

MEMORANDUM

Date: February 28, 2020 Project #: 23641.0

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

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

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

Subject: Draft TM#3: Methodology Memorandum

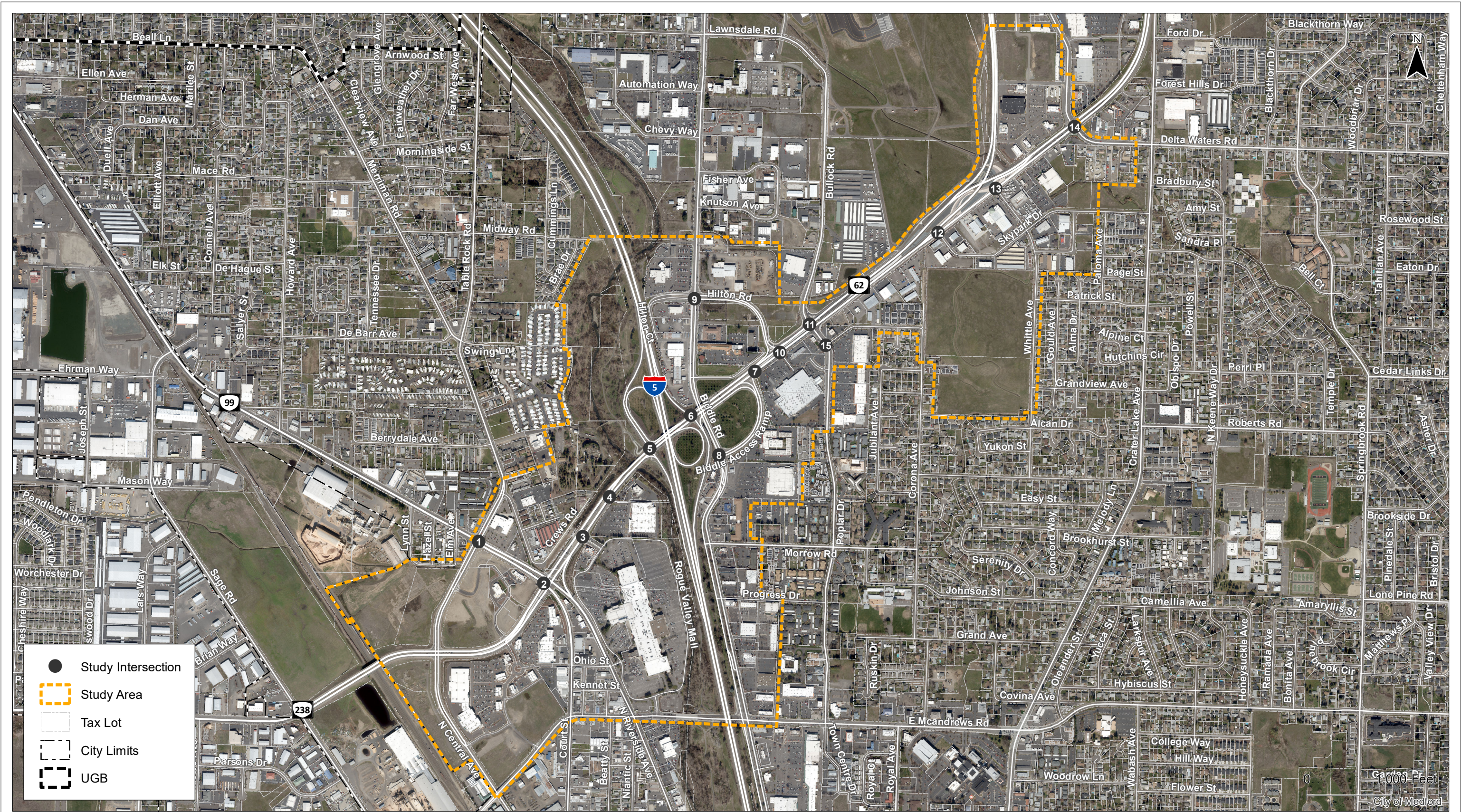
This memorandum documents the methodology and assumptions associated with the existing and future transportation conditions analyses for the Interstate 5 (I-5) Exit 30 Interchange Area Management Plan (IAMP). The methodology and assumptions included in this memorandum are based on guidance provided in the Oregon Department of Transportation (ODOT) *Interchange Area Management Plan Guidelines* (IAMP Guidelines – Reference 1), the *ODOT Analysis Procedures Manual* (APM – Reference 2), and direction provided by City of Medford (City) and ODOT staff. The methodology and assumptions described in this memorandum will help identify gaps and deficiencies in the interchange area, including:

- Traffic operations at the study intersections and along study area roadways under existing and future build and no-build traffic conditions,
- Traffic safety at the study intersections and along study area roadways,
- Gaps and deficiencies in the bicycle and pedestrian network,
- Gaps and deficiencies in the transit service (service frequency, hours, coverage, etc.), and
- Gaps and deficiencies in other travel modes.

This information will serve as a baseline for identifying a comprehensive list of needs to be addressed by the I-5 Exit 30 IAMP. It will also serve as a baseline for identifying and evaluating potential alternatives to address the needs on an incremental basis.

STUDY AREA

The Interchange Management Study Area (IMSA) for the I-5 Exit 30 IAMP and the existing and future conditions analyses includes the I-5 Exit 30 interchange (ramps, ramp terminal, etc.) and the segments of OR 62, OR 99, and OR 238 within ½ mile of the ramp terminals as defined by the IAMP Guidelines. Figure 1 illustrates the IMSA.



Interchange Management Study Area
Medford, Oregon

Figure
1

STUDY INTERSECTIONS

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 are a total of 15 study intersections, including 14 intersections (10 signalized, 4 unsignalized) along State facilities and one intersection along Local facilities. Figure 1 illustrates the location of the study intersections.

State Facilities¹

1. OR 99 / Table Rock Road
2. OR 62 / OR 238 / OR 99 / Court Street / N. Riverside Avenue
3. OR 62 / Rogue Valley Mall entrance (west)
4. OR 62 / Rogue Valley Mall entrance (east, at Target)
5. OR 62 / I-5 Southbound Ramp Terminal
6. OR 62 / I-5 Northbound Ramp Terminal
7. OR 62 / Biddle Road (north end of jug handle)
8. OR 62 / Biddle Road (south end of jug handle)
9. Biddle Road / Hilton Court
10. OR 62/Hilton Court-Fred Meyer Parking Lot Entrance
11. OR 62 / Bullock Road / Poplar Drive
12. OR 62 / Sky Park Drive
13. OR 62 / Whittle Avenue
14. OR 62 / Delta Waters Road

Local Facilities

15. Poplar Drive / Hilton Road

VOLUME DEVELOPMENT

The following sections describe the traffic counts conducted at the study intersections and how they will be used to develop existing and future traffic volumes.

¹ 1. ODOT is currently in the process of transferring the jurisdiction of OR 62, east of the OR 62 Bypass, to the City of Medford. The transfer will impact the jurisdiction of the OR 62/Delta Waters Road intersections.

Traffic Counts

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 – these counts will be used to calibrate the seasonal adjustment factors, historical growth factors, and other potential changes to the other (somewhat older) counts. 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. Table 1 summarizes the traffic count information for the I-5 Exit 30 IAMP. *The traffic count worksheets are provided in Attachment A.*

Table 1: Traffic Count Summary

Map ID	Intersection	Count Date	Count Type	Duration
State Facilities				
1	OR 99 / Table Rock	July 10, 2019	16-hour	6 AM to 10 PM
2	OR 62-OR 238 / OR 99-Court Street-N Riverside Avenue	March 14, 2017	16-hour	6 AM to 10 PM
3	OR 62 / Rogue Valley Mall entrance (west)	March 13, 2017	16-hour	6 AM to 10 PM
4	OR 62 / Rogue Valley Mall entrance (east, at Target)	March 15, 2017	4-hour	2 PM to 6 PM
5	OR 62 / I-5 Southbound Ramp Terminal	August 9, 2017	16-hour	6 AM to 10 PM
6	OR 62 / I-5 Northbound Ramp Terminal	August 9, 2017	16-hour	6 AM to 10 PM
7	OR 62 / Biddle Road (north end of jug handle)	N/A	N/A	N/A
8	OR 62 / Biddle Road (south end of jug handle)	March 20, 2017	16-hour	6 AM to 10 PM
9	Biddle Road / Hilton Court	March 20, 2017	16-hour	6 AM to 10 PM
10	OR 62/Hilton Court-Fred Meyer Parking Lot Entrance	March 22, 2017	4-hour	2 PM to 6 PM
11	OR 62 / Bullock Road-Poplar Drive	July 10, 2019	16-hour	6 AM to 10 PM
12	OR 62 / Sky Park Drive	March 20, 2017	4-hour	2 PM to 6 PM
13	OR 62 / Whittle Avenue	March 17, 2017	4-hour	2 PM to 6 PM
14	OR 62 / Delta Waters Road	July 10, 2019	16-hour	6 AM to 10 PM
Local Facilities				
15	Poplar Drive / Hilton Road	March 22, 2017	16-hour	6 AM to 10 PM

1. Traffic volumes at the OR 62/Biddle Road (north end of jug handle) intersection will be derived from the traffic volumes developed for the OR 62/Biddle Road (south end of jug handle) and other intersections, east and west of Biddle Road.

Peak Hour Development

The traffic counts obtained from ODOT were reviewed in an effort to identify a system-wide peak hour for the operational analyses. However, as indicated above, the counts were conducted in March and August of 2017 (before the OR 62 Bypass was open) and in July of 2019 (after opening the Bypass) and there is little consistency between the peak hours of the individual intersections. Therefore, the peak hour of the OR 62/Bullock Road-Poplar Road intersection will be used as the basis for the operational analyses. The traffic counts conducted at the intersection are among the most recent and the intersection is among the most central to the overall network. Also, the traffic counts show that the peak hour of the

intersection occurs from 4:30 to 5:30 PM, which generally coincides with the peak hours of the individual intersections. This peak hour will be used to complete the operational analyses at the study intersections.

Seasonal Adjustment Factor

30th Hour Volumes (30 HV) for the I-5 Exit 30 IAMP will be developed based on the traffic counts collected at the study intersections and the application of seasonal adjustment factors consistent with the methodologies identified in the APM. The APM provides three methods for identifying seasonal adjustment factors for highway traffic volumes. All three methods utilize information provided by Automatic Traffic Recorders (ATRs) positioned in select locations throughout the State Highway System that collect traffic data 24-hours a day, 365 days a year. Each method was evaluated to determine the most appropriate method for the study intersections. Based on the evaluations and input from ODOT staff, the On-Site ATR method will be used for the study intersections located east of I-5 (including the ramp terminals) and the Seasonal Trend Table method will be used for the study intersections located west of I-5. The results of the evaluations and proposed approach are summarized below.

On-Site ATR Method

The On-Site ATR method requires that the ATR be located within or near the project area. If the ATR is located outside the project area, there should be no major intersections between the ATR and the project area and the Average Annual Daily Traffic (AADT) collected by the ATR must be within 10 percent of the AADT within the project area. Information on AADT for highway segments throughout Oregon can be found in ODOT's Traffic Volume Tables (TVT). Based on a review of ATR stations within the IMSA, the North Medford ATR (#15-017) was selected for the study intersections located east of I-5. The following provides a summary of the ATR and associated seasonal adjustment factor.

The North Medford ATR (#15-017) is located along OR 62, approximately 0.60 miles east of I-5. The ATR was installed in July 1995 and has traffic count data for the last 24 years. Based on data provided by the ATR, the peak month varies from June to August to October between 2014 and 2018. The highest percent of Average Daily Traffic between these months was in August, and therefore, August was selected as the peak month. Given that the traffic counts were collected at the study intersections in March, July, and August, the seasonal adjustment factors for intersections will also vary. Table 2 summarizes the percent of Average Daily Traffic (ADT) at the ATR for the past five years and the seasonal adjustment factors by month based on the data from the North Medford ATR (#15-017).

Table 2: Seasonal Adjustment Factors - North Medford ATR (#15-017)

Year	2014	2015	2016	2017	2018	Average	Seasonal Adjustment
Peak Month (August)	105	102	99	100	105	102.33	N/A
Count Month (March)	98	98	98	97	98	98.00	1.04
Count Month (July)	101	102	100	100	100	100.33	1.02
Count Month (August)	105	102	99	100	105	102.33	1.00

Note: Shaded values dropped from average calculation per ODOT methodology. Calculations are based on the percentage of ADT from the peak month divided by the percentage of ADT from the count month.

Seasonal Trend Table Method

The Seasonal Trend Table Method uses average values from ATRs with similar seasonal traffic trends to develop seasonal adjustment factors. Based on a review of regional and local traffic trends and input from ODOT staff, the average values for the Commuter seasonal traffic trend were used to develop seasonal adjustment factors for the study intersections located west of I-5. Table 3 summarizes the count date, daily/monthly factor, peak period seasonal factor, and seasonal adjustment factor for the study intersections based on date provided in ODOT's 2018 Seasonal Trend Table.

Table 3: Seasonal Adjustment Factors – 2018 Seasonal Trend Table, Commuter

Intersection	Count Date	Daily/Monthly Factor	Peak Period Seasonal Factor	Seasonal Adjustment Factor
1. OR 99 / Table Rock	July 10, 2019	0.9614	0.9438	1.0186
2. OR 62-OR 238 / OR 99-Court Street-N Riverside Avenue	March 14, 2017	1.0189	0.9438	1.0795
3. OR 62 / Rogue Valley Mall entrance (west)	March 13, 2017	1.0201	0.9438	1.0812
4. OR 62 / Rogue Valley Mall entrance (east, at Target)	March 15, 2017	1.0173	0.9438	1.0779

Historical Growth Factor

As indicated above, traffic counts were conducted at 11 of the 15 study intersections in 2017 and at the remaining three study intersections in 2019. Therefore, all the traffic counts will require an adjustment to reflect the current year, 2020. Per the APM, the adjustment process utilizes data from the Future Volume Tables (FVT), which are updated annually. Although an R-squared value of 0.75 is preferred, an R-squared value of 0.5 or higher is acceptable. If the R-square value is unacceptable, then the location with similar characteristics and within a nearby location should be substituted. In areas covered by a Travel Demand Model, the R-square value is replaced by the word "model" and requires a growth rate determined by the model. Based on the data provided in ODOT's FVT, the annual growth rate for all study intersections will be calculated based on the growth in intersection approach volumes obtained from the currently accepted Rogue Valley Metropolitan Planning Organization (RVMPO) travel demand model.

Forecast Traffic Volumes

The horizon year for the I-5 Exit 30 IAMP will be 2042. Forecast traffic volumes for the study intersections will be developed based on the existing traffic counts and information provide in the RVMPO travel demand model. The RVMPO travel demand model provides base year 2010 and forecast year 2040 traffic volume projections for study area roadways that reflect anticipated land use changes and planned transportation improvements within the study area. The forecast traffic volumes will be developed by applying the post-processing methodology identified in the National Cooperative Highway Research Program (NCHRP) Report 255 Highway Traffic Data for Urbanized Area Project Planning and Design, in conjunction with engineering judgment and knowledge of the study area. The methodology combines the existing traffic counts with base and future year traffic volume projections and derives forecast traffic volumes along the study area roadways and at the study intersections.

TRAFFIC ANALYSIS

This section documents the mobility standards and targets that will be used to evaluate the performance of the study intersections and to identify potential alternatives to address operational issues on ODOT and local facilities.

ODOT Mobility Targets

ODOT uses volume-to-capacity (v/c) ratios (mobility targets) to assess intersection operations. Table 6 of the *Oregon Highway Plan* (OHP – Reference 3) and Table 10-2 of the *Oregon Highway Design Manual* (HDM – Reference 4) provide maximum v/c ratios for all signalized and unsignalized intersections located outside the Portland metropolitan area. The OHP ratios are used to evaluate existing and future no-build conditions, while the HDM ratios are used in the creation of future alternatives which involve projects along state highways. The ODOT controlled intersections within the study area are located along OR 62, OR 99, and OR 238. The following provides a summary of the state highway classifications, freight route designations, and other roadway characteristics at each of the study intersection that help determine the v/c ratio.

1. OR 99/Table Rock Road – The east and west legs of OR 99 are classified as District Highways within an MPO. The north and south legs are City facilities. Therefore, ODOT's District/Local Interest Road mobility target will be applied.
2. OR 62/OR 238/OR 99/Court Street/N. Riverside Avenue – The west and south legs of the intersection (OR 99 and OR 238) are classified as District Highways and the north leg (OR 62) is classified as a Statewide Highway within an MPO. The east legs are City facilities. Therefore, ODOT's Statewide (not a Freight Route) mobility target will be applied.
3. OR 62/Rogue Valley Mall entrance (west) – The north and south legs of the intersection are classified as Statewide Highways within an MPO. The east leg is a private entrance to the Rogue Valley Mall. Therefore, ODOT's Statewide (not a Freight Route) mobility target will be applied.
4. OR 62/Rogue Valley Mall entrance (east, at Target) – The north and south legs of the intersection are classified as Statewide Highways within an MPO. The east leg is a private entrance to Target and the Rogue Valley Mall. The intersection is also unsignalized. Therefore, ODOT's Statewide (not a Freight Route) mobility target will be applied to the north and south approaches and ODOT's District/Local Interest Roads mobility target will be applied to the east approach.
5. OR 62/I-5 Southbound Ramp Terminal – The north and south legs of the intersection are classified as Statewide Highways within an MPO. The east and west legs are the I-5 southbound on and off ramps. The intersection is a ramp terminal, therefore, ODOT's interchange ramp terminals mobility target will be applied.
6. OR 62/I-5 Northbound Ramp Terminal – The north and south legs of the intersection are classified as Statewide Highways and designated OHP freight routes within an MPO. The east and west legs are the I-5 northbound on and off ramps. The intersection is a ramp terminal, therefore, ODOT's interchange ramp terminal mobility target will be applied.

7. OR 62/Biddle Road (north end of the jug handle) – The north and south legs of the intersection are classified as Statewide Highways and designated OHP freight routes within an MPO. The east leg is classified as Local Interest Road within an MPO. The intersection is also unsignalized. Therefore, ODOT’s Freight Route on a Statewide Highway mobility target will be applied to the north and south approaches and ODOT’s District/Local Interest Roads mobility target will be applied to the east approach.
8. OR 62/Biddle Road (south end of the jug handle) - The north, south, and east legs of the intersection are classified as Local Interest Roads within an MPO. Therefore, ODOT’s District/Local Interest Road mobility target will be applied.
9. Biddle Road/Hilton Court – The north, south, east, and west legs of the intersection are classified as Local Interest Roads within an MPO. Therefore, ODOT’s District/Local Interest Roads mobility target will be applied.
10. OR 62/Hilton Court-Fred Meyer Parking Lot Entrance – The north and south legs of the intersection are classified as Statewide Highways and designated OHP freight routes within an MPO. The east and west legs are classified as Local Interest Roads within an MPO. The intersection is also unsignalized. Therefore, ODOT’s Freight Route on a Statewide Highway mobility target will be applied at the north and south approaches and ODOT’s District/Local Interest Roads mobility target will be applied at the east and west approaches.
11. OR 62/Bullock Road/Poplar Drive – The north and south legs of the intersection are classified as Statewide Highways and designated OHP freight routes within an MPO. The north leg is also classified as an OHP Expressway. The east and west legs are City facilities. Therefore, ODOT’s Statewide Expressways mobility target will be applied.
12. OR 62/Sky Park Drive – The north and south legs of the intersection are classified as Statewide Highways, OHP Expressways, and designated OHP freight routes within an MPO. The east leg is a City facility. The intersection is also unsignalized. Therefore, ODOT’s Statewide Expressway mobility target will be applied to the north and south approaches and ODOT’s District/Local Interest Roads mobility target will be applied to the east approach.
13. OR 62/Whittle Avenue – The north and south legs of the intersection are classified as Statewide Highways within an MPO. The east leg is a City facility. The intersection is also unsignalized. Therefore, ODOT’s Statewide (not a Freight Route) mobility target will be applied to the north and south approaches and ODOT’s District/Local Interest Roads mobility target will be applied to the east approach.
14. OR 62/Delta Waters Road – The north and south legs of the intersection are classified as Statewide Highways within an MPO. The east and west legs are City facilities. Therefore, ODOT’s Statewide (not a Freight Route) mobility target will be applied.

Table 4 summarizes the v/c ratios that will be used to identify the existing and potential future operational issues at the ODOT study intersections.

Table 4: ODOT Mobility Targets

Map ID	Intersection	Traffic Control	OHP Mobility Target	HDM Standard
1	OR 99 / Table Rock	Signal	0.95	0.85

2	OR 62-OR 238 / OR 99-Court Street-N Riverside Avenue	Signal	0.90	0.80
3	OR 62 / Rogue Valley Mall entrance (west)	Signal	0.90	0.80
4	OR 62 / Rogue Valley Mall entrance (east, at Target)	Unsignalized	0.90 N-S/0.95 E-W	0.80 N-S/0.85 E-W
5	OR 62 / I-5 Southbound Ramp Terminal	Signal (Terminal)	0.85 ¹	0.75
6	OR 62 / I-5 Northbound Ramp Terminal	Signal (Terminal)	0.85 ¹	0.75
7	OR 62 / Biddle Road (north end of jug handle)	Unsignalized	0.85 N-S/0.95 E-W	0.75 N-S/0.85 E-W
8	OR 62 / Biddle Road (south end of jug handle)	Signal	0.95	0.85
9	Biddle Road / Hilton Court	Signal	0.95	0.85
10	OR 62/Hilton Court-Fred Meyer Parking Lot Entrance	Unsignalized	0.85 N-S/0.9 5E-W	0.75 N-S/0.85 E-W
11	OR 62 / Bullock Road-Poplar Drive	Signal	0.85	0.75
12	OR 62 / Sky Park Drive	Unsignalized	0.85 N-S/0.95 E-W	0.80 N-S/0.85 E-W
13	OR 62 / Whittle Avenue	Unsignalized	0.90 N-S/0.95 E-W	0.80 N-S/0.85 E-W
14	OR 62 / Delta Waters Road	Signal	0.90	0.80

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

City of Medford Mobility Standards

The City of Medford uses Level of Service (LOS) to assess intersection operations. The City's current TSP sets a maximum LOS Standard of D for all the signalized and unsignalized intersections within the IMSA. Table 5 summarizes the LOS standards that will be used to identify existing and potential future operational issues at the City study intersection.

Table 5: City Mobility Standards

Map ID	Intersection	Traffic Control	Mobility Standard
15	Poplar Drive / Hilton Road	Unsignalized	LOS D

Traffic operations at the study intersections will be evaluated based on the mobility targets and standards shown in Table 4 and Table 5. Potential solutions will be identified and evaluated for the study intersections that are found to exceed the mobility targets and standards under existing and future traffic conditions.

ANALYSIS PARAMETERS

The bullets below identify the specific sources of data and methodologies proposed to conduct the operational analysis. Analysis of all state facilities will be conducted according to the APM, unless otherwise agreed upon by the City and ODOT.

1. *Intersection/Roadway Geometry* (number of lanes, lane configurations, cross-section elements, etc.) will be collected through aerial photography and confirmed through a site visit. Available as-built data may also be used to verify existing roadway geometry. The analysis models will be built on scaled roadway line work from GIS or aerial photography.
2. *Operational Data* (posted speeds, intersection control, parking maneuvers, transit operations, rail crossings, right-turn on red, etc.) will be collected through aerial photography and confirmed through Oregon digital video log, straight line charts, GIS data, and local knowledge

3. **Peak Hour Factors (PHF)** will be calculated for each intersection and applied to the existing conditions analysis. Per the APM, PHF's of 0.95 will be used for the year 2042 analysis for major arterial to major arterial facilities, with 0.92 applied to major arterial to minor arterial facilities, 0.90 applied to minor arterial to minor arterial facilities, 0.88 applied to minor arterial to collector arterials, and 0.85 applied to collector to collector or lower classification roads. If the existing PHF is greater than these default future values, the existing PHF will be applied.
4. **Traffic Volume** development is described above.
5. **Signal Timing Data** (phasing, coordination, clearance timing, etc.) will be obtained from ODOT and the City for signalized intersections on State and City facilities.
6. **Traffic Operations**
 - a. The methodologies identified in the Highway Capacity Manual 6th Edition (HCM – Reference 5) will be used to analyze traffic operations at the study intersections, along mainline segments, and merge/diverge/weaving sections on I-5.
 - b. Synchro 10 will be used to conduct the traffic operations analyses. Synchro 10 is a software tool designed to assist with operations analyses in accordance with HCM 6th Edition methodologies. Level-of-service (LOS), Delay (del), and Volume to Capacity (v/c) will be reported at all intersections regardless of jurisdiction. The LOS, del, and v/c will be reported for the overall intersection at signalized intersections and the critical movement at unsignalized intersections – the overall intersection v/c ratios will be calculated manually in accordance with the methodology identified in the APM. Failing, unsignalized intersections will be evaluated using ODOT's ADT-based preliminary signal warrants and the Manual on Uniform Traffic Control Devices (MUTCD Warrant 1).
 - c. Microsimulation (SimTraffic) will be used to evaluate corridor delays and 95th-percentile queues. The SimTraffic model will be calibrated in accordance with the methodology identified in the APM.

TRAFFIC ANALYSIS SOFTWARE AND INPUT ASSUMPTIONS

Synchro 10 will be used for the traffic analysis. The reported results will include LOS, delay, and v/c ratios generated by the HCM report. Analysis assumptions are listed in Table 6.

Table 6: Operations Parameters/Assumptions

Arterial Intersection Parameters	Existing Conditions
Peak Hour Factor	From traffic counts
Conflicting Bikes and Pedestrian per Hour	From traffic counts, as available
Area Type	Other
Ideal Saturation Flow Rate (for all movements)	1,750 passenger cars per hour per lane
Lane Width	12 feet unless field observations suggest otherwise
Percent Heavy Vehicles	From traffic counts by movement, as available
Percent Grade	Estimated based on field observations
Parking Maneuvers per Hour	Estimated based on field observations
Bus Blockages	Estimated based on frequency of service
95 th percentile vehicle queues	Synchro/SimTraffic summary output

CRASH ANALYSIS

The five most recent years of crash data will be obtained from ODOT's crash database and reviewed at the study intersections and along state and non-state roadway segments within the IMSA, consistent with the methodologies outlined in the APM.

The crash data will be analyzed to identify potential crash patterns (such as crash types and locations). Crash rates and critical crash rates will be developed as applicable. Intersection crash rates will be compared to the published 90th-percentile crash rates in Exhibit 4.1 of the APM, and segment crash rates will be compared to Table II in the current ODOT Crash Rate Tables. In addition, ODOT's top 10% ODOT Safety Priority System sites will be reviewed, as appropriate. Identified potential countermeasures (and resulting crash percentage reduction) will be taken from the All Roads Transportation Safety (ARTS) Crash Reduction Factors (CRF) listing or the CRF Appendix when available. Excess Proportion of Specific Crash Types methodologies will also be applied to the study intersections to identify crash types in excess.

MULTIMODAL ANALYSIS

The multimodal analysis will be performed in accordance with the simplified Multimodal Level-of-Service (LOS) analysis methodologies identified in Chapter 14 of the APM for pedestrian, bicycle, and public transportation facilities and services. 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 following summarizes the variables used to develop the multimodal LOS scores for each mode:

- **Pedestrian LOS** – The simplified 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)
- **Bicycle LOS** – The simplified 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. Segments can be defined between major intersections or as desired. 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)

- **Transit LOS** – The simplified 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

The data values for the multimodal LOS analysis will be obtained from inventories and aerial photographs of the study area. The data values will be 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 will be chosen as the most-likely LOS. The calculator will highlight any probabilities that falls within 90% of the highest value. If the next highest probability is within this range, assume 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 will be shown in tables and in GIS-created maps.

REFERENCES

1. Oregon Department of Transportation. *Interchange Area Management Plan Guidelines*, 2013.
2. Oregon Department of Transportation. *Analysis Procedures Manual*, 2018.
3. Oregon Department of Transportation. *Oregon Highway Plan*, 2015.
4. Oregon Department of Transportation. *Highway Design Manual*, 2012.
5. Transportation Research Board. *Highway Capacity Manual*, 6th Edition, 2016.

ATTACHMENTS

- A. Traffic Counts

Attachment A Traffic Counts

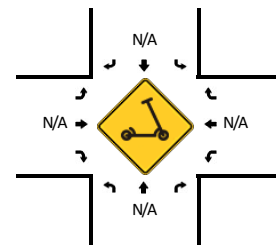
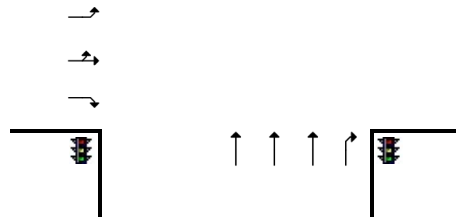
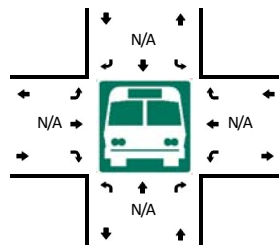
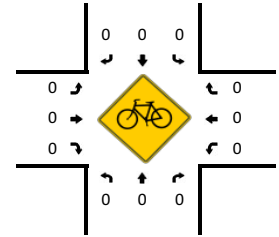
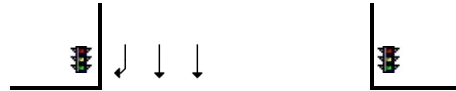
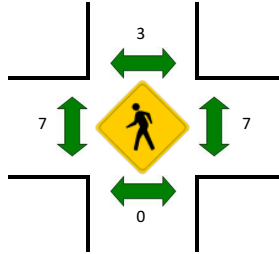
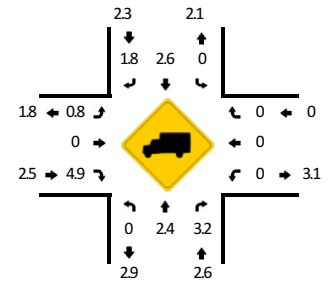
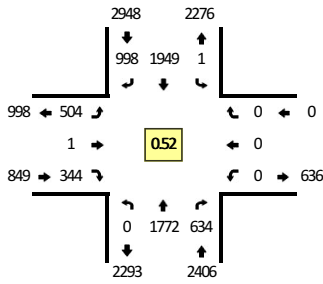
LOCATION: 37160. OR-62 -- I-5 SB Ramps

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

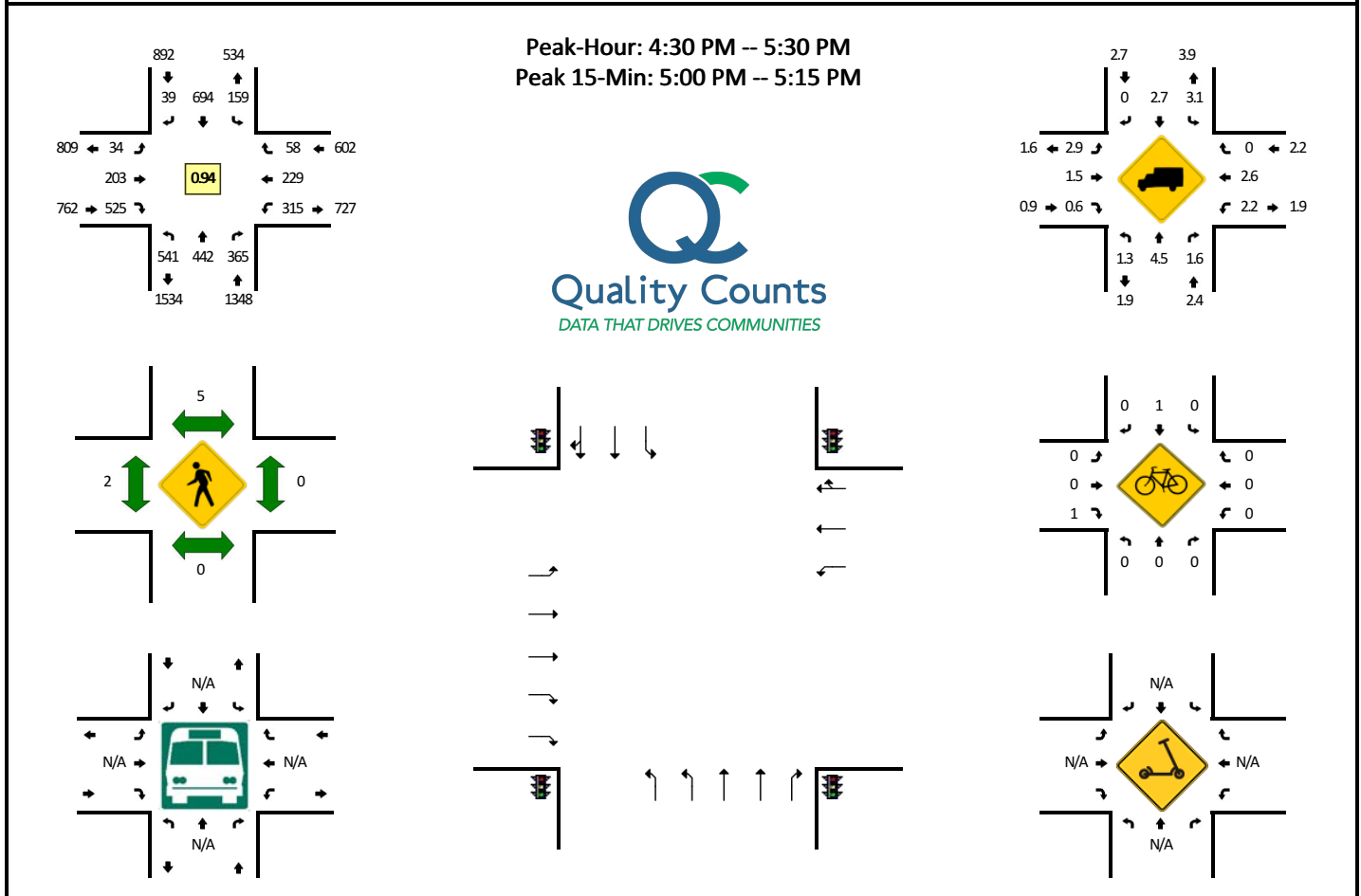
15-Min Count Period Beginning At	37160. OR-62 (Northbound)				37160. OR-62 (Southbound)				I-5 SB Ramps (Eastbound)				I-5 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	0	317	84	0	0	328	164	0	82	0	75	0	0	0	0	0	1050	4195
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	88	24		12	0	32		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																		
<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: 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

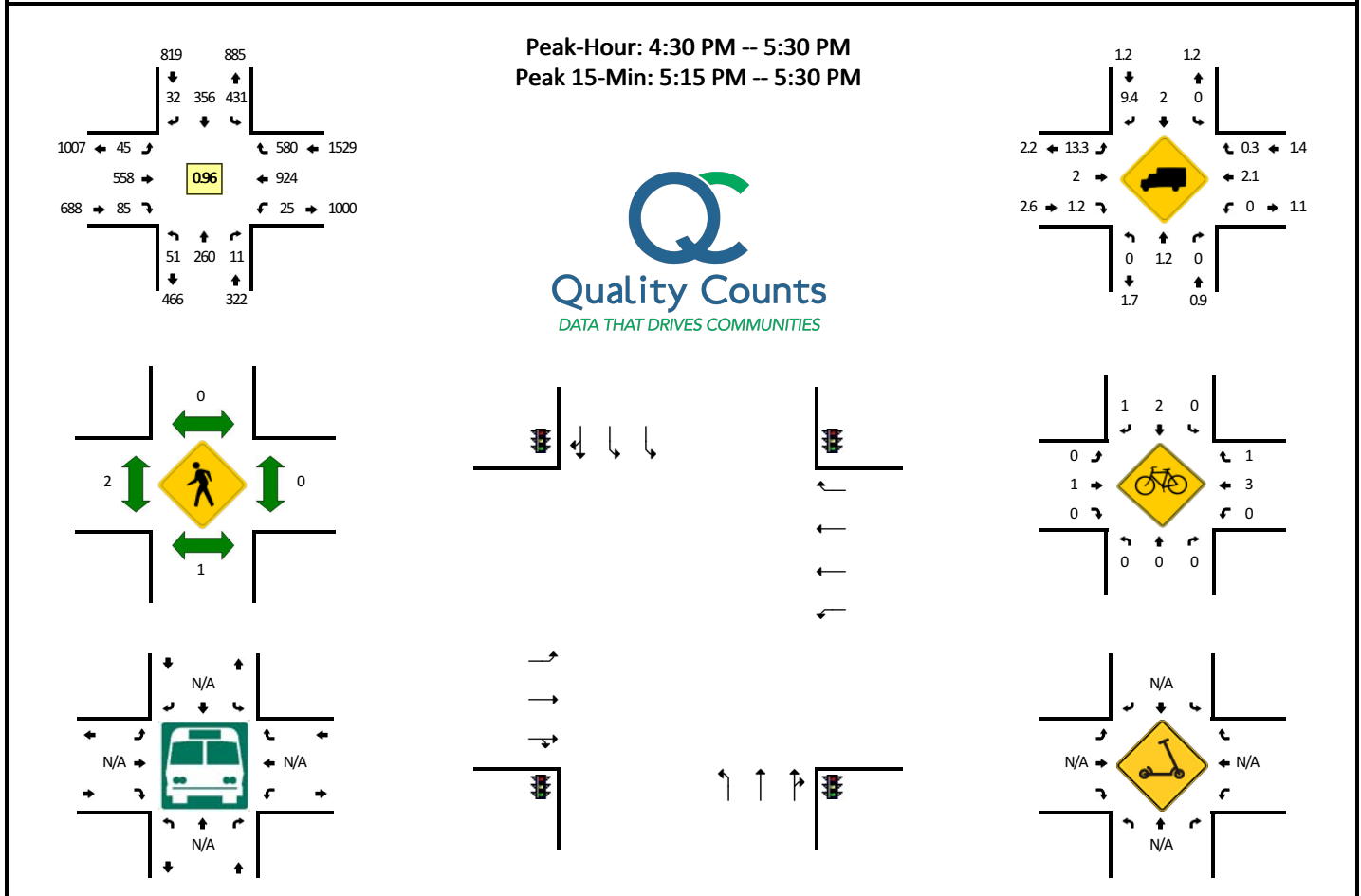
15-Min Count Period Beginning At	140087. Crater Lake Hwy (Northbound)				140087. Crater Lake Hwy (Southbound)				Delta Waters Rd (Eastbound)				Delta Waters Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	153	101	80	0	45	199	7	0	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

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

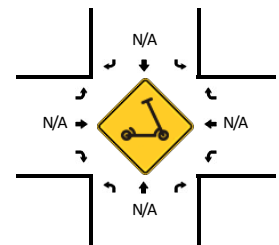
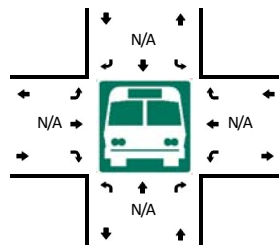
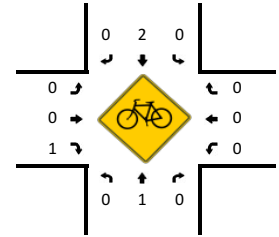
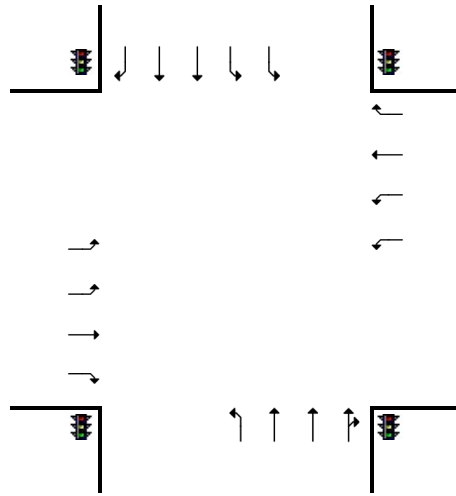
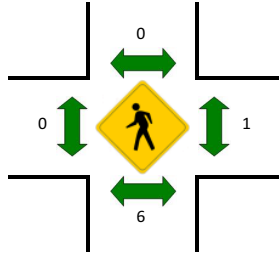
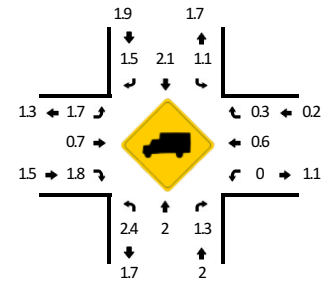
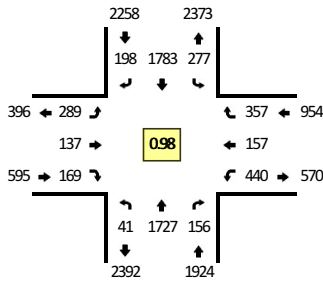
LOCATION: 37163. OR-62 -- Poplar Dr

CITY/STATE: Medford, OR

QC JOB #: 15143712

DATE: Wed, Jul 10 2019

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



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

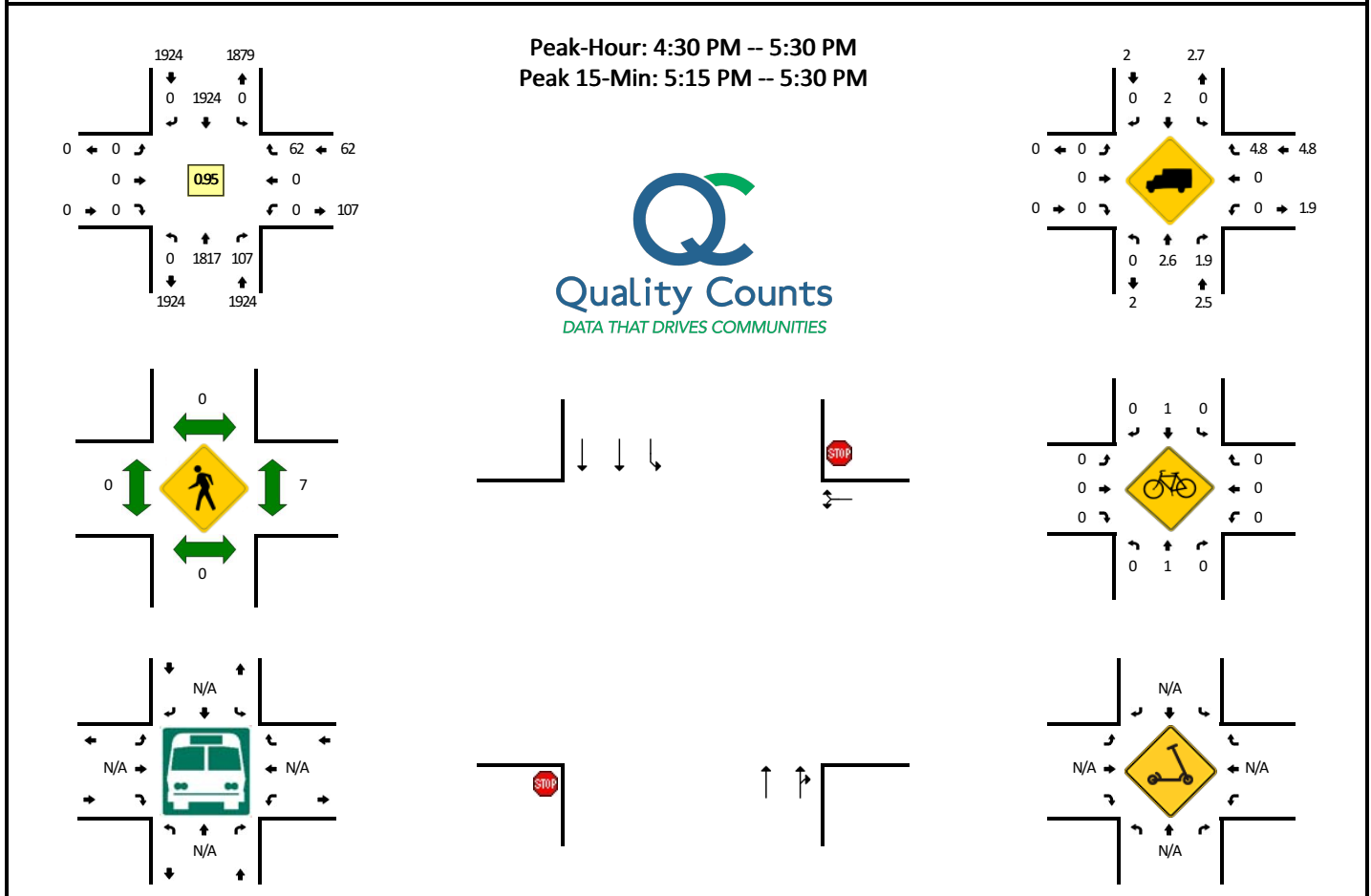
15-Min Count Period Beginning At	37163. OR-62 (Northbound)				37163. OR-62 (Southbound)				Poplar Dr (Eastbound)				Poplar Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	21	396	40	0	100	413	46	0	52	30	15	0	117	35	77	0	1342	5145
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: 110084. OR-62 -- Whittle Ave
CITY/STATE: Jackson, OR

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

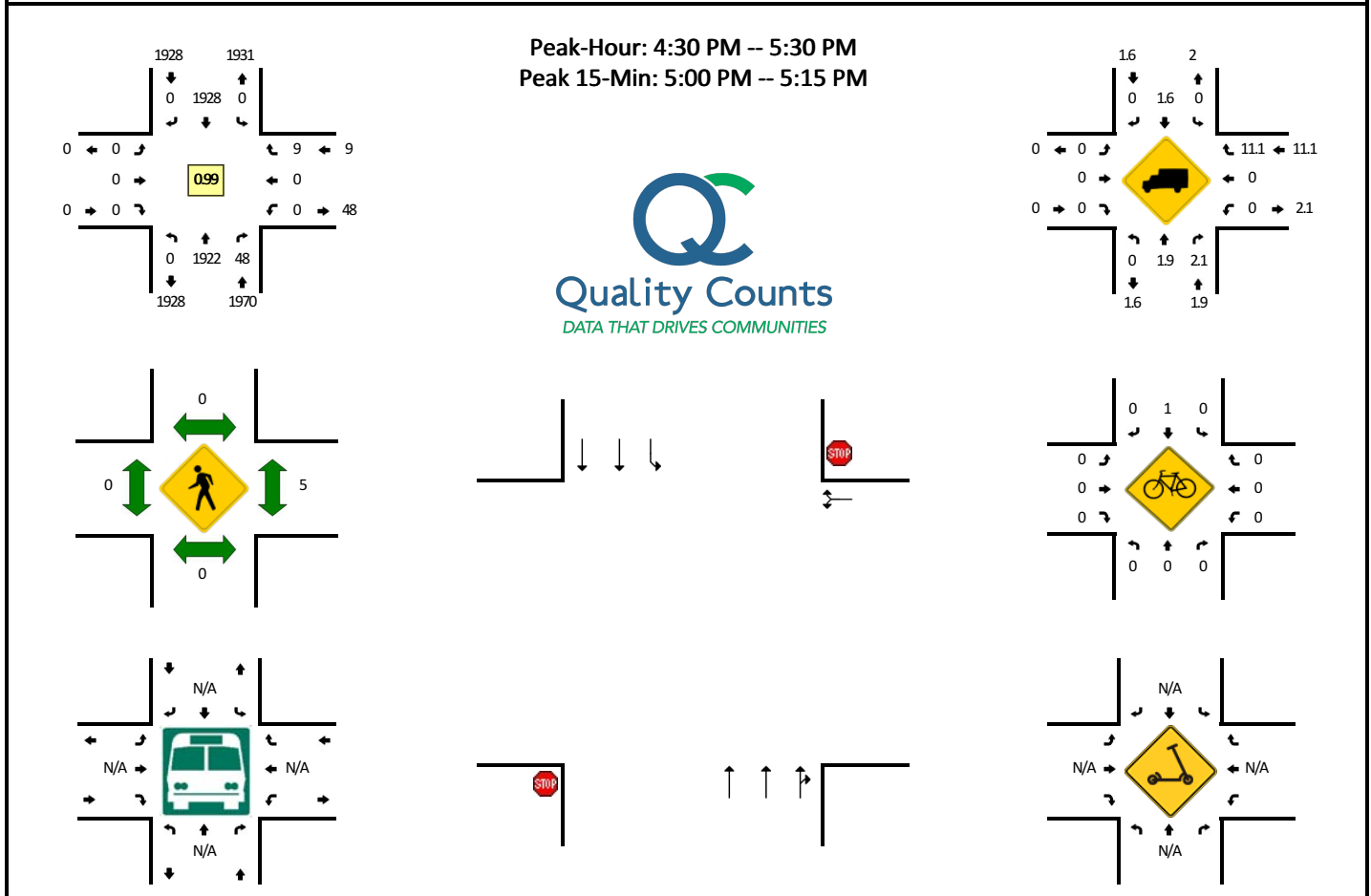


15-Min Count Period Beginning At	110084. OR-62 (Northbound)				110084. OR-62 (Southbound)				Whittle Ave (Eastbound)				Whittle Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	440	13	0	0	419	0	0	0	0	0	0	0	0	13	0	885	
2:15 PM	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	
Scooters																		

Comments:

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

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

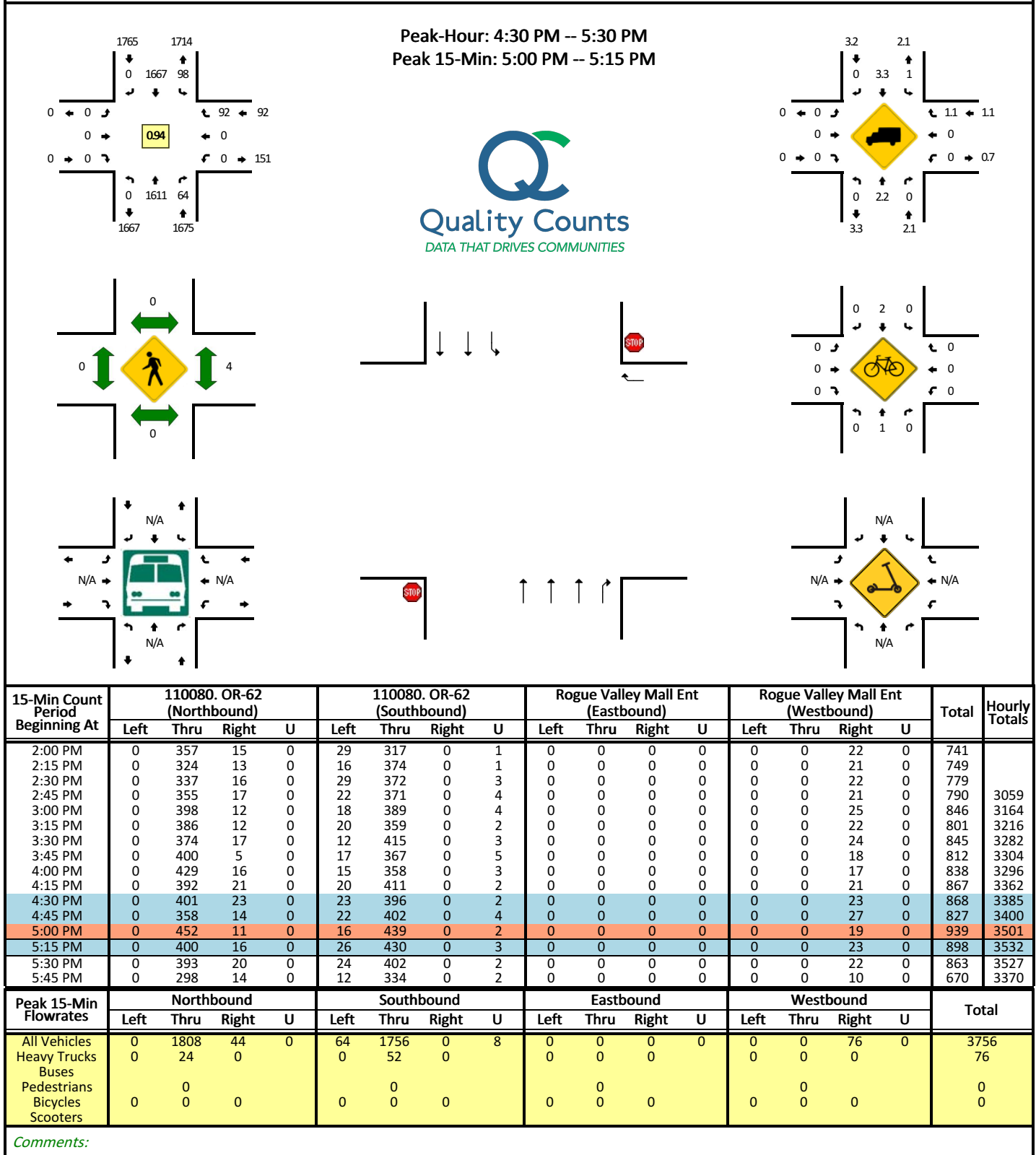


15-Min Count Period Beginning At	110083. OR-62 (Northbound)				110083. OR-62 (Southbound)				Sky Park Dr (Eastbound)				Sky Park Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	421	8	0	0	404	0	0	0	0	0	0	0	0	8	0	841	
2:15 PM	0	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:

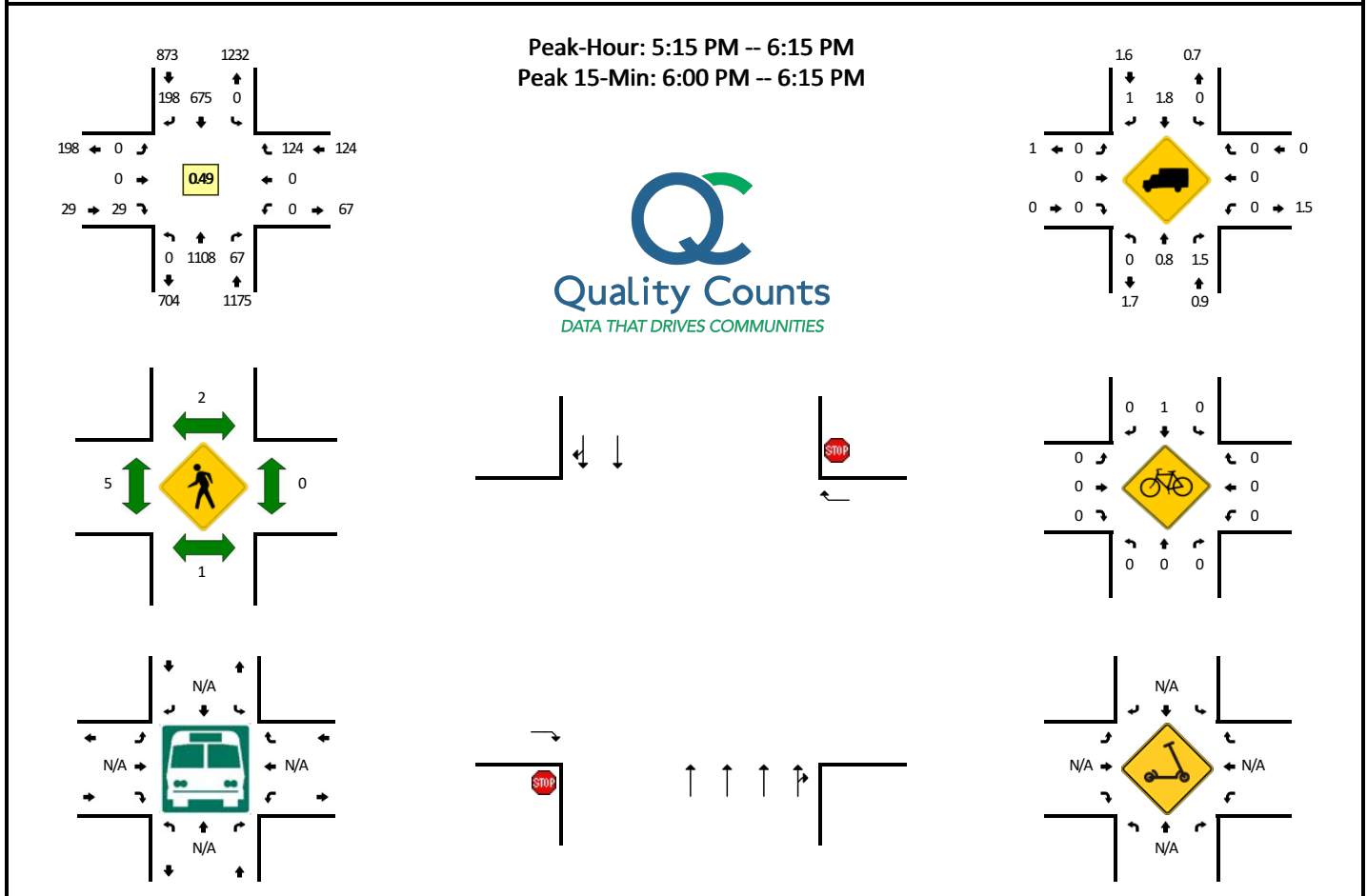
LOCATION: 110080. OR-62 -- Rogue Valley Mall Ent
CITY/STATE: Jackson, OR

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



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

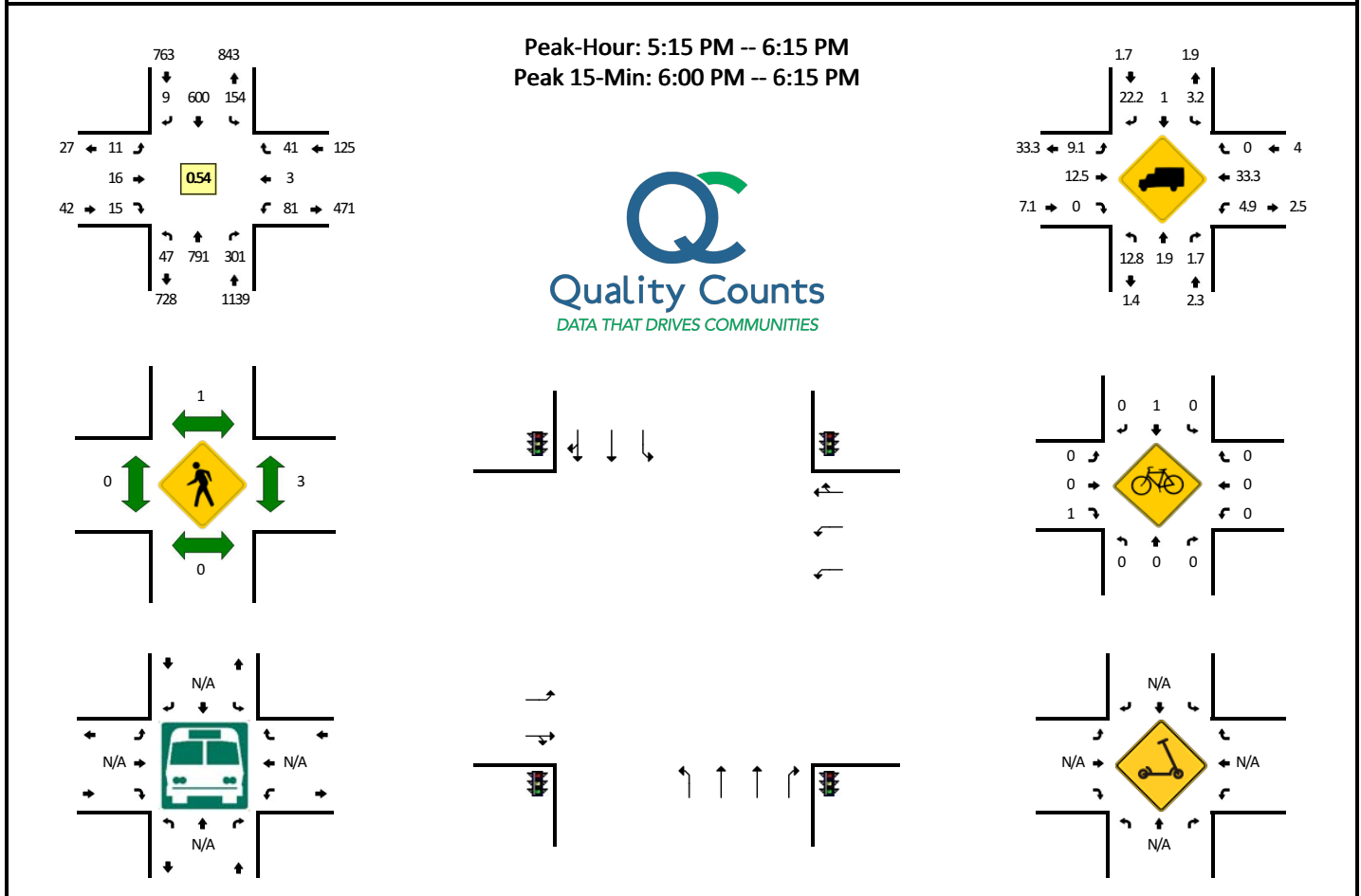
15-Min Count Period Beginning At	110089. Poplar Dr (Northbound)				110089. Poplar Dr (Southbound)				Hilton Rd (Eastbound)				Hilton Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	0	166	6	0	0	128	27	0	0	0	7	0	0	0	22	0	356	1500
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: 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

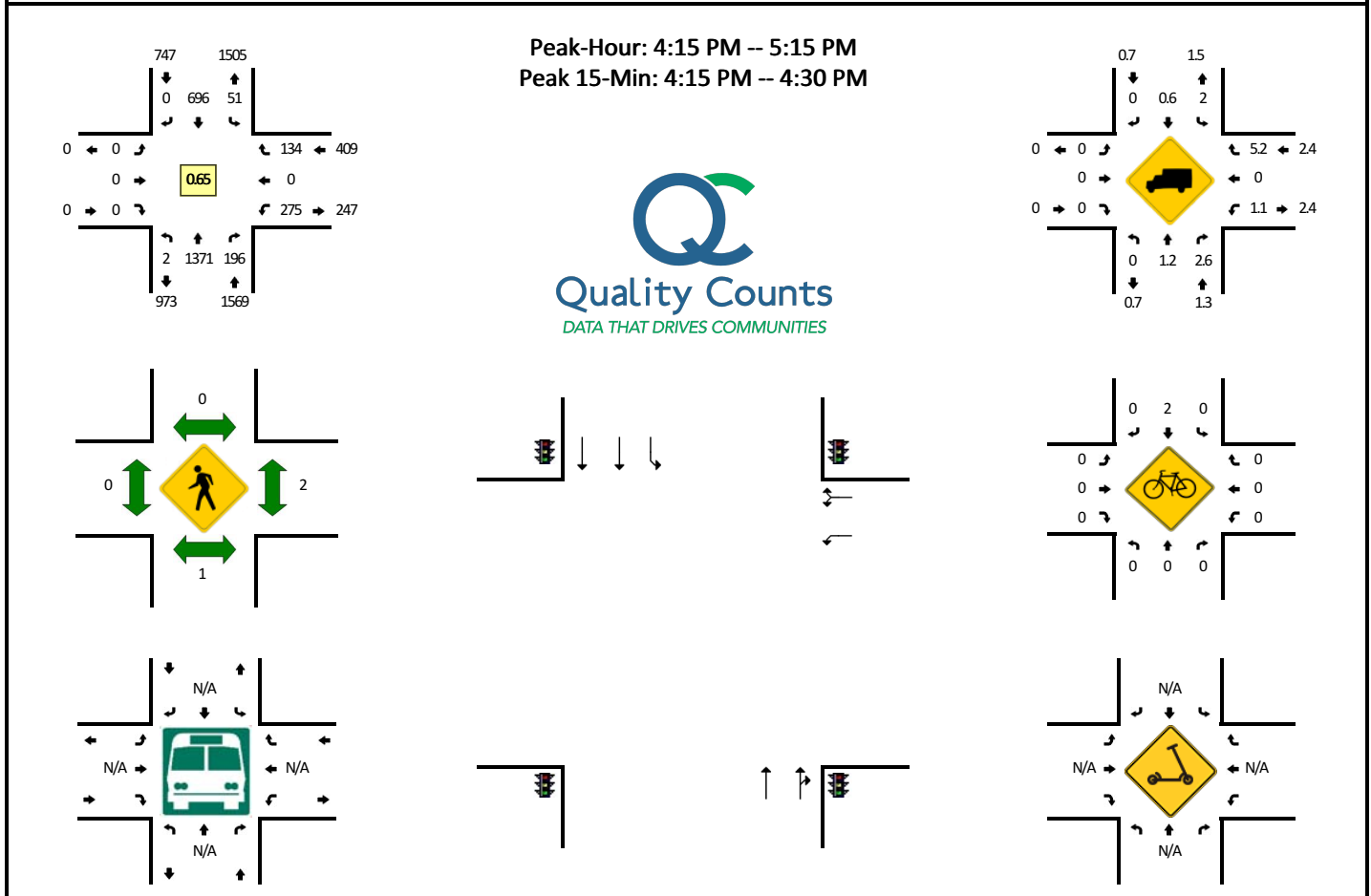
15-Min Count Period Beginning At	110088. Biddle Rd Conn 1 (Northbound)				110088. Biddle Rd Conn 1 (Southbound)				Hilton Ct (Eastbound)				Hilton Ct (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	9	166	51	6	37	128	4	0	5	2	8	0	12	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: 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

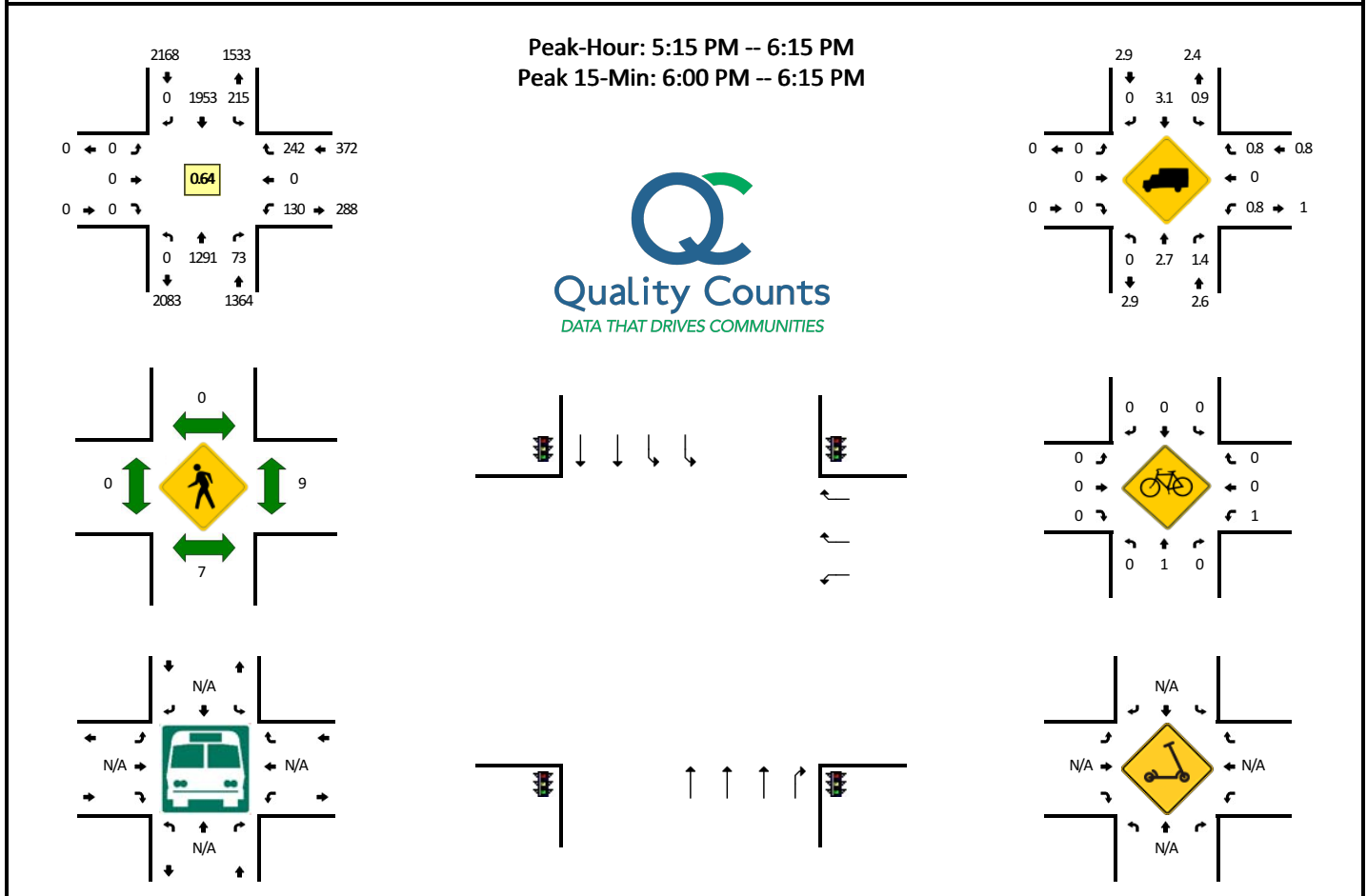
15-Min Count Period Beginning At	110086. Biddle Rd Conn 1 (Northbound)				110086. Biddle Rd Conn 1 (Southbound)				South End of Jug Handle (Eastbound)				South End of Jug Handle (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	0	184	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: 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

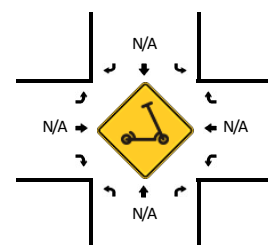
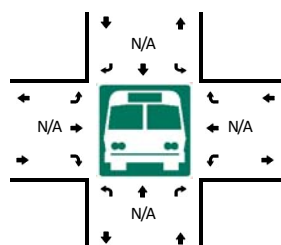
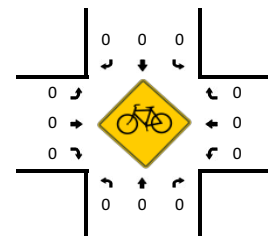
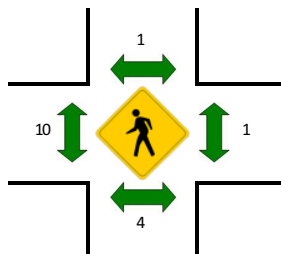
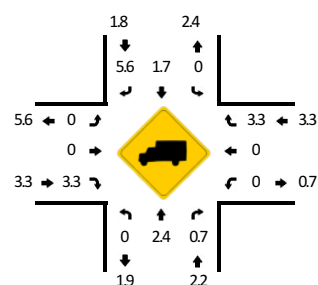
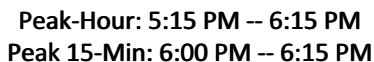
15-Min Count Period Beginning At	110085. OR-62 (Northbound)				110085. OR-62 (Southbound)				Rogue Valley Mall Main Ent (Eastbound)				Rogue Valley Mall Main Ent (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	0	335	21	0	30	330	0	0	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

OC JOB #: 15143704

DATE: Wed, Mar 22 2017

[illegible]

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	
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

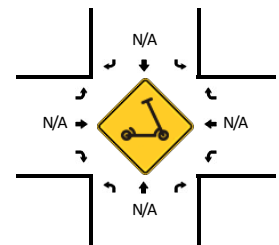
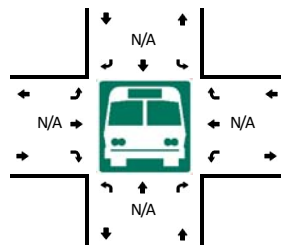
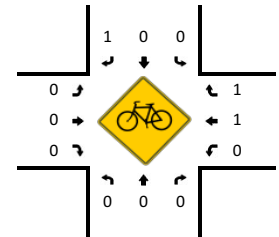
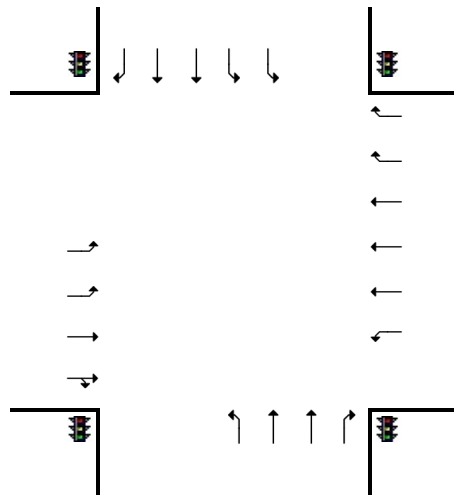
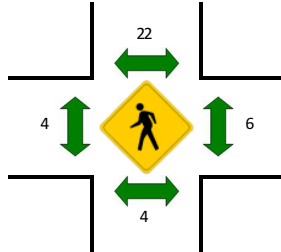
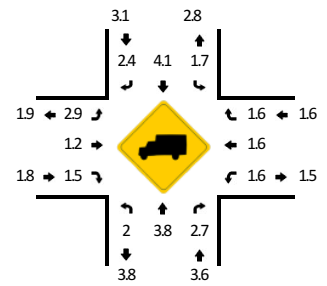
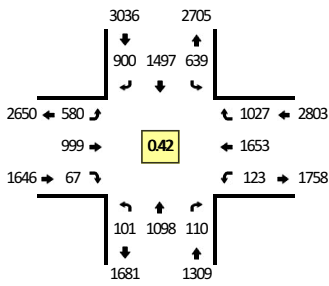
LOCATION: 37165. OR-62 -- OR-99

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

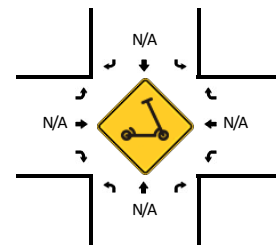
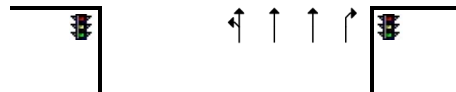
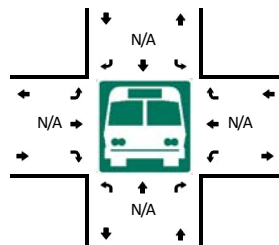
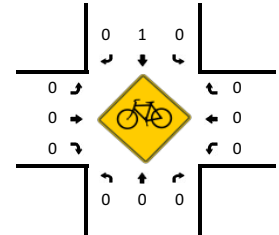
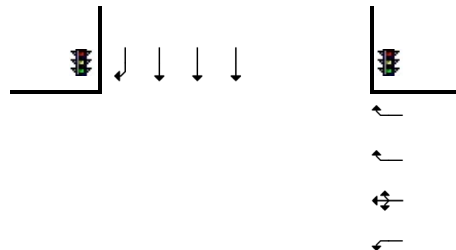
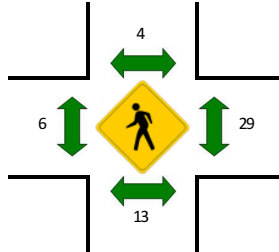
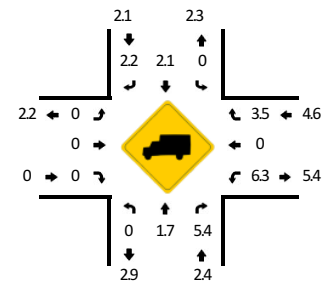
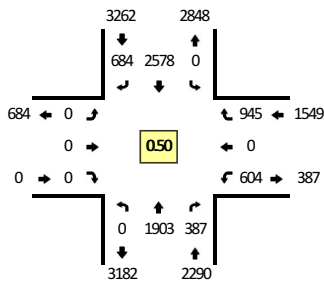
LOCATION: 37161. OR-62 -- I-5 NB Ramps

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	92	32		0	0	0		76	0	56		400	
Buses																		
Pedestrians		28				16				24				68			136	
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