	19	4	0	301	1333
9:30 PM	36	38	39	0	9	52	2	0	3	19	42	0	33	9	5	0	287	1279
9:45 PM	28	46	22	0	12	44	2	0	5	24	19	0	28	6	5	0	241	1166
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	536	344	332	0	184	708	40	0	24	280	724	0	304	260	80	0	3816	
Heavy Trucks	8	20	4		4	20	0		0	4	0		4	0	0		64	
Buses																		
Pedestrians		0				4				4				0			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
Comments:																		

Report generated on 1/6/2020 11:21 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Appendix B Synchrono and SimTraffic Reports

HCM 6th Signalized Intersection Summary
1: Table Rock Rd & Hwy 63/N Pacific Hwy/OR 99

Existing 2020 PM
02/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	574	86	25	951	586	52	263	11	435	360	32
Future Volume (veh/h)	45	574	86	25	951	586	52	263	11	435	360	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1573	1723	1723	1750	1723	1750	1750	1736	1736	1750	1723	1723
Adj Flow Rate, veh/h	47	598	90	26	991	610	54	274	11	453	375	33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	13	2	2	0	2	0	0	1	1	0	2	2
Cap, veh/h	60	1246	187	45	1392	890	72	434	17	586	425	37
Arrive On Green	0.04	0.44	0.44	0.03	0.43	0.43	0.04	0.13	0.13	0.18	0.27	0.27
Sat Flow, veh/h	1498	2844	427	1667	3273	1462	1667	3233	129	3233	1558	137
Grp Volume(v), veh/h	47	343	345	26	991	610	54	139	146	453	0	408
Grp Sat Flow(s),veh/h/ln	1498	1637	1635	1667	1637	1462	1667	1650	1712	1617	0	1695
Q Serve(g_s), s	2.6	12.3	12.3	1.3	20.5	23.1	2.6	6.6	6.6	11.0	0.0	18.9
Cycle Q Clear(g_c), s	2.6	12.3	12.3	1.3	20.5	23.1	2.6	6.6	6.6	11.0	0.0	18.9
Prop In Lane	1.00		0.26	1.00		1.00	1.00		0.08	1.00		0.08
Lane Grp Cap(c), veh/h	60	717	716	45	1392	890	72	221	230	586	0	462
V/C Ratio(X)	0.78	0.48	0.48	0.57	0.71	0.69	0.75	0.63	0.63	0.77	0.00	0.88
Avail Cap(c_a), veh/h	246	717	716	274	1415	901	396	512	532	1083	0	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.1	16.4	16.4	39.5	19.5	10.9	38.8	33.6	33.6	32.0	0.0	28.6
Incr Delay (d2), s/veh	15.1	0.8	0.8	8.2	1.9	2.5	11.0	2.2	2.1	1.6	0.0	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.4	4.4	0.6	7.5	6.7	1.3	2.7	2.8	4.2	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.1	17.2	17.2	47.6	21.3	13.4	49.9	35.8	35.8	33.6	0.0	36.6
LnGrp LOS	D	B	B	D	C	B	D	D	D	C	A	D
Approach Vol, veh/h	735			1627			339			861		
Approach Delay, s/veh	19.5			18.8			38.0			35.0		
Approach LOS	B			B			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	40.5	8.0	26.9	7.8	39.4	19.4	15.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.5	35.5	19.5	33.5	13.5	35.5	27.5	25.5				
Max Q Clear Time (g_c+I1), s	3.3	14.3	4.6	20.9	4.6	25.1	13.0	8.6				
Green Ext Time (p_c), s	0.0	10.4	0.1	1.4	0.1	9.8	1.9	1.0				
Intersection Summary												
HCM 6th Ctrl Delay	24.7											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

2: OR 62 & OR 99/Riverside/Court

Existing 2020 PM
02/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	389	601	30	64	929	585	55	754	73	406	785	578
Future Volume (veh/h)	389	601	30	64	929	585	55	754	73	406	785	578
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1723	1736	1736	1736	1723	1736	1723	1695	1709	1736	1709	1723
Adj Flow Rate, veh/h	409	633	32	67	978	616	58	794	77	427	826	608
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	1	1	2	1	2	4	3	1	3	2
Cap, veh/h	483	1249	63	85	1367	1130	73	826	369	496	1190	754
Arrive On Green	0.15	0.39	0.39	0.05	0.29	0.29	0.04	0.26	0.26	0.15	0.37	0.37
Sat Flow, veh/h	3183	3193	161	1654	4703	2510	1641	3221	1438	3208	3247	1453
Grp Volume(v), veh/h	409	327	338	67	978	616	58	794	77	427	826	608
Grp Sat Flow(s),veh/h/ln	1591	1650	1705	1654	1568	1255	1641	1611	1438	1604	1624	1453
Q Serve(g_s), s	15.4	18.5	18.5	4.9	22.9	22.2	4.3	29.9	5.2	15.9	26.5	42.6
Cycle Q Clear(g_c), s	15.4	18.5	18.5	4.9	22.9	22.2	4.3	29.9	5.2	15.9	26.5	42.6
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	483	645	667	85	1367	1130	73	826	369	496	1190	754
V/C Ratio(X)	0.85	0.51	0.51	0.79	0.72	0.55	0.79	0.96	0.21	0.86	0.69	0.81
Avail Cap(c_a), veh/h	661	652	673	182	1398	1146	180	826	369	614	1190	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	28.4	28.4	57.6	39.0	25.0	58.1	45.0	35.9	50.6	33.1	24.5
Incr Delay (d2), s/veh	6.8	0.9	0.9	11.5	1.9	0.7	13.1	22.1	0.2	9.6	1.7	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	7.4	7.6	2.3	8.9	6.6	2.0	14.3	1.8	7.0	10.5	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.5	29.3	29.3	69.1	40.9	25.8	71.2	67.2	36.1	60.2	34.7	30.8
LnGrp LOS	E	C	C	E	D	C	E	E	D	E	C	C
Approach Vol, veh/h	1074			1661			929			1861		
Approach Delay, s/veh	40.0			36.5			64.8			39.3		
Approach LOS	D			D			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	52.5	10.0	49.5	23.1	40.2	23.5	36.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	48.5	48.5	13.5	41.5	25.5	36.5	23.5	31.5				
Max Q Clear Time (g_c+I), s	20.5	20.5	6.3	44.6	17.4	24.9	17.9	31.9				
Green Ext Time (p_c), s	0.1	11.8	0.1	0.0	1.3	10.8	1.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	42.9											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

3: OR 62 & RVM Main Ent

Existing 2020 PM
02/21/2020



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↰↰	↰↰↰	↰	↰↰	↰↰
Traffic Volume (veh/h)	131	205	1650	78	147	1638
Future Volume (veh/h)	131	205	1650	78	147	1638
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1736	1736	1709	1736	1750	1695
Adj Flow Rate, veh/h	138	216	1737	82	155	1724
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	3	1	0	4
Cap, veh/h	198	500	2969	917	236	2468
Arrive On Green	0.12	0.12	0.64	0.64	0.07	0.77
Sat Flow, veh/h	1654	2590	4820	1441	3233	3306
Grp Volume(v), veh/h	138	216	1737	82	155	1724
Grp Sat Flow(s),veh/h/ln	1654	1295	1555	1441	1617	1611
Q Serve(g_s), s	6.3	5.8	17.1	1.7	3.7	21.3
Cycle Q Clear(g_c), s	6.3	5.8	17.1	1.7	3.7	21.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	198	500	2969	917	236	2468
V/C Ratio(X)	0.70	0.43	0.58	0.09	0.66	0.70
Avail Cap(c_a), veh/h	345	729	2969	917	470	2626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	28.1	8.3	5.5	35.7	4.6
Incr Delay (d2), s/veh	3.2	0.4	0.4	0.1	2.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	1.8	4.6	0.5	1.5	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.7	28.6	8.7	5.6	38.0	5.6
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	354		1819			1879
Approach Delay, s/veh	31.7		8.6			8.2
Approach LOS	C		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	40.3	54.9			65.1	14.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	48.5				64.5	16.5
Max Q Clear Time (g_c+I), s	19.1				23.3	8.3
Green Ext Time (p_c), s	0.3	27.2			37.3	1.2
Intersection Summary						
HCM 6th Ctrl Delay			10.4			
HCM 6th LOS			B			

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗↗	↗	↘	↗↗
Traffic Vol, veh/h	0	95	1789	66	97	1785
Future Vol, veh/h	0	95	1789	66	97	1785
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	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	2	0	1	3
Mvmt Flow	0	101	1903	70	103	1899
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	952	0	0	1973	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.12	-	-	5.32	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.91	-	-	3.11	-
Pot Cap-1 Maneuver	0	225	-	-	131	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	225	-	-	131	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	33.4	0		4.9		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	225	131	-	
HCM Lane V/C Ratio	-	-	0.449	0.788	-	
HCM Control Delay (s)	-	-	33.4	94.4	-	
HCM Lane LOS	-	-	D	F	-	
HCM 95th %tile Q(veh)	-	-	2.1	4.7	-	

HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗↗	↗		↗↗↗
Traffic Vol, veh/h	0	242	1766	138	0	2803
Future Vol, veh/h	0	242	1766	138	0	2803
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	Free
Storage Length	-	0	-	75	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	4	6	0	2
Mvmt Flow	0	252	1840	144	0	2920
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	920	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0 ~ 234	-	0	0	-	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	- ~ 234	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	125.9	0		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBTWBLn1		SBT			
Capacity (veh/h)	- 234		-			
HCM Lane V/C Ratio	- 1.077		-			
HCM Control Delay (s)	- 125.9		-			
HCM Lane LOS	- F		-			
HCM 95th %tile Q(veh)	- 10.9		-			
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

HCM 6th Signalized Intersection Summary

9: Biddle Rd/Biddle Rd & Hilton Ct/Biddle Rd Ramp

Existing 2020 PM
02/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	21	39	61	1	47	48	710	311	180	683	10
Future Volume (veh/h)	29	21	39	61	1	47	48	710	311	180	683	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1750	1682	1682	1682	1750	1750	1723	1709	1750	1723	1736	1736
Adj Flow Rate, veh/h	34	25	46	72	1	55	56	835	366	212	804	12
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	5	5	5	0	0	2	3	0	2	1	1
Cap, veh/h	268	41	75	501	3	145	442	1488	764	419	1706	25
Arrive On Green	0.04	0.08	0.08	0.06	0.10	0.10	0.05	0.46	0.46	0.11	0.51	0.51
Sat Flow, veh/h	1667	528	971	3107	26	1452	1641	3247	1478	1641	3326	50
Grp Volume(v), veh/h	34	0	71	72	0	56	56	835	366	212	399	417
Grp Sat Flow(s),veh/h/ln	1667	0	1499	1554	0	1478	1641	1624	1478	1641	1650	1726
Q Serve(g_s), s	1.1	0.0	2.7	1.2	0.0	2.1	1.0	11.2	9.5	3.8	9.3	9.3
Cycle Q Clear(g_c), s	1.1	0.0	2.7	1.2	0.0	2.1	1.0	11.2	9.5	3.8	9.3	9.3
Prop In Lane	1.00		0.65	1.00		0.98	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	268	0	116	501	0	148	442	1488	764	419	846	885
V/C Ratio(X)	0.13	0.00	0.61	0.14	0.00	0.38	0.13	0.56	0.48	0.51	0.47	0.47
Avail Cap(c_a), veh/h	639	0	388	1124	0	382	921	1653	839	808	846	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	26.8	23.0	0.0	25.2	7.8	11.8	9.3	8.4	9.4	9.4
Incr Delay (d2), s/veh	0.2	0.0	3.8	0.1	0.0	1.2	0.1	0.5	0.7	0.7	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.1	0.4	0.0	0.8	0.3	3.6	2.7	1.1	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	0.0	30.5	23.1	0.0	26.4	7.9	12.4	10.0	9.1	10.0	10.0
LnGrp LOS	C	A	C	C	A	C	A	B	B	A	A	A
Approach Vol, veh/h	105			128			1257			1028		
Approach Delay, s/veh	28.5			24.5			11.5			9.8		
Approach LOS	C			C			B			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	35.2	6.7	10.5	10.8	32.0	8.0	9.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	20.5	30.5	15.5	15.5	20.5	30.5	15.5	15.5				
Max Q Clear Time (g_c+I), s	13.0	11.3	3.1	4.1	5.8	13.2	3.2	4.7				
Green Ext Time (p_c), s	0.1	11.8	0.0	0.1	0.7	14.2	0.2	0.1				
Intersection Summary												
HCM 6th Ctrl Delay	12.2											
HCM 6th LOS	B											

Intersection												
Int Delay, s/veh	125.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↑↑↑	↗		↑↑↑	↗
Traffic Vol, veh/h	0	0	512	0	0	66	0	1796	212	0	2291	109
Future Vol, veh/h	0	0	512	0	0	66	0	1796	212	0	2291	109
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	2	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	-	-	90	-	-	140
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	4	0	0	2	0	2	1	0	2	5
Mvmt Flow	0	0	533	0	0	69	0	1871	221	0	2386	114

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	1193	-	-	938	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.18	-	-	7.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.94	-	-	3.92	-	-
Pot Cap-1 Maneuver	0	0	~ 152	0	0	228	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	~ 152	-	-	228	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, \$ 1189.8		27.5	0	0
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT
Capacity (veh/h)	-	-	152 228	-
HCM Lane V/C Ratio	-	-	3.509 0.302	-
HCM Control Delay (s)	-	-	\$ 1189.8 27.5	-
HCM Lane LOS	-	-	F D	-
HCM 95th %tile Q(veh)	-	-	51.5 1.2	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th Signalized Intersection Summary

11: OR 62 & Poplar Dr

Existing 2020 PM
02/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	143	163	463	176	369	40	1669	153	299	1775	188
Future Volume (veh/h)	319	143	163	463	176	369	40	1669	153	299	1775	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1736	1709	1750	1736	1736	1723	1723	1723	1750	1723	1709
Adj Flow Rate, veh/h	332	149	170	482	183	384	42	1739	159	311	1849	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	1	3	0	1	1	2	2	2	0	2	3
Cap, veh/h	519	220	181	537	217	181	53	2020	184	376	2545	
Arrive On Green	0.16	0.13	0.13	0.16	0.13	0.13	0.01	0.15	0.15	0.11	0.54	0.00
Sat Flow, veh/h	3183	1736	1424	3333	1736	1447	1641	4386	400	3333	4703	1448
Grp Volume(v), veh/h	332	149	170	482	183	384	42	1242	656	311	1849	0
Grp Sat Flow(s),veh/h/ln	1591	1736	1424	1667	1736	1447	1641	1568	1650	1667	1568	1448
Q Serve(g_s), s	12.7	10.7	15.4	18.4	13.4	12.9	3.3	50.2	50.5	11.9	38.6	0.0
Cycle Q Clear(g_c), s	12.7	10.7	15.4	18.4	13.4	12.9	3.3	50.2	50.5	11.9	38.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	519	220	181	537	217	181	53	1444	760	376	2545	
V/C Ratio(X)	0.64	0.68	0.94	0.90	0.84	2.12	0.79	0.86	0.86	0.83	0.73	
Avail Cap(c_a), veh/h	519	220	181	577	247	206	170	1444	760	551	2545	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.8	54.2	56.3	53.5	55.6	35.7	63.9	51.0	51.1	56.4	22.6	0.0
Incr Delay (d2), s/veh	2.4	7.4	49.6	15.7	19.5	522.4	17.7	6.9	12.4	5.7	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	5.1	8.0	8.8	7.0	30.8	1.7	22.5	25.0	5.2	13.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	61.6	105.9	69.2	75.2	558.0	81.6	57.9	63.6	62.1	24.4	0.0
LnGrp LOS	D	E	F	E	E	F	F	E	E	E	C	
Approach Vol, veh/h		651			1049			1940			2160	A
Approach Delay, s/veh		68.9			249.2			60.4			29.8	
Approach LOS		E			F			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.2	64.4	25.5	21.0	8.7	74.9	25.7	20.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	21.5	51.5	22.5	16.5	13.5	59.5	20.5	18.5				
Max Q Clear Time (g_c+I1), s	13.9	52.5	20.4	17.4	5.3	40.6	14.7	15.4				
Green Ext Time (p_c), s	0.8	0.0	0.5	0.0	0.0	17.7	0.8	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			84.1									
HCM 6th LOS			F									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕↗
Traffic Vol, veh/h	0	9	1406	49	0	0
Future Vol, veh/h	0	9	1406	49	0	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	99	99	99	99	99	99
Heavy Vehicles, %	0	11	2	2	0	2
Mvmt Flow	0	9	1420	49	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	735	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.12	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.41	-
Pot Cap-1 Maneuver	0	343	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	343	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	343
HCM Lane V/C Ratio	-	-	0.027
HCM Control Delay (s)	-	-	15.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

Intersection

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕		↖	↕
Traffic Vol, veh/h	0	64	1306	110	0	0
Future Vol, veh/h	0	64	1306	110	0	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	-	-	650	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	5	3	2	0	2
Mvmt Flow	0	67	1375	116	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	746	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.35	-
Pot Cap-1 Maneuver	0	349	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	349	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	349	456
HCM Lane V/C Ratio	-	-	0.193	-
HCM Control Delay (s)	-	-	17.8	0
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0

HCM 6th Signalized Intersection Summary
 14: 140087. Crater Lake Hwy/Crater Lake Hwy & Delta Waters Rd

Existing 2020 PM
 04/06/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	205	530	318	231	59	546	455	369	161	715	39
Future Volume (veh/h)	34	205	530	318	231	59	546	455	369	161	715	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1709	1736	1736	1723	1709	1709	1736	1682	1723	1709	1709	1709
Adj Flow Rate, veh/h	34	205	530	318	231	59	546	455	369	161	715	39
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
Percent Heavy Veh, %	3	1	1	2	3	3	1	5	2	3	3	3
Cap, veh/h	67	543	913	346	860	215	611	1101	502	189	845	46
Arrive On Green	0.04	0.16	0.16	0.21	0.33	0.33	0.19	0.34	0.34	0.12	0.27	0.27
Sat Flow, veh/h	1628	3299	2550	1641	2571	642	3208	3195	1457	1628	3128	171
Grp Volume(v), veh/h	34	205	530	318	144	146	546	455	369	161	371	383
Grp Sat Flow(s),veh/h/ln	1628	1650	1275	1641	1624	1590	1604	1598	1457	1628	1624	1675
Q Serve(g_s), s	2.2	6.1	18.0	20.7	7.1	7.4	18.2	11.9	24.3	10.6	23.6	23.7
Cycle Q Clear(g_c), s	2.2	6.1	18.0	20.7	7.1	7.4	18.2	11.9	24.3	10.6	23.6	23.7
Prop In Lane	1.00		1.00	1.00		0.40	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	67	543	913	346	543	532	611	1101	502	189	439	452
V/C Ratio(X)	0.51	0.38	0.58	0.92	0.27	0.27	0.89	0.41	0.73	0.85	0.85	0.85
Avail Cap(c_a), veh/h	112	543	913	450	601	589	763	1192	544	347	566	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	40.7	28.7	42.2	26.6	26.7	43.2	27.4	31.4	47.4	37.7	37.8
Incr Delay (d2), s/veh	2.2	0.2	0.6	18.0	0.1	0.1	9.8	0.1	3.9	4.2	7.4	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.4	5.6	10.0	2.7	2.8	7.7	4.3	8.8	4.4	9.8	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	40.8	29.3	60.2	26.7	26.8	53.0	27.5	35.4	51.6	45.2	45.1
LnGrp LOS	D	D	C	E	C	C	D	C	D	D	D	D
Approach Vol, veh/h	769			608			1370			915		
Approach Delay, s/veh	33.5			44.2			39.8			46.3		
Approach LOS	C			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	43.1	27.1	22.5	24.8	34.9	8.5	41.1				
Change Period (Y+Rc), s	4.0	* 5.4	4.0	4.5	4.0	* 5.4	4.0	4.5				
Max Green Setting (Gmax), s	23.3	* 41	30.0	18.0	26.0	* 38	7.5	40.5				
Max Q Clear Time (g_c+I1), s	12.6	26.3	22.7	20.0	20.2	25.7	4.2	9.4				
Green Ext Time (p_c), s	0.1	2.4	0.3	0.0	0.7	3.7	0.0	2.0				

Intersection Summary

HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↗↗↗			↗↗	
Traffic Vol, veh/h	0	0	18	0	0	95	0	912	19	0	462	133
Future Vol, veh/h	0	0	18	0	0	95	0	912	19	0	462	133
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	4	4	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	1	0	1	0	0	1	1
Mvmt Flow	0	0	19	0	0	100	0	960	20	0	486	140

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	314	-	-	495	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	7.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.91	-	-
Pot Cap-1 Maneuver	0	0	688	0	0	447	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	687	-	-	445	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	15.4	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	687	445	-
HCM Lane V/C Ratio	-	-	0.028	0.225	-
HCM Control Delay (s)	-	-	10.4	15.4	-
HCM Lane LOS	-	-	B	C	-
HCM 95th %tile Q(veh)	-	-	0.1	0.9	-

HCM Signalized Intersection Capacity Analysis

1: Table Rock Rd & Hwy 63/N Pacific Hwy/OR 99

Existing 2020 PM

02/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	574	86	25	951	586	52	263	11	435	360	32
Future Volume (vph)	45	574	86	25	951	586	52	263	11	435	360	32
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95		0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	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	0.98		1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1471	3191		1662	3260	1474	1662	3272		3225	1684	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1471	3191		1662	3260	1474	1662	3272		3225	1684	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	47	598	90	26	991	610	54	274	11	453	375	33
RTOR Reduction (vph)	0	8	0	0	0	153	0	2	0	0	3	0
Lane Group Flow (vph)	47	680	0	26	991	457	54	283	0	453	405	0
Confl. Peds. (#/hr)	1					1			2	2		
Confl. Bikes (#/hr)			1			3						2
Heavy Vehicles (%)	13%	2%	1%	0%	2%	0%	0%	1%	0%	0%	2%	9%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)	6.7	39.9		4.1	37.3	55.1	6.7	18.1		17.8	29.2	
Effective Green, g (s)	6.7	39.9		4.1	37.3	55.1	6.7	18.1		17.8	29.2	
Actuated g/C Ratio	0.07	0.41		0.04	0.38	0.56	0.07	0.18		0.18	0.30	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	2.5	4.2		2.5	4.2	2.5	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	100	1300		69	1242	897	113	604		586	502	
v/s Ratio Prot	c0.03	c0.21		0.02	c0.30	0.09	0.03	0.09		c0.14	c0.24	
v/s Ratio Perm						0.22						
v/c Ratio	0.47	0.52		0.38	0.80	0.51	0.48	0.47		0.77	0.81	
Uniform Delay, d1	43.9	21.8		45.7	26.9	13.1	43.9	35.6		38.1	31.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.5	0.5		2.5	4.0	0.3	2.3	0.4		6.0	9.0	
Delay (s)	46.4	22.4		48.2	30.9	13.4	46.2	36.0		44.2	40.7	
Level of Service	D	C		D	C	B	D	D		D	D	
Approach Delay (s)		23.9			24.6			37.6			42.5	
Approach LOS		C			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			30.1				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			97.9				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			74.6%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: OR 62 & OR 99/Riverside/Court

Existing 2020 PM
02/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	389	601	30	64	929	585	55	754	73	406	785	578
Future Volume (vph)	389	601	30	64	929	585	55	754	73	406	785	578
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.91	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.98	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	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3162	3263		1646	4684	2569	1630	3197	1422	3193	3228	1443
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3162	3263		1646	4684	2569	1630	3197	1422	3193	3228	1443
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)	409	633	32	67	978	616	58	794	77	427	826	608
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	56	0	0	68
Lane Group Flow (vph)	409	662	0	67	978	616	58	794	21	427	826	540
Confl. Peds. (#/hr)	3		18	18		3	6		3	3		6
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	1%	2%	1%	2%	1%	2%	4%	3%	1%	3%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases						6			8			4
Actuated Green, G (s)	20.5	44.4		8.3	32.2	51.8	7.9	33.0	33.0	19.6	44.7	65.2
Effective Green, g (s)	20.5	44.4		8.3	32.2	51.8	7.9	33.0	33.0	19.6	44.7	65.2
Actuated g/C Ratio	0.17	0.36		0.07	0.26	0.42	0.06	0.27	0.27	0.16	0.36	0.53
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.5	4.2		2.5	4.2	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	525	1174		110	1223	1173	104	855	380	507	1170	815
v/s Ratio Prot	c0.13	0.20		0.04	c0.21	0.08	0.04	c0.25		c0.13	0.26	c0.11
v/s Ratio Perm						0.16			0.01			0.26
v/c Ratio	0.78	0.56		0.61	0.80	0.53	0.56	0.93	0.05	0.84	0.71	0.66
Uniform Delay, d1	49.2	31.7		55.9	42.5	26.6	56.0	44.0	33.6	50.3	33.7	21.1
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	6.9	0.8		7.8	4.1	0.3	5.1	16.0	0.0	11.9	1.8	1.8
Delay (s)	56.1	32.5		63.7	46.6	26.9	61.1	60.0	33.6	62.2	35.5	22.9
Level of Service	E	C		E	D	C	E	E	C	E	D	C
Approach Delay (s)		41.5			40.0			57.8			37.5	
Approach LOS		D			D			E			D	
Intersection Summary												
HCM 2000 Control Delay			42.5				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			123.3				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			81.7%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: OR 62 & RVM Main Ent

Existing 2020 PM
02/21/2020

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	131	205	1650	78	147	1638
Future Volume (vph)	131	205	1650	78	147	1638
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	0.88	0.91	1.00	0.97	0.95
Frpb, ped/bikes	1.00	0.99	1.00	0.99	1.00	1.00
Flpb, ped/bikes	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
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1646	2572	4638	1454	3225	3197
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1646	2572	4638	1454	3225	3197
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	138	216	1737	82	155	1724
RTOR Reduction (vph)	0	17	0	27	0	0
Lane Group Flow (vph)	138	199	1737	55	155	1724
Confl. Peds. (#/hr)	3					
Confl. Bikes (#/hr)				1		
Heavy Vehicles (%)	1%	1%	3%	1%	0%	4%
Turn Type	Prot	pm+ov	NA	Perm	Prot	NA
Protected Phases	3	1	2		1	6
Permitted Phases		3		2		
Actuated Green, G (s)	8.6	17.2	34.0	34.0	8.6	47.1
Effective Green, g (s)	8.6	17.2	34.0	34.0	8.6	47.1
Actuated g/C Ratio	0.13	0.27	0.53	0.53	0.13	0.73
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.5	2.5	4.2	4.2	2.5	4.2
Lane Grp Cap (vph)	218	862	2437	764	428	2327
v/s Ratio Prot	c0.08	0.03	0.37		0.05	c0.54
v/s Ratio Perm		0.05		0.04		
v/c Ratio	0.63	0.23	0.71	0.07	0.36	0.74
Uniform Delay, d1	26.6	18.6	11.6	7.6	25.6	5.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.2	0.1	1.1	0.1	0.4	1.4
Delay (s)	31.7	18.7	12.8	7.6	25.9	6.6
Level of Service	C	B	B	A	C	A
Approach Delay (s)	23.8		12.5			8.2
Approach LOS	C		B			A
Intersection Summary						
HCM 2000 Control Delay			11.5		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.79			
Actuated Cycle Length (s)			64.7		Sum of lost time (s)	13.5
Intersection Capacity Utilization			64.5%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis

4: OR 62 & RVM East Ent

Existing 2020 PM
02/21/2020

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations			  			 		
Traffic Volume (veh/h)	0	95	1789	66	97	1785		
Future Volume (Veh/h)	0	95	1789	66	97	1785		
Sign Control	Stop		Free			Free		
Grade	0%		0%			0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Hourly flow rate (vph)	0	101	1903	70	103	1899		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None				None			
Median storage veh								
Upstream signal (ft)	833				508			
pX, platoon unblocked	0.85	0.74			0.74			
vC, conflicting volume	3058	634			1973			
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	1260	0			1106			
tC, single (s)	6.8	6.9			4.1			
tC, 2 stage (s)								
tF (s)	3.5	3.3			2.2			
p0 queue free %	100	88			78			
cM capacity (veh/h)	109	810			471			
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	101	634	634	634	70	103	950	950
Volume Left	0	0	0	0	0	103	0	0
Volume Right	101	0	0	0	70	0	0	0
cSH	810	1700	1700	1700	1700	471	1700	1700
Volume to Capacity	0.12	0.37	0.37	0.37	0.04	0.22	0.56	0.56
Queue Length 95th (ft)	11	0	0	0	0	21	0	0
Control Delay (s)	10.1	0.0	0.0	0.0	0.0	14.8	0.0	0.0
Lane LOS	B					B		
Approach Delay (s)	10.1	0.0				0.8		
Approach LOS	B							
Intersection Summary								
Average Delay	0.6							
Intersection Capacity Utilization	56.9%				ICU Level of Service			
Analysis Period (min)	15							
B								

HCM Signalized Intersection Capacity Analysis

5: OR 62 & I-5 SB Ramps

Existing 2020 PM

02/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			 	
Traffic Volume (vph)	324	0	213	0	0	0	0	1401	483	0	1669	925
Future Volume (vph)	324	0	213	0	0	0	0	1401	483	0	1669	925
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5	4.5					4.5	4.5		4.5	4.5
Lane Util. Factor	0.95	0.95	1.00					0.91	1.00		0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00					1.00	0.97		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85					1.00	0.85		1.00	0.85
Flt Protected	0.95	0.95	1.00					1.00	1.00		1.00	1.00
Satd. Flow (prot)	1533	1533	1417					4684	1407		3228	1417
Flt Permitted	0.95	0.95	1.00					1.00	1.00		1.00	1.00
Satd. Flow (perm)	1533	1533	1417					4684	1407		3228	1417
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	338	0	222	0	0	0	0	1459	503	0	1739	964
RTOR Reduction (vph)	0	0	33	0	0	0	0	0	63	0	0	225
Lane Group Flow (vph)	169	169	189	0	0	0	0	1459	440	0	1739	739
Confl. Peds. (#/hr)							12		7	7		12
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	3%	0%	5%	0%	0%	0%	0%	2%	3%	100%	3%	2%
Turn Type	Perm	NA	Perm					NA	Perm		NA	Perm
Protected Phases		4						2			6	
Permitted Phases	4		4						2			6
Actuated Green, G (s)	21.3	21.3	21.3					99.7	99.7		99.7	99.7
Effective Green, g (s)	21.3	21.3	21.3					99.7	99.7		99.7	99.7
Actuated g/C Ratio	0.16	0.16	0.16					0.77	0.77		0.77	0.77
Clearance Time (s)	4.5	4.5	4.5					4.5	4.5		4.5	4.5
Vehicle Extension (s)	2.5	2.5	2.5					4.2	4.2		4.2	4.2
Lane Grp Cap (vph)	251	251	232					3592	1079		2475	1086
v/s Ratio Prot								0.31			c0.54	
v/s Ratio Perm	0.11	0.11	c0.13						0.31			0.52
v/c Ratio	0.67	0.67	0.82					0.41	0.41		0.70	0.68
Uniform Delay, d1	51.1	51.1	52.5					5.1	5.1		7.7	7.4
Progression Factor	1.00	1.00	1.00					1.00	1.00		0.56	8.43
Incremental Delay, d2	6.3	6.3	19.0					0.3	1.1		1.2	2.5
Delay (s)	57.4	57.4	71.5					5.5	6.3		5.5	64.8
Level of Service	E	E	E					A	A		A	E
Approach Delay (s)		63.0			0.0			5.7			26.7	
Approach LOS		E			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			22.7		HCM 2000 Level of Service					C		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			130.0		Sum of lost time (s)					9.0		
Intersection Capacity Utilization			71.9%		ICU Level of Service					C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

6: OR 62 & I-5 NB Ramps

Existing 2020 PM

02/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	432	3	481	0	1423	302	0	2164	639
Future Volume (vph)	0	0	0	432	3	481	0	1423	302	0	2164	639
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)				4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor				0.95	0.91	0.95		0.91	1.00		0.91	1.00
Frpb, ped/bikes				1.00	0.98	0.96		1.00	0.98		1.00	0.96
Flpb, ped/bikes				1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt				1.00	0.91	0.85		1.00	0.85		1.00	0.85
Flt Protected				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (prot)				1504	1345	1333		4684	1387		4638	1376
Flt Permitted				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (perm)				1504	1345	1333		4684	1387		4638	1376
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	441	3	491	0	1452	308	0	2208	652
RTOR Reduction (vph)	0	0	0	0	31	31	0	0	39	0	0	212
Lane Group Flow (vph)	0	0	0	322	282	269	0	1452	269	0	2208	440
Confl. Peds. (#/hr)						12			1			24
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	2%	2%	2%	5%	5%	2%	0%	2%	5%	0%	3%	4%
Turn Type				Perm	NA	Perm		NA	Perm		NA	Perm
Protected Phases					8			2			6	
Permitted Phases				8		8			2			6
Actuated Green, G (s)				33.2	33.2	33.2		87.8	87.8		87.8	87.8
Effective Green, g (s)				33.2	33.2	33.2		87.8	87.8		87.8	87.8
Actuated g/C Ratio				0.26	0.26	0.26		0.68	0.68		0.68	0.68
Clearance Time (s)				4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)				2.5	2.5	2.5		4.2	4.2		4.2	4.2
Lane Grp Cap (vph)				384	343	340		3163	936		3132	929
v/s Ratio Prot								0.31			c0.48	
v/s Ratio Perm				c0.21	0.21	0.20			0.19			0.32
v/c Ratio				0.84	0.82	0.79		0.46	0.29		0.70	0.47
Uniform Delay, d1				45.9	45.6	45.2		9.9	8.5		13.1	10.1
Progression Factor				1.00	1.00	1.00		0.78	0.68		1.09	4.70
Incremental Delay, d2				14.5	14.4	11.6		0.4	0.7		1.1	1.4
Delay (s)				60.4	60.1	56.8		8.2	6.5		15.3	48.8
Level of Service				E	E	E		A	A		B	D
Approach Delay (s)		0.0			59.1			7.9			22.9	
Approach LOS		A			E			A			C	
Intersection Summary												
HCM 2000 Control Delay			24.2				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			9.0		
Intersection Capacity Utilization			71.6%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

7: OR 62 & Biddle NB Jug

Existing 2020 PM
02/21/2020

															
Movement	WBL	WBR	NBT	NBR	SBL	SBT									
Lane Configurations			  			  									
Traffic Volume (veh/h)	0	242	1766	138	0	2803									
Future Volume (Veh/h)	0	242	1766	138	0	2803									
Sign Control	Stop		Free			Free									
Grade	0%		0%			0%									
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96									
Hourly flow rate (vph)	0	252	1840	144	0	2920									
Pedestrians	1														
Lane Width (ft)	12.0														
Walking Speed (ft/s)	3.5														
Percent Blockage	0														
Right turn flare (veh)															
Median type	None				None										
Median storage (veh)															
Upstream signal (ft)	827				1005										
pX, platoon unblocked	0.77	0.88			0.88										
vC, conflicting volume	2814	614			1841										
vC1, stage 1 conf vol															
vC2, stage 2 conf vol															
vCu, unblocked vol	1218	63			1464										
tC, single (s)	6.8	6.9			4.1										
tC, 2 stage (s)															
tF (s)	3.5	3.3			2.2										
p0 queue free %	100	71			100										
cM capacity (veh/h)	135	865			409										
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3							
Volume Total	252	613	613	613	144	973	973	973							
Volume Left	0	0	0	0	0	0	0	0							
Volume Right	252	0	0	0	144	0	0	0							
cSH	865	1700	1700	1700	1700	1700	1700	1700							
Volume to Capacity	0.29	0.36	0.36	0.36	0.08	0.57	0.57	0.57							
Queue Length 95th (ft)	30	0	0	0	0	0	0	0							
Control Delay (s)	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0							
Lane LOS	B														
Approach Delay (s)	10.9	0.0					0.0								
Approach LOS	B														
Intersection Summary															
Average Delay			0.5												
Intersection Capacity Utilization			62.1%	ICU Level of Service			B								
Analysis Period (min)			15												

HCM Signalized Intersection Capacity Analysis

8: Biddle Rd/ Biddle Rd & South End of Jug Handle

Existing 2020 PM
02/21/2020

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	267	128	903	190	53	740
Future Volume (vph)	267	128	903	190	53	740
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5		4.5		4.5	4.5
Lane Util. Factor	0.97		0.95		1.00	0.95
Frpb, ped/bikes	0.99		1.00		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.95		0.97		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	3022		3169		1662	3292
Flt Permitted	0.97		1.00		0.95	1.00
Satd. Flow (perm)	3022		3169		1662	3292
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	318	152	1075	226	63	881
RTOR Reduction (vph)	64	0	18	0	0	0
Lane Group Flow (vph)	406	0	1283	0	63	881
Confl. Peds. (#/hr)		1				
Heavy Vehicles (%)	2%	4%	2%	3%	0%	1%
Turn Type	Prot		NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	14.4		35.6		6.1	46.2
Effective Green, g (s)	14.4		35.6		6.1	46.2
Actuated g/C Ratio	0.21		0.51		0.09	0.66
Clearance Time (s)	4.5		4.5		4.5	4.5
Vehicle Extension (s)	2.5		4.2		2.5	4.2
Lane Grp Cap (vph)	625		1620		145	2185
v/s Ratio Prot	c0.13		c0.40		0.04	c0.27
v/s Ratio Perm						
v/c Ratio	0.65		0.79		0.43	0.40
Uniform Delay, d1	25.3		14.0		30.1	5.4
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	2.1		3.0		1.5	0.2
Delay (s)	27.3		16.9		31.6	5.6
Level of Service	C		B		C	A
Approach Delay (s)	27.3		16.9			7.3
Approach LOS	C		B			A
Intersection Summary						
HCM 2000 Control Delay			15.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.73			
Actuated Cycle Length (s)			69.6		Sum of lost time (s)	13.5
Intersection Capacity Utilization			61.9%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Biddle Rd/Biddle Rd & Hilton Ct/Biddle Rd Ramp

Existing 2020 PM

02/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	21	39	61	1	47	48	710	311	180	683	10
Future Volume (vph)	29	21	39	61	1	47	48	710	311	180	683	10
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00		0.97	1.00		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		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	0.90		1.00	0.85		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1662	1535		3067	1492		1629	3228	1462	1630	3284	
Flt Permitted	0.72	1.00		0.49	1.00		0.34	1.00	1.00	0.18	1.00	
Satd. Flow (perm)	1261	1535		1590	1492		590	3228	1462	307	3284	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	34	25	46	72	1	55	56	835	366	212	804	12
RTOR Reduction (vph)	0	41	0	0	47	0	0	0	202	0	1	0
Lane Group Flow (vph)	34	30	0	72	9	0	56	835	164	212	815	0
Confl. Peds. (#/hr)			2	2			3		1	1		3
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	0%	5%	0%	5%	0%	0%	2%	3%	0%	2%	1%	0%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	3	8		7	4		1	6	7	5	2	
Permitted Phases	8			4			6		6	2		
Actuated Green, G (s)	9.3	7.0		15.5	10.1		27.7	24.5	29.9	40.8	33.1	
Effective Green, g (s)	9.3	7.0		15.5	10.1		27.7	24.5	29.9	40.8	33.1	
Actuated g/C Ratio	0.14	0.10		0.23	0.15		0.42	0.37	0.45	0.61	0.50	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.2	2.5	2.5	4.2	
Lane Grp Cap (vph)	189	161		489	225		294	1185	754	421	1629	
v/s Ratio Prot	0.01	0.02		c0.01	0.01		0.01	c0.26	c0.02	c0.09	0.25	
v/s Ratio Perm	0.02			c0.02			0.07		0.09	0.22		
v/c Ratio	0.18	0.19		0.15	0.04		0.19	0.70	0.22	0.50	0.50	
Uniform Delay, d1	25.2	27.2		20.2	24.2		11.8	18.0	11.2	8.0	11.3	
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	0.4		0.1	0.1		0.2	2.1	0.1	0.7	0.4	
Delay (s)	25.5	27.7		20.3	24.2		12.0	20.1	11.4	8.7	11.6	
Level of Service	C	C		C	C		B	C	B	A	B	
Approach Delay (s)		27.0			22.0			17.2			11.0	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			15.3				HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			66.7				Sum of lost time (s)		18.0			
Intersection Capacity Utilization			51.9%				ICU Level of Service		A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

10: OR 62 & Biddle Rd Ramp/Fred Meyer Ent

Existing 2020 PM

02/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	512	0	0	66	0	1796	212	0	2291	109
Future Volume (Veh/h)	0	0	512	0	0	66	0	1796	212	0	2291	109
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	0	533	0	0	69	0	1871	221	0	2386	114
Pedestrians	4			2								
Lane Width (ft)	12.0			12.0								
Walking Speed (ft/s)	3.5			3.5								
Percent Blockage	0			0								
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)							1229			603		
pX, platoon unblocked	0.74	0.74	0.70	0.74	0.74	0.91	0.70				0.91	
vC, conflicting volume	3083	4484	799	2668	4263	626	2390				2094	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1819	3701	0	1263	3404	262	1494				1868	
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	29	100	100	90	100				100	
cM capacity (veh/h)	33	3	754	28	6	672	318				298	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4		
Volume Total	533	69	624	624	624	221	795	795	795	114		
Volume Left	0	0	0	0	0	0	0	0	0	0		
Volume Right	533	69	0	0	0	221	0	0	0	114		
cSH	754	672	1700	1700	1700	1700	1700	1700	1700	1700		
Volume to Capacity	0.71	0.10	0.37	0.37	0.37	0.13	0.47	0.47	0.47	0.07		
Queue Length 95th (ft)	149	9	0	0	0	0	0	0	0	0		
Control Delay (s)	20.5	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lane LOS	C	B										
Approach Delay (s)	20.5	11.0	0.0									
Approach LOS	C	B										
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			89.1%	ICU Level of Service					E			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

11: OR 62 & Poplar Dr

Existing 2020 PM

02/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	319	143	163	463	176	369	40	1669	153	299	1775	188
Future Volume (vph)	319	143	163	463	176	369	40	1669	153	299	1775	188
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	*1.00	1.00	1.00	1.00	0.91		*1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00		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	1.00	0.85	1.00	0.99		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)	3162	1733	1444	3325	1733	1433	1630	4629		3325	4684	1413
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3162	1733	1444	3325	1733	1433	1630	4629		3325	4684	1413
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	332	149	170	482	183	384	42	1739	159	311	1849	196
RTOR Reduction (vph)	0	0	151	0	0	201	0	8	0	0	0	92
Lane Group Flow (vph)	332	149	19	482	183	183	42	1890	0	311	1849	104
Confl. Peds. (#/hr)	7					7	1					1
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	1%	3%	0%	1%	1%	2%	2%	1%	0%	2%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	18.4	14.5	14.5	21.5	17.6	17.6	7.2	59.2		16.8	68.8	68.8
Effective Green, g (s)	18.4	14.5	14.5	21.5	17.6	17.6	7.2	59.2		16.8	68.8	68.8
Actuated g/C Ratio	0.14	0.11	0.11	0.17	0.14	0.14	0.06	0.46		0.13	0.53	0.53
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.2		2.5	4.2	4.2
Lane Grp Cap (vph)	447	193	161	549	234	194	90	2107		429	2478	747
v/s Ratio Prot	c0.10	0.09		c0.14	0.11		0.03	c0.41		c0.09	0.39	
v/s Ratio Perm			0.01			0.13						0.07
v/c Ratio	0.74	0.77	0.12	0.88	0.78	0.95	0.47	0.90		0.72	0.75	0.14
Uniform Delay, d1	53.5	56.1	52.0	53.0	54.3	55.7	59.5	32.6		54.4	23.8	15.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.17		1.00	1.00	1.00
Incremental Delay, d2	6.2	16.6	0.2	14.6	15.0	48.7	2.6	6.1		5.6	2.1	0.4
Delay (s)	59.8	72.8	52.2	67.6	69.4	104.4	51.3	44.1		60.0	25.9	15.9
Level of Service	E	E	D	E	E	F	D	D		E	C	B
Approach Delay (s)		60.8			81.4			44.3			29.6	
Approach LOS		E			F			D			C	
Intersection Summary												
HCM 2000 Control Delay			46.8									
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			130.0									
Intersection Capacity Utilization			85.5%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

12: OR 62 & Sky Park Dr

Existing 2020 PM
02/21/2020

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	9	1406	49	0	0
Future Volume (Veh/h)	0	9	1406	49	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	0	9	1420	49	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			Raised		Raised	
Median storage (veh)			2		2	
Upstream signal (ft)			998			
pX, platoon unblocked	0.68	0.68			0.68	
vC, conflicting volume	1444	734			1469	
vC1, stage 1 conf vol	1444					
vC2, stage 2 conf vol	0					
vCu, unblocked vol	698	0			734	
tC, single (s)	6.8	7.1			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.4			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	303	713			595	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	9	947	522	0	0	0
Volume Left	0	0	0	0	0	0
Volume Right	9	0	49	0	0	0
cSH	713	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.56	0.31	0.00	0.00	0.00
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	10.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s)	10.1	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			53.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

13: OR 62/110084. OR-62 & Whittle Ave

Existing 2020 PM
02/21/2020

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	64	1306	110	0	0
Future Volume (Veh/h)	0	64	1306	110	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	67	1375	116	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			Raised		Raised	
Median storage (veh)			2		2	
Upstream signal (ft)					917	
pX, platoon unblocked						
vC, conflicting volume	1433	746			1491	
vC1, stage 1 conf vol	1433					
vC2, stage 2 conf vol	0					
vCu, unblocked vol	1433	746			1491	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	81			100	
cM capacity (veh/h)	185	350			456	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	67	917	574	0	0	0
Volume Left	0	0	0	0	0	0
Volume Right	67	0	116	0	0	0
cSH	350	1700	1700	1700	1700	1700
Volume to Capacity	0.19	0.54	0.34	0.00	0.00	0.00
Queue Length 95th (ft)	17	0	0	0	0	0
Control Delay (s)	17.7	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	17.7	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			54.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

14: 140087. Crater Lake Hwy/Crater Lake Hwy & Delta Waters Rd

Existing 2020 PM

03/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	205	530	318	231	59	546	455	369	161	715	39
Future Volume (vph)	34	205	530	318	231	59	546	455	369	161	715	39
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.5	4.0	4.0	4.5		4.0	5.4	5.4	4.0	5.4	
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95		0.97	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	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	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1614	3292	2567	1630	3148		3193	3167	1438	1614	3206	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1614	3292	2567	1630	3148		3193	3167	1438	1614	3206	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	36	218	564	338	246	63	581	484	393	171	761	41
RTOR Reduction (vph)	0	0	100	0	17	0	0	0	257	0	3	0
Lane Group Flow (vph)	36	218	464	338	292	0	581	484	136	171	799	0
Confl. Peds. (#/hr)			5	5					2	2		
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	3%	1%	1%	2%	3%	0%	1%	5%	2%	3%	3%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	3.9	12.5	35.8	26.4	35.0		23.3	38.3	38.3	15.3	30.3	
Effective Green, g (s)	3.9	12.5	35.8	26.4	35.0		23.3	38.3	38.3	15.3	30.3	
Actuated g/C Ratio	0.04	0.11	0.32	0.24	0.32		0.21	0.35	0.35	0.14	0.27	
Clearance Time (s)	4.0	4.5	4.0	4.0	4.5		4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lane Grp Cap (vph)	57	372	832	389	998		673	1098	498	223	879	
v/s Ratio Prot	0.02	c0.07	0.12	c0.21	0.09		c0.18	0.15		0.11	c0.25	
v/s Ratio Perm			0.06						0.09			
v/c Ratio	0.63	0.59	0.56	0.87	0.29		0.86	0.44	0.27	0.77	0.91	
Uniform Delay, d1	52.5	46.5	30.8	40.3	28.4		42.0	27.8	26.0	45.8	38.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	15.5	1.5	0.5	17.7	0.1		10.8	0.1	0.1	13.2	12.8	
Delay (s)	68.1	48.0	31.2	58.0	28.4		52.8	27.9	26.1	59.0	51.5	
Level of Service	E	D	C	E	C		D	C	C	E	D	
Approach Delay (s)		37.3			43.9			37.3			52.8	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			42.3			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			110.4			Sum of lost time (s)			17.9			
Intersection Capacity Utilization			80.4%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

15: Poplar Dr & Hilton Rd

Existing 2020 PM
02/21/2020

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations								  			 		
Traffic Volume (veh/h)	0	0	18	0	0	95	0	912	19	0	462	133	
Future Volume (Veh/h)	0	0	18	0	0	95	0	912	19	0	462	133	
Sign Control	Stop				Stop				Free				
Grade	0%				0%				0%				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	0	0	19	0	0	100	0	960	20	0	486	140	
Pedestrians					4				1		1		
Lane Width (ft)					12.0				12.0		12.0		
Walking Speed (ft/s)					3.5				3.5		3.5		
Percent Blockage					0				0		0		
Right turn flare (veh)													
Median type							None			None			
Median storage (veh)													
Upstream signal (ft)												326	
pX, platoon unblocked													
vC, conflicting volume	977	1540	314	1237	1600	335	626				984		
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	977	1540	314	1237	1600	335	626				984		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1		
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2		
p0 queue free %	100	100	97	100	100	85	100				100		
cM capacity (veh/h)	176	116	687	130	107	661	965				707		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	19	100	384	384	212	324	302						
Volume Left	0	0	0	0	0	0	0						
Volume Right	19	100	0	0	20	0	140						
cSH	687	661	1700	1700	1700	1700	1700						
Volume to Capacity	0.03	0.15	0.23	0.23	0.12	0.19	0.18						
Queue Length 95th (ft)	2	13	0	0	0	0	0						
Control Delay (s)	10.4	11.4	0.0	0.0	0.0	0.0	0.0						
Lane LOS	B	B											
Approach Delay (s)	10.4	11.4	0.0				0.0						
Approach LOS	B	B											
Intersection Summary													
Average Delay			0.8										
Intersection Capacity Utilization			33.0%	ICU Level of Service					A				
Analysis Period (min)			15										

Based on ODOT Analysis Procedures Manual, Volume 2, Chapter 13

INTERSECTION	1. OR 99/Table Rock Road				
CYCLE LENGTH	120				
TOTAL LOST TIME	18				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	EB (L)	WB (T)	NB (T)	SB (L)	
	2020 EXISTING PM				
Adj Flow Rate, (veh/h)	47	991	274	453	
Sat Flow (veh/h)	1498	3273	3233	3233	
Flow Ratio	0.03	0.30	0.08	0.14	
CRITICAL INTERSECTION V/C RATIO	0.66				

INTERSECTION	2. OR 238-OR 62/OR 99-Court Road-N Riverside Drive				
CYCLE LENGTH	135				
TOTAL LOST TIME	18				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	EB (L)	WB (T)	NB (T)	SB (L)	
	2020 EXISTING PM				
Adj Flow Rate, (veh/h)	409	978	794	427	
Sat Flow (veh/h)	3183	4703	3221	3208	
Flow Ratio	0.13	0.21	0.25	0.13	
CRITICAL INTERSECTION V/C RATIO	0.83				

INTERSECTION	3. OR 62/RVM Main Entrance				
CYCLE LENGTH	90				
TOTAL LOST TIME	13.5				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	WB (L)	EB (T)	NB (T)	SB (L)	
	2020 EXISTING PM				
Adj Flow Rate, (veh/h)	138	0	1737	155	
Sat Flow (veh/h)	1654	0	4820	3233	
Flow Ratio	0.08	0.00	0.36	0.05	
CRITICAL INTERSECTION V/C RATIO	0.58				

INTERSECTION	9. Biddle Road/Hilton Court				
CYCLE LENGTH	100				
TOTAL LOST TIME	18				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	EB (T)	WB (L)	NB (T)	SB (L)	
	2020 EXISTING PM				
Adj Flow Rate, (veh/h)	25	72	835	212	
Sat Flow (veh/h)	528	3107	3247	1641	
Flow Ratio	0.05	0.02	0.26	0.13	
CRITICAL INTERSECTION V/C RATIO	0.56				

INTERSECTION	11. OR 62/Bullock Road-Poplar Drive				
CYCLE LENGTH	130				
TOTAL LOST TIME	18				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	EB (T)	WB (L)	NB (TR)	SB (L)	
	2020 EXISTING PM				
Adj Flow Rate, (veh/h)	149	482	1898	311	
Sat Flow (veh/h)	1736	3333	4786	3333	
Flow Ratio	0.09	0.14	0.40	0.09	
CRITICAL INTERSECTION V/C RATIO	0.84				

INTERSECTION	14. OR 62/Delta Waters Road				
CYCLE LENGTH	130				
TOTAL LOST TIME	18				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	EB (T)	WB (L)	NB (L)	SB (T)	
	2020 EXISTING PM				
Adj Flow Rate, (veh/h)	218	338	581	761	
Sat Flow (veh/h)	3299	1641	3208	3131	
Flow Ratio	0.07	0.21	0.18	0.24	
CRITICAL INTERSECTION V/C RATIO	0.81				

1: Table Rock Rd & Hwy 63/N Pacific Hwy/OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	3.8	0.4	0.3	8.0	2.0	0.7	2.1	0.0	3.5	2.3	0.2
Stop Delay (hr)	0.4	2.7	0.3	0.2	5.3	0.6	0.6	1.8	0.0	2.9	1.6	0.1

1: Table Rock Rd & Hwy 63/N Pacific Hwy/OR 99 Performance by movement

Movement	All
Denied Delay (hr)	0.1
Total Delay (hr)	23.6
Stop Delay (hr)	16.7

2: OR 62 & OR 99/Riverside/Court Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	7.2	7.0	0.4	1.1	12.6	0.9	5.4	81.3	7.0	4.9	5.5	2.3
Stop Delay (hr)	6.2	5.3	0.3	1.0	10.5	0.0	4.8	75.1	6.6	4.4	4.1	1.3

2: OR 62 & OR 99/Riverside/Court Performance by movement

Movement	All
Denied Delay (hr)	0.1
Total Delay (hr)	135.6
Stop Delay (hr)	119.7

3: OR 62 & RVM Main Ent Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.8	0.7	12.3	0.5	0.8	3.2	18.2
Stop Delay (hr)	0.7	0.7	7.3	0.3	0.6	0.8	10.4

4: OR 62 & RVM East Ent Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.1	2.4	0.1	0.9	1.0	5.5
Stop Delay (hr)	1.1	0.1	0.0	0.9	0.0	2.1

5: OR 62 & I-5 SB Ramps Performance by movement

Movement	EBL	EBR	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.3	0.1	0.0	0.0	0.0	0.0	0.4
Total Delay (hr)	4.7	1.8	4.0	1.9	3.5	2.3	18.2
Stop Delay (hr)	4.2	1.6	2.0	0.8	1.2	0.0	9.8

6: OR 62 & I-5 NB Ramps Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	8.4	0.2	14.9	6.0	1.3	8.4	1.6	40.8
Stop Delay (hr)	7.5	0.1	14.4	3.5	0.6	4.2	0.5	30.8

7: OR 62 & Biddle NB Jug Performance by movement

Movement	WBT	WBR	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	1.9	6.2	1.4	0.0	9.5
Total Delay (hr)	0.9	13.6	44.8	2.5	3.1	64.8
Stop Delay (hr)	0.9	13.7	36.7	1.7	1.8	54.7

8: Biddle Rd/ Biddle Rd & South End of Jug Handle Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	101.3	24.9	0.0	0.0	126.3
Total Delay (hr)	2.2	0.9	31.5	22.7	6.4	1.3	64.9
Stop Delay (hr)	2.0	0.8	30.2	22.7	6.3	0.5	62.5

9: Biddle Rd/Biddle Rd & Hilton Ct/Biddle Rd Ramp Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	3.7	2.5	14.8	60.0	0.6
Total Delay (hr)	0.1	0.5	0.3	0.4	0.0	0.1	1.9	28.2	51.3	32.7	16.2	0.2
Stop Delay (hr)	0.1	0.5	0.3	0.3	0.0	0.1	1.7	26.2	52.1	32.8	15.1	0.2

9: Biddle Rd/Biddle Rd & Hilton Ct/Biddle Rd Ramp Performance by movement

Movement	All
Denied Delay (hr)	81.7
Total Delay (hr)	132.0
Stop Delay (hr)	129.3

10: OR 62 & Biddle Rd Ramp/Fred Meyer Ent Performance by movement

Movement	EBT	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	11.5	12.0	0.9	0.2	0.0	0.0	24.5
Total Delay (hr)	2.3	40.4	8.2	30.3	2.0	2.7	0.2	86.1
Stop Delay (hr)	2.4	42.1	8.2	25.4	1.5	0.1	0.0	79.7

11: OR 62 & Poplar Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.3	1.3	0.2
Total Delay (hr)	5.3	2.2	2.0	12.1	4.0	2.7	0.4	41.0	3.0	5.9	12.8	0.4
Stop Delay (hr)	4.8	2.0	1.9	11.3	3.8	2.6	0.4	33.6	2.4	5.5	9.4	0.2

11: OR 62 & Poplar Dr Performance by movement

Movement	All
Denied Delay (hr)	2.2
Total Delay (hr)	92.0
Stop Delay (hr)	77.8

12: OR 62 & Sky Park Dr Performance by movement

Movement	WBR	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.5	0.0	0.5
Stop Delay (hr)	0.0	0.0	0.0	0.0

13: OR 62/110084. OR-62 & Whittle Ave Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.0	3.5	4.0
Stop Delay (hr)	0.1	0.0	0.0	1.9	2.0

14: 140087. Crater Lake Hwy/Crater Lake Hwy & Delta Waters Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (hr)	0.5	6.6	1.8	3.3	3.1	0.8	4.2	3.6	0.8	1.6	9.9	0.3
Stop Delay (hr)	0.5	6.1	1.0	2.9	2.8	0.7	3.6	2.8	0.5	1.3	7.4	0.2

14: 140087. Crater Lake Hwy/Crater Lake Hwy & Delta Waters Rd Performance by movement

Movement	All
Denied Delay (hr)	0.5
Total Delay (hr)	36.6
Stop Delay (hr)	29.7

15: Poplar Dr & Hilton Rd Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	29.9	0.7	0.0	0.0	30.7
Total Delay (hr)	0.0	0.7	13.6	0.1	0.2	0.1	14.8
Stop Delay (hr)	0.0	0.7	12.3	0.1	0.0	0.0	13.2

Total Network Performance

Denied Delay (hr)	276.1
Total Delay (hr)	775.5
Stop Delay (hr)	658.3

Queuing and Blocking Report

Baseline

03/30/2020

Intersection: 1: Table Rock Rd & Hwy 63/N Pacific Hwy/OR 99

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	L	L
Maximum Queue (ft)	267	256	282	289	469	447	413	85	189	148	170	204
Average Queue (ft)	44	142	151	32	261	265	130	47	80	67	96	142
95th Queue (ft)	125	228	231	120	466	449	290	87	139	127	175	199
Link Distance (ft)		1924	1924		852	852	852		2093	2093		1571
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			200				340			500	
Storage Blk Time (%)		0			10							
Queuing Penalty (veh)		0			3							

Intersection: 1: Table Rock Rd & Hwy 63/N Pacific Hwy/OR 99

Movement	SB
Directions Served	TR
Maximum Queue (ft)	332
Average Queue (ft)	170
95th Queue (ft)	272
Link Distance (ft)	1571
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Baseline

03/30/2020

Intersection: 2: OR 62 & OR 99/Riverside/Court

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	TR	L	T	T	T	R	L	T	T
Maximum Queue (ft)	247	300	446	514	108	334	385	325	249	315	2109	2097
Average Queue (ft)	149	207	267	269	47	206	240	205	9	156	1509	1575
95th Queue (ft)	228	271	365	397	100	299	342	309	84	375	2106	2137
Link Distance (ft)			852	852	686	686	686	686			4693	4693
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380	380							250	150		
Storage Blk Time (%)			1						0	1	67	84
Queuing Penalty (veh)			4						1	4	37	61

Intersection: 2: OR 62 & OR 99/Riverside/Court

Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R
Maximum Queue (ft)	500	224	414	382	350	376
Average Queue (ft)	348	128	165	199	221	171
95th Queue (ft)	691	212	271	333	346	334
Link Distance (ft)				524	524	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	390	315	315		400	
Storage Blk Time (%)	0			1		
Queuing Penalty (veh)	0			5		

Intersection: 3: OR 62 & RVM Main Ent

Movement	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	R	T	T	T	R	L	L	T	T
Maximum Queue (ft)	132	78	101	343	641	634	180	124	135	227	264
Average Queue (ft)	65	42	36	133	210	273	41	19	60	98	126
95th Queue (ft)	113	75	75	230	480	485	148	70	98	193	228
Link Distance (ft)	338	338	338	524	524	524				766	766
Upstream Blk Time (%)					1	1					
Queuing Penalty (veh)					3	7					
Storage Bay Dist (ft)							100	280	280		
Storage Blk Time (%)						28					
Queuing Penalty (veh)						22					

Queuing and Blocking Report

Baseline

03/30/2020

Intersection: 4: OR 62 & RVM East Ent

Movement	WB	NB	NB	NB	SB
Directions Served	R	T	T	R	L
Maximum Queue (ft)	152	172	283	26	162
Average Queue (ft)	71	6	17	1	63
95th Queue (ft)	133	58	108	9	122
Link Distance (ft)	341	766	766		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	200
Storage Blk Time (%)			1		
Queuing Penalty (veh)			0		

Intersection: 5: OR 62 & I-5 SB Ramps

Movement	EB	EB	EB	NB	NB	NB	NB	SB	SB
Directions Served	L	LT	R	T	T	T	R	T	T
Maximum Queue (ft)	269	285	305	202	280	451	75	203	201
Average Queue (ft)	150	189	136	94	146	267	64	119	125
95th Queue (ft)	251	271	250	193	266	440	94	190	192
Link Distance (ft)			1196	438	438	438		551	551
Upstream Blk Time (%)						1			
Queuing Penalty (veh)						4			
Storage Bay Dist (ft)	195	195					50		
Storage Blk Time (%)	0	12	4			19	3		
Queuing Penalty (veh)	0	26	12			94	15		

Intersection: 6: OR 62 & I-5 NB Ramps

Movement	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	LTR	R	T	T	T	R	T	T	T	R
Maximum Queue (ft)	890	952	965	290	384	445	88	357	400	403	280
Average Queue (ft)	313	408	389	144	168	256	71	224	248	228	83
95th Queue (ft)	694	807	822	237	282	411	85	351	354	364	174
Link Distance (ft)	3096	3096	3096	551	551	551		749	749	749	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)							50				290
Storage Blk Time (%)						29	3			2	0
Queuing Penalty (veh)						89	16			11	0

Queuing and Blocking Report

Baseline

03/30/2020

Intersection: 7: OR 62 & Biddle NB Jug

Movement	WB	B44	NB	NB	NB	NB
Directions Served	R	T	T	T	T	R
Maximum Queue (ft)	606	637	766	798	804	100
Average Queue (ft)	496	513	580	614	610	76
95th Queue (ft)	736	897	936	973	990	140
Link Distance (ft)	476	618	749	749	749	
Upstream Blk Time (%)	84	71	2	5	9	
Queuing Penalty (veh)	198	161	13	34	54	
Storage Bay Dist (ft)						75
Storage Blk Time (%)					45	1
Queuing Penalty (veh)					62	4

Intersection: 8: Biddle Rd/ Biddle Rd & South End of Jug Handle

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	LR	T	TR	L	T	T
Maximum Queue (ft)	197	272	1214	1194	125	366	383
Average Queue (ft)	116	114	842	875	100	199	137
95th Queue (ft)	177	202	1591	1576	156	384	323
Link Distance (ft)	618	618	1175	1175		1967	1967
Upstream Blk Time (%)			57	58			
Queuing Penalty (veh)			0	0			
Storage Bay Dist (ft)					100		
Storage Blk Time (%)					66	2	
Queuing Penalty (veh)					229	1	

Intersection: 9: Biddle Rd/Biddle Rd & Hilton Ct/Biddle Rd Ramp

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	58	178	31	108	49	70	1992	2055	330	285	1119	1134
Average Queue (ft)	20	48	7	27	15	25	1447	1525	321	262	929	902
95th Queue (ft)	47	117	27	61	36	62	2441	2400	394	358	1472	1486
Link Distance (ft)	849	849			1196		1967	1967			1100	1100
Upstream Blk Time (%)							7	8			64	60
Queuing Penalty (veh)							34	40			0	0
Storage Bay Dist (ft)			220	220		320			220	175		
Storage Blk Time (%)							2	10	96	89	1	
Queuing Penalty (veh)							1	30	336	297	2	

Queuing and Blocking Report

Baseline

03/30/2020

Intersection: 10: OR 62 & Biddle Rd Ramp/Fred Meyer Ent

Movement	EB	WB	NB	NB	NB	NB	SB
Directions Served	R	R	T	T	T	R	T
Maximum Queue (ft)	1211	256	396	414	478	140	50
Average Queue (ft)	1205	210	352	373	411	120	2
95th Queue (ft)	1210	320	416	438	510	199	17
Link Distance (ft)	1196	237	347	347	347		507
Upstream Blk Time (%)	58	53	41	47	91		
Queuing Penalty (veh)	293	0	272	313	607		
Storage Bay Dist (ft)						90	
Storage Blk Time (%)					51		
Queuing Penalty (veh)					108		

Intersection: 11: OR 62 & Poplar Dr

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	L	L	T	R	L	T	T	TR
Maximum Queue (ft)	260	448	465	160	230	304	285	297	506	539	560	549
Average Queue (ft)	147	189	164	122	199	251	200	204	46	523	532	523
95th Queue (ft)	225	321	317	179	271	282	295	316	197	536	555	542
Link Distance (ft)			1187			230	230	230		507	507	507
Upstream Blk Time (%)					1	61	23	15	0	48	52	42
Queuing Penalty (veh)					0	203	76	49	0	299	325	257
Storage Bay Dist (ft)	350	350		135	250				450			
Storage Blk Time (%)		0	14	9	1	61				63		
Queuing Penalty (veh)		0	65	43	2	140				25		

Intersection: 11: OR 62 & Poplar Dr

Movement	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R
Maximum Queue (ft)	309	322	319	315	317	315
Average Queue (ft)	194	213	266	271	287	135
95th Queue (ft)	280	358	369	378	385	372
Link Distance (ft)						
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	410	410			350	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

Baseline

03/30/2020

Intersection: 12: OR 62 & Sky Park Dr

Movement	WB	B19	B19	B19
Directions Served	R	T	T	
Maximum Queue (ft)	60	638	640	600
Average Queue (ft)	14	226	307	23
95th Queue (ft)	44	675	772	203
Link Distance (ft)	432	591	591	591
Upstream Blk Time (%)		0	1	0
Queuing Penalty (veh)		2	9	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: OR 62/110084. OR-62 & Whittle Ave

Movement	WB
Directions Served	R
Maximum Queue (ft)	109
Average Queue (ft)	38
95th Queue (ft)	75
Link Distance (ft)	479
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Baseline

03/30/2020

Intersection: 14: 140087. Crater Lake Hwy/Crater Lake Hwy & Delta Waters Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	R	L	T	TR	L	L	T	T
Maximum Queue (ft)	81	251	245	378	367	304	245	254	228	253	303	312
Average Queue (ft)	35	151	151	139	67	176	161	130	116	138	119	143
95th Queue (ft)	75	228	236	288	241	245	227	215	186	211	229	235
Link Distance (ft)		1246	1246				1401	1401			823	823
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	225			450	450	400			500	500		
Storage Blk Time (%)		1										3
Queuing Penalty (veh)		0										10

Intersection: 14: 140087. Crater Lake Hwy/Crater Lake Hwy & Delta Waters Rd

Movement	NB	SB	SB	SB
Directions Served	R	L	T	TR
Maximum Queue (ft)	190	300	430	384
Average Queue (ft)	81	117	234	233
95th Queue (ft)	142	258	366	328
Link Distance (ft)			1423	1423
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200	200		
Storage Blk Time (%)	0	0	18	
Queuing Penalty (veh)	0	0	30	

Intersection: 15: Poplar Dr & Hilton Rd

Movement	EB	WB	NB	NB	NB	SB
Directions Served	R	R	T	T	TR	T
Maximum Queue (ft)	34	186	279	280	279	33
Average Queue (ft)	13	63	264	256	246	1
95th Queue (ft)	38	123	342	359	380	11
Link Distance (ft)	464	466	260	260	260	230
Upstream Blk Time (%)			70	75	62	
Queuing Penalty (veh)			0	0	0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 5042

Appendix C Multimodal LOS Analysis Sheets

Segment LOS Output Summary

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
OR 238	EB	Sage Road to Central Avenue	E	D	D
OR 238	EB	Central Avenue to OR 99	E	F	D
OR 62	EB	OR 99 to RV Mall Entrance (west)	E	F	
OR 62	EB	RV Mall Entrance (west) to RV Mall Entrance (east, at Target)	E	D	
OR 62	EB	RV Mall Entrance (east, at Target) to I-5 SB Ramp Terminal	E	D	
OR 62	EB	I-5 SB Ramp Terminal to I-5 NB Ramp Terminal	E	F	
OR 62	EB	I-5 NB Ramp Terminal to Biddle Road (north end of jug handle)	E	D	
OR 62	EB	Biddle Road (north end of jug handle) to Fred Meyer Driveway	E	D	F
OR 62	EB	Fred Meyer Driveway to Poplar Drive	E	D	F
OR 62	EB	Poplar Drive to Sky Park Drive	E	F	
OR 62	EB	Sky Park Drive to Whittle Avenue	E	F	
OR 62	EB	Whittle Avenue to Delta Waters Road	E	F	
OR 62	EB	Delta Waters Road to East end of IMSA	E	F	
OR 62	WB	East end of IMSA to Delta Waters Road	E	D	
OR 62	WB	Delta Waters Road to RI/RO Commercial Driveway	E	D	
OR 62	WB	RI/RO Commercial Driveway to Bullock Road	F	F	
OR 62	WB	Bullock Road to Hilton Court	E	D	
OR 62	WB	Hilton Court to I-5 NB Ramp Terminal	E	D	
OR 62	WB	I-5 NB Ramp Terminal to I-5 SB Ramp Terminal	E	D	
OR 62	WB	I-5 SB Ramp Terminal to RV Mall Entrance (west)	E	D	
OR 238	WB	RV Mall Entrance (west) to OR 99	E	D	
OR 238	WB	OR 99 to Central Avenue	E	F	
OR 238	WB	Central Avenue to Sage Road	E	D	
Table Rock Road	SB	Berrydale Avenue to Adams Lane	E	F	
Table Rock Road	SB	Adams Lane to Table Rock Road	C	D	
Table Rock Road	SB	Table Rock Road to OR 99	E	F	
Table Rock Road	NB	OR 99 to Table Rock Road	C	F	D
Table Rock Road	NB	Table Rock Road to Adams Lane	C	D	D
Table Rock Road	NB	Adams Lane to Berrydale Avenue	C	F	D
Central Avenue	SB	OR 99 to OR 238	C	C	C
Central Avenue	SB	OR 238 to Commercial Driveway	C	C	
Central Avenue	SB	Commercial Driveway to McAndrews (does not intersect)	C	C	

Segment LOS Output Summary

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Central Avenue	NB	McAndrews (does not intersect) to Commercial Driveway	E	C	
Central Avenue	NB	Commercial Driveway to OR 238	C	C	
Central Avenue	NB	OR 238 to OR 99	C	C	
OR 99	SB	Table Rock Road to OR 238	E	D	
OR 99	NB	OR 238 to Table Rock Road	F	F	B
Court Street	SB	OR 238 to Ohio Street	E	F	D
Court Street	SB	Ohio Street to McAndrews Road	E	F	D
Riverside Avenue	NB	McAndrews Road to Ohio Street	F	F	B
Riverside Avenue	NB	Ohio Street to OR 238	F	F	B
Biddle Road	SB	Knutson Avenue to Commercial Driveway	E	D	
Biddle Road	SB	Commercial Driveway to Hilton Court	E	D	
Biddle Road	SB	Hilton Court to OR 62 (does not intersect)	C	F	
Biddle Road	SB	OR 62 (does not intersect) to Biddle Road jug handle	C	D	
Biddle Road	SB	Biddle Road jug handle to North of Morrow Road	C	F	
Biddle Road	SB	North of Morrow Road to Progress Drive	E	F	
Biddle Road	SB	Progress Drive to McAndrews Road	E	F	
Biddle Road	NB	McAndrews Road to Progress Drive	E	F	D
Biddle Road	NB	Progress Drive to Morrow Road	E	F	D
Biddle Road	NB	Morrow Road to Biddle Road jug handle	C	F	F
Biddle Road	NB	Biddle Road jug handle to OR 62 (does not intersect)	C	D	
Biddle Road	NB	OR 62 to Hilton Court	C	F	
Biddle Road	NB	Hilton Court to Commercial Driveway	E	F	
Biddle Road	NB	Hilton Court to Knutson Avenue	E	F	
Hilton Court	EB	Biddle Road to OR 62	B	C	
Hilton Court	WB	OR 62 to Biddle Road	B	C	
Biddle Road jug handle	SB	OR 62 to Biddle Road	B	B	
Biddle Road jug handle	NB	Biddle Road to OR 62	B	B	E
Bullock Road	SB	North IMSA Boundary to OR 62	B	C	
Bullock Road	NB	OR 62 to North IMSA Boundary	B	C	E
Poplar Drive	SB	OR 62 to Hilton Road	C	F	F
Poplar Drive	SB	Hilton Road to Fred Meyer Driveway	C	F	F
Poplar Drive	SB	Fred Meyer Driveway to South IMSA Boundary	C	F	

Segment LOS Output Summary

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Poplar Drive	NB	South IMSA Boundary to Fred Meyer Driveway	C	F	F
Poplar Drive	NB	Fred Meyer Driveway to Holton Road	E	F	F
Poplar Drive	NB	Hilton Road to OR 62	E	F	F
Hilton Road	EB	Poplar Road to East IMSA Boundary	B	C	
Hilton Road	WB	East IMSA Boundary to Poplar Road	B	C	
Sky Park Drive	EB	OR 62 to Wittle Road	B	C	
Sky Park Drive	WB	Whittle Road to OR 62	B	C	
Whittle Avenue	SB	OR 62 to Sky Park Drive	B	C	
Whittle Avenue	SB	Sky Park Drive to United Way	B	C	
Whittle Avenue	NB	United Way to Sky Park Drive	B	C	
Whittle Avenue	NB	Sky Park Drive to OR 62	B	C	
Delta waters Road	SB	Commercial Driveway to Commercial Driveway	C	F	
Delta waters Road	SB	Commercial Driveway to OR 62	E	D	
Delta Waters Road	SB	OR 62 to Crater Lake Avenue	C	D	
Delta Waters Road	NB	Craster Lake Avenue to OR 62	C	D	B
Delta Waters Road	NB	OR 62 to Commercial Driveway	C	F	B
Delta Waters Road	NB	Commercial Driveway to Commercial Driveway	C	F	B

Appendix D Raw Crash Data

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Biddle Rd & Hilton Rd / Hilton Ct
January 1, 2013 through December 31, 2017

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	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017														
ANGLE	0	1	0	1	0	2	0	1	0	1	0	1	0	0
REAR-END	0	1	0	1	0	2	0	1	0	1	0	1	0	0
2017 TOTAL	0	2	0	2	0	4	0	2	0	2	0	2	0	0
YEAR: 2016														
REAR-END	0	1	1	2	0	1	0	1	1	0	2	2	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	1	1	0	0	1	1	0	0
2016 TOTAL	0	1	2	3	0	1	1	2	1	0	3	3	0	0
YEAR: 2015														
ANGLE	0	1	0	1	0	3	0	1	0	0	1	1	0	0
TURNING MOVEMENTS	0	1	0	1	0	2	0	1	0	0	1	1	0	0
2015 TOTAL	0	2	0	2	0	5	0	2	0	0	2	2	0	0
YEAR: 2014														
NON-COLLISION	0	0	1	1	0	0	0	0	1	1	0	1	0	0
2014 TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	0
YEAR: 2013														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2013 TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	0
FINAL TOTAL	0	5	4	9	0	10	1	7	2	3	6	9	0	0

Disclaimers: Effective 2016, collection of “Property Damage Only” (PDO) crash data elements was reduced for vehicles and participants. Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Hwy 99, Rogue Valley Hwy (063) & W. Table Rock Rd / N Central Ave
January 1, 2013 through December 31, 2017

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	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017														
ANGLE	0	1	0	1	0	2	0	1	0	1	0	1	0	0
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	1	0	1	0	1
REAR-END	0	1	1	2	0	1	0	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	2	0	2	0	2	0	2	0	2	0	2	0	0
2017 TOTAL	0	5	1	6	0	6	0	6	0	6	0	6	0	1
YEAR: 2016														
ANGLE	0	1	0	1	0	1	0	1	0	1	0	1	0	0
REAR-END	0	3	3	6	0	5	0	5	1	5	1	6	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2016 TOTAL	0	5	3	8	0	7	0	7	1	7	1	8	0	0
YEAR: 2015														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
2015 TOTAL	0	0	2	2	0	0	0	1	1	2	0	2	0	0
YEAR: 2014														
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	0	1	1	0	1
REAR-END	0	1	0	1	0	3	0	1	0	1	0	1	0	0
2014 TOTAL	0	2	0	2	0	4	0	2	0	1	1	2	0	1
YEAR: 2013														
HEAD-ON	0	1	0	1	0	2	0	1	0	1	0	1	0	0
REAR-END	0	3	3	6	0	4	0	4	2	6	0	6	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2013 TOTAL	0	4	4	8	0	6	0	6	2	8	0	8	0	0
FINAL TOTAL	0	16	10	26	0	23	0	22	4	24	2	26	0	2

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Hwy 99, Rogue Valley Hwy (272) / Riverside Ave / Court St & Crater Lake Highway (022) / Jacksonville Hwy (272)
January 1, 2013 through December 31, 2017

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	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017														
ANGLE	0	1	1	2	0	1	1	1	1	1	1	2	0	0
REAR-END	0	2	1	3	0	2	0	2	1	3	0	3	0	0
TURNING MOVEMENTS	0	2	0	2	0	5	0	2	0	2	0	2	0	0
2017 TOTAL	0	5	2	7	0	8	1	5	2	6	1	7	0	0
YEAR: 2016														
ANGLE	0	1	2	3	0	2	0	2	1	2	1	3	0	0
REAR-END	0	2	2	4	0	6	1	3	1	2	2	4	0	0
TURNING MOVEMENTS	0	2	0	2	0	2	0	2	0	0	2	2	0	0
2016 TOTAL	0	5	4	9	0	10	1	7	2	4	5	9	0	0
YEAR: 2015														
ANGLE	0	2	0	2	0	2	0	2	0	2	0	2	0	0
FIXED / OTHER OBJECT	0	1	0	1	0	3	0	1	0	0	1	1	0	1
REAR-END	0	5	0	5	0	7	0	3	2	5	0	5	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	0	1	1	0	0
2015 TOTAL	0	9	0	9	0	13	0	7	2	7	2	9	0	1
YEAR: 2014														
ANGLE	0	1	0	1	0	2	0	0	1	0	1	1	0	0
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	1	0	1	0	1
REAR-END	0	4	3	7	0	4	0	7	0	7	0	6	0	0
TURNING MOVEMENTS	0	2	2	4	0	3	0	3	0	3	1	4	0	0
2014 TOTAL	0	8	5	13	0	10	0	11	1	11	2	12	0	1
YEAR: 2013														
ANGLE	0	1	0	1	0	2	0	1	0	1	0	1	0	0
REAR-END	0	2	6	8	0	2	0	7	1	8	0	8	0	0
SIDESWIPE - OVERTAKING	0	0	1	1	0	0	0	0	1	0	1	1	0	0
TURNING MOVEMENTS	0	2	0	2	0	2	0	0	2	1	1	2	0	0
2013 TOTAL	0	5	7	12	0	6	0	8	4	10	2	12	0	0
FINAL TOTAL	0	32	18	50	0	47	2	38	11	38	12	49	0	2

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Hwy 62, Crater Lake Highway (022) & Delta Waters Rd
January 1, 2013 through December 31, 2017

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	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017														
ANGLE	0	1	0	1	0	1	0	1	0	0	1	1	0	0
REAR-END	0	1	4	5	0	1	0	4	0	5	0	5	0	0
TURNING MOVEMENTS	0	2	3	5	0	3	0	5	0	3	2	5	0	0
2017 TOTAL	0	4	7	11	0	5	0	10	0	8	3	11	0	0
YEAR: 2016														
ANGLE	0	1	0	1	0	3	0	1	0	0	1	1	0	0
BACKING	0	0	1	1	0	0	0	1	0	1	0	1	0	0
HEAD-ON	0	1	0	1	0	2	0	0	1	1	0	1	0	0
REAR-END	0	5	3	8	0	7	0	4	3	6	2	8	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2016 TOTAL	0	8	4	12	0	13	0	7	4	9	3	12	0	0
YEAR: 2015														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
BACKING	0	0	1	1	0	0	0	1	0	1	0	1	0	0
REAR-END	0	2	0	2	0	2	0	2	0	1	1	2	0	0
TURNING MOVEMENTS	0	1	1	2	0	1	0	1	1	1	1	2	0	0
2015 TOTAL	0	3	3	6	0	3	0	5	1	4	2	6	0	0
YEAR: 2014														
ANGLE	0	2	0	2	0	4	1	2	0	2	0	2	0	0
REAR-END	0	3	2	5	0	7	0	4	1	3	2	5	0	0
TURNING MOVEMENTS	0	0	3	3	0	0	0	3	0	2	1	3	0	0
2014 TOTAL	0	5	5	10	0	11	1	9	1	7	3	10	0	0
YEAR: 2013														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
REAR-END	0	5	2	7	0	12	0	7	0	5	2	7	0	0
TURNING MOVEMENTS	0	1	3	4	0	1	1	4	0	4	0	4	0	0
2013 TOTAL	0	6	6	12	0	13	1	12	0	10	2	12	0	0
FINAL TOTAL	0	26	25	51	0	45	2	43	6	38	13	51	0	0

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A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may 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. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Hwy 62, Crater Lake Highway (022) & Skypark Dr
January 1, 2013 through December 31, 2017

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	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2016														
TURNING MOVEMENTS	0	1	0	1	0	4	0	1	0	1	0	1	0	0
2016 TOTAL	0	1	0	1	0	4	0	1	0	1	0	1	0	0
YEAR: 2015														
REAR-END	0	1	0	1	0	3	0	1	0	1	0	1	0	0
2015 TOTAL	0	1	0	1	0	3	0	1	0	1	0	1	0	0
YEAR: 2013														
SIDESWIPE - OVERTAKING	0	0	1	1	0	0	0	0	1	0	1	1	0	0
2013 TOTAL	0	0	1	1	0	0	0	0	1	0	1	1	0	0
FINAL TOTAL	0	2	1	3	0	7	0	2	1	2	1	3	0	0

Disclaimers: Effective 2016, collection of “Property Damage Only” (PDO) crash data elements was reduced for vehicles and participants. Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may 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. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Hwy 62, Crater Lake Highway (022) & Whittle Ave
January 1, 2013 through December 31, 2017

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	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2016														
TURNING MOVEMENTS	0	2	0	2	0	5	0	2	0	2	0	2	0	0
2016 TOTAL	0	2	0	2	0	5	0	2	0	2	0	2	0	0
YEAR: 2015														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	2	1	3	0	4	0	3	0	3	0	3	0	0
2015 TOTAL	0	2	2	4	0	4	0	4	0	4	0	4	0	0
YEAR: 2014														
TURNING MOVEMENTS	0	2	3	5	0	4	0	5	0	4	1	5	0	0
2014 TOTAL	0	2	3	5	0	4	0	5	0	4	1	5	0	0
YEAR: 2013														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	2	1	3	0	3	0	3	0	3	0	3	0	0
2013 TOTAL	0	2	2	4	0	3	0	4	0	4	0	4	0	0
FINAL TOTAL	0	8	7	15	0	16	0	15	0	14	1	15	0	0

Disclaimers: Effective 2016, collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants. Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Hwy 62, Crater Lake Highway (022) & Bullock Rd / Poplar Dr
January 1, 2013 through December 31, 2017

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	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017														
REAR-END	0	2	1	3	0	2	0	2	1	2	1	3	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	0	1	1	0	0
2017 TOTAL	0	2	2	4	0	2	0	2	2	2	2	4	0	0
YEAR: 2016														
FIXED / OTHER OBJECT	0	0	2	2	0	0	0	2	0	1	1	2	0	2
REAR-END	0	8	3	11	0	10	0	8	2	10	1	11	0	0
TURNING MOVEMENTS	0	4	0	4	0	9	0	3	1	2	2	4	0	0
2016 TOTAL	0	12	5	17	0	19	0	13	3	13	4	17	0	2
YEAR: 2015														
BACKING	0	0	2	2	0	0	0	2	0	1	1	2	0	0
REAR-END	0	9	0	9	0	15	0	8	1	7	2	9	0	0
TURNING MOVEMENTS	0	1	1	2	0	2	0	1	1	1	1	2	0	0
2015 TOTAL	0	10	3	13	0	17	0	11	2	9	4	13	0	0
YEAR: 2014														
REAR-END	0	1	2	3	0	1	1	3	0	2	1	3	0	0
TURNING MOVEMENTS	0	2	0	2	0	4	0	2	0	1	1	2	0	0
2014 TOTAL	0	3	2	5	0	5	1	5	0	3	2	5	0	0
YEAR: 2013														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
BACKING	0	0	1	1	0	0	0	1	0	0	1	1	0	0
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	1	0	1	0	1
MISCELLANEOUS	0	1	0	1	0	1	0	0	1	1	0	1	0	0
REAR-END	0	1	1	2	0	1	0	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	0	2	2	0	0	0	1	1	1	1	2	0	0
2013 TOTAL	0	3	5	8	0	3	0	6	2	6	2	8	0	1
FINAL TOTAL	0	30	17	47	0	46	1	37	9	33	14	47	0	3

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Poplar Dr & Hilton Rd
January 1, 2013 through December 31, 2017

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	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2016														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2016 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2015														
TURNING MOVEMENTS	0	1	0	1	0	2	0	1	0	0	1	1	0	0
2015 TOTAL	0	1	0	1	0	2	0	1	0	0	1	1	0	0
YEAR: 2014														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2014 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2013														
TURNING MOVEMENTS	0	1	1	2	0	1	0	2	0	2	0	2	0	0
2013 TOTAL	0	1	1	2	0	1	0	2	0	2	0	2	0	0
FINAL TOTAL	0	2	3	5	0	3	0	5	0	4	1	5	0	0

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
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CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Crashes on Mainline Crater Lake Hwy (022), from MP 0.28 to MP 0.30
January 1, 2013 through December 31, 2017

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	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2015														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	0	1	0	0	1
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	1	0	0	0	0
2015 TOTAL	0	1	1	2	0	1	0	1	1	1	1	0	0	1
YEAR: 2014														
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	1	0	0	0	1
REAR-END	0	0	1	1	0	0	1	0	0	1	0	0	0	0
2014 TOTAL	0	1	1	2	0	1	1	1	0	2	0	0	0	1
YEAR: 2013														
REAR-END	0	1	0	1	0	4	0	1	0	1	0	0	0	0
2013 TOTAL	0	1	0	1	0	4	0	1	0	1	0	0	0	0
FINAL TOTAL	0	3	2	5	0	6	1	3	1	4	1	0	0	2

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
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Crashes on Mainline Crater Lake Hwy (022), from MP 0.17 to MP 0.19
January 1, 2013 through December 31, 2017

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	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017														
TURNING MOVEMENTS	0	1	1	2	0	1	0	2	0	2	0	0	0	0
2017 TOTAL	0	1	1	2	0	1	0	2	0	2	0	0	0	0
YEAR: 2016														
REAR-END	0	1	1	2	0	3	0	1	1	1	1	0	0	0
TURNING MOVEMENTS	0	2	3	5	0	3	0	4	1	4	1	0	0	0
2016 TOTAL	0	3	4	7	0	6	0	5	2	5	2	0	0	0
YEAR: 2015														
REAR-END	0	1	1	2	0	1	0	2	0	2	0	0	1	0
SIDESWIPE - OVERTAKING	0	0	1	1	0	0	0	1	0	1	0	0	0	0
TURNING MOVEMENTS	0	0	2	2	0	0	1	2	0	2	0	0	0	0
2015 TOTAL	0	1	4	5	0	1	1	5	0	5	0	0	1	0
YEAR: 2014														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	0	0	0
TURNING MOVEMENTS	0	0	2	2	0	0	0	1	1	1	1	0	0	0
2014 TOTAL	0	0	3	3	0	0	0	2	1	2	1	0	0	0
YEAR: 2013														
REAR-END	0	0	2	2	0	0	0	1	1	1	1	0	0	0
TURNING MOVEMENTS	0	3	2	5	0	4	0	4	1	3	2	0	0	0
2013 TOTAL	0	3	4	7	0	4	0	5	2	4	3	0	0	0
FINAL TOTAL	0	8	16	24	0	12	1	19	5	18	6	0	1	0

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Hwy 62, Crater Lake Hwy (022) & Biddle Rd Off Ramp
January 1, 2013 through December 31, 2017

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	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017														
REAR-END	0	2	0	2	0	3	0	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	3	0	3	0	3	0	2	1	2	1	3	0	0
2017 TOTAL	0	5	0	5	0	6	0	4	1	4	1	5	0	0
FINAL TOTAL	0	5	0	5	0	6	0	4	1	4	1	5	0	0

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
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CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Biddle Rd & Biddle Rd Off/On Ramp
January 1, 2013 through December 31, 2017

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	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017														
TURNING MOVEMENTS	0	0	1	1	0	0	1	1	0	1	0	1	0	0
2017 TOTAL	0	0	1	1	0	0	1	1	0	1	0	1	0	0
YEAR: 2016														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	0	1	0	1	0	0
2016 TOTAL	0	1	1	2	0	1	0	1	0	2	0	2	0	0
YEAR: 2015														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2015 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2014														
TURNING MOVEMENTS	0	0	2	2	0	0	0	2	0	1	1	2	0	0
2014 TOTAL	0	0	2	2	0	0	0	2	0	1	1	2	0	0
YEAR: 2013														
TURNING MOVEMENTS	0	1	1	2	0	1	0	2	0	2	0	2	0	0
2013 TOTAL	0	1	1	2	0	1	0	2	0	2	0	2	0	0
FINAL TOTAL	0	2	6	8	0	2	1	7	0	7	1	8	0	0

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
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Intersectional Crashes at Hwy 62, Crater Lake Hwy (022) & Hilton Rd
January 1, 2013 through December 31, 2017

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	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2016														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	0	0	0
2016 TOTAL	0	1	0	1	0	1	0	1	0	1	0	0	0	0
YEAR: 2015														
REAR-END	0	1	0	1	0	3	0	1	0	1	0	0	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	0	0	0
2015 TOTAL	0	1	1	2	0	3	0	2	0	1	1	0	0	0
YEAR: 2013														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2013 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
FINAL TOTAL	0	3	1	4	0	5	0	4	0	3	1	1	0	0

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Intersectional Crashes at Hwy 62, Crater Lake Hwy (022) & Interstate 5, Pacific Hwy (001) NB Off/On Ramp(s)
January 1, 2013 through December 31, 2017

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	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017														
REAR-END	0	2	4	6	0	4	0	5	1	5	1	6	0	0
TURNING MOVEMENTS	0	2	4	6	0	4	0	6	0	5	1	6	0	0
2017 TOTAL	0	4	8	12	0	8	0	11	1	10	2	12	0	0
YEAR: 2016														
REAR-END	0	2	2	4	0	2	1	3	1	4	0	4	0	0
SIDESWIPE - OVERTAKING	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	4	1	5	0	9	1	5	0	5	0	5	0	0
2016 TOTAL	0	6	4	10	0	11	2	9	1	10	0	10	0	0
YEAR: 2015														
BACKING	0	1	0	1	0	2	0	1	0	1	0	1	0	0
REAR-END	0	4	2	6	0	7	0	6	0	5	1	6	0	0
TURNING MOVEMENTS	0	2	1	3	0	3	1	3	0	3	0	3	0	0
2015 TOTAL	0	7	3	10	0	12	1	10	0	9	1	10	0	0
YEAR: 2014														
PEDESTRIAN	0	1	0	1	0	1	0	0	1	0	1	1	0	0
REAR-END	0	2	2	4	0	2	0	4	0	3	1	4	0	0
TURNING MOVEMENTS	0	5	3	8	0	5	0	8	0	5	3	8	0	0
2014 TOTAL	0	8	5	13	0	8	0	12	1	8	5	13	0	0
YEAR: 2013														
REAR-END	0	1	2	3	0	1	0	3	0	2	1	3	0	0
TURNING MOVEMENTS	0	1	1	2	0	1	0	1	1	1	1	2	0	0
2013 TOTAL	0	2	3	5	0	2	0	4	1	3	2	5	0	0
FINAL TOTAL	0	27	23	50	0	41	3	46	4	40	10	50	0	0

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
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Intersectional Crashes at Hwy 62, Crater Lake Hwy (022) & Interstate 5, Pacific Hwy (001) SB Off/On Ramp(s)
January 1, 2013 through December 31, 2017

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	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017														
TURNING MOVEMENTS	0	1	0	1	0	2	0	0	1	0	1	1	0	0
2017 TOTAL	0	1	0	1	0	2	0	0	1	0	1	1	0	0
YEAR: 2016														
ANGLE	0	1	0	1	0	1	0	1	0	1	0	1	0	0
REAR-END	0	3	2	5	0	3	0	3	2	3	2	5	0	0
TURNING MOVEMENTS	0	0	3	3	0	0	0	2	1	1	2	3	0	0
2016 TOTAL	0	4	5	9	0	4	0	6	3	5	4	9	0	0
YEAR: 2015														
REAR-END	0	2	1	3	0	2	0	2	0	3	0	3	0	0
2015 TOTAL	0	2	1	3	0	2	0	2	0	3	0	3	0	0
YEAR: 2014														
REAR-END	0	1	3	4	0	1	0	4	0	4	0	4	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2014 TOTAL	0	1	4	5	0	1	0	5	0	5	0	5	0	0
YEAR: 2013														
REAR-END	0	1	3	4	0	1	0	3	0	3	1	4	0	0
2013 TOTAL	0	1	3	4	0	1	0	3	0	3	1	4	0	0
FINAL TOTAL	0	9	13	22	0	10	0	16	4	16	6	22	0	0

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Appendix E Crash Analysis Sheets

ID	Location	Collision Type										Severity		Total Crashes	90th Percentile Crash Rate	Observed Crash Rate	Does Observed Exceed 90th Data?
		Rear-end	Turning	Angle	Fixed	Head	Ped	Side-Swipe	Backing	Non	Other	PDO	Injury				
1	OR 99 / Table Rock	16	5	2	2	1	0	0	0	0	0	10	16	26	0.86	0.42	No
2	OR 62 / OR 238 / OR 99 / Court Street / N. Riverside Avenue	27	11	9	2	0	0	1	0	0	0	18	32	50	0.86	0.51	No
3	OR 62 / Rogue Valley Mall entrance (west)	7	16	0	0	0	0	1	0	0	0	16	8	24	0.51	0.33	No
4	OR 62 / Rogue Valley Mall entrance (east, at Target)	2	1	0	2	0	0	0	0	0	0	2	3	5	0.29	0.07	No
5	OR 62 / I-5 Southbound Ramp Terminal	16	5	1	0	0	0	0	0	0	0	13	9	22	0.86	0.23	No
6	OR 62 / I-5 Northbound Ramp Terminal	23	24	0	0	0	1	1	1	0	0	23	27	50	0.86	0.48	No
7	OR 62 / Biddle Road (north end of jug handle)	2	3	0	0	0	0	0	0	0	0	0	5	5	0.29	0.05	No
8	OR 62 / Biddle Road (south end of jug handle)	2	6	0	0	0	0	0	0	0	0	6	2	8	0.51	0.19	No
9	Biddle Road / Hilton Court	3	3	2	0	0	0	0	0	1	0	4	5	9	0.86	0.23	No
10	OR 62/Hilton Court-Fred Meyer Parking Lot Entrance	3	1	0	0	0	0	0	0	0	0	1	3	4	0.41	0.04	No
11	OR 62 / Bullock Road / Poplar Drive	28	11	1	3	0	0	0	3	0	1	17	30	47	0.86	0.44	No
12	OR 62 / Sky Park Drive	1	1	0	0	0	0	1	0	0	0	1	2	3	0.29	0.11	No
13	OR 62 / Whittle Avenue	2	13	0	0	0	0	0	0	0	0	7	8	15	0.29	0.55	Yes
14	OR 62 / Delta Waters Road	27	15	6	0	1	0	0	2	0	0	25	26	51	0.86	0.76	No
15	Poplar Drive / Hilton Road	0	5	0	0	0	0	0	0	0	0	3	2	5	0.41	0.16	No
		132	100	15	9	1	1	4	4	1	1	118	150	268			
input required																	
from ODOT report																	
excel calculated																	

ID	Location	PM Peak							Intersection Class	90th Percentile Rate
		Day one	Day Two	Day Three	AVG	EST AADT	EST 5Y TEV	Crash Rate		
1	OR 99 / Table Rock				3422	34220	62451500	0.42	Urban 4SG	0.86
2	OR 62 / OR 238 / OR 99 / Court Street / N. Riverside Avenue				5370	53700	98002500	0.51	Urban 4SG	0.86
3	OR 62 / Rogue Valley Mall entrance (west)				3999	39990	72981750	0.33	Urban 3SG	0.509
4	OR 62 / Rogue Valley Mall entrance (east, at Target)				3997	39970	72945250	0.07	Urban 3ST	0.293
5	OR 62 / I-5 Southbound Ramp Terminal				5218	52180	95228500	0.23	Urban 4SG	0.86
6	OR 62 / I-5 Northbound Ramp Terminal				5715	57150	104298750	0.48	Urban 4SG	0.86
7	OR 62 / Biddle Road (north end of jug handle)				5221	52210	95283250	0.05	Urban 3ST	0.293
8	OR 62 / Biddle Road (south end of jug handle)				2282	22820	41646500	0.19	Urban 3SG	0.509
9	Biddle Road / Hilton Court				2141	21410	39073250	0.23	Urban 4SG	0.86
10	OR 62/Hilton Court-Fred Meyer Parking Lot Entrance				5002	50020	91286500	0.04	Urban 4ST	0.408
11	OR 62 / Bullock Road / Poplar Drive				5814	58140	106105500	0.44	Urban 4SG	0.86
12	OR 62 / Sky Park Drive				1478	14780	26973500	0.11	Urban 3ST	0.293
13	OR 62 / Whittle Avenue				1481	14810	27028250	0.55	Urban 3ST	0.293
14	OR 62 / Delta Waters Road				3663	36630	66849750	0.76	Urban 4SG	0.86
15	Poplar Drive / Hilton Road				1696	16960	30952000	0.16	Urban 4ST	0.408

PM Peak hour TEV from network tool.

$$\text{Intersection Crash Rate per MEV} = \frac{\text{Annual Number of Crashes} \times 10^6}{(\text{AADT}) \times (365 \text{ days/year})}$$

The values shown in Exhibit 4-1 represent the 90th percentile crash rates from a study of 500 intersections in Oregon. The crash rates are grouped by rural/urban, signalized/unsignalized, and three-leg/four-leg intersections. Intersections with crash rates that exceed the 90th percentile values shown in the table should be flagged for further analysis. For more information on crash rates and using this table, see Section 4.3.4 Critical Crash Rate.

Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control

	Rural				Urban			
	3SG	3ST	4SG	4ST	3SG	3ST	4SG	4ST
No. of Intersections	7	115	20	60	55	77	106	60
Mean Crash Rate	0.226	0.196	0.324	0.434	0.275	0.131	0.477	0.198
Median Crash Rate	0.163	0.092	0.320	0.267	0.252	0.105	0.420	0.145
Standard Deviation	0.185	0.314	0.223	0.534	0.155	0.121	0.273	0.176
Coefficient of Variation	0.819	1.602	0.688	1.230	0.564	0.924	0.572	0.889
90 th Percentile Rate	0.464	0.475	0.579	1.080	0.509	0.293	0.860	0.408

Source: *Assessment of Statewide Intersection Safety Performance*, FHWA-OR-RD-18, Portland State University and Oregon State University, June 2011, Table 4.1, p. 47.

Note: Traffic control types include
3SG (three-leg signalized),
3ST (three-leg minor stop-control),
4SG (four-leg signalized),
4ST (four-leg minor stop-control).

Analyst:	Kittelson & Associates, Inc.
Agency/Company:	ODOT
Date:	2/21/2020
Project Name:	Exit 30 IAMP

Intersection Population Type Crash Rate				
Average Crash Rate per Intersection type				
Intersection Pop. Type	Sum of Crashes	Sum of 5-year MEV	Avg Crash Rate for Ref Pop.	INT in Pop
Rural 3SG	0	0		
Rural 3ST	0	0		
Rural 4SG	0	0		
Rural 4ST	0	0		
Urban 3ST	27	222	0.1215	4
Urban 3SG	32	115	0.2792	2
Urban 4ST	9	122	0.0736	2
Urban 4SG	255	572	0.4458	7

Critical Rate Calculation								
Intersection	AADT Entering Intersection	5-year MEV	Crash Total	Intersection Population Type	Intersection Crash Rate	Reference Population Crash Rate	Critical Rate	Over Critical
OR 99 / Table Rock	34,220	62.5	26	Urban 4SG	0.42	0.45	0.59	Under
OR 62 / OR 238 / OR 99 / Court Street / N. Riverside Avenue	53,700	98.0	50	Urban 4SG	0.51	0.45	0.56	Under
OR 62 / Rogue Valley Mall entrance (west)	39,990	73.0	24	Urban 3SG	0.33	APM Exhibit 4-1		
OR 62 / Rogue Valley Mall entrance (east, at Target)	39,970	72.9	4	Urban 3ST	0.05	APM Exhibit 4-1		
OR 62 / I-5 Southbound Ramp Terminal	52,180	95.2	22	Urban 4SG	0.23	0.45	0.56	Under
OR 62 / I-5 Northbound Ramp Terminal	57,150	104.3	50	Urban 4SG	0.48	0.45	0.56	Under
OR 62 / Biddle Road (north end of jug handle)	52,210	95.3	5	Urban 3ST	0.05	APM Exhibit 4-1		
OR 62 / Biddle Road (south end of jug handle)	22,820	41.6	8	Urban 3SG	0.19	APM Exhibit 4-1		
Biddle Road / Hilton Court	21,410	39.1	9	Urban 4SG	0.23	0.45	0.63	Under
OR 62/Hilton Court-Fred Meyer Parking Lot Entrance	50,020	91.3	4	Urban 4ST	0.04	APM Exhibit 4-1		
OR 62 / Bullock Road / Poplar Drive	58,140	106.1	47	Urban 4SG	0.44	0.45	0.56	Under
OR 62 / Sky Park Drive	14,780	27.0	3	Urban 3ST	0.11	APM Exhibit 4-1		
OR 62 / Whittle Avenue	14,810	27.0	15	Urban 3ST	0.55	APM Exhibit 4-1		
OR 62 / Delta Waters Road	36,630	66.8	51	Urban 4SG	0.76	0.45	0.59	Over
Poplar Drive / Hilton Road	16,960	31.0	5	Urban 4ST	0.16	APM Exhibit 4-1		

[illegible]

ID	Street	From	To	Distance (ft)	Distance (mi)	EST. ADDT	Functional Classification	Collision Type									Total Crashes	State Highway Custom	it. 5-Year AAF	Observed Crash Rate	Does Observed Exceed 90th Rate?	
								Backing	Fixed-Object	Head-On	Miscellaneous	Non-collision	Pedestrian	Rear-End	Sideswipe-meeting	Sideswipe-overtaking						Turning Movement
1	OR 238	RxR Overpass	OR 99	2389	0.5	18180	Principal Arterial		6					8		4		18	1.61	15012014	1.20	No
2	OR 99	Table Rock Road	OR 62	938	0.2	25842	Principal Arterial		2					20		3	2	27	1.61	8378339	3.22	Yes
3	OR 62	OR 99	Poplar Dr/Bullock Rd	4401	0.8	42774	Principal Arterial	1	3	0	0	0	1	150	1	18	8	182	1.61	65067127	2.80	Yes
4	I-5 SB Off-Ramp	SB Off-Ramp Gore	OR 62	1768	0.3	6900	Interstate					1		4				5	0.54	4216580	1.19	Yes
5	Northerly SB On-Ramp	OR 62	Northerly SB On-Ramp Gore	1607	0.3	7900	Interstate		3			1						4	0.54	4388054	0.91	Yes
6	Southerly SB On-Ramp	OR 62	Southerly SB On-Ramp Gore	1780	0.3	4800	Interstate											0	0.54	2953182	0.00	No
7	I-5 NB Off-Ramp	NB Off-Ramp Gore	OR 62	1986	0.4	11900	Interstate		4					5	1	4	1	15	0.54	8168741	1.84	Yes
8	Southerly NB On-Ramp	OR 62	Southerly NB On-Ramp Gore	1037	0.2	2700	Interstate		1									1	0.54	967768	1.03	Yes
9	Northerly NB On-Ramp	OR 62	Northerly NB On-Ramp Gore	882	0.2	4400	Interstate											0	0.54	1341375	0.00	No
10	Biddle Road Jughandle	OR 62	Biddle Road	1175	0.2	6367	Principal Arterial		1					1				2	1.61	2585840	0.77	No
11	Biddle Road	north of Morrow Road	Greenway Trail	3288	0.6	18667	Minor Arterial	0	4	0	0	0	1	10	0	4	7	26	1.50	21214242	1.23	No
12	OR 62	Poplar Dr/Bullock Rd	Delta Waters	3918	0.7	38785	Principal Arterial	0	1	1	0	0	0	160	0	15	7	184	1.61	52523248	3.50	Yes

input required
from ODOT report
excel calculated

red: > 5 mi
green: < 5 mi

TEV
ODOT TransGIS

Crash Data Functional Class

TABLE II: Five-Year Comparison of State Highway Crash Rates

Table II lists crash rates for mainline state highways for the past five years, by federally defined urban and rural areas and functional classification. Data for highway connections and frontage roads are excluded. "Mile" figures are for the most recent year only. Refer to the 2017 Oregon Mileage Report for official figures on highway miles.

JURISDICTION AND FUNCTIONAL CLASSIFICATION	MILES*	2017 Rate	2016 Rate	2015 Rate	2014 Rate	2013 Rate
TOTAL STATE HWY SYSTEM	7,434.46	1.14	1.15	1.08	1.04	0.98
Interstate Freeways	729.57	0.81	0.59	0.51	0.51	0.47
Other Fwy/Expressways	60.36	1.04	1.05	1.05	0.89	0.92
Non-Freeways (combined)	6,644.53	1.63	1.68	1.62	1.53	1.45
Other Principal Arterials	3,267.87	1.65	1.70	1.65	1.56	1.47
Minor Arterials	1,988.03	1.58	1.60	1.50	1.42	1.39
Urban Collectors	50.29	1.74	2.13	1.72	2.40	2.30
Rural Major Collectors	1,301.42	1.50	1.57	1.50	1.43	1.36
Rural Minor Collectors	34.03	0.92	1.91	0.76	1.08	1.96
Rural Local	2.80	8.43	0.00	0.00	0.00	0.00
URBAN HWY SYSTEM	1,155.99	1.39	1.45	1.40	1.41	1.35
Interstate Freeways	234.35	0.71	0.71	0.64	0.65	0.63
Other Fwy/Expressways	60.36	1.04	1.05	1.05	0.89	0.92
Non-Freeways (combined)	861.28	2.34	2.50	2.45	2.63	2.50
Other Principal Arterials	626.86	2.39	2.55	2.52	2.64	2.48
Minor Arterials	184.13	2.09	2.17	2.10	2.55	2.75
Urban Collectors	50.29	1.74	2.13	1.72	2.40	2.30
Urban Cities	632.51	1.67	1.76	1.67	1.55	1.50
Interstate Freeways	116.08	0.86	0.87	0.77	0.73	0.70
Other Fwy/Expressways	48.50	1.10	1.12	1.07	0.89	0.94
Non-Freeways (combined)	467.93	2.92	3.15	3.07	2.95	2.86
Other Principal Arterials	371.10	2.95	3.20	3.11	2.93	2.82
Minor Arterials	77.60	2.77	2.86	2.82	3.14	3.38
Urban Collectors	19.23	1.70	2.23	1.91	3.14	6.30
Suburban Areas	523.48	0.87	0.87	0.86	0.95	0.86
Interstate Freeways	118.27	0.46	0.43	0.39	0.42	0.42
Other Fwy/Expressways	11.86	0.62	0.60	0.87	0.98	0.71
Non-Freeways (combined)	393.35	1.39	1.42	1.42	1.67	1.47
Other Principal Arterials	255.76	1.39	1.41	1.45	1.70	1.45
Minor Arterials	106.53	1.40	1.43	1.30	1.41	1.59
Urban Collectors	31.06	1.79	2.02	1.53	2.13	1.12

https://www.oregon.gov/ODOT/Data/Documents/Crash_Rate_Tables_2017.pdf

$$MVMT = \frac{AADT \times L \times 365 \times n}{1,000,000}$$

MVMT = Million Vehicle – Miles of Travel

L = Segment Length

n = Number of Years