

**APPENDIX A:**  
**ALTERNATIVES CONSIDERED BUT DISMISSED**

## **DISMISSED ALTERNATIVES RESULTS**

This is a summary of the alternatives dismissed as a result of the Phase 2 analysis. Phase 2 initiated after the July 2018 TAC meeting and was completed after the May 2019 TAC meeting. At the meeting the team decided to move forward with the following two scenarios:

- No Interchange with the Tier 1 and Tier 2 projects
- JTA Build with Interchange and with the Tier 1 and 2 projects.

Distilling the alternatives down to just these two allows the focus to be singularly on whether to include the interchange or not.

Appendix A also includes discussion from a previous draft demonstrating the relationships between alternatives considered and dismissed as well as the two scenarios chosen as viable.

## **SCENARIO DEFINITIONS & DESCRIPTIONS**

**Full Expressway** – Extends the JTA Expressway north from a new interchange at Agate Road and the OR62 Expressway to north of White City connecting with a new interchange at Dutton Road and Crater Lake Highway

The JTA Expressway which currently exists is included in both scenarios.

- 1. No-build/No-mitigation (NBNM)** represents the base conditions for the project area. No interchange was included. No modifications were made. The lane geometry, intersection control type, and bike/pedestrian facilities were left as is. This scenario exists for comparative purposes only.

In all other scenarios, available mitigations were used in an attempt to meet the v/c and LOS standards/targets for all intersections. The mitigations applied to the NBNM scenario to create the No-build/Mitigated scenarios are listed in Appendix B. Also listed are the mitigations applied to all scenarios deemed “viable” and carried forward as potential solutions. The mitigations identified as necessary to meet the intersection v/c and LOS standards will require a TSP amendment.

- 2. No-build Mitigated (NBM)** is a replica of the NBNM scenario except that the lane geometry and bike / pedestrian facilities were modified attempting to meet city and county v/c, LOS, and MMLOS standards. Also signals were added where Preliminary Signal Warrants (PSW) have been met.

**3. No-build Tier 1 (NBT1)** is a replica of the NBNM scenario except that the lane geometry and bike / pedestrian facilities were modified attempting to meet city and county v/c, LOS, and MMLOS standards. Also signals were added where PSW have been met. The Tier 1 improvements from the 2017–2042 RVMPO RTP, the proposed 2018 City of Medford TSP update<sup>1</sup>, the Central Point TSP, and the Jackson County TSP within the study area were included (see Table 2). Refer to Appendix C for map and complete list of Tier 1 projects.

**4. Full Expressway Interchange Build Tier 2 (FullT2)** is a replica of the JTAT2 scenario except that not only was the Tight Diamond Interchange at Vilas Road included, but also the entire Full Build design. Also unique intersection mitigations were applied to meet city and county v/c, LOS, and MMLOS standards.

Two-lane or Four-lane Vilas Road scenarios included either two or four through lanes on Vilas Road. Widening Vilas Road to four through lanes is a City of Medford Tier 2 project; therefore, Vilas Road was two through lanes for Tier 1 scenarios and four through lanes for Tier 2 scenarios. Because there is a Two-Way-Left-Turn- Lane (TWLTL) present, the actual cross sections would be three or five lanes; however, a TWLTL has no bearing on the analysis as there is no way to analyze or simulate its presence.

**Scenario Naming Convention**

The following naming convention has been implemented to aid in communication and will be used throughout the rest of the document and is shown in Table 5 below.

**Table 5: Scenario Names and Descriptions**

Name	OR62 Phase	# of Vilas Rd through lanes	Interchange Type	RTP/TSP Projects Included	Peace realigned with Airway	Industry Drive Cul-de-saced
NBNM	JTA	2	None	None	N	N

<sup>1</sup> Adopted by Medford City Council December 6, 2018

NBM	JTA	2	None	None	N	N
NBT1	JTA	2	None	Tier 1	N	N
NBT2	JTA	4	None	Tier 1&2	Y	N
JTAT2	JTA	4	Tight Diamond	Tier 1&2	Y	Y
FullT2	Full Build	4	Tight Diamond	Tier 1&2	Y	Y

## ANALYSIS RESULTS

### Volume Change with Interchange Construction

Adding the Full Interchange Build to the JTA Interchange Build does not change the volume very much. CLH and CLA North of Vilas Road increase 19% and 27%, respectively. This is because the Full Build North Bound does not allow access to Corey Road, Gregory Road, or Gramercy Drive (i.e.-once on the expressway there is limited access prior to north terminus) so traffic with that destination must use CLA and CLH.

### Mainline & Merge/Diverge/Weave Segments

In 2040, almost all of the mainline free-flow segments, ramps, and merge/diverge sections in the study section are projected to be operating acceptably which can be seen in Table 6. HCS 2010 freeway modules are used to determine the v/c on these segments. These analysis outputs are available in Appendix J. On the OR62 northbound mainline north of the interchange the v/c is slightly elevated for the Full Interchange Build. The northbound on-ramp is over the standard in both JTA and Full Interchange Build. This is an analysis of an afternoon peak period, so higher v/c may be caused by the increased afternoon northbound commuter traffic to White City.

**Table 6: Year 2040 OR62 Mainline and Merge/Diverge/Weave v/c ratios<sup>1</sup>**

OR62 Segment and Merge/Diverge Location										
Scenario	Mainline South of Interchange		Mainline North of Interchange		Between Ramps		Diverge - Off Ramps		Merge - On Ramps	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
<b>JTA Build</b>										

JTAT2	0.51	0.40	0.74	0.62	0.48	0.38	0.52	0.64	<b>0.76</b>	0.41
<b>Full Build</b>										
FullT2	0.51	0.36	<b>0.78</b>	0.59	0.47	0.34	0.53	0.61	<b>0.81</b>	0.37

<sup>1</sup>Black-shaded cells indicate that the ODOT HDM 0.75 v/c standard has been exceeded.

## Signalized Intersections

**Table 7a: Year 2040 Signalized Intersection v/c Ratios and LOS values<sup>1</sup>**

Scenario	Intersection								
	Vilas Rd &								
	Table Rock Rd	Peace Ln	Airway Dr	Industry Dr	SB Ramp	NB Ramp	Lear Wy	CLH	CLA
<b>No-build<sup>3</sup></b>									
NBNM	<b>1.08 E</b>	NA <sup>2</sup>	NA <sup>2</sup>	NA <sup>2</sup>	NA	NA	NA	<b>1.27 F</b>	NA <sup>2</sup>
NBM	<b>0.97 D</b>	NA <sup>2</sup>	NA <sup>2</sup>	0.83 B	NA	NA	NA	<b>1.19 F</b>	0.46 B
NBT1	0.95 D	NA <sup>2</sup>	NA <sup>2</sup>	0.87 B	NA	NA	NA	<b>0.96<sup>5</sup> D</b>	0.60 B
NBT2	0.83 D	NA <sup>4</sup>	0.93 <sup>4</sup> B	0.89 B	NA	NA	0.78 B	<b>0.96 E</b>	0.49 B
<b>JTA Build</b>									
JTAT2	0.94 D	NA <sup>4</sup>	0.86 C	NA <sup>6</sup>	0.70 B	0.61 C	0.83 B	<b>0.84<sup>5</sup> D</b>	0.42 B
<b>Full Build</b>									
FullT2	0.84 D	NA <sup>4</sup>	0.90 C	NA <sup>6</sup>	0.75 D	0.69 F	0.86 B	<b>0.81<sup>5</sup> D</b>	0.29 B

<sup>1</sup>Black-shaded cells indicate that the ODOT HDM 0.75 v/c standard, the Jackson County 0.95 v/c standard, the City of Central Point LOS D standard, or the City of Medford LOS D standard has been exceeded.

<sup>2</sup>Unsignalized intersections are listed in Table 8 by both Major and Minor movements.

<sup>3</sup>No-build scenarios for Crater Lake Highway and Vilas Rd intersection use the OHP v/c standard of 0.85 for No-build and HDM standard of 0.75 for Interchange Build. If it is transferred to the City of Medford jurisdiction LOS D may be used. The rest of the scenarios use the HDM, City of Medford, City of Central Point or Jackson County standards.

<sup>4</sup>When Vilas Road is widened to four lanes, Peace Lane is realigned to intersect Vilas Road at Airway Drive creating a single intersection.

<sup>5</sup>If jurisdiction is transferred to the City of Medford the standard of LOS D would be met.

<sup>6</sup>Industry Drive is cul-de-saced and reconnected with Airway Drive upon construction of the interchange per FEIS design.

**Table 7b: Year 2040 Signalized Intersection v/c Ratios and LOS values<sup>1</sup>**

Scenario <sup>2</sup>	Intersection	
	Biddle Rd &	
	Hamrick Rd	Table Rock Rd
<b>No-build<sup>3</sup></b>		
NBNM	<b>1.61</b> F	<b>1.41</b> F
NBM	<b>1.38</b> F	<b>1.02</b> D
NBT1	0.72 C	<b>0.96</b> D
NBT2	0.90 D	0.94 D
<b>JTA Build</b>		
JTAT2	0.87 D	0.91 D
<b>Full Build</b>		
FullT2	0.89 D	0.95 D

<sup>1</sup>Black-shaded cells indicate that the ODOT HDM 0.75 v/c standard, the Jackson County 0.95 v/c standard, the City of Central Point LOS D standard, or the City of Medford LOS D standard has been exceeded.

<sup>2</sup>The scenarios use the HDM, City of Medford, City of Central Point or Jackson County standards.

### Unsignalized Intersections

**Table 8: Year 2040 Unsignalized Intersection Operations<sup>1</sup>**

Scenario	v/c	LOS <sup>4</sup>	Critical Movement <sup>2</sup>	Control
<b>Vilas Rd &amp; Peace Ln</b>				
NBNM	0.12 / 0.74	<b>B / E</b>	EBL / SBL	TWSC <sup>3</sup>
NBM	0.12 / 0.45	<b>B / E</b>	EBL / SBL	TWSC <sup>3</sup>
NBT1	0.12 / 0.72	<b>B / F</b>	EBL / SBL	TWSC <sup>3</sup>
<b>Vilas Rd &amp; Airway Dr</b>				
NBNM	0.04 / 0.50	<b>B / E</b>	WBL / NBLR	TWSC <sup>3</sup>
NBM	0.04 / 0.36	<b>B / E</b>	WBL / NBL	TWSC <sup>3</sup>
NBT1	0.04 / 0.39	<b>B / E</b>	WBL / NBL	TWSC <sup>3</sup>
<b>Vilas Rd &amp; Industry Dr</b>				
NBNM	0.04 / 0.50	<b>B/E</b>	WBL / NBLR	TWSC <sup>3</sup>

<sup>1</sup>Values for intersection are listed by MAJOR movement / MINOR movement

<sup>2</sup>Eastbound Left (EBL), Southbound Left (SBL), Northbound Left (NBL), Westbound Left (WBL), Northbound Left Right (NBLR).

<sup>3</sup>Two Way Stop Control (TWSC)

<sup>4</sup>Black shaded cells indicate that the City of Medford Standard LOS D has been exceeded.

**Table 9: Year 2040 Preliminary Signal Warrants Met<sup>1</sup>**

Scenario	Intersection				
	Vilas Rd &				
	Peace Ln	Lear Wy	Crater Lake Ave	Airway Dr	Industry Dr
<b>No-build</b>					
NBNM	N	N/A	Y	N	Y
NBM	N	N/A	Y	N	Y
NBT1	Y	N/A	Y	N	Y
NBT2	N/A <sup>2</sup>	Y	Y	Y <sup>2</sup>	Y
<b>JTA Build</b>					
JTAT2	N/A <sup>2</sup>	Y	Y	Y <sup>2</sup>	N/A <sup>3</sup>
<b>Full Build</b>					
FullT2	N/A <sup>2</sup>	Y	Y	Y <sup>2</sup>	N/A <sup>3</sup>

<sup>1</sup>Black shaded cells indicate that preliminary signal warrants (PSW's) have been met. Meeting PSW's does not guarantee that a traffic signal will be installed. Region Traffic staff will need to perform an intersection traffic control study in which the Region Traffic Engineer will forward the recommendation to the State Traffic Engineer's office. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal will be installed on a state highway.

<sup>2</sup>A Functional Area Calculation (APM v2 4.8.1) is performed to evaluate closely spaced intersections. It is determined that Peace Lane will need to be realigned with Airway Drive and signalized. See Appendix E for calculation details.

<sup>3</sup>Industry Drive is cul-de-saced and reconnected with Airway Drive upon construction of the interchange per FEIS design.

### Jackson County Jail Sensitivity Analysis

Jackson County Jail (JAIL-JTAT2 and JAIL-FullT2) scenarios (see Table 10) conduct a reduced sensitivity analysis on the two scenarios which include the interchange, to evaluate the impacts of a proposed jail. The proposed location for a new jail is in an undeveloped area south of East Vilas Road, between Crater Lake Highway and the new OR62 Expressway. The construction of the jail is in the very preliminary phases given that even initial consideration is dependent upon the passing of a taxing service district in November 2019. Currently just a v/c and LOS analysis is performed and more detailed analyses would be done when (if) the land use process commences. Methodology details can be found in Appendix D.

**Table 10: Jail Sensitivity Analysis Scenarios Names and Descriptions**

Name	OR62 Phase	# of Vilas Rd	Interchange Type	RTP Projects Included	Peace realigned	Industry Drive



		through lanes			with Airway	Cul-de-saced
Jail - JTAT2	JTA	4	Tight Diamond	Tier 1 and 2	Y	Y
Jail - FullT2	Full Build	4	Tight Diamond	Tier 1 and 2	Y	Y

Tables 11a and 11b show the v/c ratio and LOS results for all of the signalized intersections for the Jail scenarios. Synchro 9 was used to determine these values and the capacity reports are available in Appendix K. It can be seen the the Jail has a minimal effect on the scenraios. In Jail-JTAT2, the v/c is slightly elevated at the intersection of Lear Way and Vilas Road, but the standard is still met. In Jail- FullT2, traffic is shifted away from CLH to Table Rock Road. This causes the intersections of Table Rock Road with both Vilas Road and Biddle Road to be slightly over standard while the intersection at CLH meets the standard when it previously did not. The model assigns traffic volumes based on travel time. This shift in volume away from the east side of the study area may be due to the increased volume generated by the jail at Lear Way causing CLH to have a longer travel time than the route along Table Rock Road causing the model to allocate more traffic to Table Rock Road.

**Table 11a: Year 2040 Jail Sensitivity Analysis Signalized Intersection v/c Ratios and LOS values<sup>1</sup>**

Scenario	Intersection								
	Vilas Rd &								
	Table Rock Rd	Peace Ln	Airway Dr	Industry Dr	SB Ramp	NB Ramp	Lear Wy	CLH	CLA
JTAT2	0.94 D	NA <sup>4</sup>	0.86 C	NA <sup>6</sup>	0.70 B	0.61 C	0.83 B	<b>0.84<sup>5</sup></b> D	0.42 B
JAIL JTAT2	0.92 D	0.81 A	0.80 B	NA <sup>6</sup>	0.74 D	0.61 D	0.94 B	<b>0.86<sup>5</sup></b> D	0.28 B
FullT2	0.84 D	NA <sup>4</sup>	0.90 C	NA <sup>6</sup>	0.75 D	0.69 F	0.86 B	<b>0.81<sup>5</sup></b> D	0.29 B
JAIL FullT2	<b>0.96</b> D	0.85 B	0.91 B	NA <sup>6</sup>	0.75 C	0.75 C	0.83 C	0.71 C	0.29 B

**Table 11b: Year 2040 Jail Sensitivity Analysis Signalized Intersection v/c Ratios and LOS values<sup>1</sup>**

Scenario	Intersection	
	Biddle Rd &	
	Hamrick Rd	Table Rock Rd
JTAT2	0.87 D	0.91 D
JAIL	0.86	0.87

JTAT2	D	D
FullT2	0.89 D	0.95 D
JAIL FullT2	0.91 D	<b>0.97</b> <b>D</b>

<sup>1</sup>Black-shaded cells indicate that the ODOT HDM 0.75 v/c standard, the Jackson County 0.95 v/c standard, the City of Central Point LOS D standard, or the City of Medford LOS D standard has been exceeded.

<sup>3</sup>No-build scenarios for Crater Lake Highway and Vilas Rd intersection use the OHP v/c standard of 0.85. If it is transferred to Jackson County jurisdiction LOS D may be used. The rest of the scenarios use the HDM, City of Medford, City of Central Point or Jackson County standards.

<sup>4</sup>When Vilas Road is widened to four lanes, Peace Lane is realigned to intersect Vilas Road at Airway Drive creating a single intersection.

<sup>5</sup>If jurisdiction is transferred to Jackson County the standard of LOS D would be met.

<sup>6</sup>Industry Drive is cul-de-saced and reconnected with Airway Drive upon construction of the interchange per FEIS design.

### 95<sup>th</sup> Percentile Queuing

With mitigations the queuing benefits are mostly realized on the north-south study area movements, especially on CLA as seen in Table 13.

**Table 13: NBM Significant Turn Bay and Intersection Blockages**

Intersection	Approach	Blocked Turn Bay	Blocked Intersection	Average % Time Blocked
Hamrick Rd & Biddle Rd	EB	EBL		86
	WB		Table Rock Rd	7
		WBL		97
	WBR		17	
Airway Dr & Vilas Rd	NB	NBL		17
	WB	WBL		45
Crater Lake Hwy & Vilas Rd	EB	NBL		50
		NBR		53
	WB	SBR		58
		SBL		55
	NB	SBL		55
		SBR		58
SB	SBL		58	

Vilas Rd & Peace Ln		SBR		10
Table Rock Rd & Vilas Rd	EB	EBL		7
	WB		Airway Dr	47
		WBL		50
		WBR		50
	NB	NBL		9
SB	SBR		5	
Table Rock Rd & Biddle Rd	WB	WBL		78
		WBR		58
	SB	SBL		71
		SBR		19
	NB	NBL		26
Industry Dr & Vilas Rd	WB	WBL		38

The Tier 1 No-build scenario (NBT1) changes are seen in Table 14. Two significant Tier 1 projects occur in the southwest quadrant of the study area at the intersections of Biddle Road with Hamrick Road and Table Rock Road. Accordingly, queuing is reduced at those two intersections. However, the queuing westbound on Vilas Road, northbound on Airway Drive, and Industry Drive, and southbound on Peace Lane worsens.

**Table 14: NBT1 Significant Turn Bay and Intersection Blockages**

Intersection	Approach	Blocked Turn Bay	Blocked Intersection	Average % Time Blocked
Hamrick Rd & Biddle Rd	EB	EBL		10
	WB	WBR		12
	NB	NBL		18
Airway Dr & Vilas Rd	WB		Peace Ln	9
		WBL		76
	NB	NBL		68
Crater Lake Hwy & Vilas Rd	EB	EBL		45
	WB	WBL		8
		WBR		7
	NB	NBL		73
		NBR		35
	SB	SBR		54
SBL			51	
Vilas Rd & Peace Ln	SB	SBL		85
		SBR		6
	WB		Industry Dr	11

Table Rock Rd & Vilas Rd	EB	EBL		53
	WB		Airway Dr	59
		WBL		49
		WBR		59
	NB	NBL		12
SB	SBL		7	
Table Rock Rd & Biddle Rd	WB	WBL		71
		WBR		50
	SB	SBL		67
		SBR		17
	NB	NBL		33
Industry Dr & Vilas Rd	WB		Crater Lake Hwy	27
		WBL		69
	NB	NBL		48

The Full Expressway Build Interchange increases the queuing due to several network changes creating a geometry different than just the JTA Expressway Build Interchange (see Table 17). The cul-de-sacing of Gregory Drive, north of the study area, causes trips using Table Rock Road in the JTA Build to be distributed on eastbound Vilas Road to the northbound interchange ramp. Additionally, the Full Build does not allow access on to Corey Road or Gregory Road. To access the industrial area located there, vehicles must use CLH or CLA. Both of these changes cause more volume on east bound Vilas Road. The already unstable network has long queues so these changes cause the turn bay average percent time blocked to increase. Additionally, the queues at the Biddle Road intersections are longer. Without the Full Build, Central Point traffic may choose to access White City via a route which circumvents Vilas Road by accessing Table Rock Road north of Vilas Road to Antelope Road. Analysis demonstrates that this is a faster route with the JTA build, but with the Full Build it is faster to make the trip via Vilas Road.

**Table 17: FullT2 Significant Turn Bay and Intersection Blockages**

Intersection	Approach	Blocked Turn Bay	Blocked Intersection	Average % Time Blocked
Hamrick Rd & Biddle Rd	EB	EBL		33
Lear Way & Vilas Rd	WB		Crater Lake Hwy	15
		WBL		60
Crater Lake Hwy & Vilas Rd	NB	NBL		61
	SB	SBR		25
		SBL		11
Vilas Rd & Peace Ln/Airway Dr	EB		Table Rock Rd	43
		EBL		48
		EBR		81

	WB		SB Ramps	41
		WBL		54
		WBR		55
	NB	NBL		47
		NBR		19
	SB	SBL		76
Table Rock Rd & Vilas Rd	EB	EBL		62
		EBR		62
	WB		Peace Ln/Airway Dr	33
		WBL		47
		WBR		11
	NB	NBL		5
		NBR		64
	SB	SBL		76
Intersection	Approach	Blocked Turn Bay	Blocked Intersection	Average % Time Blocked
Table Rock Rd & Biddle Rd	EB	EBL		24
	WB	WBL		58
		WBR		54
	SB	SBL		34
	NB	NBL		45
SB Ramps & Vilas Rd	EB		Peace Ln / Airway Dr	35
		EBR		81
	WB		NB Ramps	32
	SB		OR62	33
	NB Ramps & Vilas Rd	EB		SB Ramps
WB			Lear Way	36
		WBR		80

### Crash Analysis Summary

As expected, the No-build Scenarios produce the lowest crash frequency. There is a 13% increase in crashes per year with the construction of the JTA Build Interchange and 30% with the Full Build beyond NBT2.

**Table 18: Total Predicted Crash Frequency (crashes/year)**

Scenario	Source	Total	FI <sup>4</sup>	PDO <sup>3</sup>
NBNM	HSM <sup>1</sup>	82	26	56
	Total	82	26	56

NBM	HSM	77	24	53
	Total	77	24	53
NBT1	HSM	76	24	52
	Total	76	24	52
NBT2	HSM	107	34	73
	Total	107	34	73
JTAT2	ISATe <sup>2</sup>	33	12	21
	HSM	88	28	60
	Total	121	40	81
FullT2	ISATe	35	13	22
	HSM	104	33	71
	Total	139	46	93

<sup>1</sup>HSM is the Highway Safety Manual predictive spreadsheet tool for urban / suburban arterials and is used for intersections and segments outside of the interchange.

<sup>2</sup>ISATe is the Enhanced Interchange Safety Analysis Tool used for the OR62 mainline segments, the ramps, and ramp terminals.

<sup>3</sup>PDO is Property Damage Only

<sup>4</sup>FI is Fatal and Injury in the HSM tool and the sum of fatal, incapacitating injury, non-incapacitating injury, and possibly injury fields in the ISATe tool.

## Multimodal Level of Service Analysis

**Table 20:NBM Simplified MMLOS Segment LOS Output Summary<sup>1</sup>**

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd <sup>3</sup>	W	E Project Limit-Crater Lake Ave	C-E	C-D	n/a
Vilas Rd <sup>3</sup>	E	Crater Lake Ave-E Project Limit	C-E	C-D	n/a
Vilas Rd <sup>2, 3</sup>	W	Crater Lake Ave-Crater Lake Hwy	C	C-D	n/a
Vilas Rd <sup>2, 3</sup>	E	Crater Lake Hwy-Crater Lake Ave	C	C-D	n/a
Vilas Rd	W	Crater Lake Hwy-Industry Dr	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	Industry Dr-Crater Lake Hwy	C	C-D	n/a
Vilas Rd <sup>2</sup>	W	Industry Ln-Peace Ln	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	Peace Ln-Industry Dr	C	C-D	n/a
Vilas Rd	W	Peace Ln-Airway Dr	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	Airway Dr-Peace Ln	C	C-D	n/a
Vilas Rd	W	Airway Dr-Table Rock Rd	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	Table Rock Rd-Airway Dr	C	C-D	n/a
Vilas Rd	W	Table Rock Rd-W Project Limit	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	W Project Limit-Table Rock Rd	C	C-D	n/a
Pine St/Biddle Rd <sup>4</sup>	W	E Project Limit-Table Rock Rd	A	A	<b>E</b>
Pine St/Biddle Rd <sup>4</sup>	E	Table Rock Rd-E Project Limit	A	A	<b>E</b>

Pine St/Biddle Rd <sup>4</sup>	W	Table Rock Rd-Hamrick Rd	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	E	Hamrick Rd-Table Rock Rd	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	W	Hamrick Rd-W Project Limit	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	E	W Project Limit-Hamrick Rd	A	A	n/a
Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Hamrick Rd <sup>3</sup>	N	S Project Limit-Pine St/Biddle Rd	B	B	n/a
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B-C	B	n/a
Hamrick Rd <sup>2</sup>	N	Pine St/Biddle Rd-Beebe Rd	C	C-D	n/a
Hamrick Rd <sup>2</sup>	S	Beebe Rd-Pine St/Biddle Rd	C	C-D	n/a
Table Rock Rd <sup>2</sup>	N	S Project Limit-Biddle Rd	C	C-D	n/a
Table Rock Rd <sup>2</sup>	S	Biddle Rd-S Project Limit	C	C-D	n/a
Table Rock Rd	N	Biddle Rd-Vilas Rd	<b>E</b>	<b>E-F</b>	<b>F</b>
Table Rock Rd	S	Vilas Rd-Biddle Rd	<b>E</b>	<b>E-F</b>	<b>F</b>
Table Rock Rd	N	Vilas Rd-N Project Limit	<b>E</b>	<b>E-F</b>	<b>F</b>
Table Rock Rd	S	N Project Limit-Vilas Rd	<b>E</b>	<b>E-F</b>	<b>F</b>
Airway Dr <sup>3</sup>	N	S Project Limit-Vilas Rd	B-C	C-D	n/a
Airway Dr <sup>3</sup>	S	Vilas Rd-S Project Limit	B-C	C-D	n/a
Peace Ln <sup>3</sup>	N	Vilas Rd-N Project Limit	C-E	C-D	n/a
Peace Ln <sup>3</sup>	S	N Project Limit-Vilas Rd	C-E	C-D	n/a
Industry Dr	N	S Project Limit-Vilas Rd	B-C	C-D	n/a
Industry Dr	S	Vilas Rd-S Project Limit	B-C	C-D	n/a
Crater Lake Hwy <sup>4</sup>	N	S Project Limit-Vilas Rd	A	A	C
Crater Lake Hwy <sup>4</sup>	S	Vilas Rd-S Project Limit	A	A	C
Crater Lake Hwy <sup>4</sup>	N	Vilas Rd-N Project Limit	A	A	B
Crater Lake Hwy <sup>4</sup>	S	N Project Limit-Vilas Rd	A	A	B
Crater Lake Ave <sup>3</sup>	N	S Project Limit-Vilas Rd	C-E	C-D	n/a
Crater Lake Ave <sup>2,3</sup>	S	Vilas Rd-S Project Limit	C	C	n/a
Crater Lake Ave <sup>3</sup>	N	Vilas Rd-N Project Limit	C-E	C-D	n/a
Crater Lake Ave <sup>3</sup>	S	N Project Limit-Vilas Rd	C-E	C	n/a

<sup>1</sup>Black-shaded cells indicate that the LOS is E or worse.

<sup>2</sup>A sidewalk is added to these segments, outside of generalized assumptions, to improve LOS.

<sup>3</sup>A bicycle lane/shoulder is added to these segments, outside of generalized assumptions, to improve LOS.

<sup>4</sup>A shared use bike path is added using the Shared Path Calculator tool to determine new LOS.

## Other Operational Performance Measures

**Table 21: Year 2040 Overall Simulation Measures of Effectiveness<sup>1</sup>**

Scenario	Travel Time (vehicle-hours)	Speed (mph)	Delay (vehicle-hours)	Number of Stops
----------	-----------------------------	-------------	-----------------------	-----------------

<b>No-build</b>				
NBNM	2,200	11	1,600	28,600
NBM	1,900	13	1,300	29,400
NBT1	1,500	17	800	23,700
NBT2	1,500	19	800	31,200
<b>JTA Build</b>				
JTAT2	2,000	20	1,100	38,300
<b>Full Build</b>				
FullT2	2,500	13	1,700	36,100

<sup>1</sup>A stop is recorded every time a vehicle drops below 7 mph (crawl speed). A vehicle might have multiple stops on a single intersection approach.

## SCENARIO SUMMARY & COMPARISON

The performance of the No-build / No-mitigation (NBNM) scenario is improved with appropriate mitigations (NBM) as well as the addition of the Tier 1 projects (NBT1) and Tier 2 projects (NBT2), as can be seen in Table 23.

The two mitigated No-build scenarios NBT1 and NBT2 performed better than the build scenarios in almost every measure, although NBT2 did perform the worst for crashes and number of stops. Table 24 ranks the No-build scenarios with the inclusion of the build scenarios. The overall network travel times of NBT1 and NBT2 are better than the build scenarios by at least 500 hours and similarly the overall delay is lower than the build scenarios by at least 300 hours. These measures of efficiency indicate that the the network is more efficient without the interchange.

Without the Tier 2 projects, there is extensive queuing on Vilas Road across the entire study area causing frequent occurrences of intersection and turn bay blockages. The increased travel routes provided by the Tier 2 projects distribute the volume throughout the network thereby reducing the queuing. These projects also cause more locations to meet standards. The realignment of Peace Lane with Airway Drive triggered by the Tier 2 project widening of Vilas Road also contributes to improved performance in this scenario.

The worst functioning alternative is FullT2 which, for some measures, creates conditions worse than the NBNM. With the increased volume present due to the interchange and the full construction of the expressway to north of White City, extremely long queues and significant intersection and turning bay blockages exist. Generally the Tier 2 scenarios perform better than those without these projects included.

**Table 23: JTA Expressway No-build Interchange Alternative ONLY Comparison for 2040 Results<sup>1</sup>**



Measure	NBNM	NBM	NBT1	NBT2
Number of locations over standards <sup>2</sup>	7	6	4	1
Number of locations over capacity <sup>3</sup>	7	5	2	1
Number of turn storage bays blocked more than 50% of the peak hour	15	10	12	4
Number of intersections blocked by queues	4	2	4	2
Overall average network speed (mph)	11	13	17	19
Overall network travel time (hr)	2,200	1,900	1,500	1,500
Overall delay (vehicle-hours)	1,600	1,300	800	800
Overall number of stops	28,600	29,400	23,700	31,200
Number of predicted crashes <sup>4</sup>	82	77	76	107
Number of segments with MMLOS worse than D	34	6	10	6

<sup>1</sup>The black to gray shading depicts the two best and the two worst performing scenarios. The black shaded cell is the worst up the gradient to the best performing scenario is the lightest shade of gray.

<sup>2</sup>Determined by OHP, HDM, City, or County Standards and Targets

<sup>3</sup>Defined as  $v/c > 1.0$  or LOS E or F

<sup>4</sup>The No-build Scenarios do not include the OR62 mainline output from ISATe so here are shaded just relative to each other.

The JTA Expressway No-build Interchange with Tier 2 projects (NBT2) has the overall best results and JTA Build Interchange with Tier 2 projects (JTAT2) has the best results of the Build Interchange scenarios in all measures except for the overall number of stops (Table 24). Especially noteworthy is that there are eight intersections blocked by queues in JTAT2 which is 50% higher than any of the No-build scenarios. JTAT2 has only one less blocked intersection than the other build scenario (eight versus nine). Additionally, JTAT2 has the highest number of stops.

The No-build / No-mitigation (NBNM) scenario is improved in a number of ways by the inclusion of the Tier 2 projects (NBT2). The number of locations over capacity is reduced 85% due to the mitigations as well as the increased network distributing the overall volume. The number of turn storage bays blocked more than 50% of the peak hour is reduced 70% and the number of intersections blocked by queues is cut in half. The overall average network speed is increased by 8 mph, the overall network travel time is decreased by 700 hours, and the overall network delay is decreased by 50%. The overall number of stops is increased, which would be

expected with the inclusion of additional intersections. The number of predicted crashes is reduced by about 30%.

**Table 24: Viable Alternative Comparison for 2040 Results<sup>1</sup>**

Measure	NBNM	NBM	NBT1	NBT2	JTAT2	FullT2
Number of locations over standards <sup>2</sup>	7	6	4	1	2	3
Number of locations over capacity <sup>3</sup>	7	5	2	1	0	1
Number of turn storage bays blocked more than 50% of the peak hour	15	10	12	4	4	14
Number of intersections blocked by queues	4	2	4	2	8	9
Overall average network speed (mph)	11	13	17	19	20	15
Overall network travel time (hr)	2,200	1,900	1,500	1,500	2,000	2,500
Overall delay (vehicle-hours)	1,600	1,300	800	800	1,100	1,300
Overall number of stops	28,600	29,400	23,700	31,200	38,300	36,100
Number of predicted crashes	82	77	76	107	121	139
Number of segments with MMLOS worse than D	34	6	10	6	8	8
Economic Value <sup>4</sup>	N/A	2	1	3	4	5
Measure	NBNM	NBM	NBT1	NBT2	JTAT2	FullT2

Total number of Worst	6	0	0	0	1	4
Total number of 2 <sup>nd</sup> Worst	1	4	1	0	3	3
Total number of 2 <sup>nd</sup> Best	1	2	0	2	1	1
Total number of Best	0	2	5	6	3	0

<sup>1</sup>The black to gray shading depicts the two best and the two worst performing scenarios. The black shaded cell is the worst up the gradient to the best performing scenario is the lightest shade of gray.

<sup>2</sup>Determined by OHP, HDM, City, or County Standards and Targets

<sup>3</sup>Defined as v/c > 1.0 or LOS E or F

<sup>4</sup>Change in total value between each progressive scenario step

Crash frequency is another important parameter to consider. Overall, the JTA Expressway No-build Interchange (NBT1 and NBT2) scenarios have the lowest predicted crash frequencies. Table 25 lists all of the scenarios' predicted crash frequencies from least crashes per year to the most.

The Tier 1 JTA Expressway No-build Interchange and the JTA Expressway No-build Interchange Mitigated Scenarios (NBT1 and NBM) produce the lowest crash frequency at 76 and 77 crashes per year respectively; however, the OR62 mainline is not included in these values. There are 80% less crashes in the NBT1 than FullT2, the scenario with the highest predicted crash rate. JTAT2 has the lowest predicted crash rate of the Build scenarios. NBT1 has about 60% less predicted crashes than this lowest Build scenario value.

**Table 25: Total Predicted Crash Frequency (crashes/year) for all scenarios listed from least to greatest predicted crashes.**

Scenario	Total	FI
NBT1	76	24
NBM	77	24
NBNM	82	26
NBT2	107	34
JTAT2	121	40
FullT2	139	46

The intersections of Hamrick Road and Table Rock Road with Biddle Road are over capacity (even with mitigations) until the Tier 1 RTP and TSP projects are added, the worst being the No-build/No-mitigation. The intersection of CLH with Vilas Road is over standard in every scenario. This intersection is a standalone issue with or without any Vilas Road interchange improvements. The build scenarios do lower the v/c and LOS, but generally not enough to meet standards. It is likely that jurisdiction of CLH will be transferred to the City of Medford. The City only requires an LOS D which is less stringent than the v/c of 0.85 (OHP) or 0.75 (HDM). Upon jurisdiction transfer, the standard would be met in both build scenarios (JTAT2 and FullT2) and the NBT1.

The construction of an interchange does little to improve the intersection performance measures (v/c and LOS's). When mitigations do reduce the v/c or LOS, the standard is met only by a small margin. This indicates that the network has very little reserve capacity available. Given that the analysis is based on the existing comprehensive plans, the assumed land use and employment rates must be maintained. The existing land use is industrial. It is likely that an interchange will attract commercial entities which typically create much higher traffic volumes. The network does not have the reserve capacity for additional demand. A land use or employment change would potentially require a study for intersection grade separation. Furthermore, access restrictions would need to be implemented on Vilas Road to prevent further exacerbation of long queues.

## CONCLUSIONS

With no-mitigation, the entire study area will have extensive queuing and congestion. The mitigated JTA Expressway No-build Interchange scenario (NBT2) is the best performing alternative with only one location over capacity, the shortest overall network travel time, and the lowest intersection and turning bay blocking.

NBT2 functions better than JTAT2. Upon interchange construction, extensive intersection mitigation will be required and the annual costs precipitated by additional delay, fuel consumption, emissions, and crashes total over \$20 million (even excluding the cost of the interchange itself). Therefore, the JTA Expressway No-build Interchange scenario (NBT2) is the best overall functioning scenario.

**DISMISSED ALTERNATIVES ANALYSIS OUTPUT**

# No Build Mitigated (NBM) Analysis Output

**Table A-1: Mitigations to No Build/No Mitigation (NBNM) to create NBM and meet v/c and LOS standards.**

Intersection	Mitigation	
	Leg	
Table Rock Rd X Biddle Rd	North	Add 200' SBR Storage Lane
	South	Widen to 5-ln cross section
	West	Add 250' 2 <sup>nd</sup> EBL storage lane
Hamrick x Biddle Rd	North	Add 250' Channelized SBR storage lane
	East	Add 200' WBR Storage Lane
	South	Change lane configuration to Left turn only and thru-right lane.
	West	Add 390' 2 <sup>nd</sup> EBL storage lane
Table Rock X Vilas	North	Add 200' SBR Storage Lane
	East	Add 500' EB acceleration lane
		Add 150' WBR Storage Lane
	West	Add 500' EB acceleration lane
Shared Thru Right movement		
CLH X Vilas	East	Add 200' WBL Storage Lane
		Add 1,000' through lane to CLA
	South	Add 2 <sup>nd</sup> 225' NBL storage lane
	West	Add 700' WB acceleration lane
Add 250' 2 <sup>nd</sup> EBL storage lane		
CLA X Vilas	Re-align 1,000' to the east	
	Traffic Signal	
Airway Dr X Vilas	South	Add 200' NBL storage lane
Industry Dr X Vilas	South	Add 200' NBL storage lane
	Traffic Signal	
Peace Ln X Vilas Rd	North	Add 200' SBL storage lane

**Figure A-1: Synchro Unsignalized Intersection Capacity Reports No Build/Mitigated (NBM)**

HCM 2010 TWSC

10: Airway Dr & Vilas Road

03/07/2019

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Traffic Vol, veh/h	930	25	25	1205	50	35
Future Vol, veh/h	930	25	25	1205	50	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	979	26	26	1268	53	37
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1005	0	2312	992
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	1320	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	685	-	~ 42	297
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	248	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	685	-	~ 40	297
Mov Cap-2 Maneuver	-	-	-	-	148	-
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	239	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.2	32.6			
HCM LOS						D
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	148	297	-	-	685	-
HCM Lane V/C Ratio	0.356	0.124	-	-	0.038	-
HCM Control Delay (s)	42.2	18.8	-	-	10.5	-
HCM Lane LOS	E	C	-	-	B	-
HCM 95th %tile Q(veh)	1.5	0.4	-	-	0.1	-
Notes						
-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon						

**Intersection**

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	900	1170	40	60	60
Future Vol, veh/h	65	900	1170	40	60	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	68	947	1232	42	63	63

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1274	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	552	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	552	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	39.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	552	-	-	-	142	212
HCM Lane V/C Ratio	0.124	-	-	-	0.445	0.298
HCM Control Delay (s)	12.4	-	-	-	49.2	29
HCM Lane LOS	B	-	-	-	E	D
HCM 95th %tile Q(veh)	0.4	-	-	-	2	1.2

**Notes**

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



HCM 2010 TWSC  
 28: Table Rock Road & Access 2

03/07/2019

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	0	0	0	1370	1370	0
Future Vol, veh/h	0	0	0	1370	1370	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	0	0	1442	1442	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2165	723	1444	0	-	0
Stage 1	1444	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	41	373	476	-	-	-
Stage 1	187	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	41	372	475	-	-	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	187	-	-	-	-	-
Stage 2	447	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	475	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

**Intersection**

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	0	0	1370	0	0	1370
Future Vol, veh/h	0	0	1370	0	0	1370
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	1442	0	0	1442

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2165	723	0
Stage 1	1444	-	-
Stage 2	721	-	-
Critical Hdwy	6.8	6.9	-
Critical Hdwy Stg 1	5.8	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	41	373	-
Stage 1	187	-	-
Stage 2	448	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	41	372	-
Mov Cap-2 Maneuver	136	-	-
Stage 1	187	-	-
Stage 2	448	-	-

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






















Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	475	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	-

**Figure A-2: Synchro Signalized Intersection Capacity Reports No Build/Mitigated (NBM)**

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

03/07/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	430	915	15	250	670	240	360	10	10	10	2	995
Future Volume (vph)	430	915	15	250	670	240	360	10	10	10	2	995
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		3.1	4.0	5.4	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99			1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1539	3070		1583	3167	1382	1432	1386			1597	1398
Flt Permitted	0.30	1.00		0.21	1.00	1.00	0.69	1.00			0.88	1.00
Satd. Flow (perm)	494	3070		349	3167	1382	1040	1386			1467	1398
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)	453	963	16	263	705	253	379	11	11	11	2	1047
RTOR Reduction (vph)	0	1	0	0	0	191	0	6	0	0	0	254
Lane Group Flow (vph)	453	978	0	263	705	62	379	17	0	0	13	793
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		4
Actuated Green, G (s)	36.5	36.5		29.6	29.6	29.6	59.5	59.5			46.2	46.2
Effective Green, g (s)	37.0	37.0		31.0	31.0	29.6	59.5	60.0			47.0	47.0
Actuated g/C Ratio	0.31	0.31		0.26	0.26	0.25	0.50	0.50			0.39	0.39
Clearance Time (s)	4.5	4.5		4.5	5.4	5.4	4.0	4.5			4.8	4.8
Vehicle Extension (s)	2.5	4.0		2.5	4.0	4.0	2.5	2.5			2.5	2.5
Lane Grp Cap (vph)	300	946		212	818	340	545	693			574	547
v/s Ratio Prot	c0.21	0.32		c0.12	0.22		c0.05	0.01				
v/s Ratio Perm	c0.25			0.20		0.05	0.29				0.01	c0.57
v/c Ratio	1.51	1.03		1.24	0.86	0.18	0.70	0.02			0.02	1.45
Uniform Delay, d1	42.4	41.5		40.9	42.5	35.7	23.4	15.2			22.4	36.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	246.1	38.4		141.7	11.6	1.2	3.5	0.1			0.0	212.3
Delay (s)	288.5	79.9		182.6	54.0	36.9	26.9	15.2			22.4	248.8
Level of Service	F	E		F	D	D	C	B			C	F
Approach Delay (s)		145.9			78.2			26.3			246.0	
Approach LOS		F			E			C			F	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		139.9										
HCM 2000 Volume to Capacity ratio		1.38										
Actuated Cycle Length (s)		120.0						16.0				
Intersection Capacity Utilization		124.5%									H	
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 20: Old Highway 62 & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↗	↖	↕		↖↗	↕	↗	↖	↕	↗
Traffic Volume (vph)	350	345	305	205	260	60	295	1530	175	135	1310	525
Future Volume (vph)	350	345	305	205	260	60	295	1530	175	135	1310	525
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	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	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3101	1683	1430	1554	3013		3101	3197	1411	1599	3197	1412
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3101	1683	1430	1554	3013		3101	3197	1411	1599	3197	1412
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)	368	363	321	216	274	63	311	1611	184	142	1379	553
RTOR Reduction (vph)	0	0	177	0	18	0	0	0	101	0	0	167
Lane Group Flow (vph)	368	363	144	216	319	0	311	1611	83	142	1379	386
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	custom	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	8	7	4		1	6		5	2	
Permitted Phases			8						6			2
Actuated Green, G (s)	9.0	26.1	26.1	18.7	35.8		13.4	42.4	42.4	9.0	38.0	38.0
Effective Green, g (s)	9.0	27.5	27.5	18.7	37.2		13.4	43.8	43.8	9.0	39.4	39.4
Actuated g/C Ratio	0.08	0.24	0.24	0.16	0.32		0.12	0.38	0.38	0.08	0.34	0.34
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)	242	402	341	252	974		361	1217	537	125	1095	483
v/s Ratio Prot	c0.12	c0.22	0.10	c0.14	0.11		0.10	c0.50		0.09	c0.43	
v/s Ratio Perm									0.06			0.27
v/c Ratio	1.52	0.90	0.42	0.86	0.33		0.86	1.32	0.15	1.14	1.26	0.80
Uniform Delay, d1	53.0	42.5	37.0	46.9	29.4		49.9	35.6	23.4	53.0	37.8	34.2
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	254.3	22.9	0.6	23.5	0.9		18.4	151.5	0.2	121.7	124.2	9.5
Delay (s)	307.3	65.4	37.7	70.4	30.3		68.3	187.1	23.6	174.7	162.0	43.7
Level of Service	F	E	D	E	C		E	F	C	F	F	D
Approach Delay (s)		141.6			46.0			155.3			131.3	
Approach LOS		F			D			F			F	

Intersection Summary

HCM 2000 Control Delay	133.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	104.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
30: Crater Lake Ave & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	240	365	55	245	35	220	240	70	70	200	60
Future Volume (vph)	50	240	365	55	245	35	220	240	70	70	200	60
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.4	4.0	5.4	5.4	4.0	5.4	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. 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
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1614	1699	1444	1614	1699	1444	1614	1699	1444	1614	1699	1444
Flt Permitted	0.51	1.00	1.00	0.51	1.00	1.00	0.49	1.00	1.00	0.60	1.00	1.00
Satd. Flow (perm)	861	1699	1444	873	1699	1444	833	1699	1444	1023	1699	1444
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)	53	253	384	58	258	37	232	253	74	74	211	63
RTOR Reduction (vph)	0	0	269	0	0	26	0	0	44	0	0	42
Lane Group Flow (vph)	53	253	115	58	258	11	232	253	30	74	211	21
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	18.0	18.0	18.0	18.0	18.0	18.0	32.6	24.4	24.4	24.5	20.3	20.3
Effective Green, g (s)	18.0	19.4	18.0	18.0	19.4	18.0	32.6	24.4	24.4	24.5	20.3	20.3
Actuated g/C Ratio	0.30	0.32	0.30	0.30	0.32	0.30	0.54	0.41	0.41	0.41	0.34	0.34
Clearance Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	258	549	433	261	549	433	560	690	587	459	574	488
v/s Ratio Prot		0.15			c0.15		c0.06	0.15		0.01	0.12	
v/s Ratio Perm	0.06		0.08	0.07		0.01	c0.17		0.02	0.05		0.01
v/c Ratio	0.21	0.46	0.27	0.22	0.47	0.03	0.41	0.37	0.05	0.16	0.37	0.04
Uniform Delay, d1	15.7	16.1	16.0	15.8	16.2	14.8	7.6	12.4	10.8	11.0	15.0	13.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	2.8	1.5	2.0	2.9	0.1	0.4	1.5	0.2	0.1	1.8	0.2
Delay (s)	17.5	18.9	17.5	17.7	19.1	14.9	8.0	13.9	11.0	11.1	16.8	13.5
Level of Service	B	B	B	B	B	B	A	B	B	B	B	B
Approach Delay (s)		18.0			18.4			11.1			15.0	
Approach LOS		B			B			B			B	

Intersection Summary

HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 74: Table Rock Road & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↗		↖	↕	↗	↖	↕↗	↗	↖	↕↗	↗
Traffic Volume (vph)	185	275	5	525	560	170	20	785	565	115	695	340
Future Volume (vph)	185	275	5	525	560	170	20	785	565	115	695	340
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	*0.98	1.00	1.00	*0.98	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.97
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		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)	1554	3099		1568	1651	1382	1583	3267	1396	1598	3298	1392
Flt Permitted	0.22	1.00		0.41	1.00	1.00	0.16	1.00	1.00	0.19	1.00	1.00
Satd. Flow (perm)	354	3099		681	1651	1382	263	3267	1396	326	3298	1392
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)	195	289	5	553	589	179	21	826	595	121	732	358
RTOR Reduction (vph)	0	2	0	0	0	99	0	0	406	0	0	208
Lane Group Flow (vph)	195	292	0	553	589	80	21	826	189	121	732	150
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	32.4	23.3		51.0	37.9	37.9	28.0	28.0	28.0	36.1	34.7	34.7
Effective Green, g (s)	32.4	24.1		51.0	39.3	37.9	28.0	29.4	29.4	36.1	36.1	36.1
Actuated g/C Ratio	0.31	0.23		0.49	0.38	0.37	0.27	0.28	0.28	0.35	0.35	0.35
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)	216	723		545	628	507	105	930	397	229	1153	486
v/s Ratio Prot	0.08	0.09		c0.24	0.36		0.01	c0.25		0.05	c0.22	
v/s Ratio Perm	0.20			c0.26		0.06	0.05		0.14	0.14		0.11
v/c Ratio	0.90	0.40		1.01	0.94	0.16	0.20	0.89	0.48	0.53	0.63	0.31
Uniform Delay, d1	29.9	33.5		22.2	30.8	21.9	29.3	35.3	30.5	36.1	28.0	24.5
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	35.8	0.3		42.3	21.7	0.1	0.7	10.6	1.2	1.7	1.3	0.5
Delay (s)	65.7	33.7		64.4	52.4	22.0	30.0	45.9	31.8	37.8	29.3	24.9
Level of Service	E	C		E	D	C	C	D	C	D	C	C
Approach Delay (s)		46.5			53.3			39.8			28.9	
Approach LOS		D			D			D			C	

### Intersection Summary

HCM 2000 Control Delay	41.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	103.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 90: Table Rock Road & Biddle Rd/Biddle Road

03/07/2019



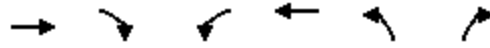
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	470	140	2	715	525	170	510	10	420	525	270
Future Volume (vph)	335	470	140	2	715	525	170	510	10	420	525	270
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00
Frb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	2932	3118	1333	1583	3167	1396	1553	3097		1511	3023	1333
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.44	1.00		0.21	1.00	1.00
Satd. Flow (perm)	2932	3118	1333	1583	3167	1396	712	3097		327	3023	1333
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)	353	495	147	2	753	553	179	537	11	442	553	284
RTOR Reduction (vph)	0	0	87	0	0	311	0	2	0	0	0	189
Lane Group Flow (vph)	353	495	60	2	753	242	179	546	0	442	553	95
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	15.8	45.3	45.3	1.2	30.7	30.7	39.5	26.7		53.7	36.9	36.9
Effective Green, g (s)	15.8	46.7	46.7	1.2	32.1	32.1	39.5	28.1		53.7	38.3	38.3
Actuated g/C Ratio	0.14	0.41	0.41	0.01	0.28	0.28	0.34	0.24		0.47	0.33	0.33
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0		2.5	4.0	4.0
Lane Grp Cap (vph)	402	1266	541	16	884	389	338	756		389	1006	443
v/s Ratio Prot	c0.12	0.16		0.00	c0.24		0.06	0.18		c0.23	0.18	
v/s Ratio Perm			0.04			0.17	0.12			c0.30		0.07
v/c Ratio	0.88	0.39	0.11	0.12	0.85	0.62	0.53	0.72		1.14	0.55	0.21
Uniform Delay, d1	48.7	24.1	21.2	56.4	39.2	36.1	28.0	39.9		28.1	31.3	27.5
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	18.9	0.9	0.4	2.6	7.9	2.7	1.1	3.7		88.2	0.8	0.3
Delay (s)	67.5	25.0	21.6	58.9	47.1	38.8	29.2	43.5		116.2	32.1	27.9
Level of Service	E	C	C	E	D	D	C	D		F	C	C
Approach Delay (s)		39.6			43.6			40.0			60.2	
Approach LOS		D			D			D			E	

### Intersection Summary

HCM 2000 Control Delay	47.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
158: Industry Drive & Vilas Road

03/07/2019

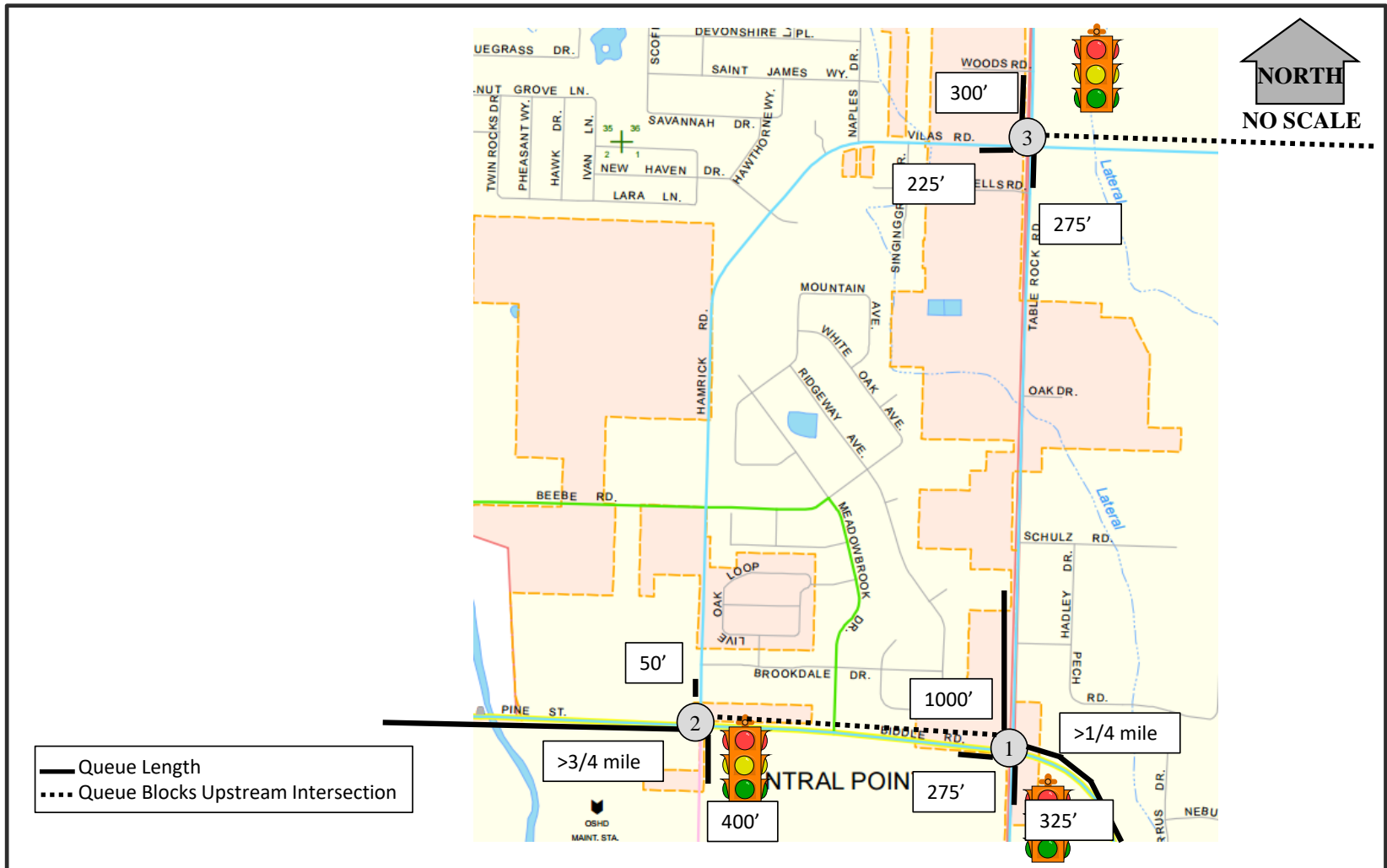


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (vph)	905	55	50	1030	180	95
Future Volume (vph)	905	55	50	1030	180	95
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0		5.4	4.0	4.0	5.4
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1686		1614	1699	1614	1444
Flt Permitted	1.00		0.16	1.00	0.95	1.00
Satd. Flow (perm)	1686		269	1699	1614	1444
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	953	58	53	1084	189	100
RTOR Reduction (vph)	2	0	0	0	0	30
Lane Group Flow (vph)	1009	0	53	1084	189	70
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	2			6	3	
Permitted Phases			6			6
Actuated Green, G (s)	62.6		62.6	62.6	18.0	62.6
Effective Green, g (s)	64.0		62.6	64.0	18.0	62.6
Actuated g/C Ratio	0.71		0.70	0.71	0.20	0.70
Clearance Time (s)	5.4		5.4	5.4	4.0	5.4
Vehicle Extension (s)	4.0		4.0	4.0	2.5	4.0
Lane Grp Cap (vph)	1198		187	1208	322	1004
v/s Ratio Prot	0.60			c0.64	c0.12	
v/s Ratio Perm			0.20			0.05
v/c Ratio	0.84		0.28	0.90	0.59	0.07
Uniform Delay, d1	9.4		5.2	10.4	32.6	4.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	7.3		3.8	10.6	7.6	0.1
Delay (s)	16.6		9.0	21.0	40.3	4.5
Level of Service	B		A	C	D	A
Approach Delay (s)	16.6			20.4	27.9	
Approach LOS	B			C	C	

Intersection Summary

HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			





OREGON DEPARTMENT OF TRANSPORTATION

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TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95<sup>th</sup> Percentile Queue Lengths  
 No Build with Mitigations - NBM

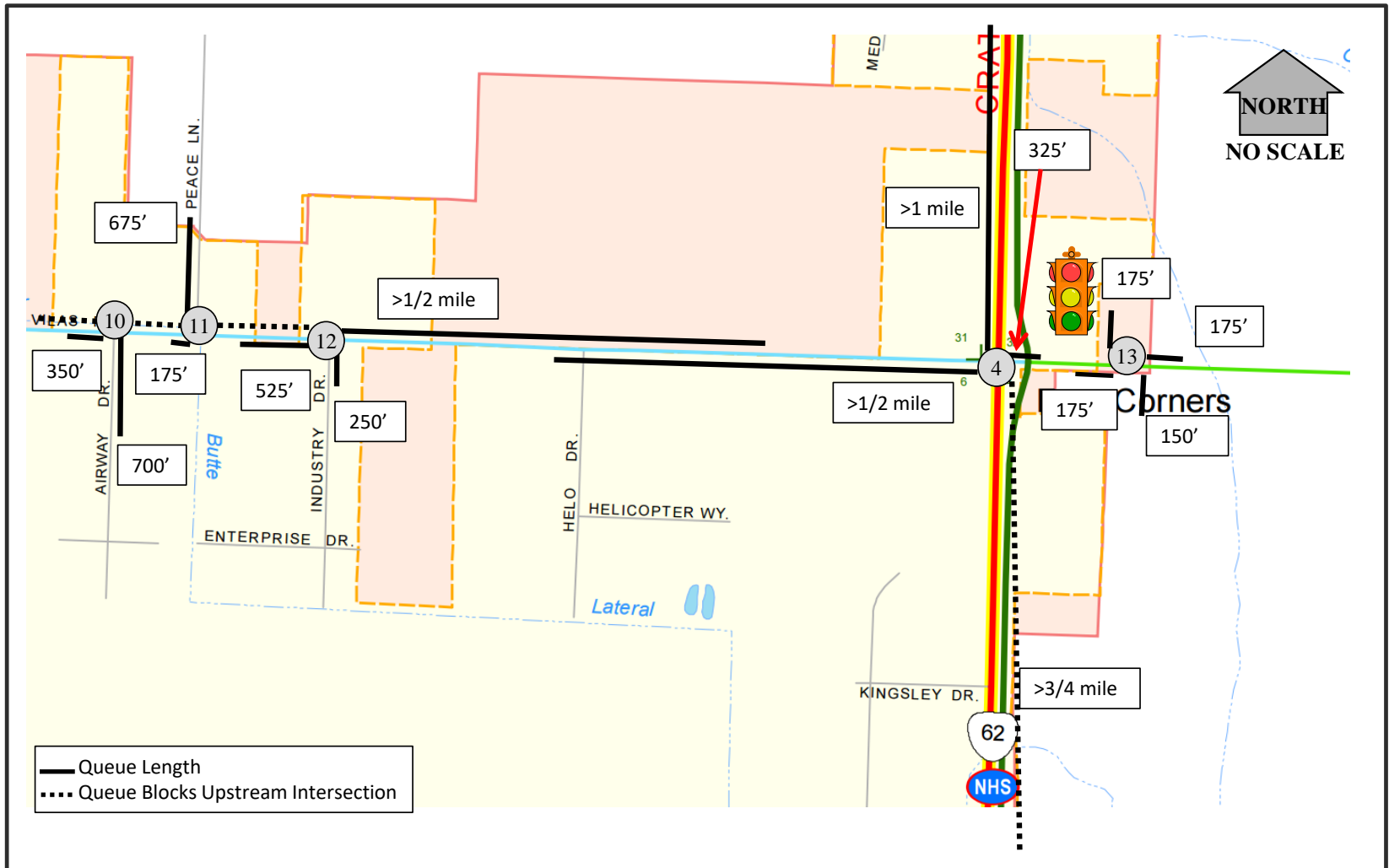
File : OR62-Vilas

Prepared By: Katie Brown

Date : 3/14/19

Reviewed By: P. Schuytema, P.E

FIGURE A-3



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95<sup>th</sup> Percentile Queue Lengths  
 No Build with Mitigations - NBM

File : OR62-Vilas

Prepared By: Katie Brown

Date : 3/14/19

Reviewed By: P. Schuytema, P.E

FIGURE A-4

**Figure A-52: No-build/Mitigate (NBM) Sim Traffic Queuing and Blocking Reports**

**SimTraffic Simulation Summary**  
**2035 SD Bypass Build - FEIS**

03/07/2019

**Summary of All Intervals**

Run Number	1	10	2	3	4	5	6
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	10917	11025	10637	10953	10887	10821	10785
Vehs Exited	9692	9406	9490	9799	9477	9484	9624
Starting Vehs	1080	1030	1039	1097	1136	1070	1136
Ending Vehs	2305	2649	2186	2251	2546	2407	2297
Travel Distance (mi)	25913	25233	25429	26171	25510	25457	25653
Travel Time (hr)	1962.4	1907.8	1863.8	1860.3	2006.7	1828.7	1884.4
Total Delay (hr)	1309.1	1269.9	1222.5	1199.5	1363.0	1187.7	1237.4
Total Stops	29643	28407	29581	30013	30439	28695	29284
Fuel Used (gal)	876.3	856.3	853.3	864.4	880.3	844.7	858.8

**Summary of All Intervals**

Run Number	7	8	9	Avg	
Start Time	4:15	4:15	4:15	4:15	
End Time	5:25	5:25	5:25	5:25	
Total Time (min)	70	70	70	70	
Time Recorded (min)	60	60	60	60	
# of Intervals	3	3	3	3	
# of Recorded Intervals	2	2	2	2	
Vehs Entered	10895	10898	11052	10886	
Vehs Exited	9520	9542	9744	9583	
Starting Vehs	1081	1048	1047	1080	
Ending Vehs	2456	2404	2355	2375	
Travel Distance (mi)	25627	25567	26176	25793	25684
Travel Time (hr)	2047.0	1957.3	1897.9	1846.5	1914.8
Total Delay (hr)	1400.5	1310.9	1238.5	1196.2	1266.8
Total Stops	29604	29877	28607	29201	29394
Fuel Used (gal)	888.1	870.1	873.5	855.6	865.6

**Interval #0 Information Seeding**

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	4:25
End Time	4:40
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	3014	2975	2937	2963	2902	2801	2911
Vehs Exited	2500	2514	2426	2497	2464	2454	2513
Starting Vehs	1080	1030	1039	1097	1136	1070	1136
Ending Vehs	1594	1491	1550	1563	1574	1417	1534
Travel Distance (mi)	6944	6948	6651	6818	6808	6688	6817
Travel Time (hr)	342.5	315.5	331.0	338.1	342.4	306.3	343.5
Total Delay (hr)	167.9	140.4	163.1	166.3	170.7	138.0	172.0
Total Stops	6863	6201	6488	6823	7040	6217	6971
Fuel Used (gal)	199.4	195.0	190.4	196.0	195.7	187.6	196.4

**Interval #1 Information Recording**

Start Time	4:25
End Time	4:40
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	2963	2952	2974	2909
Vehs Exited	2339	2389	2509	2465
Starting Vehs	1081	1048	1047	1105
Ending Vehs	1705	1611	1512	1547
Travel Distance (mi)	6612	6571	6933	6886
Travel Time (hr)	347.5	331.5	330.4	328.1
Total Delay (hr)	180.4	165.0	156.2	154.5
Total Stops	6904	6331	6477	6587
Fuel Used (gal)	194.2	190.3	197.8	194.4

**Interval #2 Information Recording2**

Start Time	4:40
End Time	5:25
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	7903	8050	7700	7990	7985	8020	7874
Vehs Exited	7192	6892	7064	7302	7013	7030	7111
Starting Vehs	1594	1491	1550	1563	1574	1417	1534
Ending Vehs	2305	2649	2186	2251	2546	2407	2297
Travel Distance (mi)	18969	18285	18777	19353	18702	18769	18836
Travel Time (hr)	1619.9	1592.4	1532.8	1522.1	1664.3	1522.5	1540.8
Total Delay (hr)	1141.2	1129.5	1059.4	1033.2	1192.3	1049.7	1065.5
Total Stops	22780	22206	23093	23190	23399	22478	22313
Fuel Used (gal)	676.9	661.3	662.9	668.3	684.6	657.1	662.4

**Interval #2 Information Recording2**

Start Time	4:40
End Time	5:25
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	7932	7946	8078	7941
Vehs Exited	7181	7153	7235	7112
Starting Vehs	1705	1611	1512	1482
Ending Vehs	2456	2404	2355	2311
Travel Distance (mi)	19015	18996	19243	18907
Travel Time (hr)	1699.5	1625.8	1567.5	1518.5
Total Delay (hr)	1220.1	1145.9	1082.2	1041.6
Total Stops	22700	23546	22130	22614
Fuel Used (gal)	693.9	679.8	675.7	659.9

Queuing and Blocking Report  
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Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	B8	B8	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	T	T	L	T	T	R	L	TR	LT
Maximum Queue (ft)	550	817	587	2042	1994	405	1007	977	275	174	425	31
Average Queue (ft)	549	773	404	1151	1078	396	717	631	195	156	201	8
95th Queue (ft)	551	815	711	2374	2365	442	1165	1111	354	203	466	30
Link Distance (ft)		696	696	3436	3436		1946	1946			4856	1388
Upstream Blk Time (%)		74	3									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390					305			250	150		
Storage Blk Time (%)	85	13				91	3	22	0	19	0	
Queuing Penalty (veh)	408	59				320	8	56	1	4	0	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	B8	B8	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	T	T	L	T	T	R	L	TR	LT
Maximum Queue (ft)	550	818	570	3510	3510	405	1958	1985	275	174	403	41
Average Queue (ft)	549	777	301	3273	3264	405	1639	1597	149	148	129	6
95th Queue (ft)	549	809	516	4071	4072	407	2190	2276	324	208	365	28
Link Distance (ft)		696	696	3436	3436		1946	1946			4856	1388
Upstream Blk Time (%)		81	1	75	71		10	7				
Queuing Penalty (veh)		0	0	0	0		54	39				
Storage Bay Dist (ft)	390					305			250	150		
Storage Blk Time (%)	87	4				98	2	13	0	17	0	
Queuing Penalty (veh)	390	17				324	5	31	1	3	0	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	B8	B8	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	T	T	L	T	T	R	L	TR	LT
Maximum Queue (ft)	550	818	656	3510	3510	405	1958	1985	275	174	458	42
Average Queue (ft)	549	776	326	2761	2737	402	1417	1364	160	150	146	6
95th Queue (ft)	549	811	577	4518	4547	426	2255	2297	334	207	395	28
Link Distance (ft)		696	696	3436	3436		1946	1946			4856	1388
Upstream Blk Time (%)		79	1	57	53		7	5				
Queuing Penalty (veh)		0	0	0	0		41	30				
Storage Bay Dist (ft)	390					305			250	150		
Storage Blk Time (%)	86	6				97	2	16	0	17	0	
Queuing Penalty (veh)	395	27				323	6	38	1	4	0	

**Intersection: 8: Bend, Interval #1**

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	411	315
Average Queue (ft)	72	67
95th Queue (ft)	406	391
Link Distance (ft)	696	696
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 8: Bend, Interval #2**

Movement	WB	WB	WB
Directions Served	T	T	
Maximum Queue (ft)	428	379	63
Average Queue (ft)	35	33	3
95th Queue (ft)	278	273	77
Link Distance (ft)	696	696	696
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 8: Bend, All Intervals**

Movement	WB	WB	WB
Directions Served	T	T	
Maximum Queue (ft)	560	450	63
Average Queue (ft)	44	41	2
95th Queue (ft)	313	305	66
Link Distance (ft)	696	696	696
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Airway Dr & Vilas Road, Interval #1

Movement	B7	WB	WB	NB	NB
Directions Served	T	L	T	L	R
Maximum Queue (ft)	36	58	101	116	79
Average Queue (ft)	5	18	26	74	44
95th Queue (ft)	80	67	174	148	142
Link Distance (ft)	431		376		981
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			2		
Storage Bay Dist (ft)		150		150	
Storage Blk Time (%)			5	12	
Queuing Penalty (veh)			1	4	

Intersection: 10: Airway Dr & Vilas Road, Interval #2

Movement	EB	B7	WB	WB	NB	NB
Directions Served	TR	T	L	T	L	R
Maximum Queue (ft)	308	71	174	388	172	555
Average Queue (ft)	40	3	58	328	141	276
95th Queue (ft)	392	61	186	509	214	764
Link Distance (ft)	2517	431		376		981
Upstream Blk Time (%)				5		5
Queuing Penalty (veh)				58		0
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)			0	59	63	0
Queuing Penalty (veh)			0	15	21	0

Intersection: 10: Airway Dr & Vilas Road, All Intervals

Movement	EB	B7	WB	WB	NB	NB
Directions Served	TR	T	L	T	L	R
Maximum Queue (ft)	308	107	174	388	172	555
Average Queue (ft)	31	4	48	255	125	220
95th Queue (ft)	339	66	166	530	212	678
Link Distance (ft)	2517	431		376		981
Upstream Blk Time (%)				4		3
Queuing Penalty (veh)				44		0
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)			0	45	50	0
Queuing Penalty (veh)			0	11	17	0



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Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	B1	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	T	L	T	TR	L	L	T	T
Maximum Queue (ft)	277	324	668	349	256	223	338	254	256	375	2560	2565
Average Queue (ft)	210	270	407	186	45	165	177	108	209	326	1711	1738
95th Queue (ft)	317	383	728	377	233	267	338	245	310	493	2901	2944
Link Distance (ft)			635		1749		893	893			4935	4935
Upstream Blk Time (%)			10									
Queuing Penalty (veh)			102									
Storage Bay Dist (ft)	250	250		200		200			225	225		
Storage Blk Time (%)	13	25	37	2		10	3		21	7	48	53
Queuing Penalty (veh)	91	172	253	14		14	7		170	60	150	97

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	225	349	2486	2540	275
Average Queue (ft)	161	207	1598	1644	266
95th Queue (ft)	306	412	2672	2731	320
Link Distance (ft)			8395	8395	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150	200			150
Storage Blk Time (%)	0	0	54	57	11
Queuing Penalty (veh)	2	1	77	314	72

Queuing and Blocking Report  
2035 SD Bypass Build - FEIS

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Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	B1	B159	B173	B175	WB	WB	WB	NB
Directions Served	L	L	T	R	T	T	T	T	L	T	TR	L
Maximum Queue (ft)	287	325	750	350	1864	554	283	574	224	344	249	286
Average Queue (ft)	272	321	697	265	1511	280	122	224	159	162	100	189
95th Queue (ft)	331	344	802	471	2369	694	349	727	249	300	209	292
Link Distance (ft)			635		1749	450	199	717		893	893	
Upstream Blk Time (%)			55		49	40	35	2				
Queuing Penalty (veh)			540		481	389	348	21				
Storage Bay Dist (ft)	250	250		200					200			225
Storage Blk Time (%)	34	68	41	2					7	2		18
Queuing Penalty (veh)	217	437	267	11					9	4		132

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T	R
Maximum Queue (ft)	375	4997	4996	225	350	6438	6424	275
Average Queue (ft)	322	4060	4053	149	236	4601	4634	263
95th Queue (ft)	502	5590	5560	301	438	6734	6747	333
Link Distance (ft)		4935	4935			8395	8395	
Upstream Blk Time (%)		30	28			0		
Queuing Penalty (veh)		0	0			0		
Storage Bay Dist (ft)	225			150	200			150
Storage Blk Time (%)	6	50	53	0	20	56	58	10
Queuing Penalty (veh)	46	145	92	1	127	74	300	63

Queuing and Blocking Report  
2035 SD Bypass Build - FEIS

03/07/2019

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	B1	B159	B173	B175	WB	WB	WB	NB
Directions Served	L	L	T	R	T	T	T	T	L	T	TR	L
Maximum Queue (ft)	287	325	750	350	1864	554	283	574	224	375	283	289
Average Queue (ft)	257	309	627	246	1157	213	93	170	161	165	102	193
95th Queue (ft)	343	378	901	456	2437	623	308	636	254	310	218	298
Link Distance (ft)			635		1749	450	199	717		893	893	
Upstream Blk Time (%)			44		37	30	27	2				
Queuing Penalty (veh)			430		361	292	261	15				
Storage Bay Dist (ft)	250	250		200					200			225
Storage Blk Time (%)	29	58	40	2					8	2		19
Queuing Penalty (veh)	185	371	264	12					10	5		142

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T	R
Maximum Queue (ft)	375	4997	4996	225	350	6438	6424	275
Average Queue (ft)	323	3493	3494	152	229	3876	3912	264
95th Queue (ft)	500	5699	5673	302	433	6744	6763	331
Link Distance (ft)		4935	4935			8395	8395	
Upstream Blk Time (%)		23	21			0		
Queuing Penalty (veh)		0	0			0		
Storage Bay Dist (ft)	225			150	200			150
Storage Blk Time (%)	6	50	53	0	15	55	58	10
Queuing Penalty (veh)	50	146	93	1	95	75	304	65

Intersection: 26: Vilas Road & Peace Ln, Interval #1

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	TR	L	R
Maximum Queue (ft)	68	11	102	160	248
Average Queue (ft)	38	2	16	120	115
95th Queue (ft)	79	23	133	203	376
Link Distance (ft)		376	584		808
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			0		
Storage Bay Dist (ft)	150			150	
Storage Blk Time (%)				39	0
Queuing Penalty (veh)				25	0

Intersection: 26: Vilas Road & Peace Ln, Interval #2

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	TR	L	R
Maximum Queue (ft)	145	167	597	174	606
Average Queue (ft)	39	34	466	147	335
95th Queue (ft)	114	201	794	219	721
Link Distance (ft)		376	584		808
Upstream Blk Time (%)		2	5		4
Queuing Penalty (veh)		17	60		0
Storage Bay Dist (ft)	150			150	
Storage Blk Time (%)		6		65	13
Queuing Penalty (veh)		4		38	7

Intersection: 26: Vilas Road & Peace Ln, All Intervals

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	TR	L	R
Maximum Queue (ft)	147	177	597	174	606
Average Queue (ft)	39	26	358	141	282
95th Queue (ft)	107	174	789	218	674
Link Distance (ft)		376	584		808
Upstream Blk Time (%)		1	4		3
Queuing Penalty (veh)		13	45		0
Storage Bay Dist (ft)	150			150	
Storage Blk Time (%)		4		58	10
Queuing Penalty (veh)		3		35	6

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	85	163	151	90	153	38	146	171	59	88	169	66
Average Queue (ft)	34	100	88	40	89	14	79	80	20	45	91	34
95th Queue (ft)	90	173	158	96	161	40	146	155	46	97	173	85
Link Distance (ft)		893	893		854			4518			4799	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200		200	200		200	200		200
Storage Blk Time (%)		0			0		0	0	0	0	0	0
Queuing Penalty (veh)		0			0		0	1	0	0	0	0

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	89	200	179	92	165	65	172	179	69	92	160	73
Average Queue (ft)	26	79	78	33	84	13	82	71	19	39	79	24
95th Queue (ft)	69	164	153	74	148	45	143	139	53	77	143	59
Link Distance (ft)		893	893		854			4518			4799	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200		200	200		200	200		200
Storage Blk Time (%)		0			0		0	0			0	
Queuing Penalty (veh)		0			0		0	0			0	

Intersection: 30: Crater Lake Ave & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	100	205	187	108	182	70	180	204	86	106	187	89
Average Queue (ft)	28	84	80	35	85	13	81	73	20	40	82	26
95th Queue (ft)	75	168	154	80	152	44	144	143	52	82	151	67
Link Distance (ft)		893	893		854			4518			4799	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200		200	200		200	200		200
Storage Blk Time (%)		0			0		0	0	0	0	0	0
Queuing Penalty (veh)		0			0		0	1	0	0	0	0

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Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	B7	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	R	T	L	T	T	R	L
Maximum Queue (ft)	180	206	116	205	528	175	2235	50	259	236	57	153
Average Queue (ft)	95	130	44	199	506	122	1426	17	172	174	9	78
95th Queue (ft)	182	218	133	233	531	225	2605	56	264	252	46	152
Link Distance (ft)		476	476		431		2517		792	792		
Upstream Blk Time (%)					49		0					
Queuing Penalty (veh)					643		3					
Storage Bay Dist (ft)	160			100		150		160			225	160
Storage Blk Time (%)	3	8		44	49	0			10	2		1
Queuing Penalty (veh)	4	16		342	356	3			2	10		3

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	214	252	184
Average Queue (ft)	131	161	123
95th Queue (ft)	215	262	212
Link Distance (ft)	3500	3500	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			160
Storage Blk Time (%)	3	5	3
Queuing Penalty (veh)	4	17	10

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	B7	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	R	T	L	T	T	R	L
Maximum Queue (ft)	221	246	195	205	544	175	2517	88	286	281	139	172
Average Queue (ft)	88	129	44	201	504	116	2477	17	160	163	13	75
95th Queue (ft)	170	218	138	224	531	225	2641	65	259	249	85	144
Link Distance (ft)		476	476		431		2517		792	792		
Upstream Blk Time (%)					47		3					
Queuing Penalty (veh)					576		31					
Storage Bay Dist (ft)	160			100		150		160			225	160
Storage Blk Time (%)	1	7		45	50	0			8	1	0	1
Queuing Penalty (veh)	1	12		321	341	4			2	8	0	2

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	351	376	185
Average Queue (ft)	133	154	109
95th Queue (ft)	263	302	197
Link Distance (ft)	3500	3500	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			160
Storage Blk Time (%)	4	5	1
Queuing Penalty (veh)	4	17	3



Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	B7	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	R	T	L	T	T	R	L
Maximum Queue (ft)	240	251	199	205	550	175	2517	98	299	284	141	194
Average Queue (ft)	90	129	44	200	505	118	2223	17	163	166	12	76
95th Queue (ft)	173	218	137	227	531	225	3175	63	260	250	78	146
Link Distance (ft)		476	476		431		2517		792	792		
Upstream Blk Time (%)					47		2					
Queuing Penalty (veh)					593		24					
Storage Bay Dist (ft)	160			100		150		160			225	160
Storage Blk Time (%)	2	7		45	50	0			9	2	0	1
Queuing Penalty (veh)	2	13		326	345	3			2	9	0	2

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	352	395	185
Average Queue (ft)	133	156	112
95th Queue (ft)	253	294	202
Link Distance (ft)	3500	3500	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			160
Storage Blk Time (%)	4	5	1
Queuing Penalty (veh)	4	17	5

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Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	197	207	233	240	26	3	838	967	290	166	274	262
Average Queue (ft)	123	129	142	153	4	1	586	730	287	114	179	187
95th Queue (ft)	215	224	268	273	41	5	1049	1227	319	196	303	282
Link Distance (ft)			1946	1946			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450	450			250	70			205	90		
Storage Blk Time (%)				2			70	47	47	16	25	
Queuing Penalty (veh)				2			1	258	177	42	45	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	235	760	676	175
Average Queue (ft)	225	530	412	122
95th Queue (ft)	272	888	745	214
Link Distance (ft)		1818	1818	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	95			150
Storage Blk Time (%)	69	27	22	2
Queuing Penalty (veh)	190	118	63	6

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Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	B19	B19	NB
Directions Served	L	L	T	T	R	L	T	T	R	T	T	L
Maximum Queue (ft)	232	254	232	249	49	26	2485	2538	290	302	313	170
Average Queue (ft)	134	137	94	108	3	2	1053	1189	279	49	50	112
95th Queue (ft)	229	244	227	244	50	24	2399	2506	358	495	500	194
Link Distance (ft)			1946	1946			3034	3034		3163	3163	
Upstream Blk Time (%)							4	5				
Queuing Penalty (veh)							0	0				
Storage Bay Dist (ft)	450	450			250	70			205			90
Storage Blk Time (%)				1			81	62	26			19
Queuing Penalty (veh)				1			2	319	91			49

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	TR	L	T	T	R
Maximum Queue (ft)	332	310	235	881	780	175
Average Queue (ft)	186	186	228	602	435	126
95th Queue (ft)	326	287	264	1030	851	218
Link Distance (ft)	5548	5548		1818	1818	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			95			150
Storage Blk Time (%)	26		72	21	18	6
Queuing Penalty (veh)	43		186	86	48	14

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	B19	B19	NB
Directions Served	L	L	T	T	R	L	T	T	R	T	T	L
Maximum Queue (ft)	243	255	245	269	75	26	2519	2567	290	302	313	170
Average Queue (ft)	131	135	105	119	3	2	940	1078	281	37	38	113
95th Queue (ft)	226	239	242	255	48	21	2179	2295	352	428	432	194
Link Distance (ft)			1946	1946			3034	3034		3163	3163	
Upstream Blk Time (%)							3	4				
Queuing Penalty (veh)							0	0				
Storage Bay Dist (ft)	450	450			250	70			205			90
Storage Blk Time (%)				1			78	58	31			19
Queuing Penalty (veh)				1			2	304	112			47

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	TR	L	T	T	R
Maximum Queue (ft)	341	314	235	912	789	175
Average Queue (ft)	185	186	228	585	429	125
95th Queue (ft)	321	286	266	1000	827	217
Link Distance (ft)	5548	5548		1818	1818	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			95			150
Storage Blk Time (%)	26		71	22	19	5
Queuing Penalty (veh)	44		187	94	52	12

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 122: Table Rock Road & Access 1, Interval #2**

**Movement**

Directions Served  
 Maximum Queue (ft)  
 Average Queue (ft)  
 95th Queue (ft)  
 Link Distance (ft)  
 Upstream Blk Time (%)  
 Queuing Penalty (veh)  
 Storage Bay Dist (ft)  
 Storage Blk Time (%)  
 Queuing Penalty (veh)

**Intersection: 122: Table Rock Road & Access 1, All Intervals**

**Movement**

Directions Served  
 Maximum Queue (ft)  
 Average Queue (ft)  
 95th Queue (ft)  
 Link Distance (ft)  
 Upstream Blk Time (%)  
 Queuing Penalty (veh)  
 Storage Bay Dist (ft)  
 Storage Blk Time (%)  
 Queuing Penalty (veh)

**Intersection: 158: Industry Drive & Vilas Road, Interval #1**

Movement	EB	WB	WB	B1	NB	NB
Directions Served	TR	L	T		L	R
Maximum Queue (ft)	338	130	386	60	162	120
Average Queue (ft)	207	45	248	9	112	53
95th Queue (ft)	368	133	418	132	180	137
Link Distance (ft)	584		717	635		1010
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)		250			150	
Storage Blk Time (%)			7		5	0
Queuing Penalty (veh)			4		5	0

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Intersection: 158: Industry Drive & Vilas Road, Interval #2

Movement	EB	WB	WB	B175	B173	B159	B1	B1	NB	NB
Directions Served	TR	L	T	T	T	T	T		L	R
Maximum Queue (ft)	500	274	834	296	504	1355	489	309	172	322
Average Queue (ft)	275	101	633	170	261	545	107	62	121	91
95th Queue (ft)	533	290	1053	389	677	1793	490	380	192	265
Link Distance (ft)	584		717	199	450	1749	635	635		1010
Upstream Blk Time (%)	3		44	43	34	17	3	1		
Queuing Penalty (veh)	33		469	452	366	180	14	6		
Storage Bay Dist (ft)		250							150	
Storage Blk Time (%)		0	48						15	1
Queuing Penalty (veh)		0	23						14	1

Intersection: 158: Industry Drive & Vilas Road, All Intervals

Movement	EB	WB	WB	B175	B173	B159	B1	B1	NB	NB
Directions Served	TR	L	T	T	T	T	T		L	R
Maximum Queue (ft)	509	274	834	296	504	1355	489	309	173	323
Average Queue (ft)	258	87	540	129	198	413	81	49	119	82
95th Queue (ft)	502	262	1003	354	605	1567	423	335	190	241
Link Distance (ft)	584		717	199	450	1749	635	635		1010
Upstream Blk Time (%)	3		33	32	26	13	2	1		
Queuing Penalty (veh)	25		351	339	274	135	11	4		
Storage Bay Dist (ft)		250							150	
Storage Blk Time (%)		0	38						12	0
Queuing Penalty (veh)		0	18						12	1

Network Summary

Network wide Queuing Penalty, Interval #1: 4814

Network wide Queuing Penalty, Interval #2: 8511

Network wide Queuing Penalty, All Intervals: 7586

**Figure A-6: Highway Safety Manual Crash Analysis Report No-build/Mitigated (NBM)**



**Highway Safety Manual Analysis  
Urban and Suburban Arterials**

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.19.19	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1			
Segment 2	1.855	0.524	1.332
Segment 3			
Segment 4	0.577	0.146	0.431
Segment 5	11.882	3.350	8.532
Segment 6	1.509	0.423	1.086
Segment 7	1.148	0.328	0.820
Segment 8	1.419	0.385	1.034
Segment 9	2.595	0.732	1.863
Segment 10	4.181	1.257	2.924
<b>INTERSECTIONS</b>			
Intersection 1	8.581	3.042	5.540
Intersection 2	5.585	1.969	3.616
Intersection 3	5.509	1.947	3.562
Intersection 4	0.585	0.215	0.370
Intersection 5			
Intersection 6	7.568	2.751	4.817
Intersection 7	2.379	0.802	1.576
Intersection 8	0.737	0.254	0.483
Intersection 9	2.513	0.857	1.657
Intersection 10			
<b>TOTAL</b>	<b>58.624</b>	<b>18.982</b>	<b>39.642</b>

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



## Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by: Katie Brown	Roadway: 62: Crater Lake Highway
Title: Transportation Analyst	Roadway Section: MP .00 - MP .00
Agency/Company: TPAU/ODOT	Jurisdiction: TPAU/ODOT
Date: 3.19.19	Analysis Year: 2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1	0.160	0.054	0.106
Segment 2	5.904	1.803	4.101
Segment 3	0.160	0.059	0.101
Segment 4			
Segment 5			
Segment 6			
Segment 7	3.596	0.989	2.607
Segment 8	0.287	0.077	0.210
Segment 9	2.908	0.797	2.111
Segment 10	0.589	0.147	0.442
<b>INTERSECTIONS</b>			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
<b>TOTAL</b>	<b>13.605</b>	<b>3.927</b>	<b>9.678</b>

**Note:**

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.





## Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by: Katie Brown	Roadway: 62: Crater Lake Highway
Title: Transportation Analyst	Roadway Section: MP .00 - MP .00
Agency/Company: TPAU/ODOT	Jurisdiction: TPAU/ODOT
Date: 3.28.18	Analysis Year: 2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1	0.383	0.111	0.272
Segment 2	1.134	0.329	0.805
Segment 3	1.074	0.317	0.757
Segment 4	0.299	0.091	0.208
Segment 5	1.600	0.480	1.120
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
<b>INTERSECTIONS</b>			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
<b>TOTAL</b>	<b>4.490</b>	<b>1.328</b>	<b>3.162</b>

**Note:**

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.

**Table A-2: NBM Simplified MMLOS Segment LOS Output Summary<sup>1</sup>**

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd <sup>3</sup>	W	E Project Limit-Crater Lake Ave	C-E	C-D	n/a
Vilas Rd <sup>3</sup>	E	Crater Lake Ave-E Project Limit	C-E	C-D	n/a
Vilas Rd <sup>2, 3</sup>	W	Crater Lake Ave-Crater Lake Hwy	C	C-D	n/a
Vilas Rd <sup>2, 3</sup>	E	Crater Lake Hwy-Crater Lake Ave	C	C-D	n/a
Vilas Rd	W	Crater Lake Hwy-Industry Dr	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	Industry Dr-Crater Lake Hwy	C	C-D	n/a
Vilas Rd <sup>2</sup>	W	Industry Ln-Peace Ln	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	Peace Ln-Industry Dr	C	C-D	n/a
Vilas Rd	W	Peace Ln-Airway Dr	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	Airway Dr-Peace Ln	C	C-D	n/a
Vilas Rd	W	Airway Dr-Table Rock Rd	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	Table Rock Rd-Airway Dr	C	C-D	n/a
Vilas Rd	W	Table Rock Rd-W Project Limit	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	W Project Limit-Table Rock Rd	C	C-D	n/a
Pine St/Biddle Rd <sup>4</sup>	W	E Project Limit-Table Rock Rd	A	A	<b>E</b>
Pine St/Biddle Rd <sup>4</sup>	E	Table Rock Rd-E Project Limit	A	A	<b>E</b>
Pine St/Biddle Rd <sup>4</sup>	W	Table Rock Rd-Hamrick Rd	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	E	Hamrick Rd-Table Rock Rd	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	W	Hamrick Rd-W Project Limit	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	E	W Project Limit-Hamrick Rd	A	A	n/a
Hamrick Rd <sup>3</sup>	N	S Project Limit-Pine St/Biddle Rd	B	B	n/a
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B-C	B	n/a
Hamrick Rd <sup>2</sup>	N	Pine St/Biddle Rd-Beebe Rd	C	C-D	n/a
Hamrick Rd <sup>2</sup>	S	Beebe Rd-Pine St/Biddle Rd	C	C-D	n/a
Table Rock Rd <sup>2</sup>	N	S Project Limit-Biddle Rd	C	C-D	n/a
Table Rock Rd <sup>2</sup>	S	Biddle Rd-S Project Limit	C	C-D	n/a
Table Rock Rd	N	Biddle Rd-Vilas Rd	<b>E</b>	<b>E-F</b>	<b>F</b>
Table Rock Rd	S	Vilas Rd-Biddle Rd	<b>E</b>	<b>E-F</b>	<b>F</b>
Table Rock Rd	N	Vilas Rd-N Project Limit	<b>E</b>	<b>E-F</b>	<b>F</b>
Table Rock Rd	S	N Project Limit-Vilas Rd	<b>E</b>	<b>E-F</b>	<b>F</b>
Airway Dr <sup>3</sup>	N	S Project Limit-Vilas Rd	B-C	C-D	n/a
Airway Dr <sup>3</sup>	S	Vilas Rd-S Project Limit	B-C	C-D	n/a
Peace Ln <sup>3</sup>	N	Vilas Rd-N Project Limit	C-E	C-D	n/a
Peace Ln <sup>3</sup>	S	N Project Limit-Vilas Rd	C-E	C-D	n/a

Industry Dr	N	S Project Limit-Vilas Rd	B-C	C-D	n/a
Industry Dr	S	Vilas Rd-S Project Limit	B-C	C-D	n/a
Crater Lake Hwy <sup>4</sup>	N	S Project Limit-Vilas Rd	A	A	C
Crater Lake Hwy <sup>4</sup>	S	Vilas Rd-S Project Limit	A	A	C
Crater Lake Hwy <sup>4</sup>	N	Vilas Rd-N Project Limit	A	A	B
Crater Lake Hwy <sup>4</sup>	S	N Project Limit-Vilas Rd	A	A	B
Crater Lake Ave <sup>3</sup>	N	S Project Limit-Vilas Rd	C-E	C-D	n/a
Crater Lake Ave <sup>2,3</sup>	S	Vilas Rd-S Project Limit	C	C	n/a
Crater Lake Ave <sup>3</sup>	N	Vilas Rd-N Project Limit	C-E	C-D	n/a
Crater Lake Ave <sup>3</sup>	S	N Project Limit-Vilas Rd	C-E	C	n/a

<sup>1</sup>Black-shaded cells indicate that the LOS is E or worse.

<sup>2</sup>A sidewalk is added to these segments, outside of generalized assumptions, to improve LOS.

<sup>3</sup>A bicycle lane/shoulder is added to these segments, outside of generalized assumptions, to improve LOS.

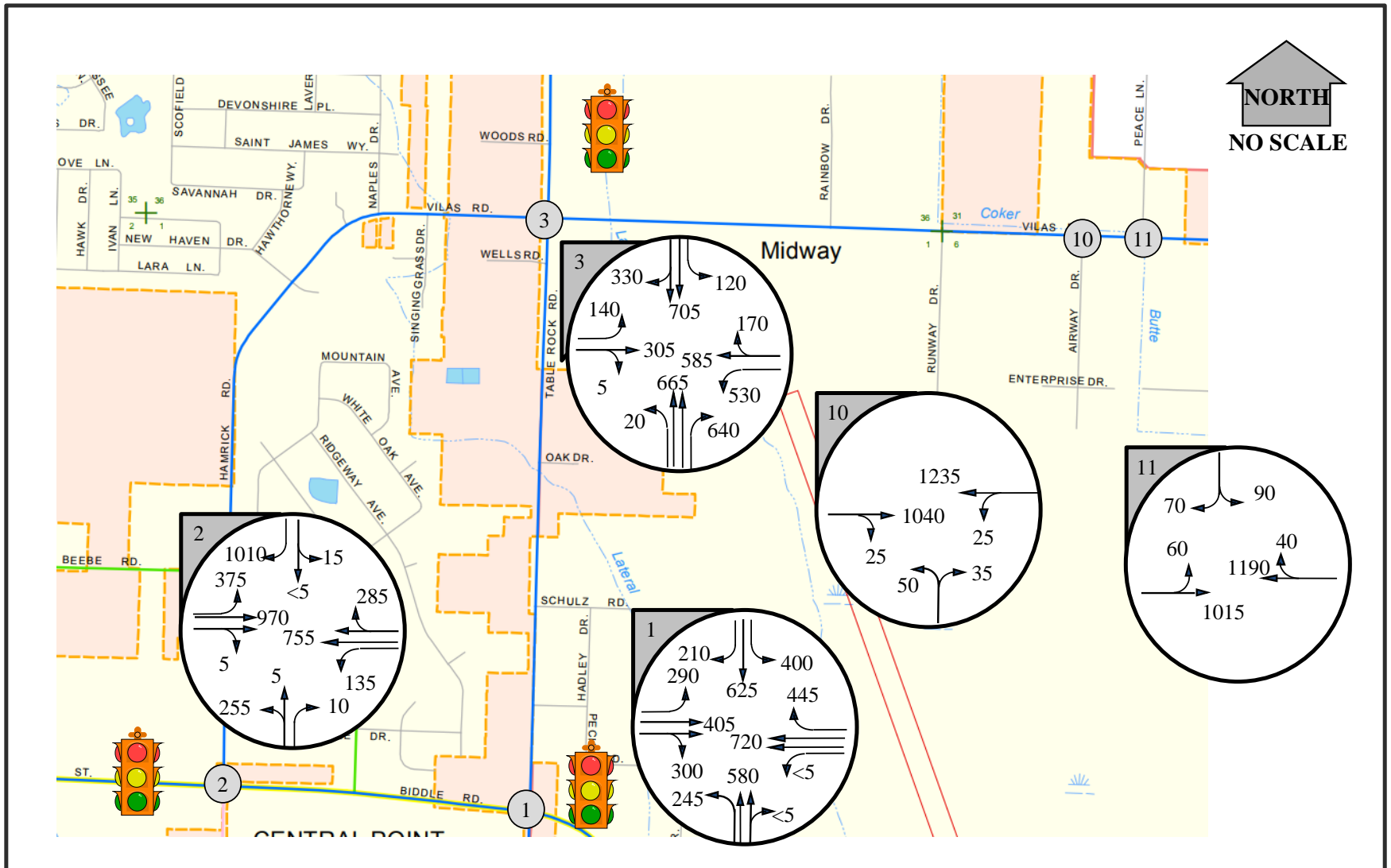
<sup>4</sup>A shared use bike path is added using the Shared Path Calculator tool to determine new LOS.

# No Build Mitigated Tier 1 Projects (NBT1) Analysis Output

**Table A-3: Mitigations to NBT1 to meet v/c and LOS standards<sup>1</sup>**

Intersection	Mitigation	
	Leg	
Table Rock Rd X Biddle Rd	North	Add 200' SBR Storage Lane
Hamrick x Biddle Rd	North	Add 250' Channelized SBR storage lane Add 575' NB acceleration lane
	East	Add 200' WBR Storage Lane
	West	Add 390' 2nd EBL storage lane
Table Rock X Vilas	North	Add 200' SBR Storage Lane
	East	Add 500' EB acceleration lane
CLH X Vilas	North	Add 2 <sup>nd</sup> 150' Storage Lane
	East	Add 200' WBR Storage Lane
		Add 200' WBL Storage Lane
		Add 1,000' through lane to CLA
	South	Add 2nd 225' NBL storage lane
	West	Add 700' WB acceleration lane
Add 250' 2nd EBL storage lane		
CLA X Vilas	South	Add 200' NBL Storage Lane
	West	Add 200' EBL Storage Lane
	North	Add 200' SBL Storage Lane
Airway Dr X Vilas	South	Add 200' NBL storage lane
Industry Dr X Vilas	South	Add 200' NBL storage lane
	Traffic Signal	
Peace Ln X Vilas Rd	North	Add 200' SBL storage lane

<sup>1</sup>Tier 1 Projects are assumed to be included so are not listed here.



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes  
2040 No Interchange with Tier 1 Projects – NBT1

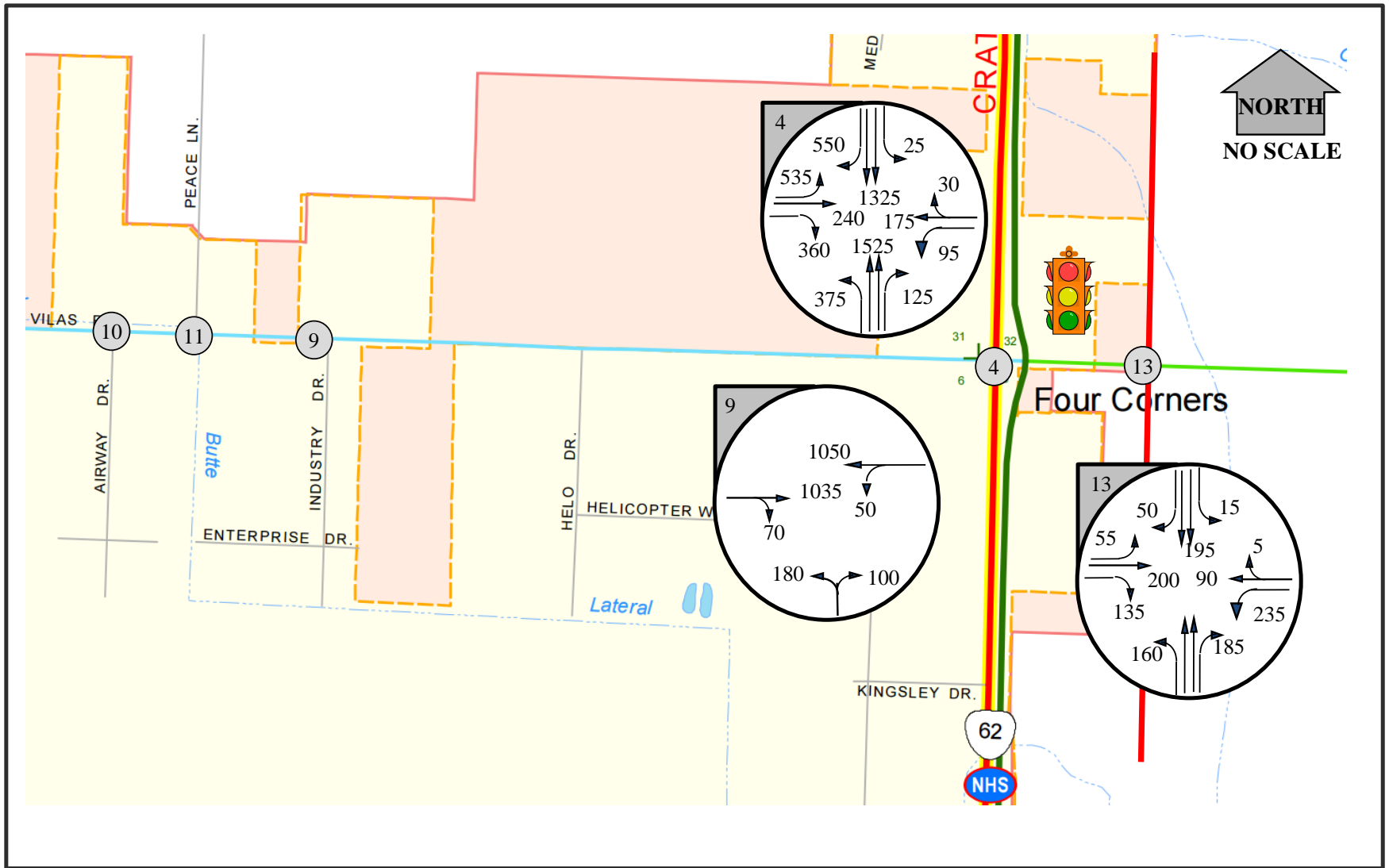
File : OR62-Vilas

Prepared By: Katie Brown

Date : 2/10/19

Reviewed By: P. Schuytema, P.E

FIGURE A-7



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes  
2040 No Interchange with Tier 1 Projects – NBT1

File : OR62-Vilas

Prepared By: Katie Brown

Date : 2/10/19

Reviewed By: P. Schuytema, P.E

FIGURE A-8

**Table A-4: No Build with Tier 1 Projects Future Volume Development**

Existing Year	2015
Project Design Year	2040
Model Base Year	2017
Model Future Year	2042

Red font is modified using select links because centroid 889 is incorrectly connected to CLH instead of CLA in the model

Post-Processing - Future Year 2040 OR62 Directional Link Volumes												
Link Identification				No Build 2040 30HV	Model Volumes		Adjustment to Project Years  Factor	Post Processed 2040 NO Build Tier 1 Volumes				
					Model Assignment			Factored	Difference Method if Change Greater than 10%		Selected Method	Values carried forward
Route	Direction	From	To	Raw Model 2042 NO Build 7001	Raw Model 2042 NO Build Tier 1 6001							
Biddle Rd	WB	E Project Limits	Table Rock Rd	1227	1091	1021	0.94	1149	1149		1149	
Biddle Rd	EB	Table Rock Rd	E Project Limits	914	932	831	0.89	815	diff	813	813	
Biddle Rd	EB	Hamrick Rd	Table Rock Rd	937	863	912	1.06	990	990		990	
Biddle Rd	WB	Table Rock Rd	Hamrick Rd	1171	1093	1106	1.01	1185	1185		1185	
Pine St	EB	W Project Limits	Hamrick Rd	1378	1391	1374	0.99	1361	1361		1361	
Pine St	WB	Hamrick Rd	W Project Limits	2014	1733	1728	1.00	2008	2008		2008	
Hamrick Rd	NB	S Project Limits	Pine St / Biddle Rd	387	448	337	0.75	291	diff	276	276	
Hamrick Rd	SB	Pine St / Biddle Rd	S Project Limits	267	329	207	0.63	168	diff	145	145	
Hamrick Rd	NB	Pine St / Biddle Rd	Beebe Rd	678	816	796	0.98	661	661		661	
Hamrick Rd	SB	Beebe Rd	Pine St / Biddle Rd	1011	812	829	1.02	1032	1032		1032	
Vilas Rd	EB	W Project Limits	Table Rock Rd	471	462	449	0.97	457	457		457	
Vilas Rd	WB	Table Rock Rd	W Project Limits	912	673	682	1.01	924	924		924	
Vilas Rd	EB	Table Rock Rd	Airway Dr	946	798	909	1.14	1078	diff	1057	1057	
Vilas Rd	WB	Airway Dr	Table Rock Rd	1270	1143	1167	1.02	1297	1297		1297	
Vilas Rd	wEB	Airway Rd	Industry Dr	964	796	907	1.14	1098	diff	1075	1075	
Vilas Rd	wWB	Industry Dr	Airway Dr	1237	1123	1147	1.02	1263	1263		1263	
Vilas Rd	wEB	Industry Dr	OR 62 / Crater Lake	987	792	913	1.15	1138	diff	1108	1108	
Vilas Rd	wWB	OR 62 / Crater Lake Hwy	Industry Dr	1102	957	983	1.03	1132	1132		1132	
Vilas Rd	eEB	Lear Way	OR 62 / Crater Lake	1000	795	920	1.16	1157	diff	1125	1125	
Vilas Rd	eWB	OR 62 / Crater Lake Hwy	Lear Way	1041	856	878	1.03	1068	1068		1068	
Vilas Rd	EB	OR 62 / Crater Lake Hwy	Crater Lake Ave	656	837	578	0.69	453	diff	397	397	
Vilas Rd	WB	Crater Lake Ave	OR 62 / Crater Lake Hwy	515	660	435	0.66	339	diff	290	290	
OR 62 / Crater Lake	NB	E Vilas Rd	N Project Limits	1945	980	1066	1.09	2116	2116		2116	
OR 62 / Crater Lake	SB	N Project Limits	E Vilas Rd	1948	1218	1159	0.95	1854	1854		1854	
OR 62 / Crater Lake	NB	S Project Limits	E Vilas Rd	1987	1158	1158	1.00	1987	1987		1987	
OR 62 / Crater Lake	SB	E Vilas Rd	S Project Limits	1820	1158	1149	0.99	1806	1806		1806	
Table Rock Rd	NB	S Project Limits	Biddle Rd	682	521	659	1.26	863	diff	820	820	
Table Rock Rd	SB	Biddle Rd	S Project Limits	676	575	834	1.45	980	diff	935	935	
Table Rock Rd	NB	Biddle Rd	E Vilas Rd	1385	1347	1316	0.98	1353	1353		1353	
Table Rock Rd	SB	E Vilas Rd	Biddle Rd	1206	1442	1464	1.02	1225	1225		1225	
Table Rock Rd	NB	E Vilas Rd	N Project Limits	1131	1282	1122	0.88	990	diff	971	971	
Table Rock Rd	SB	N Project Limits	E Vilas Rd	1165	1223	1225	1.00	1167	1167		1167	

Airway Drive	NB	Enterprise Drive	E Vilas Rd	88	42	42	1.00	88	<b>88</b>		<b>88</b>
Airway Drive	SB	E Vilas Rd	Enterprise Drive	49	25	25	1.00	49	<b>49</b>		<b>49</b>
Industry Drive	NB	Enterprise Drive	E Vilas Rd	237	283	285	1.01	239	<b>239</b>		<b>239</b>
Industry Drive	SB	E Vilas Rd	Enterprise Drive	148	196	198	1.01	150	<b>150</b>		<b>150</b>
Industry + Airway	NB	Enterprise Drive	E Vilas Rd	325			#DIV/0!	327	<b>#DIV/0!</b>	<b>#DIV/0!</b>	327
Industry + Airway	SB	E Vilas Rd	Enterprise Drive	197			#DIV/0!	199	<b>#DIV/0!</b>	<b>#DIV/0!</b>	199
Crater Lake Ave	NB	E Vilas Rd	N Project Limits	283	<b>390</b>	<b>335</b>	0.86	243	<b>diff</b>	<b>228</b>	<b>228</b>
Crater Lake Ave	SB	N Project Limits	E Vilas Rd	377	<b>471</b>	<b>401</b>	0.85	321	<b>diff</b>	<b>307</b>	<b>307</b>
Crater Lake Ave	NB	S Project Limits	E Vilas Rd	617	421	451	1.07	661	<b>661</b>		<b>661</b>
Crater Lake Ave	SB	E Vilas Rd	S Project Limits	514	492	455	0.92	475	<b>475</b>		<b>475</b>
Peace Lane	NB	E Vilas Rd	N Project Limits	104	165	166	1.01	105	<b>105</b>		<b>105</b>
Peace Lane	SB	N Project Limits	E Vilas Rd	135	240	249	1.04	140	<b>140</b>		<b>140</b>
Vilas Rd	EB	Peace Ln	OR62 SB On Ramp	1161	723	846	1.17	1358	<b>diff</b>	<b>1284</b>	<b>1284</b>
Vilas Rd	WB	OR62 SB Off Ramp	Peace Ln	999	868	890	1.03	1025	<b>1025</b>		<b>1025</b>
Vilas Rd	EB	OR62 NB Off Ramp	Lear Way	671	723	846	1.17	785	<b>diff</b>	<b>794</b>	<b>794</b>
Vilas Rd	WB	Lear Way	OR62 NB On Ramp	770	868	890	1.03	790	<b>790</b>		<b>790</b>
Vilas Rd	EB	Crater Lake Ave	E Project Limits	<b>314</b>	516	525	1.02	320	<b>320</b>		<b>320</b>
Vilas Rd	WB	E Project Limits	Crater Lake Av	<b>411</b>	330	321	0.97	399	<b>399</b>		<b>399</b>
OR 62	NB	E Vilas Rd	N Project Limits	1750	2093	2096	1.00	1753	<b>1753</b>		<b>1753</b>
OR 62	SB	N Project Limits	E Vilas Rd	1728	1614	1545	0.96	1654	<b>1654</b>		<b>1654</b>
OR 62	NB	S Project Limits	E Vilas Rd	1750	2093	2096	1.00	1753	<b>1753</b>		<b>1753</b>
OR 62	SB	E Vilas Rd	S Project Limits	1728	1614	1545	0.96	1654	<b>1654</b>		<b>1654</b>
Lear Way	NB	S Project Limits	E Vilas Rd								
Lear Way	SB	E Vilas Rd	S Project Limits								
Lear Way	NB	E Vilas Rd	N Project Limits								
Lear Way	SB	N Project Limits	E Vilas Rd								

1698  
1203  
1698  
1203



**Figure A-9: Synchro Unsignalized Intersection Capacity Reports No Build with Tier 1 Projects (NBT1)**

HCM 2010 TWSC  
10: Airway Dr & Vilas Road

03/07/2019

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	↔
Traffic Vol, veh/h	1040	25	25	1235	50	35
Future Vol, veh/h	1040	25	25	1235	50	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	200	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1095	26	26	1300	53	37
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1121	0	2460	1108
Stage 1	-	-	-	-	1108	-
Stage 2	-	-	-	-	1352	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	619	-	~ 33	254
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	240	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	619	-	~ 32	254
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	230	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.2	36.7			
HCM LOS						E
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	136	254	-	-	619	-
HCM Lane V/C Ratio	0.387	0.145	-	-	0.043	-
HCM Control Delay (s)	47.3	21.6	-	-	11.1	-
HCM Lane LOS	E	C	-	-	B	-
HCM 95th %tile Q(veh)	1.6	0.5	-	-	0.1	-
Notes						
~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon						

**Intersection**

Int Delay, s/veh 4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	1015	1190	40	90	70
Future Vol, veh/h	60	1015	1190	40	90	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	200	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	63	1068	1253	42	95	74

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1295	0	0 2468 1274
Stage 1	-	-	- 1274 -
Stage 2	-	-	- 1194 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	542	-	- ~ 34 206
Stage 1	-	-	- 265 -
Stage 2	-	-	- 290 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	542	-	- ~ 30 206
Mov Cap-2 Maneuver	-	-	- 132 -
Stage 1	-	-	- 234 -
Stage 2	-	-	- 290 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	60.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	542	-	-	-	132	206
HCM Lane V/C Ratio	0.117	-	-	-	0.718	0.358
HCM Control Delay (s)	12.5	-	-	-	82.1	31.9
HCM Lane LOS	B	-	-	-	F	D
HCM 95th %tile Q(veh)	0.4	-	-	-	4.1	1.5

**Notes**

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

HCM 2010 TWSC  
 28: Table Rock Road & Access 2

03/07/2019

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	0	0	0	1325	1240	5
Future Vol, veh/h	0	0	0	1325	1240	5
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	0	0	1395	1305	5

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	2008	657	1312	0	-	0
Stage 1	1310	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	53	412	534	-	-	-
Stage 1	220	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	53	411	533	-	-	-
Mov Cap-2 Maneuver	156	-	-	-	-	-
Stage 1	220	-	-	-	-	-
Stage 2	459	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	533	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	0	0	1325	0	0	1235
Future Vol, veh/h	0	0	1325	0	0	1235
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	1395	0	0	1300

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2047	700	0	0	1397	0
Stage 1	1397	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	50	386	-	-	496	-
Stage 1	198	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	50	385	-	-	495	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	198	-	-	-	-	-
Stage 2	487	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	495	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	-

**Figure A-10: Synchro Signalized Intersection Capacity Reports No Build with Tier 1 Projects (NBT1)**

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

03/07/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕		↖	↕	↗	↖	↕			↕	↖↗
Traffic Volume (vph)	375	970	5	135	755	285	255	5	10	15	3	1010
Future Volume (vph)	375	970	5	135	755	285	255	5	10	15	3	1010
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		3.1	4.0	5.4	4.5	4.0			4.0	4.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	0.88
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	0.99			1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.90			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	3072	3164		1629	3257	1436	1473	1379			1643	2531
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.75	1.00			0.86	1.00
Satd. Flow (perm)	3072	3164		1629	3257	1436	1155	1379			1477	2531
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)	395	1021	5	142	795	300	268	5	11	16	3	1063
RTOR Reduction (vph)	0	0	0	0	0	186	0	7	0	0	0	512
Lane Group Flow (vph)	395	1026	0	142	795	114	268	9	0	0	19	551
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8				4
Permitted Phases						6	8			4		4
Actuated Green, G (s)	19.5	50.5		15.5	45.6	45.6	40.5	40.5			40.2	40.2
Effective Green, g (s)	20.0	51.0		16.9	47.0	45.6	40.5	41.0			41.0	41.0
Actuated g/C Ratio	0.17	0.42		0.14	0.39	0.38	0.34	0.34			0.34	0.34
Clearance Time (s)	4.5	4.5		4.5	5.4	5.4	4.5	4.5			4.8	4.8
Vehicle Extension (s)	2.5	4.0		2.5	4.0	4.0	2.5	2.5			2.5	2.5
Lane Grp Cap (vph)	512	1344		229	1275	545	389	471			504	864
v/s Ratio Prot	0.13	c0.32		0.09	c0.24			0.01				
v/s Ratio Perm						0.08	c0.23				0.01	0.22
v/c Ratio	0.77	0.76		0.62	0.62	0.21	0.69	0.02			0.04	0.64
Uniform Delay, d1	47.8	29.4		48.5	29.4	25.1	34.3	26.2			26.3	33.2
Progression Factor	1.00	1.00		0.64	0.53	0.42	1.00	1.00			1.00	1.00
Incremental Delay, d2	6.8	4.2		3.2	1.7	0.6	9.6	0.1			0.1	3.6
Delay (s)	54.6	33.5		34.3	17.2	11.2	43.9	26.2			26.5	36.8
Level of Service	D	C		C	B	B	D	C			C	D
Approach Delay (s)		39.4			17.7			42.9			36.6	
Approach LOS		D			B			D			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		32.2			HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio		0.72										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)				12.0			
Intersection Capacity Utilization		94.9%			ICU Level of Service				F			
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 20: Old Highway 62 & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↗	↖	↗	↖↗	↖	↖↗	↖↗	↖	↗	↖↗	↖↗
Traffic Volume (vph)	535	240	360	95	175	30	375	1525	125	25	1325	550
Future Volume (vph)	535	240	360	95	175	30	375	1525	125	25	1325	550
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.5	4.0	5.4	4.0	4.0	4.0	4.5	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	0.88
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	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	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3190	3288	1452	1598	3196	1411	3190	3288	1450	1644	3288	2532
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3190	3288	1452	1598	3196	1411	3190	3288	1450	1644	3288	2532
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)	563	253	379	100	184	32	395	1605	132	26	1395	579
RTOR Reduction (vph)	0	0	235	0	0	28	0	0	65	0	0	134
Lane Group Flow (vph)	563	253	144	100	184	4	395	1605	67	26	1395	445
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	15.4	17.6	17.6	10.6	13.3	13.3	11.1	50.1	50.1	3.2	42.7	42.7
Effective Green, g (s)	15.4	19.0	19.0	10.6	14.7	13.3	11.1	51.5	51.5	3.2	44.1	44.1
Actuated g/C Ratio	0.15	0.19	0.19	0.10	0.15	0.13	0.11	0.51	0.51	0.03	0.44	0.44
Clearance Time (s)	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.4	5.4	4.5	5.4	5.4
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)	484	616	272	167	463	185	349	1671	737	51	1431	1102
v/s Ratio Prot	c0.18	0.08		c0.06	0.06		c0.12	c0.49		0.02	c0.42	
v/s Ratio Perm			c0.10			0.00			0.05			0.18
v/c Ratio	1.16	0.41	0.53	0.60	0.40	0.02	1.13	0.96	0.09	0.51	0.97	0.40
Uniform Delay, d1	42.9	36.2	37.1	43.3	39.3	38.3	45.1	23.9	12.8	48.3	28.1	19.6
Progression 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
Incremental Delay, d2	94.1	0.3	1.5	4.8	0.4	0.0	88.9	13.9	0.1	5.7	18.0	0.3
Delay (s)	137.1	36.5	38.7	48.1	39.7	38.4	134.0	37.8	12.9	54.0	46.1	19.9
Level of Service	F	D	D	D	D	D	F	D	B	D	D	B
Approach Delay (s)		84.6			42.2			54.1			38.6	
Approach LOS		F			D			D			D	

Intersection Summary

HCM 2000 Control Delay	54.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	101.3	Sum of lost time (s)	17.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 30: Crater Lake Avenue & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	200	135	235	90	5	160	210	185	15	195	50
Future Volume (vph)	55	200	135	235	90	5	160	210	185	15	195	50
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.4	4.0		5.4	4.0		4.5	4.0		4.5	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	0.99		1.00	0.93		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1660	3120		1660	1734		1660	1625		1660	1694	
Flt Permitted	0.69	1.00		0.54	1.00		0.60	1.00		0.37	1.00	
Satd. Flow (perm)	1210	3120		944	1734		1045	1625		641	1694	
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)	58	211	142	247	95	5	168	221	195	16	205	53
RTOR Reduction (vph)	0	78	0	0	3	0	0	90	0	0	26	0
Lane Group Flow (vph)	58	275	0	247	97	0	168	326	0	16	232	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	14.7	14.7		14.7	14.7		10.9	10.9		10.9	10.9	
Effective Green, g (s)	14.7	16.1		14.7	16.1		10.9	11.4		10.9	11.4	
Actuated g/C Ratio	0.41	0.45		0.41	0.45		0.31	0.32		0.31	0.32	
Clearance Time (s)	5.4	5.4		5.4	5.4		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	501	1414		390	786		320	521		196	543	
v/s Ratio Prot		0.09			0.06			c0.20				0.14
v/s Ratio Perm	0.05			c0.26			0.16			0.02		
v/c Ratio	0.12	0.19		0.63	0.12		0.53	0.63		0.08	0.43	
Uniform Delay, d1	6.4	5.8		8.3	5.6		10.2	10.2		8.7	9.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.3		7.6	0.3		1.2	2.0		0.1	0.4	
Delay (s)	6.9	6.1		15.9	5.9		11.3	12.3		8.9	9.9	
Level of Service	A	A		B	A		B	B		A	A	
Approach Delay (s)		6.2			13.0			12.0			9.8	
Approach LOS		A			B			B			A	

### Intersection Summary

HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	35.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 74: Table Rock Road & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	140	305	5	530	585	170	20	665	640	120	705	330
Future Volume (vph)	140	305	5	530	585	170	20	665	640	120	705	330
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	*0.98	1.00	1.00	*0.98	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.97
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		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1598	3188		1613	1635		1628	3360	1435	1644	3392	1429
Flt Permitted	0.95	1.00		0.95	1.00		0.17	1.00	1.00	0.12	1.00	1.00
Satd. Flow (perm)	1598	3188		1613	1635		296	3360	1435	203	3392	1429
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)	147	321	5	558	616	179	21	700	674	126	742	347
RTOR Reduction (vph)	0	1	0	0	8	0	0	0	512	0	0	215
Lane Group Flow (vph)	147	325	0	558	787	0	21	700	162	126	742	132
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8		8	4		4
Actuated Green, G (s)	12.0	17.0		57.0	61.4		34.2	30.1	30.1	43.1	35.0	35.0
Effective Green, g (s)	12.0	17.8		57.0	62.8		34.2	31.5	31.5	43.1	36.4	36.4
Actuated g/C Ratio	0.09	0.14		0.43	0.48		0.26	0.24	0.24	0.33	0.28	0.28
Clearance Time (s)	4.0	4.8		4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)	146	432		700	782		118	806	344	165	940	396
v/s Ratio Prot	c0.09	0.10		0.35	c0.48		0.01	c0.21		c0.05	0.22	
v/s Ratio Perm							0.04		0.11	0.20		0.09
v/c Ratio	1.01	0.75		0.80	1.01		0.18	0.87	0.47	0.76	0.79	0.33
Uniform Delay, d1	59.7	54.6		32.1	34.3		37.4	47.9	42.7	34.9	43.9	37.8
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	76.3	6.9		6.1	33.6		0.5	10.1	1.4	18.0	4.7	0.7
Delay (s)	135.9	61.6		38.2	67.9		38.0	58.0	44.1	52.9	48.6	38.5
Level of Service	F	E		D	E		D	E	D	D	D	D
Approach Delay (s)		84.7			55.7			51.0			46.2	
Approach LOS		F			E			D			D	

### Intersection Summary

HCM 2000 Control Delay	54.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	131.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



# HCM Signalized Intersection Capacity Analysis

## 90: Table Rock Road & Biddle Rd/Biddle Road

03/07/2019



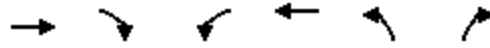
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↗	↖	↕	↗	↖	↕		↖	↕	↗
Traffic Volume (vph)	290	405	300	1	720	445	245	580	2	400	625	210
Future Volume (vph)	290	405	300	1	720	445	245	580	2	400	625	210
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00
Frb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1371	1629	3257	1435	1598	3195		1554	3109	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.28	1.00		0.17	1.00	1.00
Satd. Flow (perm)	3016	3207	1371	1629	3257	1435	475	3195		278	3109	1371
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)	305	426	316	1	758	468	258	611	2	421	658	221
RTOR Reduction (vph)	0	0	190	0	0	296	0	0	0	0	0	152
Lane Group Flow (vph)	305	426	126	1	758	172	258	613	0	421	658	69
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	17.3	46.6	46.6	1.1	30.4	30.4	46.4	28.9		57.5	36.0	36.0
Effective Green, g (s)	17.3	48.0	48.0	1.1	31.8	31.8	46.4	30.3		57.5	37.4	37.4
Actuated g/C Ratio	0.14	0.40	0.40	0.01	0.27	0.27	0.39	0.25		0.48	0.31	0.31
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0		2.5	4.0	4.0
Lane Grp Cap (vph)	434	1282	548	14	863	380	347	806		394	968	427
v/s Ratio Prot	c0.10	0.13		0.00	c0.23		0.11	0.19		c0.22	0.21	
v/s Ratio Perm			0.09			0.12	0.18			c0.29		0.05
v/c Ratio	0.70	0.33	0.23	0.07	0.88	0.45	0.74	0.76		1.07	0.68	0.16
Uniform Delay, d1	48.9	24.9	23.8	58.9	42.2	36.8	27.4	41.5		31.9	36.1	29.9
Progression Factor	0.56	0.60	0.61	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.1	0.5	0.6	1.6	10.0	0.6	7.9	4.5		64.8	2.1	0.2
Delay (s)	30.7	15.3	15.2	60.5	52.3	37.4	35.3	46.0		96.7	38.2	30.2
Level of Service	C	B	B	E	D	D	D	D		F	D	C
Approach Delay (s)		19.7			46.6			42.9			55.8	
Approach LOS		B			D			D			E	

### Intersection Summary

HCM 2000 Control Delay	42.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
158: Industry Dr & Vilas Road

03/07/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (vph)	1035	70	50	1050	180	100
Future Volume (vph)	1035	70	50	1050	180	100
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0		5.4	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1733		1660	1748	1660	1485
Flt Permitted	1.00		0.10	1.00	0.95	1.00
Satd. Flow (perm)	1733		174	1748	1660	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1089	74	53	1105	189	105
RTOR Reduction (vph)	3	0	0	0	0	88
Lane Group Flow (vph)	1160	0	53	1105	189	17
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	2			6	3	
Permitted Phases			6			3
Actuated Green, G (s)	56.0		56.0	56.0	13.0	13.0
Effective Green, g (s)	57.4		56.0	57.4	13.0	13.0
Actuated g/C Ratio	0.73		0.71	0.73	0.17	0.17
Clearance Time (s)	5.4		5.4	5.4	4.0	4.0
Vehicle Extension (s)	4.0		4.0	4.0	2.5	2.5
Lane Grp Cap (vph)	1268		124	1279	275	246
v/s Ratio Prot	c0.67			0.63	c0.11	
v/s Ratio Perm			0.30			0.01
v/c Ratio	0.92		0.43	0.86	0.69	0.07
Uniform Delay, d1	8.5		4.6	7.7	30.8	27.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	10.5		3.2	6.5	6.4	0.1
Delay (s)	19.0		7.8	14.2	37.2	27.7
Level of Service	B		A	B	D	C
Approach Delay (s)	19.0			13.9	33.8	
Approach LOS	B			B	C	

Intersection Summary

HCM 2000 Control Delay	18.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	78.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

**Figure A-11: No Build with Tier 1 Projects (NBT1) Preliminary Signal Warrant Analysis at Vilas Road and Airway Drive**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Airway DR
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2 No Build Tier1
<b>Meet 70% Warrants?:</b>	Yes
	70%
<b>Major</b>	
<b>Approach Lanes:</b>	1
<b>Minor</b>	
<b>Approach Lanes:</b>	1
<b>Major</b>	
<b>Approach Volumes (vph):</b>	2325
<b>Minor</b>	
<b>Approach Volume (vph):</b>	85
<b>Right Turn Volume (vph):</b>	35
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	254
<b>Right Turn Discount:</b>	216
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	50
<b>Major Approach K factor:</b>	8.5
<b>Minor Approach K factor:</b>	9

<sup>1</sup> Capacity obtained from unsignalized intersection analysis  
 For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

<b>Oregon Department of Transportation</b>					
<b>Transportation Development Branch</b>					
<b>Transportation Planning Analysis Unit</b>					
<b>Preliminary Traffic Signal Warrant Analysis<sup>1</sup></b>					
<b>Major Street:</b> Vilas Rd			<b>Minor Street:</b> Airway DR		
<b>Project:</b> OR62-Vilas Rd IAMP			<b>City/County:</b> Medford/Jackson		
<b>Year:</b> 2040			<b>Alternative:</b> P2 No Build Tier1		
<b>Preliminary Signal Warrant Volumes</b>					
Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100      70		Percent of standard warrants 100      70	
<b>Case A: Minimum Vehicular Traffic</b>					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
<b>Case B: Interruption of Continuous Traffic</b>					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
		100 percent of standard warrants			
<b>X</b>		70 percent of standard warrants <sup>2</sup>			
<b>Preliminary Signal Warrant Calculation</b>					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	27353	<b>N</b>
	Minor	1	1850	556	
Case B	Major	1	9300	27353	<b>N</b>
	Minor	1	950	556	
<b>Analyst and Date:</b> Katie Brown 5.14.49			<b>Reviewer and Date:</b> P. Schuytema 5.14.19		

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

**Figure A-12: No Build with Tier 1 Projects (NBT1) Preliminary Signal Warrant Analysis at Vilas Road and Industry Drive**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Industry Dr
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2: No Build Tier 1
<b>Meet 70% Warrants?:</b>	Yes
	70%

<b>Major</b>	<b>Approach Lanes:</b>	1
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<b>Minor</b>	<b>Approach Lanes:</b>	1
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<b>Major</b>	<b>Approach Volumes (vph):</b>	2205
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<b>Minor</b>	<b>Approach Volume (vph):</b>	280
	<b>Right Turn Volume (vph):</b>	100
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>		248
	<b>Right Turn Discount:</b>	211
<b>Right Turn Volume included in Warrant:</b>		0
<b>Minor Approach Volume in Warrant:</b>		180

<b>Major Approach K factor:</b>	8.5
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<b>Minor Approach K factor:</b>	9
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<sup>1</sup> Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

<b>Oregon Department of Transportation</b>					
<b>Transportation Development Branch</b>					
<b>Transportation Planning Analysis Unit</b>					
<b>Preliminary Traffic Signal Warrant Analysis<sup>1</sup></b>					
<b>Major Street:</b> Vilas Rd			<b>Minor Street:</b> Industry Dr		
<b>Project:</b> OR62-Vilas Rd IAMP			<b>City/County:</b> Medford/Jackson		
<b>Year:</b> 2040			<b>Alternative:</b> P2: No Build Tier 1		
<b>Preliminary Signal Warrant Volumes</b>					
Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100      70		Percent of standard warrants 100      70	
<b>Case A: Minimum Vehicular Traffic</b>					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
<b>Case B: Interruption of Continuous Traffic</b>					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
		100 percent of standard warrants			
<b>X</b>		70 percent of standard warrants <sup>2</sup>			
<b>Preliminary Signal Warrant Calculation</b>					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	25941	<b>Y</b>
	Minor	1	1850	2000	
Case B	Major	1	9300	25941	<b>Y</b>
	Minor	1	950	2000	
<b>Analyst and Date:</b> Katie Brown 5.14.49			<b>Reviewer and Date:</b> P. Schuytema 5.14.19		

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

**Figure A-13: No Build with Tier 1 Projects (NBT1) Preliminary Signal Warrant Analysis at Vilas Road and Peace Lane**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Peace Ln
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2 No Build Tier 1
<b>Meet 70% Warrants?:</b>	Yes
	70%
<b>Major</b>	
<b>Approach Lanes:</b>	1
<b>Minor</b>	
<b>Approach Lanes:</b>	1
<b>Major</b>	
<b>Approach Volumes (vph):</b>	2305
<b>Minor</b>	
<b>Approach Volume (vph):</b>	160
<b>Right Turn Volume (vph):</b>	70
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	206
<b>Right Turn Discount:</b>	175
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	90
<b>Major Approach K factor:</b>	8.5
<b>Minor Approach K factor:</b>	9

<sup>1</sup> Capacity obtained from unsignalized intersection analysis  
 For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

<b>Oregon Department of Transportation</b>					
<b>Transportation Development Branch</b>					
<b>Transportation Planning Analysis Unit</b>					
<b>Preliminary Traffic Signal Warrant Analysis<sup>1</sup></b>					
<b>Major Street:</b> Vilas Rd			<b>Minor Street:</b> Peace Ln		
<b>Project:</b> OR62-Vilas Rd IAMP			<b>City/County:</b> Medford/Jackson		
<b>Year:</b> 2040			<b>Alternative:</b> P2 No Build Tier 1		
<b>Preliminary Signal Warrant Volumes</b>					
Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100      70		Percent of standard warrants 100      70	
<b>Case A: Minimum Vehicular Traffic</b>					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
<b>Case B: Interruption of Continuous Traffic</b>					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
	100 percent of standard warrants				
<b>X</b>	70 percent of standard warrants <sup>2</sup>				
<b>Preliminary Signal Warrant Calculation</b>					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	27118	<b>N</b>
	Minor	1	1850	1000	
Case B	Major	1	9300	27118	<b>Y</b>
	Minor	1	950	1000	
Analyst and Date: Katie Brown 5.14.49			Reviewer and Date: P. Schuytema 5.14.19		

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.



**Figure A-14: No Build with Tier 1 Projects (NBT1) Preliminary Signal Warrant Analysis at Vilas Road and Crater Lake Avenue**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Crater Lake Ave
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2: No Build Tier 1
<b>Meet 70% Warrants?:</b>	Yes
	70%
<b>Major</b>	
<b>Approach Lanes:</b>	1
<b>Minor</b>	
<b>Approach Lanes:</b>	2
<b>Major</b>	
<b>Approach Volumes (vph):</b>	720
<b>Minor</b>	
<b>Approach Volume (vph):</b>	555
<b>Right Turn Volume (vph):</b>	185
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	449
<b>Right Turn Discount:</b>	382
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	370
<b>Major Approach K factor:</b>	9
<b>Minor Approach K factor:</b>	8.5

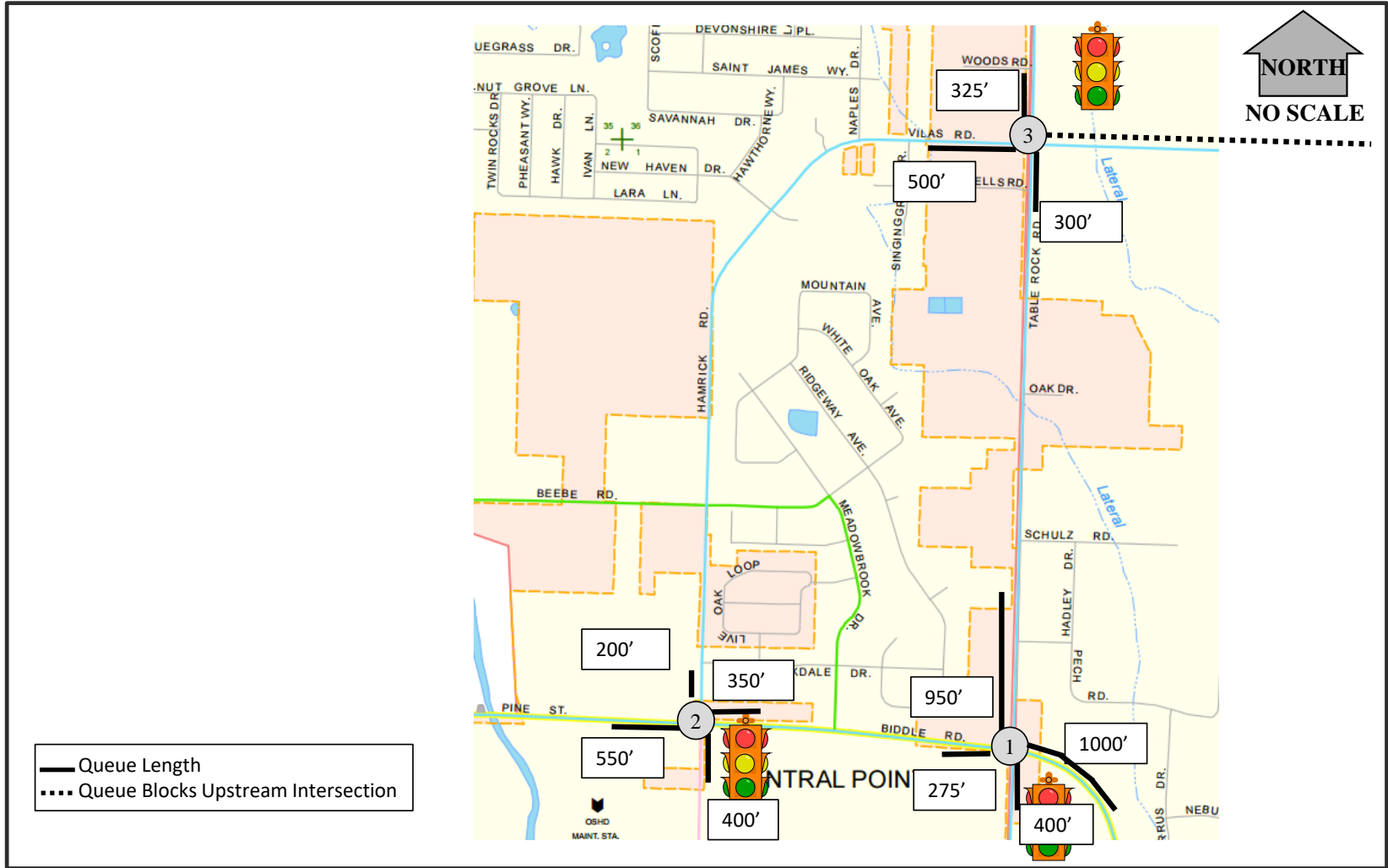
<sup>1</sup> Capacity obtained from unsignalized intersection analysis  
 For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

<b>Oregon Department of Transportation</b>					
<b>Transportation Development Branch</b>					
<b>Transportation Planning Analysis Unit</b>					
<b>Preliminary Traffic Signal Warrant Analysis<sup>1</sup></b>					
<b>Major Street:</b> Vilas Rd			<b>Minor Street:</b> Crater Lake Ave		
<b>Project:</b> OR62-Vilas Rd IAMP			<b>City/County:</b> Medford/Jackson		
<b>Year:</b> 2040			<b>Alternative:</b> P2: No Build Tier 1		
<b>Preliminary Signal Warrant Volumes</b>					
Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100      70		Percent of standard warrants 100      70	
<b>Case A: Minimum Vehicular Traffic</b>					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
<b>Case B: Interruption of Continuous Traffic</b>					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
		100 percent of standard warrants			
<b>X</b>		70 percent of standard warrants <sup>2</sup>			
<b>Preliminary Signal Warrant Calculation</b>					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	8000	<b>Y</b>
	Minor	2	2500	4353	
Case B	Major	1	9300	8000	<b>N</b>
	Minor	2	1250	4353	
<b>Analyst and Date:</b> Katie Brown 3.5.19			<b>Reviewer and Date:</b> P. Schuytema 5.14.19		

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95<sup>th</sup> Percentile Queue Lengths  
 No Build with Tier 1 Projects – NBT1

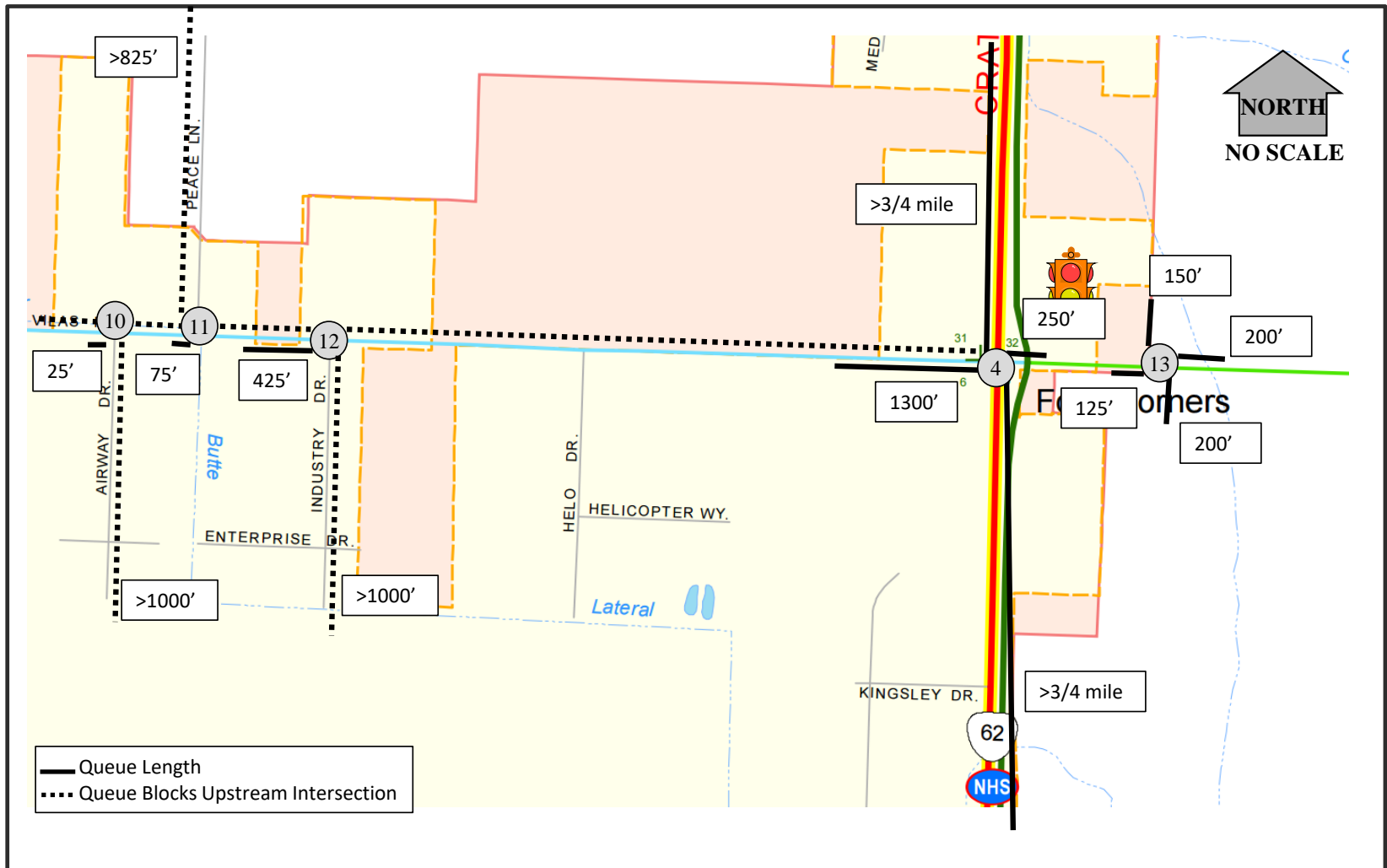
File : OR62-Vilas

Prepared By: Katie Brown

Date : 3/14/19

Reviewed By: P. Schuytema, P.E

FIGURE A-15



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95<sup>th</sup> Percentile Queue Lengths  
 No Build with Tier 1 Projects – NBT1

File : OR62-Vilas

Prepared By: Katie Brown

Date : 3/14/19

Reviewed By: P. Schuytema, P.E

FIGURE A-16

**Figure A-17: No-build with Tier 1 Projects (NBT1) Sim Traffic Queuing and Blocking Reports**

03/07/2019

**Summary of All Intervals**

Run Number	1	10	2	3	4	5	6
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	10785	10485	10536	10838	10610	10664	10874
Vehs Exited	9951	9679	9473	10142	9659	9650	9901
Starting Vehs	993	1022	1005	1019	1000	997	1016
Ending Vehs	1827	1828	2068	1715	1951	2011	1989
Travel Distance (mi)	26784	26044	25461	27237	25999	26191	26724
Travel Time (hr)	1457.1	1559.0	1586.2	1465.0	1525.1	1563.3	1473.8
Total Delay (hr)	782.0	903.4	943.3	781.0	868.9	903.4	802.0
Total Stops	23922	24247	22086	23682	23761	24661	23876
Fuel Used (gal)	795.3	808.0	798.5	806.9	799.5	810.0	802.3

**Summary of All Intervals**

Run Number	7	8	9	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	10762	10701	10755	10596
Vehs Exited	9904	9916	9913	9698
Starting Vehs	1062	1019	985	1038
Ending Vehs	1920	1804	1827	1936
Travel Distance (mi)	26545	26583	26552	26158
Travel Time (hr)	1509.0	1449.9	1395.8	1609.5
Total Delay (hr)	840.2	781.2	728.0	951.0
Total Stops	23968	23868	22548	24430
Fuel Used (gal)	806.8	792.1	783.8	818.5

**Interval #0 Information Seeding**

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	4:25
End Time	4:40
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	2818	2870	2905	2907	2913	2923	2907
Vehs Exited	2602	2519	2621	2560	2577	2594	2588
Starting Vehs	993	1022	1005	1019	1000	997	1016
Ending Vehs	1209	1373	1289	1366	1336	1326	1335
Travel Distance (mi)	7112	7070	7270	7066	7130	7193	7116
Travel Time (hr)	286.1	305.5	287.9	299.9	299.0	305.8	296.5
Total Delay (hr)	107.8	128.2	104.8	122.7	119.9	125.3	117.7
Total Stops	4947	5602	4917	5384	5398	5686	5087
Fuel Used (gal)	190.8	193.7	193.4	193.4	193.8	196.8	193.1

**Interval #1 Information Recording**

Start Time	4:25
End Time	4:40
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg	
Vehs Entered	2895	2873	2742	2921	2878
Vehs Exited	2590	2596	2540	2570	2575
Starting Vehs	1062	1019	985	1038	1012
Ending Vehs	1367	1296	1187	1389	1316
Travel Distance (mi)	7149	7113	6834	7134	7108
Travel Time (hr)	300.7	291.0	276.7	312.4	296.5
Total Delay (hr)	120.7	112.4	104.6	133.6	118.0
Total Stops	5201	5457	4701	5611	5273
Fuel Used (gal)	195.4	191.0	185.2	196.9	193.1

**Interval #2 Information Recording2**

Start Time	4:40
End Time	5:25
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	7967	7615	7631	7931	7697	7741	7967
Vehs Exited	7349	7160	6852	7582	7082	7056	7313
Starting Vehs	1209	1373	1289	1366	1336	1326	1335
Ending Vehs	1827	1828	2068	1715	1951	2011	1989
Travel Distance (mi)	19672	18974	18190	20170	18869	18998	19608
Travel Time (hr)	1171.0	1253.5	1298.3	1165.1	1226.0	1257.5	1177.3
Total Delay (hr)	674.2	775.2	838.5	658.2	749.0	778.1	684.3
Total Stops	18975	18645	17169	18298	18363	18975	18789
Fuel Used (gal)	604.5	614.2	605.1	613.5	605.7	613.2	609.2

**Interval #2 Information Recording2**

Start Time	4:40
End Time	5:25
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg	
Vehs Entered	7867	7828	8013	7675	7811
Vehs Exited	7314	7320	7373	7128	7228
Starting Vehs	1367	1296	1187	1389	1316
Ending Vehs	1920	1804	1827	1936	1898
Travel Distance (mi)	19396	19470	19718	19024	19281
Travel Time (hr)	1208.3	1158.9	1119.0	1297.2	1212.0
Total Delay (hr)	719.5	668.8	623.4	817.4	726.0
Total Stops	18767	18411	17847	18819	18460
Fuel Used (gal)	611.4	601.1	598.6	621.6	608.9

Queuing and Blocking Report  
 2035 SD Bypass Build - FEIS

03/07/2019

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	TR	LT	R
Maximum Queue (ft)	348	348	422	441	184	284	334	224	174	355	107	189
Average Queue (ft)	271	245	318	323	107	205	222	134	149	160	21	81
95th Queue (ft)	415	446	478	465	189	290	339	257	207	439	130	189
Link Distance (ft)			692	692		1940	1940			4856	490	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	390	390			305			200	150			190
Storage Blk Time (%)	8	6	1		0	0	12	0	22	0		1
Queuing Penalty (veh)	39	30	5		0	1	37	1	4	0		0

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	188
Average Queue (ft)	43
95th Queue (ft)	171
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	190
Storage Blk Time (%)	0
Queuing Penalty (veh)	0



Queuing and Blocking Report  
2035 SD Bypass Build - FEIS

03/07/2019

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	B8	B8	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	TR	T	T	L	T	T	R	L	TR
Maximum Queue (ft)	418	443	551	505	88	75	196	323	359	225	174	398
Average Queue (ft)	279	256	306	287	22	12	99	190	197	121	152	128
95th Queue (ft)	448	487	563	450	196	140	184	298	321	251	194	367
Link Distance (ft)			692	692	3440	3440		1940	1940			4856
Upstream Blk Time (%)			3									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	390	390					305			200	150	
Storage Blk Time (%)	10	8	1					1	12	0	16	0
Queuing Penalty (veh)	48	37	5					1	33	1	2	0

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	SB	SB	SB
Directions Served	LT	R	R
Maximum Queue (ft)	205	207	197
Average Queue (ft)	24	85	34
95th Queue (ft)	122	185	153
Link Distance (ft)	490		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		190	190
Storage Blk Time (%)		0	0
Queuing Penalty (veh)		0	0

Queuing and Blocking Report  
2035 SD Bypass Build - FEIS

03/07/2019

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	B8	B8	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	TR	T	T	L	T	T	R	L	TR
Maximum Queue (ft)	428	458	554	523	88	75	213	342	388	225	174	442
Average Queue (ft)	277	253	309	296	17	9	101	194	203	124	151	136
95th Queue (ft)	440	477	547	456	169	121	185	297	327	253	198	386
Link Distance (ft)			692	692	3440	3440		1940	1940			4856
Upstream Blk Time (%)			3									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	390	390					305			200	150	
Storage Blk Time (%)	9	7	1				0	1	12	0	18	0
Queuing Penalty (veh)	45	35	5				0	1	34	1	3	0

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	SB	SB	SB
Directions Served	LT	R	R
Maximum Queue (ft)	250	208	198
Average Queue (ft)	23	84	36
95th Queue (ft)	124	186	157
Link Distance (ft)	490		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		190	190
Storage Blk Time (%)		0	0
Queuing Penalty (veh)		0	0

Intersection: 10: Airway Dr & Vilas Road, Interval #1

Movement	B7	WB	WB	NB	NB
Directions Served	T	L	T	L	R
Maximum Queue (ft)	113	173	369	196	210
Average Queue (ft)	28	34	166	126	103
95th Queue (ft)	200	144	464	237	364
Link Distance (ft)	417		376		981
Upstream Blk Time (%)	0		5		
Queuing Penalty (veh)	1		65		
Storage Bay Dist (ft)		200		200	
Storage Blk Time (%)			37	23	
Queuing Penalty (veh)			10	8	

Intersection: 10: Airway Dr & Vilas Road, Interval #2

Movement	EB	B7	B7	WB	WB	NB	NB
Directions Served	TR	T		L	T	L	R
Maximum Queue (ft)	15	315	38	224	389	223	868
Average Queue (ft)	1	35	2	76	378	201	544
95th Queue (ft)	14	225	45	248	389	261	1136
Link Distance (ft)	2531	417	417		376		981
Upstream Blk Time (%)		0			11		22
Queuing Penalty (veh)		1			132		0
Storage Bay Dist (ft)				200		200	
Storage Blk Time (%)				0	89	84	0
Queuing Penalty (veh)				0	22	28	0

Intersection: 10: Airway Dr & Vilas Road, All Intervals

Movement	EB	B7	B7	WB	WB	NB	NB
Directions Served	TR	T		L	T	L	R
Maximum Queue (ft)	15	353	38	224	389	224	868
Average Queue (ft)	1	33	1	66	327	183	438
95th Queue (ft)	12	219	39	228	536	275	1053
Link Distance (ft)	2531	417	417		376		981
Upstream Blk Time (%)		0			9		17
Queuing Penalty (veh)		1			115		0
Storage Bay Dist (ft)				200		200	
Storage Blk Time (%)				0	76	68	0
Queuing Penalty (veh)				0	19	23	0

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Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	EB	B1	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	T	L	T	T	R	L	L
Maximum Queue (ft)	241	265	282	121	207	8	129	129	116	46	265	374
Average Queue (ft)	187	202	118	68	130	0	68	76	60	17	212	292
95th Queue (ft)	304	318	398	124	218	0	131	131	113	47	341	466
Link Distance (ft)			620	620		1752		929	929			
Upstream Blk Time (%)			1									
Queuing Penalty (veh)			8									
Storage Bay Dist (ft)	250	250			200		200			200	225	225
Storage Blk Time (%)	8	13			2		0	0			31	36
Queuing Penalty (veh)	10	16			3		0	0			250	289

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	T	T	R	R
Maximum Queue (ft)	872	860	225	215	1458	1466	275	95
Average Queue (ft)	535	529	113	58	906	949	261	53
95th Queue (ft)	988	989	277	236	1700	1773	345	101
Link Distance (ft)	4923	4923			8382	8382		
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150	200			150	150
Storage Blk Time (%)	24	35			47	52	0	0
Queuing Penalty (veh)	93	46			12	298	0	0

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	EB	B1	B1	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	R	T	T	L	T	T	R	L
Maximum Queue (ft)	287	325	715	447	290	751	490	217	293	274	181	300
Average Queue (ft)	261	294	455	105	138	204	77	97	120	106	32	270
95th Queue (ft)	345	386	898	323	247	785	530	201	270	251	121	349
Link Distance (ft)			620	620		1752	1752		929	929		
Upstream Blk Time (%)			31	0								
Queuing Penalty (veh)			172	2								
Storage Bay Dist (ft)	250	250			200			200			200	225
Storage Blk Time (%)	35	56	0		3			1	11	9	0	76
Queuing Penalty (veh)	42	66	2		4			1	10	3	0	566

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	R
Maximum Queue (ft)	375	4714	4708	225	349	4652	4680	275	212
Average Queue (ft)	356	2153	2150	98	67	2455	2506	269	130
95th Queue (ft)	447	4773	4766	261	263	4644	4669	321	258
Link Distance (ft)		4923	4923			8382	8382		
Upstream Blk Time (%)		14	13						
Queuing Penalty (veh)		0	0						
Storage Bay Dist (ft)	225			150	200			150	150
Storage Blk Time (%)	85	20	36	0		52	55	38	19
Queuing Penalty (veh)	636	75	44	0		13	298	246	122

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Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	EB	B1	B1	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	R	T	T	L	T	T	R	L
Maximum Queue (ft)	287	325	715	449	296	751	490	217	296	274	182	300
Average Queue (ft)	243	272	373	96	136	155	59	90	110	95	28	256
95th Queue (ft)	350	390	847	290	241	681	457	188	247	228	108	358
Link Distance (ft)			620	620		1752	1752		929	929		
Upstream Blk Time (%)			23	0								
Queuing Penalty (veh)			131	2								
Storage Bay Dist (ft)	250	250			200			200			200	225
Storage Blk Time (%)	28	45	0		3			1	8	7	0	64
Queuing Penalty (veh)	34	54	1		3			1	7	2	0	487

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	R
Maximum Queue (ft)	375	4714	4708	225	349	4652	4680	275	212
Average Queue (ft)	340	1762	1758	101	65	2081	2130	267	112
95th Queue (ft)	465	4324	4318	265	256	4313	4348	329	238
Link Distance (ft)		4923	4923			8382	8382		
Upstream Blk Time (%)		10	9						
Queuing Penalty (veh)		0	0						
Storage Bay Dist (ft)	225			150	200			150	150
Storage Blk Time (%)	73	21	35	0		51	54	28	14
Queuing Penalty (veh)	549	79	44	0		13	298	184	92

Intersection: 26: Vilas Road & Peace Ln, Interval #1

Movement	EB	WB	SB	SB
Directions Served	L	TR	L	R
Maximum Queue (ft)	62	555	222	673
Average Queue (ft)	33	193	201	434
95th Queue (ft)	73	632	266	883
Link Distance (ft)		612		809
Upstream Blk Time (%)		3		4
Queuing Penalty (veh)		45		0
Storage Bay Dist (ft)	150		200	
Storage Blk Time (%)			76	0
Queuing Penalty (veh)			57	0

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Intersection: 26: Vilas Road & Peace Ln, Interval #2

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	TR	L	R
Maximum Queue (ft)	56	11	626	225	779
Average Queue (ft)	22	1	612	211	636
95th Queue (ft)	53	14	648	279	1022
Link Distance (ft)		376	612		809
Upstream Blk Time (%)			14		40
Queuing Penalty (veh)			168		0
Storage Bay Dist (ft)	150			200	
Storage Blk Time (%)				87	8
Queuing Penalty (veh)				60	7

Intersection: 26: Vilas Road & Peace Ln, All Intervals

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	TR	L	R
Maximum Queue (ft)	67	11	627	225	779
Average Queue (ft)	25	0	511	208	587
95th Queue (ft)	59	12	879	276	1014
Link Distance (ft)		376	612		809
Upstream Blk Time (%)			11		31
Queuing Penalty (veh)			137		0
Storage Bay Dist (ft)	150			200	
Storage Blk Time (%)				85	6
Queuing Penalty (veh)				59	5

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 28: Table Rock Road & Access 2, Interval #2**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 28: Table Rock Road & Access 2, All Intervals**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 30: Crater Lake Avenue & Vilas Road, Interval #1**

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	57	89	119	180	114	146	195	32	142
Average Queue (ft)	26	41	70	118	42	85	112	11	84
95th Queue (ft)	67	90	121	208	124	152	189	35	152
Link Distance (ft)		929	929		840		4517		4801
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200			200		200		200	
Storage Blk Time (%)				2		0	1		0
Queuing Penalty (veh)				2		1	1		0



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Intersection: 30: Crater Lake Avenue & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	80	102	147	183	99	168	216	40	146
Average Queue (ft)	29	36	68	99	32	69	104	11	79
95th Queue (ft)	67	84	121	166	83	131	182	35	135
Link Distance (ft)		929	929		840		4517		4801
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200			200		200		200	
Storage Blk Time (%)				0	0		0		0
Queuing Penalty (veh)				0	0		1		0

Intersection: 30: Crater Lake Avenue & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	86	110	153	201	144	179	229	44	162
Average Queue (ft)	28	37	68	104	34	73	106	11	81
95th Queue (ft)	67	86	121	178	95	137	184	35	139
Link Distance (ft)		929	929		840		4517		4801
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200			200		200		200	
Storage Blk Time (%)				1	0	0	1		0
Queuing Penalty (veh)				1	0	0	1		0

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Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	B9	B213	B213	WB	WB	B7	NB	NB	NB
Directions Served	L	T	TR	T	T		L	TR	T	L	T	T
Maximum Queue (ft)	264	334	251	11	388	45	205	526	2532	64	254	240
Average Queue (ft)	143	238	118	2	49	6	196	492	2062	23	179	169
95th Queue (ft)	284	358	299	25	303	100	238	518	2996	94	275	257
Link Distance (ft)		445	445	1408	490	490		417	2531		792	792
Upstream Blk Time (%)		1	0		1	0		60	4			
Queuing Penalty (veh)		2	0		2	0		808	58			
Storage Bay Dist (ft)	160						100			160		
Storage Blk Time (%)	8	47					45	61			12	2
Queuing Penalty (veh)	12	69					356	343			3	16

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	193	136	236	264	201
Average Queue (ft)	56	78	146	166	113
95th Queue (ft)	181	144	267	296	215
Link Distance (ft)			3512	3512	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	225	160			200
Storage Blk Time (%)	0	0	5	2	1
Queuing Penalty (veh)	0	0	6	8	4

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	B9	B213	B213	WB	WB	B7	NB	NB	NB
Directions Served	L	T	TR	T	T		L	TR	T	L	T	T
Maximum Queue (ft)	300	481	423	98	386	282	205	529	2536	81	339	363
Average Queue (ft)	173	296	183	7	39	15	200	490	2529	21	179	173
95th Queue (ft)	330	472	420	61	263	157	228	513	2540	63	303	303
Link Distance (ft)		445	445	1408	490	490		417	2531		792	792
Upstream Blk Time (%)		2	0		0	0		58	8			
Queuing Penalty (veh)		7	1		1	0		734	99			
Storage Bay Dist (ft)	160						100			160		
Storage Blk Time (%)	8	55					50	58			12	3
Queuing Penalty (veh)	12	76					370	303			2	17

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	267	201	388	424	225
Average Queue (ft)	51	76	155	172	115
95th Queue (ft)	179	154	298	324	226
Link Distance (ft)			3512	3512	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	225	160			200
Storage Blk Time (%)	0	0	8	4	1
Queuing Penalty (veh)	1	1	9	14	2

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	B9	B213	B213	WB	WB	B7	NB	NB	NB
Directions Served	L	T	TR	T	T		L	TR	T	L	T	T
Maximum Queue (ft)	300	484	431	98	537	328	205	536	2536	102	347	373
Average Queue (ft)	166	282	167	5	41	13	199	490	2416	21	179	172
95th Queue (ft)	321	451	396	54	273	145	231	514	2981	72	297	293
Link Distance (ft)		445	445	1408	490	490		417	2531		792	792
Upstream Blk Time (%)		2	0		0	0		59	7			
Queuing Penalty (veh)		6	1		1	0		753	89			
Storage Bay Dist (ft)	160						100			160		
Storage Blk Time (%)	8	53					49	59			12	3
Queuing Penalty (veh)	12	74					366	313			2	16

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	297	216	418	445	225
Average Queue (ft)	52	76	153	170	115
95th Queue (ft)	180	151	291	317	223
Link Distance (ft)			3512	3512	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	225	160			200
Storage Blk Time (%)	0	0	7	4	1
Queuing Penalty (veh)	1	1	9	12	3

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Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	T	T	R	L	T	TR	L
Maximum Queue (ft)	198	225	154	163	78	659	784	290	170	375	376	235
Average Queue (ft)	123	141	96	110	15	462	577	283	150	257	248	221
95th Queue (ft)	225	274	187	186	95	764	871	338	207	392	377	274
Link Distance (ft)			1940	1940		3034	3034			5548	5548	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450	450			250			205	90			95
Storage Blk Time (%)					0	67	46	30	32	33		68
Queuing Penalty (veh)					0	1	216	113	97	86		224

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	666	593	224
Average Queue (ft)	451	345	111
95th Queue (ft)	907	726	248
Link Distance (ft)	1818	1818	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)	38	21	0
Queuing Penalty (veh)	161	47	1

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Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	239	261	184	202	174	26	777	889	290	170	411	391
Average Queue (ft)	110	125	66	85	14	1	451	541	270	146	231	223
95th Queue (ft)	222	245	156	164	92	23	762	915	355	204	378	348
Link Distance (ft)			1940	1940			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450	450			250	70			205	90		
Storage Blk Time (%)		0		0	0		72	51	24	27	32	
Queuing Penalty (veh)		0		0	0		1	223	84	77	78	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	235	868	756	225
Average Queue (ft)	227	554	404	112
95th Queue (ft)	271	916	763	244
Link Distance (ft)		1818	1818	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	95			200
Storage Blk Time (%)	66	35	15	0
Queuing Penalty (veh)	204	136	31	1

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	255	279	196	214	207	26	790	904	290	170	423	415
Average Queue (ft)	113	129	73	91	14	1	454	549	273	147	237	229
95th Queue (ft)	223	253	166	171	93	20	763	907	353	205	383	356
Link Distance (ft)			1940	1940			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450	450			250	70			205	90		
Storage Blk Time (%)		0		0	0		71	50	25	28	33	
Queuing Penalty (veh)		0		0	0		1	222	92	82	80	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	235	893	764	225
Average Queue (ft)	226	529	390	111
95th Queue (ft)	272	923	756	245
Link Distance (ft)		1818	1818	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	95			200
Storage Blk Time (%)	67	35	17	0
Queuing Penalty (veh)	209	142	35	1

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 122: Table Rock Road & Access 1, Interval #2**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 122: Table Rock Road & Access 1, All Intervals**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 158: Industry Dr & Vilas Road, Interval #1**

Movement	EB	WB	WB	B175	B173	B159	NB	NB
Directions Served	TR	L	T	T	T	T	L	R
Maximum Queue (ft)	358	181	666	157	219	102	203	173
Average Queue (ft)	211	75	264	28	22	6	133	85
95th Queue (ft)	374	191	633	159	185	69	227	237
Link Distance (ft)	612		691	199	450	1752		989
Upstream Blk Time (%)			12	8	3			
Queuing Penalty (veh)			134	91	37			
Storage Bay Dist (ft)		200					200	
Storage Blk Time (%)			22				7	0
Queuing Penalty (veh)			12				8	0



Intersection: 158: Industry Dr & Vilas Road, Interval #2

Movement	EB	WB	WB	B175	B173	B159	B159	B1	B1	NB	NB
Directions Served	TR	L	T	T	T	T		T	T	L	R
Maximum Queue (ft)	446	225	814	322	572	1860	1876	668	674	225	844
Average Queue (ft)	247	113	767	278	513	1606	1437	435	427	204	481
95th Queue (ft)	433	285	883	360	688	2451	2532	888	884	268	1095
Link Distance (ft)	612		691	199	450	1752	1752	620	620		989
Upstream Blk Time (%)	0		89	91	92	77	63	36	26		18
Queuing Penalty (veh)	0		966	987	988	415	339	196	141		0
Storage Bay Dist (ft)		200								200	
Storage Blk Time (%)		0	85							62	1
Queuing Penalty (veh)		0	42							60	1

Intersection: 158: Industry Dr & Vilas Road, All Intervals

Movement	EB	WB	WB	B175	B173	B159	B159	B1	B1	NB	NB
Directions Served	TR	L	T	T	T	T		T	T	L	R
Maximum Queue (ft)	450	225	814	322	572	1860	1876	668	674	225	844
Average Queue (ft)	238	104	646	218	395	1220	1090	330	324	186	386
95th Queue (ft)	421	266	1057	418	782	2569	2483	830	823	275	994
Link Distance (ft)	612		691	199	450	1752	1752	620	620		989
Upstream Blk Time (%)	0		70	71	69	58	47	27	20		13
Queuing Penalty (veh)	0		758	763	751	312	254	147	106		0
Storage Bay Dist (ft)		200								200	
Storage Blk Time (%)		0	69							48	1
Queuing Penalty (veh)		0	34							47	1

Network Summary

Network wide Queuing Penalty, Interval #1: 4247

Network wide Queuing Penalty, Interval #2: 9469

Network wide Queuing Penalty, All Intervals: 8164

Figure A-18: Highway Safety Manual Crash Analysis Report No-build/Mitigated with Tier 1 Projects (NBT1)



**Highway Safety Manual Analysis**  
Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.19.19	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1			
Segment 2	1.642	0.456	1.187
Segment 3			
Segment 4	0.356	0.089	0.267
Segment 5	11.695	3.298	8.397
Segment 6	1.378	0.387	0.991
Segment 7	1.537	0.433	1.104
Segment 8	1.419	0.385	1.034
Segment 9	2.371	0.671	1.700
Segment 10	4.544	1.385	3.159
<b>INTERSECTIONS</b>			
Intersection 1	7.558	2.682	4.876
Intersection 2	5.553	1.956	3.597
Intersection 3	5.729	2.020	3.709
Intersection 4	0.626	0.230	0.396
Intersection 5			
Intersection 6	7.581	2.764	4.817
Intersection 7	2.290	0.764	1.526
Intersection 8	0.827	0.280	0.547
Intersection 9	2.511	0.854	1.657
Intersection 10			
<b>TOTAL</b>	<b>57.618</b>	<b>18.655</b>	<b>38.963</b>

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



## Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by: Katie Brown	Roadway: 62: Crater Lake Highway
Title: Transportation Analyst	Roadway Section: MP .00 - MP .00
Agency/Company: TPAU/ODOT	Jurisdiction: TPAU/ODOT
Date: 3.19.19	Analysis Year: 2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1	0.160	0.054	0.106
Segment 2	5.904	1.803	4.101
Segment 3	0.160	0.059	0.101
Segment 4			
Segment 5			
Segment 6			
Segment 7	3.688	1.014	2.674
Segment 8	0.213	0.069	0.144
Segment 9	2.901	0.795	2.105
Segment 10	0.473	0.117	0.356
<b>INTERSECTIONS</b>			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
<b>TOTAL</b>	<b>13.500</b>	<b>3.912</b>	<b>9.588</b>

**Note:**

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



## Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by: Katie Brown	Roadway: 62: Crater Lake Highway
Title: Transportation Analyst	Roadway Section: MP .00 - MP .00
Agency/Company: TPAU/ODOT	Jurisdiction: TPAU/ODOT
Date: 3.28.18	Analysis Year: 2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1	0.395	0.115	0.281
Segment 2	1.066	0.310	0.756
Segment 3	1.147	0.342	0.805
Segment 4	0.299	0.091	0.208
Segment 5	1.952	0.603	1.348
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
<b>INTERSECTIONS</b>			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
<b>TOTAL</b>	<b>4.859</b>	<b>1.461</b>	<b>3.398</b>

**Note:**

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.

**Table A-5: NBT1 Simplified MMLOS Segment LOS Output Summary<sup>1</sup>**

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd <sup>3</sup>	W	E Project Limit-Crater Lake Ave	C-E	C-D	n/a
Vilas Rd <sup>3</sup>	E	Crater Lake Ave-E Project Limit	C-E	C-D	n/a
Vilas Rd <sup>2,3</sup>	W	Crater Lake Ave-Crater Lake Hwy	C-E	<b>E-F</b>	n/a
Vilas Rd <sup>2,3</sup>	E	Crater Lake Hwy-Crater Lake Ave	C-E	<b>E-F</b>	n/a
Vilas Rd	W	Crater Lake Hwy-Industry Dr	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	Industry Dr-Crater Lake Hwy	C	C-D	n/a
Vilas Rd	W	Industry Dr-Peace Ln	C	C-D	n/a
Vilas Rd	E	Peace Ln-Industry Dr	C	C-D	n/a
Vilas Rd	W	Peace Ln-Airway Dr	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	Airway Dr-Peace Ln	C	C-D	n/a
Vilas Rd	W	Airway Dr-Table Rock Rd	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	Table Rock Rd-Airway Dr	C	C-D	n/a
Vilas Rd	W	Table Rock Rd-W Project Limit	C	C	n/a
Vilas Rd	E	W Project Limit-Table Rock Rd	C-E	C	n/a
Pine St/Biddle Rd <sup>4</sup>	W	E Project Limit-Table Rock Rd	A	A	<b>E</b>
Pine St/Biddle Rd <sup>4</sup>	E	Table Rock Rd-E Project Limit	A	A	<b>E</b>
Pine St/Biddle Rd <sup>4</sup>	W	Table Rock Rd-Hamrick Rd	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	E	Hamrick Rd-Table Rock Rd	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	W	Hamrick Rd-W Project Limit	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	E	W Project Limit-Hamrick Rd	A	A	n/a
Hamrick Rd <sup>3</sup>	N	S Project Limit-Pine St/Biddle Rd	B	B	n/a
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	C	B	n/a
Hamrick Rd <sup>2</sup>	N	Pine St/Biddle Rd-Beebe Rd	C	C-D	n/a
Hamrick Rd	S	Beebe Rd-Pine St/Biddle Rd	C-E	C-D	n/a
Table Rock Rd	N	S Project Limit-Biddle Rd	<b>E</b>	<b>E-F</b>	n/a

Table Rock Rd	S	Biddle Rd-S Project Limit	<b>E</b>	<b>E-F</b>	n/a
Table Rock Rd	N	Biddle Rd-Vilas Rd	<b>E</b>	<b>E-F</b>	<b>F</b>
Table Rock Rd	S	Vilas Rd-Biddle Rd	<b>E</b>	<b>E-F</b>	<b>F</b>
Table Rock Rd <sup>3</sup>	N	Vilas Rd-N Project Limit	<b>E</b>	<b>E-F</b>	<b>F</b>
Table Rock Rd <sup>3</sup>	S	N Project Limit-Vilas Rd	<b>E</b>	<b>E-F</b>	<b>F</b>
Airway Dr <sup>3</sup>	N	S Project Limit-Vilas Rd	B-C	B	n/a
Airway Dr <sup>3</sup>	S	Vilas Rd-S Project Limit	B-C	B	n/a
Peace Ln <sup>3</sup>	N	Vilas Rd-N Project Limit	C-E	C-D	n/a
Peace Ln <sup>3</sup>	S	N Project Limit-Vilas Rd	C-E	C-D	n/a
Industry Dr	N	S Project Limit-Vilas Rd	B	B	n/a
Industry Dr	S	Vilas Rd-S Project Limit	B	B	n/a
Crater Lake Hwy <sup>4</sup>	N	S Project Limit-Vilas Rd	A	A	C
Crater Lake Hwy <sup>4</sup>	S	Vilas Rd-S Project Limit	A	A	C
Crater Lake Hwy <sup>4</sup>	N	Vilas Rd-N Project Limit	A	A	B
Crater Lake Hwy <sup>4</sup>	S	N Project Limit-Vilas Rd	A	A	B
Crater Lake Ave	N	S Project Limit-Vilas Rd	C	C-D	n/a
Crater Lake Ave	S	Vilas Rd-S Project Limit	C	C	n/a
Crater Lake Ave	N	Vilas Rd-N Project Limit	B-C	C-D	n/a
Crater Lake Ave	S	N Project Limit-Vilas Rd	B-C	C	n/a

<sup>1</sup>Black-shaded cells indicate that the LOS is E or worse.

<sup>2</sup>A sidewalk is added to these segments, outside of generalized assumptions, to improve LOS.

<sup>3</sup>A bicycle lane/shoulder is added to these segments, outside of generalized assumptions, to improve LOS.

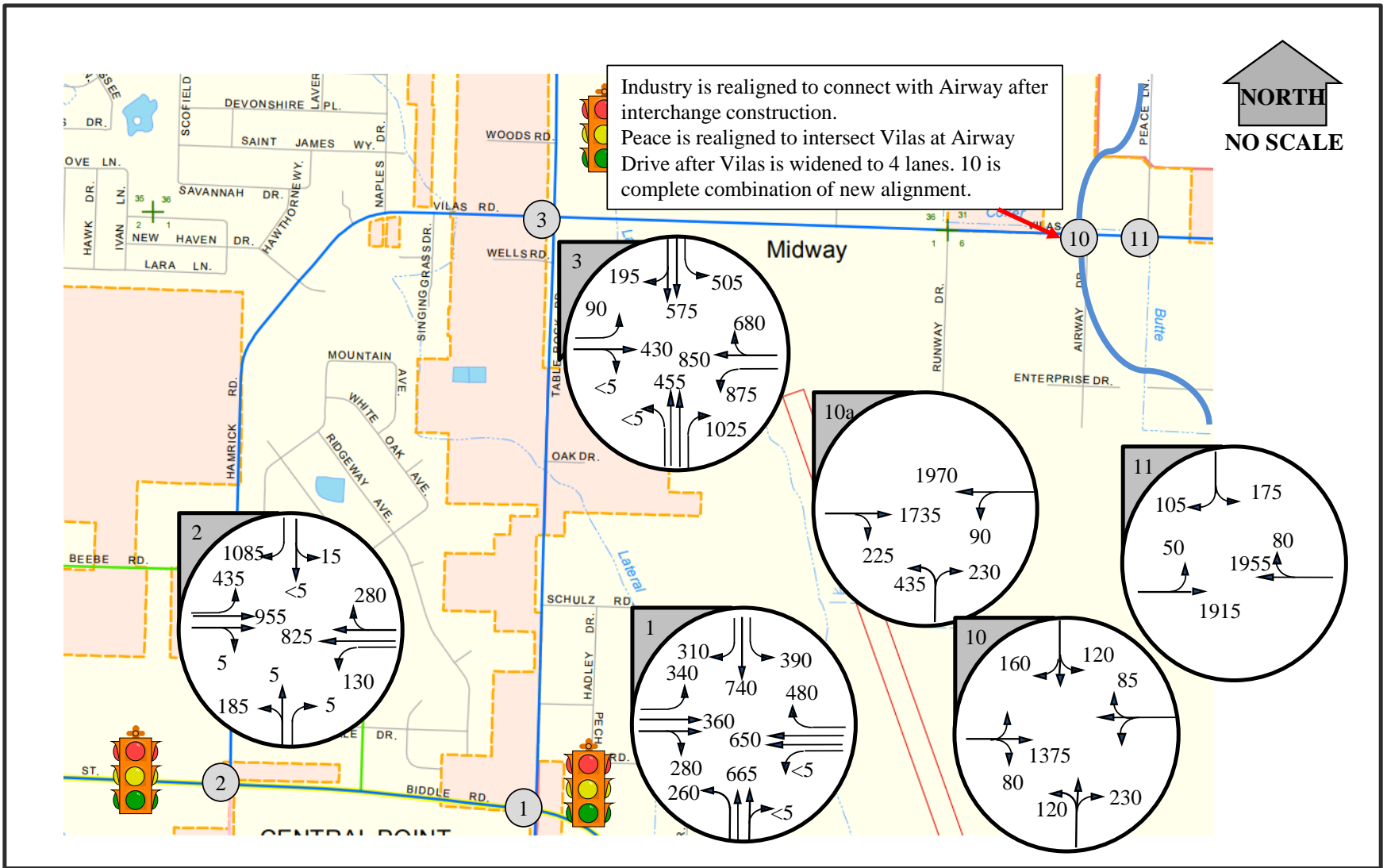
<sup>4</sup>A shared use bike path is added using the Shared Path Calculator tool to determine new LOS.

# Full Build w/Tier 1&2 Projects (FullT2) Analysis Output

Table A-6: Mitigations to FullT2 to meet v/c and LOS standards<sup>1</sup>

Intersection	Mitigation	
	Leg	
Hamrick Rd X Biddle Rd	North	Add 200' SBR Storage Lane
Table Rock X Vilas	East	Add 500' EB acceleration lane
		Add 200' 2 <sup>nd</sup> WBL Storage Lane
		Add 200' WBR Storage Lane
	South	Add 225' 2 <sup>nd</sup> NBR Storage Lane
	West	Add 500' WB acceleration lane
	North	Add 200' 2 <sup>nd</sup> SBL Storage Lane
CLH X Vilas	South	Add 2nd 225' NBL Storage Lane
	West	Add 200' 2 <sup>nd</sup> EBR Storage Lane
CLA X Vilas	South	Add 200' NBL Storage Lane
	West	Add 200' EBL Storage Lane
	North	Add 200' SBL Storage Lane
Airway Dr/Peace Ln/Industry Dr X Vilas	Realign Peace Ln with Airway Dr	
	East	Add 200' WBR Storage Lane
	West	Add 200' EBR Storage Lane
NB Ramps X Vilas	East	Add 3rd 500' WBT
	West	Add 2 <sup>nd</sup> 240' EBL Storage Lane
SB Ramps X Vilas	West	Add 2 additional 500' EBT Lanes
	North	Add 2 <sup>nd</sup> SBR off Ramp Lane
		Add 2 <sup>nd</sup> lane along entire off ramp 880'
Lear Way X Vilas Rd	North	Add 200' SBL storage lane

<sup>1</sup>Tier 1 and 2 Projects are assumed to be included so are not listed here.



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes  
2040 Full Interchange Build with Tier 1 and 2 Projects – FullT2

File : OR62-Vilas

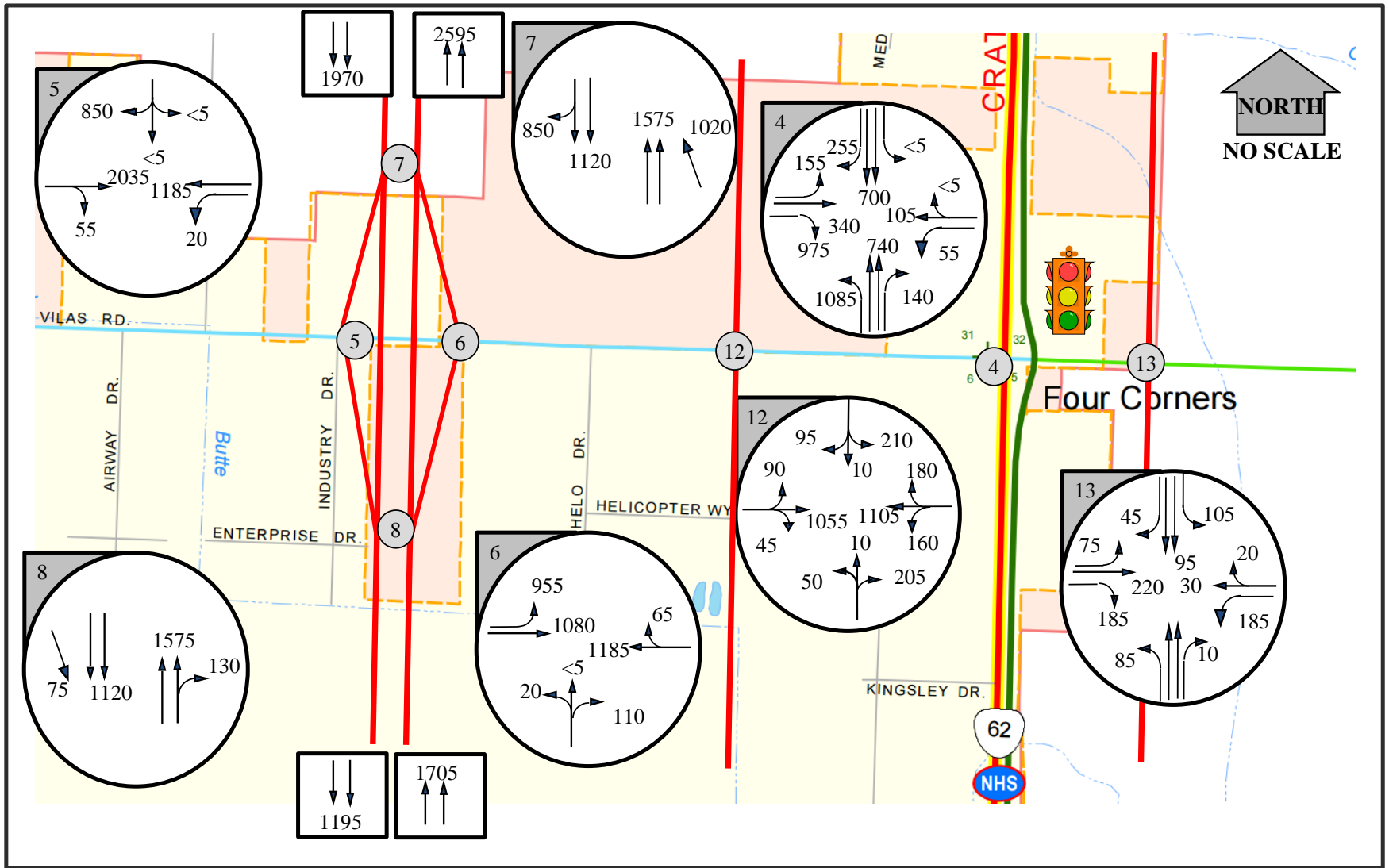
Prepared By: Katie Brown

Date : 2/11/19

Reviewed By: P. Schuytema, P.E

FIGURE A-19





OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes  
2040 Full Interchange Build with Tier 1 and 2 Projects – Full/T2

File : OR62-Vilas

Prepared By: Katie Brown

Date : 2/11/19

Reviewed By: P. Schuytma, P.E

FIGURE A-20

**Table A-7: Full Interchange Build with Tier 1 and 2 Projects Future Volume Development**

<b>Existing Year</b>	2015
<b>Project Design Year</b>	2040
<b>Model Base Year</b>	2017
<b>Model Future Year</b>	2042

Red font is modified using select links because centroid 889 is incorrectly connected to CLH instead of CLA in the model  
1001 is also modified for Springbrook Tier 2 project

Post-Processing - Future Year 2040 OR62 Directional Link Volumes											
Link Identification				JTA Build Tier 1 and 2 2040 30HV	Model Volumes			Post Processed 2040 Full Build Tier 1 and 2 Volumes			
					Model Assignment		Adjustment to Project Years	Factored	Difference Method if Change Greater than 10%		Selected Method
Route	Direction	From	To	Raw Model 2042 JTA Build Tier 1 and 2 2001	Raw Model 2042 Full Build Tier 1 and 2 18001	Factor					
Biddle Rd	WB	E Project Limits	Table Rock Rd	1127	1002	987	0.99	1110	1110		1110
Biddle Rd	EB	Table Rock Rd	E Project Limits	782	799	781	0.98	765	765		765
Biddle Rd	EB	Hamrick Rd	Table Rock Rd	901	830	890	1.07	966	966		966
Biddle Rd	WB	Table Rock Rd	Hamrick Rd	1232	1150.5	1163.5	1.01	1246	1246		1246
Pine St	EB	W Project Limits	Hamrick Rd	1339	1352	1429	1.06	1415	1415		1415
Pine St	WB	Hamrick Rd	W Project Limits	2060	1773	1790	1.01	2080	2080		2080
Hamrick Rd	NB	S Project Limits	Pine St / Biddle Rd	203	260	257	0.99	201	201		201
Hamrick Rd	SB	Pine St / Biddle Rd	S Project Limits	137	196	197	1.01	138	138		138
Hamrick Rd	NB	Pine St / Biddle Rd	Beebe Rd	691	832	855	1.03	710	710		710
Hamrick Rd	SB	Beebe Rd	Pine St / Biddle Rd	1091	876	891	1.02	1110	1110		1110
Vilas Rd	EB	W Project Limits	Table Rock Rd	510	501	525	1.05	534	534		534
Vilas Rd	WB	Table Rock Rd	W Project Limits	1008	744	751	1.01	1018	1018		1018
Vilas Rd	EB	Table Rock Rd	Airway Dr	1733	1183	1366	1.15	2001	diff	1916	1916
Vilas Rd	WB	Airway Dr	Table Rock Rd	2402	1635	1675	1.02	2461	2461		2461
Vilas Rd	wEB	Airway Rd	Industry Dr	1806	1185	1367	1.15	2083	diff	1988	1988
Vilas Rd	wWB	Industry Dr	Airway Dr	2335	1619	1659	1.02	2393	2393		2393
Vilas Rd	wEB	Industry Dr	OR 62 / Crater Lake	1802	1078	1228	1.14	2053	diff	1952	1952
Vilas Rd	wWB	OR 62 / Crater Lake Hwy	Industry Dr	1947	1302	1332	1.02	1992	1992		1992
Vilas Rd	eEB	Lear Way	OR 62 / Crater Lake	1399	639	678	1.06	1484	1484		1484
Vilas Rd	eWB	OR 62 / Crater Lake Hwy	Lear Way	1396	491	503	1.02	1430	1430		1430
Vilas Rd	EB	OR 62 / Crater Lake Hwy	Crater Lake Ave	438	619	667	1.08	472	472		472
Vilas Rd	WB	Crater Lake Ave	OR 62 / Crater Lake Hwy	159	295	299	1.01	161	161		161
OR 62 / Crater Lake	NB	E Vilas Rd	N Project Limits	732	724	878	1.21	888	diff	886	886
OR 62 / Crater Lake	SB	N Project Limits	E Vilas Rd	832	823	960	1.17	970	diff	969	969
OR 62 / Crater Lake	NB	S Project Limits	E Vilas Rd	1953	965	985	1.02	1993	1993		1993
OR 62 / Crater Lake	SB	E Vilas Rd	S Project Limits	1715	888	882	0.99	1703	1703		1703
Table Rock Rd	NB	S Project Limits	Biddle Rd	932	773	756	0.98	912	912		912

Table Rock Rd	SB	Biddle Rd	S Project Limits	1007	898	927	1.03	1039	<b>1039</b>		<b>1039</b>
Table Rock Rd	NB	Biddle Rd	E Vilas Rd	1484	1444	1475	1.02	1516	<b>1516</b>		<b>1516</b>
Table Rock Rd	SB	E Vilas Rd	Biddle Rd	1390	1662	1689	1.02	1413	<b>1413</b>		<b>1413</b>
Table Rock Rd	NB	E Vilas Rd	N Project Limits	1242	1228	1180	0.96	1193	<b>1193</b>		<b>1193</b>
Table Rock Rd	SB	N Project Limits	E Vilas Rd	1231	1217	1290	1.06	1305	<b>1305</b>		<b>1305</b>
Airway Drive	NB	Enterprise Drive	E Vilas Rd	90	43	43	1.00	90	<b>90</b>		<b>90</b>
Airway Drive	SB	E Vilas Rd	Enterprise Drive	49	25	25	1.00	49	<b>49</b>		<b>49</b>
Industry Drive	NB	Enterprise Drive	E Vilas Rd	523	471	446	0.95	495	<b>495</b>		<b>495</b>
Industry Drive	SB	E Vilas Rd	Enterprise Drive	262	344	344	1.00	262	<b>262</b>		<b>262</b>
Industry + Airway	NB	Enterprise Drive	E Vilas Rd	613	514	489	0.95	583	<b>583</b>		<b>585</b>
Industry + Airway	SB	E Vilas Rd	Enterprise Drive	311	369	369	1.00	311	<b>311</b>		<b>311</b>
Crater Lake Ave	NB	E Vilas Rd	N Project Limits	170	168	228	1.36	231	diff	230	230
Crater Lake Ave	SB	N Project Limits	E Vilas Rd	262	259	297	1.15	300	diff	300	300
Crater Lake Ave	NB	S Project Limits	E Vilas Rd	349	139	150	1.08	377	<b>377</b>		<b>377</b>
Crater Lake Ave	SB	E Vilas Rd	S Project Limits	357	339	337	0.99	355	<b>355</b>		<b>355</b>
Peace Lane	NB	E Vilas Rd	N Project Limits	173	171	171	1.00	173	<b>173</b>		<b>173</b>
Peace Lane	SB	N Project Limits	E Vilas Rd	258	255	256	1.00	259	<b>259</b>		<b>259</b>
Vilas Rd	EB	Peace Ln	OR62 SB On Ramp	1951	1031	1182	1.15	2237	diff	2102	2102
Vilas Rd	WB	OR62 SB Off Ramp	Peace Ln	2033	1234	1267	1.03	2087	<b>2087</b>		<b>2087</b>
Vilas Rd	EB	NB Ramps	Lear Way	1076	828	925	1.12	1202	diff	1173	1173
Vilas Rd	WB	Lear Way	NB Ramps	1182	774	860	1.11	1313	diff	1268	1268
Vilas Rd	EB	Crater Lake Ave	E Project Limits	235	439	456	1.04	244	<b>244</b>		<b>244</b>
Vilas Rd	WB	E Project Limits	Crater Lake Av	318	235	207	0.88	280	diff	290	290
Vilas Rd	EB	SB Ramps	NB Ramps	1938	1002	1159	1.16	2242	diff	2095	2095
Vilas Rd	WB	NB Ramps	SB Ramps	1123	812	830	1.02	1148	<b>1148</b>		<b>1148</b>
Lear Way	NB	S Project Limits	E Vilas Rd	263	410	405	0.99	260	<b>260</b>		<b>260</b>
Lear Way	SB	E Vilas Rd	S Project Limits	227	336	319	0.95	216	<b>216</b>		<b>216</b>
Lear Way	NB	E Vilas Rd	N Project Limits	288	285	284	1.00	287	<b>287</b>		<b>287</b>
Lear Way	SB	N Project Limits	E Vilas Rd	308	305	307	1.01	310	<b>310</b>		<b>310</b>
OR62 NB On Ramp	NB	E Vilas Rd	OR62 NB	803	458	635	1.39	1114	diff	980	980
OR62 NB Off Ramp	NB	OR62 NB	E Vilas Rd	114	322	371	1.15	131	diff	163	163
OR62 SB On Ramp	SB	E Vilas Rd	OR62 SB	40	260	313	1.20	48	diff	93	93
OR62 SB Off Ramp	SB	OR62 SB	E Vilas Rd	744	652	727	1.12	829	diff	819	819
OR62	NB	S End of Interchange	N End of Interchange	1580	1867	1862	1.00	1576	<b>1576</b>		<b>1576</b>
OR62	SB	N End of Interchange	S End of Interchange	1271	1307	1154	0.88	1122	diff	1118	1118
OR62	NB	N End of Interchange	N Project Limits	2380	2325	2496	1.07	2555	<b>2555</b>		<b>2555</b>
OR62	SB	N Project Limits	N End of Interchange	2022	1959	1881	0.96	1941	<b>1941</b>		<b>1941</b>
OR62	NB	S Project Limits	S End of Interchange	1692	2189	2233	1.02	1726	<b>1726</b>		<b>1726</b>
OR62	SB	S End of Interchange	S Project Limits	1295	1566	1467	0.94	1213	<b>1213</b>		<b>1213</b>

**Figure A-21: Full Build with Tier 1 and 2 Projects Mainline Segment v/c Ratio Development**

HCM 6th Ed. Chapter 12		MULTILANE HIGHWAY SEGMENT
Capacity of multilane segment varies with FFS		ANALYSIS
(pc/h/ln)	FFS	
2300	70,75	
2300	65	
2200	60	
2100	55	
2000	50	
1900	45	

Segment: NB, south of interchange  
 Flow Rate, Vp: 1078  
 FFS: 58.3  
 Interpolated capacity: 2097  
 v/c: **0.51**

Segment: SB, south of interchange  
 Flow Rate, Vp: 755  
 FFS: 58.3  
 Interpolated capacity: 2097  
 v/c: **0.36**

Segment: NB, north of interchange  
 Flow Rate, Vp: 1640  
 FFS: 58.5  
 Capacity: 2101  
 v/c: **0.78**

Segment: SB, north of interchange  
 Flow Rate, Vp: 1244  
 FFS: 58.5  
 Interpolated capacity: 2101  
 v/c: **0.59**

Segment: NB, between ramps  
 Flow Rate, Vp: 995  
 FFS: 58.3  
 Interpolated capacity: 2097  
 v/c: **0.47**

Segment: SB, between ramps  
 Flow Rate, Vp: 708  
 FFS: 58.3  
 Interpolated capacity: 2097  
 v/c: **0.34**

**Figure A-22: Full Build with Tier 1 and 2 Projects Mainline Segment v/c HCS Reports**

MULTILANE HIGHWAY SEGMENT ANALYSIS		MULTILANE HIGHWAY SEGMENT ANALYSIS	
File Name:	Phase2_Full_Build_Tier1and2_NB_SB_S_of_Int.xuf		
Analyst:	Katie Brown		
Agency:	TPAU		
Jurisdiction:	OR62 NB/SB South of Interchange		
Date:	3/13/2019		
Analysis Year:	2019		
Time Period Analyzed:	4:15 - 5:15 pm		
Project Description:	OR62 - Vilas Rd IAMP Full Build w Tier 1 and 2 Projects		
Units:	U.S. Customary		

## Direction 1:

LOS and Performance Measures		
Flow rate, $v_p$	2155	pc/h/ln
Capacity, C	4193	pc/h/ln
Speed, S	58.3	mi/h
Density, D	18.5	pc/mi/ln
Level of Service, LOS	C	

## Step 1: Input Data

Number of Lanes, N	2	ln
Lane Width	12	ft
Segment length	-	ft
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi
Right-Side Lateral Clearance, LCR	6	ft
Left-Side Lateral Clearance, LCL	6	ft
Median Type	Divided	
Access Point Density	1.0	access points/mi
Demand Volume, V	1705	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	20.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%

## Step 2: Estimate and Adjust FFS

Estimating FFS		
Measured or Base FFS	Base	
Base Free-Flow Speed, BFFS	60.0	mi/h
Lane Width	12	ft
Lane Width Adjustment, fLW	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	ft
Left-Side Lateral Clearance, LCL	6	ft
Total Lateral Clearance, TLC	12.00	ft
Total Lateral Clearance Adjustment, fTLC	0.0	mi/h
Median Type	Divided	
Median Type Adjustment, fM	0.0	mi/h
Access Point Density	1.0	access points/mi
Access Point Density Adjustment, fA	0.3	mi/h
Free-Flow Speed, FFS	59.8	mi/h
Speed Adjustments		
Driver Population	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	
Adjusted Free-Flow Speed, FFSadj	58.3	mi/h

## Step 3: Estimate and Adjust Capacity

Adjusted Free-flow Speed, FFSadj	58.3	mi/h
Capacity, c	2166	pc/h/ln
Capacity Adjustments		
Driver Population	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	
Adjusted Capacity, cadj	2097	pc/h/ln

---

Step 4: Adjust Demand Volume

---

Demand Volume, V	1705	veh/h
Peak Hour Factor, PHF	0.95	
Number of Lanes, N	2	ln
Terrain type	Level	
Percent Grade	-	%
Grade Length	-	mi
Percent Total Trucks	20.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.2000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment, fHV	0.833	
Demand Adjustment Factor, DAF	1.000	
Demand Flow Rate, v <sub>p</sub>	1078	pc/h/ln

---

Steps 5 and 6: Estimate Speed and Density and Determine LOS

---

Demand Flow Rate, v <sub>p</sub>	1078	pc/h/ln
Free-Flow Speed, FFS	60.0	mi/h
Capacity, c	2097	pc/h/ln
Breakpoint, BP	1400	pc/h/ln
Density at Capacity, D <sub>c</sub>	45	pc/mi/ln
Mean Speed under Base Conditions, S	58.3	mi/h
Density, D	18.5	pc/mi/ln
Level of service, LOS	C	

---

Bicycle Level of Service

---

Hourly Directional Volume, V	1705	veh
Peak Hour Factor, PHF	0.95	
Number of Directional Lanes, N	2	ln
Directional Demand Flow Rate in Outside Lane, v <sub>OL</sub>	897	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	
Paved Shoulder Width, W <sub>s</sub>	6	ft
Effective Width as a Function of Traffic Volume, W <sub>v</sub>	18	ft
Average Effective Width of Outside Lane, W <sub>e</sub>	24	ft
Posted Speed Limit, S <sub>p</sub>	50	mi/h
Effective Speed Factor, S <sub>t</sub>	4.62	
Percentage of Heavy Vehicles, HV	0.2000	
Pavement Condition Rating, P	4	
Bicycle Level of Service Score, BLOS	10.51	
Bicycle LOS	F	

This Multilane Highway Segment text report was created in HCS™ Multilane Version 7.6 on 3/22/2019 13:50:32

HCS7 Multilane Highway Segments Text Report

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name: Phase2\_Full\_Build\_Tier1and2\_NB\_SB\_btwn\_ramps.xuf  
 Analyst: Katie Brown  
 Agency: TPAU  
 Jurisdiction: OR62 NB/SB Between Interchange  
 Date: 3/13/2019  
 Analysis Year: 2020  
 Time Period Analyzed: 4:15 - 5:15 pm  
 Project Description: OR62 - Vilas Rd IAMP Full Build w Tier 1 and 2 Projedcts  
 Units: U.S. Customary

Direction 1:

LOS and Performance Measures

Flow rate, $v_p$	1990	pc/h/ln
Capacity, C	4193	pc/h/ln
Speed, S	58.3	mi/h
Density, D	17.1	pc/mi/ln
Level of Service, LOS	B	

Step 1: Input Data

Number of Lanes, N	2	ln
Lane Width	12	ft
Segment length	-	ft
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi
Right-Side Lateral Clearance, LCR	6	ft
Left-Side Lateral Clearance, LCL	6	ft
Median Type	Divided	
Access Point Density	1.0	access points/mi
Demand Volume, V	1575	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	20.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS		
Measured or Base FFS	Base	
Base Free-Flow Speed, BFFS	60.0	mi/h
Lane Width	12	ft
Lane Width Adjustment, fLW	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	ft
Left-Side Lateral Clearance, LCL	6	ft
Total Lateral Clearance, TLC	12.00	ft
Total Lateral Clearance Adjustment, fTLC	0.0	mi/h
Median Type	Divided	
Median Type Adjustment, fM	0.0	mi/h
Access Point Density	1.0	access points/mi
Access Point Density Adjustment, fA	0.3	mi/h
Free-Flow Speed, FFS	59.8	mi/h
Speed Adjustments		
Driver Population	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	
Adjusted Free-Flow Speed, FFSadj	58.3	mi/h

Step 3: Estimate and Adjust Capacity

Adjusted Free-flow Speed, FFSadj	58.3	mi/h
Capacity, c	2166	pc/h/ln
Capacity Adjustments		
Driver Population	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	
Adjusted Capacity, cadj	2097	pc/h/ln

---

Step 4: Adjust Demand Volume

---

Demand Volume, V	1575	veh/h
Peak Hour Factor, PHF	0.95	
Number of Lanes, N	2	ln
Terrain type	Level	
Percent Grade	-	%
Grade Length	-	mi
Percent Total Trucks	20.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.2000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment, fhv	0.833	
Demand Adjustment Factor, DAF	1.000	
Demand Flow Rate, v <sub>p</sub>	995	pc/h/ln

---

Steps 5 and 6: Estimate Speed and Density and Determine LOS

---

Demand Flow Rate, v <sub>p</sub>	995	pc/h/ln
Free-Flow Speed, FFS	60.0	mi/h
Capacity, c	2097	pc/h/ln
Breakpoint, BP	1400	pc/h/ln
Density at Capacity, D <sub>c</sub>	45	pc/mi/ln
Mean Speed under Base Conditions, S	58.3	mi/h
Density, D	17.1	pc/mi/ln
Level of service, LOS	B	

---

Bicycle Level of Service

---

Hourly Directional Volume, V	1575	veh
Peak Hour Factor, PHF	0.95	
Number of Directional Lanes, N	2	ln
Directional Demand Flow Rate in Outside Lane, v <sub>OL</sub>	829	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	
Paved Shoulder Width, W <sub>s</sub>	6	ft
Effective Width as a Function of Traffic Volume, W <sub>v</sub>	18	ft
Average Effective Width of Outside Lane, W <sub>e</sub>	24	ft
Posted Speed Limit, S <sub>p</sub>	50	mi/h
Effective Speed Factor, S <sub>t</sub>	4.62	
Percentage of Heavy Vehicles, HV	0.2000	
Pavement Condition Rating, P	4	
Bicycle Level of Service Score, BLOS	10.47	
Bicycle LOS	F	

This Multilane Highway Segment text report was created in HCS™ Multilane Version 7.6 on 3/22/2019 13:41:46



HCS7 Multilane Highway Segments Text Report

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name: Phase2\_Full\_Build\_Tier1and2\_NB\_SB\_N\_of\_Intchg.xuf  
 Analyst: Katie Brown  
 Agency: TPAU  
 Jurisdiction: OR62  
 Date: 3/12/2019  
 Analysis Year: 2019  
 Time Period Analyzed: 4:15 - 5:15 pm  
 Project Description: OR62 - Vilas Rd IAMP Full Build with Tier 1 and 2  
 Units: U.S. Customary

Direction 1:

LOS and Performance Measures

Flow rate, $v_p$	3279	pc/h/ln
Capacity, C	4201	pc/h/ln
Speed, S	57.1	mi/h
Density, D	28.7	pc/mi/ln
Level of Service, LOS	D	

Step 1: Input Data

Number of Lanes, N	2	ln
Lane Width	12	ft
Segment length	-	ft
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi
Right-Side Lateral Clearance, LCR	6	ft
Left-Side Lateral Clearance, LCL	6	ft
Median Type	Divided	
Access Point Density	0.0	access points/mi
Demand Volume, V	2595	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	20.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS		
Measured or Base FFS	Base	
Base Free-Flow Speed, BFFS	60.0	mi/h
Lane Width	12	ft
Lane Width Adjustment, fLW	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	ft
Left-Side Lateral Clearance, LCL	6	ft
Total Lateral Clearance, TLC	12.00	ft
Total Lateral Clearance Adjustment, fTLC	0.0	mi/h
Median Type	Divided	
Median Type Adjustment, fM	0.0	mi/h
Access Point Density	0.0	access points/mi
Access Point Density Adjustment, fA	0.0	mi/h
Free-Flow Speed, FFS	60.0	mi/h
Speed Adjustments		
Driver Population	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	
Adjusted Free-Flow Speed, FFSadj	58.5	mi/h

Step 3: Estimate and Adjust Capacity

Adjusted Free-flow Speed, FFSadj	58.5	mi/h
Capacity, c	2170	pc/h/ln
Capacity Adjustments		
Driver Population	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	
Adjusted Capacity, cadj	2101	pc/h/ln

---

Step 4: Adjust Demand Volume

---

Demand Volume, V	2595	veh/h
Peak Hour Factor, PHF	0.95	
Number of Lanes, N	2	ln
Terrain type	Level	
Percent Grade	-	%
Grade Length	-	mi
Percent Total Trucks	20.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.2000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment, fhv	0.833	
Demand Adjustment Factor, DAF	1.000	
Demand Flow Rate, v <sub>p</sub>	1640	pc/h/ln

---

Steps 5 and 6: Estimate Speed and Density and Determine LOS

---

Demand Flow Rate, v <sub>p</sub>	1640	pc/h/ln
Free-Flow Speed, FFS	60.0	mi/h
Capacity, c	2101	pc/h/ln
Breakpoint, BP	1400	pc/h/ln
Density at Capacity, D <sub>c</sub>	45	pc/mi/ln
Mean Speed under Base Conditions, S	57.1	mi/h
Density, D	28.7	pc/mi/ln
Level of service, LOS	D	

---

Bicycle Level of Service

---

Hourly Directional Volume, V	2595	veh
Peak Hour Factor, PHF	0.95	
Number of Directional Lanes, N	2	ln
Directional Demand Flow Rate in Outside Lane, v <sub>OL</sub>	1366	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	
Paved Shoulder Width, W <sub>s</sub>	6	ft
Effective Width as a Function of Traffic Volume, W <sub>v</sub>	18	ft
Average Effective Width of Outside Lane, W <sub>e</sub>	24	ft
Posted Speed Limit, S <sub>p</sub>	50	mi/h
Effective Speed Factor, S <sub>t</sub>	4.62	
Percentage of Heavy Vehicles, HV	0.2000	
Pavement Condition Rating, P	4	
Bicycle Level of Service Score, BLOS	10.72	
Bicycle LOS	F	

This Multilane Highway Segment text report was created in HCS™ Multilane Version 7.6 on 3/22/2019 13:49:19

**Figure A-23: Full Build with Tier 1 and 2 Projects Merge/Diverge Segment v/c Ratio Development**

**Merge/Diverge v/c for OR62 at Vilas Rd**

MULTILANE HIGHWAY SEGMENT

ANALYSIS

Diverge			
OR62 NB off ramp	Actual Flow	Maximum Flow	v/c
VFi	2155	4066	0.53
VF0	1991	4356	0.46
VR	164	2033	0.08
V12	2155	4400	0.49
OR62 SB off ramp			
Actual Flow	Maximum Flow	v/c	
VFi	2489	4066	0.61
VF0	1415	4066	0.35
VR	1074	3872	0.28
V12	2489	4400	0.57
Merge			
OR62 NB on ramp	Actual Flow	Maximum Flow	v/c
VF0	3279	4066	0.81
VR12	3279	4600	0.71
OR62 SB on ramp			
Actual Flow	Maximum Flow	v/c	
VF0	1510	4066	0.37
VR12	1510	4600	0.33

VR = flow rate on the on-ramp or off-ramp (pc/h)  
 VF0 = flow rate on the freeway immediately downstream of the merge or diverge area (pc/h).  
 VR12 = sum of the flow rates in Lanes 1 and 2 and the ramp flow rate  
 VFi = flow rate on freeway immediately upstream of the ramp influence area under study (pc/h)

**Figure A-24: Full Build with Tier 1 and 2 Projects Merge/Diverge HCS Reports**

	FREEWAY MERGE ANALYSIS	MULTILANE HIGHWAY SEGMENT
File Name:	Phase2_Full_Build_Tier1and2_SB_Merge.xuf	
Analyst:	Katie Brown	
Agency:	TPAU	
Jurisdiction:	OR62 / SB	
Date:	3/12/2019	
Analysis Year:	2020	
Time Period Analyzed:	4:15 - 5:15 pm	
Project Description:	OR62 Vilas Rd IAMP Full Build w T 1 & 2	
Units:	U.S. Customary	

LOS and Performance Measures		
Density in On-Ramp (Merge) Influence Area, DR	12.0	pc/mi/ln
Level of Service, LOS	B	
Average Flow in Outer Lanes, vOA	-	pc/mi/ln
Average Speed in Ramp Influence Area, SR	54.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	-	mi/h
Average Speed for On-Ramp (Merge) Junction, S	54.1	mi/h
Density Across All Lanes, D	14.0	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates			
<b>Freeway Data</b>			
Number of Freeway Lanes	2		ln
Freeway Free-Flow Speed, FFS	60.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	1120		veh/h
Peak Hour Factor, PHF	0.95		
<b>Ramp Data</b>			
Number of Ramp Lanes	1		ln
Ramp Free-Flow Speed, SFR	45.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	840		ft
Length of Second Acceleration Lane, LA2	-		ft
<b>Junction Components</b>			
	Freeway	Ramp	
Demand Volume, V	1120	75	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	20.00	20.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.2000	0.2000	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.833	0.833	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	1415	95	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2		
Estimating Flow in Lanes 1 and 2 for On-Ramps		
Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	1.000	
Flow Rate in Lanes 1 and 2, v12	1415	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates		
Capacity Checks		

	Actual	Maximum	Violation?
vF0	1510	4356	No
vR	95	2033	No
vR12	1510	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	4500	2100	pc/h
Driver Population	Mostly Familiar	Mostly Familiar	
Driver Population CAF	0.968	0.968	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	0.968	0.968	
Adjusted Capacity, cmda	4356	2033	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	95	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1415	pc/h
Length of Acceleration Lane, LA	840	ft
Density in On-Ramp Influence Area, DR	12.0	pc/mi/ln
Density in On-Ramp Influence Area, DR	10.0	veh/mi/ln
Level of Service, LOS	B	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	60.0	mi/h
Ramp Free-Flow Speed, SFR	45.0	mi/h
Length of Acceleration Lane, LA	840	ft
Driver Population	Mostly Familiar	
Driver Population SAF	0.975	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	0.975	
Demand Flow Rate on Freeway, vF	1415	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1415	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	1510	pc/h
Number of Outer Lanes on Freeway, NO	0	ln
Speed Index for On-Ramp, MS	0.265	
Average Speed in Ramp Influence Area, SR	54.1	mi/h
Average Flow in Outer Lanes, vOA	-	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	-	mi/h
Average Speed for On-Ramp Junction, S	54.1	mi/h
Density Across All Lanes, D	14.0	pc/mi/ln

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.6 on 3/12/2019 15:43:48

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name: Phase2\_Full\_Build\_Tier1and2\_SB\_Diverge.xuf  
 Analyst: Katie Brown  
 Agency: TPAU  
 Jurisdiction: OR62 / SB  
 Date: 3/12/2019  
 Analysis Year: 2020  
 Time Period Analyzed: 4:15 - 5:15 pm  
 Project Description: OR62 - Vilas Rd IAMP Full Build w T 1 & 2  
 Units: U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	14.9	pc/mi/ln
Level of Service, LOS	B	
Average Flow in Outer Lanes, vOA	-	pc/mi/ln
Average Speed in Ramp Influence Area, SR	50.7	mi/h
Average Speed in Outer Lanes of Freeway, S0	-	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	50.7	mi/h
Density Across All Lanes, D	24.5	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

<b>Freeway Data</b>			
Number of Freeway Lanes	2		ln
Freeway Free-Flow Speed, FFS	60.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Highway/CD Roadway		
Demand Volume, V	1970		veh/h
Peak Hour Factor, PHF	0.95		
<b>Ramp Data</b>			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	40.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	595		ft
Length of Second Deceleration Lane, LD2	0		ft
<b>Junction Components</b>			
	Freeway	Ramp	
Demand Volume, V	1970	850	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	20.00	20.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.2000	0.2000	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.833	0.833	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	2489	1074	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

<b>Estimating Flow in Lanes 1 and 2 for Off-Ramps</b>			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	-		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	1.000		
Flow Rate in Lanes 1 and 2, v12	2489		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	2489	4066	No
vR	1074	3872	No
v12	2489	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	4200	4000	pc/h
Driver Population	Mostly Familiar	Mostly Familiar	
Driver Population CAF	0.968	0.968	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	0.968	0.968	
Adjusted Capacity, cmda	4066	3872	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2489	pc/h
Length of Deceleration Lane, LA	1190	ft
Density in Off-Ramp Influence Area, DR	14.9	pc/mi/ln
Density in Off-Ramp Influence Area, DR	12.4	veh/mi/ln
Level of Service, LOS	B	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	60.0	mi/h
Ramp Free-Flow Speed, SFR	40.0	mi/h
Driver Population	Mostly Familiar	
Driver Population SAF	0.975	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	0.975	
Demand Flow Rate on Freeway, vF	2489	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2489	pc/h
Number of Outer Lanes on Freeway, NO	0	ln
Speed Index for Off-Ramp, DS	0.473	
Average Speed in Ramp Influence Area, SR	50.7	mi/h
Average Flow in Outer Lanes, vOA	-	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	-	mi/h
Average Speed for Off-Ramp Junction, S	50.7	mi/h
Density Across All Lanes, D	24.5	pc/mi/ln

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.6 on 3/12/2019 15:43:04

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name: Phase2\_Full\_Build\_Tier1and2\_NB\_Merge.xuf  
 Analyst: Katie Brown  
 Agency: TPAU  
 Jurisdiction: OR62 NB  
 Date: 3/12/2019  
 Analysis Year: 2020  
 Time Period Analyzed: 4:15 - 5:15 pm  
 Project Description: OR62 - Vilas Rd IAMP Full Build T 1&2  
 Units: U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	25.3	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	-	pc/mi/ln
Average Speed in Ramp Influence Area, SR	52.7	mi/h
Average Speed in Outer Lanes of Freeway, SO	-	mi/h
Average Speed for On-Ramp (Merge) Junction, S	52.7	mi/h
Density Across All Lanes, D	31.1	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data

Number of Freeway Lanes	2	ln
Freeway Free-Flow Speed, FFS	60.0	mi/h
Segment Length	1500	ft
Multilane Highway or C-D Roadway?	Freeway	
Demand Volume, V	1575	veh/h
Peak Hour Factor, PHF	0.95	

Ramp Data

Number of Ramp Lanes	1	ln
Ramp Free-Flow Speed, SFR	45.0	mi/h
Ramp Side	Right	
Length of First Acceleration Lane, LA or LA1	840	ft
Length of Second Acceleration Lane, LA2	-	ft

Junction Components	Freeway	Ramp	
Demand Volume, V	1575	1020	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	20.00	20.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.2000	0.2000	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.833	0.833	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	1990	1289	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	1.000	
Flow Rate in Lanes 1 and 2, v12	1990	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks



	Actual	Maximum	Violation?
vFO	3279	4356	No
vR	1289	2033	No
vR12	3279	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	4500	2100	pc/h
Driver Population	Mostly Familiar	Mostly Familiar	
Driver Population CAF	0.968	0.968	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	0.968	0.968	
Adjusted Capacity, cmda	4356	2033	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	1289	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1990	pc/h
Length of Acceleration Lane, LA	840	ft
Density in On-Ramp Influence Area, DR	25.3	pc/mi/ln
Density in On-Ramp Influence Area, DR	21.1	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	60.0	mi/h
Ramp Free-Flow Speed, SFR	45.0	mi/h
Length of Acceleration Lane, LA	840	ft
Driver Population	Mostly Familiar	
Driver Population SAF	0.975	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	0.975	
Demand Flow Rate on Freeway, vF	1990	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1990	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3279	pc/h
Number of Outer Lanes on Freeway, NO	0	ln
Speed Index for On-Ramp, MS	0.351	
Average Speed in Ramp Influence Area, SR	52.7	mi/h
Average Flow in Outer Lanes, vOA	-	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	-	mi/h
Average Speed for On-Ramp Junction, S	52.7	mi/h
Density Across All Lanes, D	31.1	pc/mi/ln

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.6 on 3/12/2019 15:40:23

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name: Phase2\_Full\_Build\_Tier1and2\_NB\_Diverge.xuf  
 Analyst: Katie Brown  
 Agency: TPAU  
 Jurisdiction: OR62 / NB  
 Date: 3/12/2019  
 Analysis Year: 2020  
 Time Period Analyzed: 4:15 - 5:15 pm  
 Project Description: OR62 - Vilas Rd IAMP Full Build T 1 & 2  
 Units: U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	17.4	pc/mi/ln
Level of Service, LOS	B	
Average Flow in Outer Lanes, vOA	-	pc/mi/ln
Average Speed in Ramp Influence Area, SR	53.1	mi/h
Average Speed in Outer Lanes of Freeway, S0	-	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	53.1	mi/h
Density Across All Lanes, D	20.3	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

<b>Freeway Data</b>			
Number of Freeway Lanes	2		ln
Freeway Free-Flow Speed, FFS	60.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	1705		veh/h
Peak Hour Factor, PHF	0.95		
<b>Ramp Data</b>			
Number of Ramp Lanes	1		ln
Ramp Free-Flow Speed, SFR	45.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	595		ft
Length of Second Deceleration Lane, LD2	-		ft
<b>Junction Components</b>			
	Freeway	Ramp	
Demand Volume, V	1705	130	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	20.00	20.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.2000	0.2000	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.833	0.833	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	2155	164	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

<b>Estimating Flow in Lanes 1 and 2 for Off-Ramps</b>			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	-		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	1.000		
Flow Rate in Lanes 1 and 2, v12	2155		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	2155	4356	No
vR	164	2033	No
v12	2155	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	4500	2100	pc/h
Driver Population	Mostly Familiar	Mostly Familiar	
Driver Population CAF	0.968	0.968	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	0.968	0.968	
Adjusted Capacity, cmda	4356	2033	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2155	pc/h
Length of Deceleration Lane, LA	595	ft
Density in Off-Ramp Influence Area, DR	17.4	pc/mi/ln
Density in Off-Ramp Influence Area, DR	14.5	veh/mi/ln
Level of Service, LOS	B	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	60.0	mi/h
Ramp Free-Flow Speed, SFR	45.0	mi/h
Driver Population	Mostly Familiar	
Driver Population SAF	0.975	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	0.975	
Demand Flow Rate on Freeway, vF	2155	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2155	pc/h
Number of Outer Lanes on Freeway, NO	0	ln
Speed Index for Off-Ramp, DS	0.327	
Average Speed in Ramp Influence Area, SR	53.1	mi/h
Average Flow in Outer Lanes, vOA	-	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	-	mi/h
Average Speed for Off-Ramp Junction, S	53.1	mi/h
Density Across All Lanes, D	20.3	pc/mi/ln






















This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.6 on 3/12/2019 15:38:17

**Figure A-25: Synchro Signalized Intersection Capacity Reports Full Build with Tier 1 and 2 (FullT2)**

**HCM Signalized Intersection Capacity Analysis**

**1: Lear Way & Vilas Road**

03/07/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	1055	45	160	1105	180	50	10	205	210	10	95
Future Volume (vph)	90	1055	45	160	1105	180	50	10	205	210	10	95
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.4	4.0		5.4	4.0		4.5	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.86		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1660	3364		1710	3251		1710	1541		1660	1511	
Flt Permitted	0.13	1.00		0.19	1.00		0.69	1.00		0.53	1.00	
Satd. Flow (perm)	233	3364		335	3251		1234	1541		920	1511	
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)	95	1111	47	168	1163	189	53	11	216	221	11	100
RTOR Reduction (vph)	0	5	0	0	22	0	0	68	0	0	61	0
Lane Group Flow (vph)	95	1153	0	168	1330	0	53	159	0	221	50	0
Heavy Vehicles (%)	3%	1%	2%	0%	3%	3%	0%	3%	0%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	34.6	34.6		34.6	34.6		15.5	15.5		16.0	16.0	
Effective Green, g (s)	34.6	36.0		34.6	36.0		15.5	16.0		16.0	16.0	
Actuated g/C Ratio	0.58	0.60		0.58	0.60		0.26	0.27		0.27	0.27	
Clearance Time (s)	5.4	5.4		5.4	5.4		4.5	4.5		4.0	4.0	
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	134	2018		193	1950		318	410		245	402	
v/s Ratio Prot		0.34			0.41			0.10			0.03	
v/s Ratio Perm	0.41			c0.50			0.04			c0.24		
v/c Ratio	0.71	0.57		0.87	0.68		0.17	0.39		0.90	0.12	
Uniform Delay, d1	9.1	7.3		10.8	8.1		17.2	18.0		21.2	16.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	27.1	1.2		38.0	2.0		0.2	0.4		36.8	0.6	
Delay (s)	36.2	8.5		48.8	10.1		17.4	18.4		58.1	17.3	
Level of Service	D	A		D	B		B	B		E	B	
Approach Delay (s)		10.6			14.4			18.2			44.5	
Approach LOS		B			B			B			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			16.2			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			60.0			Sum of lost time (s)		8.0				
Intersection Capacity Utilization			87.4%			ICU Level of Service		E				
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 3: Hamrick Rd & E Pine St/Biddle Rd

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕			↕	↗
Traffic Volume (vph)	435	955	5	130	825	280	185	5	5	15	3	1085
Future Volume (vph)	435	955	5	130	825	280	185	5	5	15	3	1085
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		3.1	4.0		4.5	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	0.88
Frbp, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99			1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.96		1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.96	1.00
Satd. Flow (prot)	1660	3318		1660	3174		1658	1606			1675	2580
Flt Permitted	0.11	1.00		0.12	1.00		0.75	1.00			0.86	1.00
Satd. Flow (perm)	200	3318		205	3174		1301	1606			1499	2580
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)	458	1005	5	137	868	295	195	5	5	16	3	1142
RTOR Reduction (vph)	0	0	0	0	28	0	0	4	0	0	0	633
Lane Group Flow (vph)	458	1010	0	137	1135	0	195	6	0	0	19	509
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	64.5	64.5		43.2	43.2		32.9	32.9			32.6	32.6
Effective Green, g (s)	65.0	65.0		44.6	44.6		32.9	33.4			33.4	33.4
Actuated g/C Ratio	0.54	0.54		0.37	0.37		0.27	0.28			0.28	0.28
Clearance Time (s)	4.5	4.5		4.5	5.4		4.5	4.5			4.8	4.8
Vehicle Extension (s)	2.5	4.0		2.5	4.0		2.5	2.5			2.5	2.5
Lane Grp Cap (vph)	473	1797		203	1179		356	447			417	718
v/s Ratio Prot	c0.24	0.30		0.06	c0.36			0.00				
v/s Ratio Perm	0.28			0.19			0.15				0.01	c0.20
v/c Ratio	0.97	0.56		0.67	0.96		0.55	0.01			0.05	0.71
Uniform Delay, d1	37.5	18.1		28.5	36.9		37.2	31.4			31.6	38.9
Progression Factor	1.00	1.00		0.86	0.73		1.00	1.00			1.00	1.00
Incremental Delay, d2	32.9	1.3		4.4	12.4		5.9	0.1			0.2	5.8
Delay (s)	70.4	19.4		28.7	39.5		43.1	31.4			31.9	44.8
Level of Service	E	B		C	D		D	C			C	D
Approach Delay (s)		35.3			38.4			42.6			44.6	
Approach LOS		D			D			D			D	

### Intersection Summary

HCM 2000 Control Delay	39.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	107.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 8: Airway/Industry Drive & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↗	↘	↗	↗	↘	↗	↗	↘	↗	↗
Traffic Volume (vph)	5	1730	225	50	1905	80	435	45	185	175	40	65
Future Volume (vph)	5	1730	225	50	1905	80	435	45	185	175	40	65
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.4	4.0	5.4	4.0	4.0	5.4	4.0	4.0	4.5	4.6	4.0	4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	3320	1485	1660	3320	1485	3221	1748	1485	1660	1748	1485
Flt Permitted	0.06	1.00	1.00	0.06	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	105	3320	1485	99	3320	1485	3221	1748	1485	1660	1748	1485
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)	5	1821	237	53	2005	84	458	47	195	184	42	68
RTOR Reduction (vph)	0	0	57	0	0	19	0	0	130	0	0	64
Lane Group Flow (vph)	5	1821	180	53	2005	65	458	47	65	184	42	4
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Actuated Green, G (s)	66.3	66.3	66.3	75.5	75.5	75.5	17.8	10.5	10.5	13.4	6.7	6.7
Effective Green, g (s)	66.3	67.7	66.3	75.5	76.9	75.5	17.8	11.0	10.5	13.4	7.2	6.7
Actuated g/C Ratio	0.58	0.59	0.58	0.66	0.68	0.66	0.16	0.10	0.09	0.12	0.06	0.06
Clearance Time (s)	5.4	5.4	5.4	4.0	5.4	5.4	4.0	4.5	4.5	4.6	4.5	4.5
Vehicle Extension (s)	4.0	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	61	1973	864	136	2241	984	503	168	136	195	110	87
v/s Ratio Prot		0.55		0.02	c0.60		c0.14	0.03		0.11	0.02	
v/s Ratio Perm	0.05		0.12	0.24		0.04			c0.04			0.00
v/c Ratio	0.08	0.92	0.21	0.39	0.89	0.07	0.91	0.28	0.48	0.94	0.38	0.05
Uniform Delay, d1	10.4	20.8	11.3	20.7	15.2	6.8	47.3	47.8	49.1	49.9	51.2	50.6
Progression 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
Incremental Delay, d2	0.8	7.9	0.2	1.3	6.1	0.1	23.1	0.7	1.9	48.2	1.6	0.2
Delay (s)	11.2	28.7	11.5	22.1	21.2	6.9	70.4	48.4	51.0	98.0	52.8	50.7
Level of Service	B	C	B	C	C	A	E	D	D	F	D	D
Approach Delay (s)		26.6			20.7			63.5			80.6	
Approach LOS		C			C			E			F	

### Intersection Summary

HCM 2000 Control Delay	32.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	113.9	Sum of lost time (s)	16.6
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
20: Old Highway 62 & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	340	975	55	105	4	1085	740	140	4	700	255
Future Volume (vph)	155	340	975	55	105	4	1085	740	140	4	700	255
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99	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	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1676	3353	2649	1676	3211		3285	3386	1507	1710	3353	1452
Flt Permitted	0.68	1.00	1.00	0.30	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1198	3353	2649	527	3211		3285	3386	1507	1710	3353	1452
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)	163	358	1026	58	111	4	1142	779	147	4	737	268
RTOR Reduction (vph)	0	0	117	0	2	0	0	0	43	0	0	113
Lane Group Flow (vph)	163	358	909	58	113	0	1142	779	104	4	737	155
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	2%	2%	1%	2%	6%	3%	1%	1%	0%	0%	2%	4%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6					8			4
Actuated Green, G (s)	30.9	18.9	63.8	20.0	13.4		44.9	79.5	79.5	1.0	35.6	35.6
Effective Green, g (s)	30.9	20.3	66.6	20.0	14.8		44.9	80.9	80.9	1.0	37.0	37.0
Actuated g/C Ratio	0.25	0.16	0.53	0.16	0.12		0.36	0.65	0.65	0.01	0.30	0.30
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)	342	545	1413	145	380		1181	2194	976	13	994	430
v/s Ratio Prot	c0.05	c0.11	0.24	0.02	0.04		c0.35	0.23		0.00	c0.22	
v/s Ratio Perm	0.07		0.10	0.04					0.07			0.11
v/c Ratio	0.48	0.66	0.64	0.40	0.30		0.97	0.36	0.11	0.31	0.74	0.36
Uniform Delay, d1	40.9	49.0	20.7	53.5	50.3		39.2	10.0	8.3	61.6	39.6	34.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	2.6	0.9	1.3	0.3		18.6	0.1	0.1	9.6	3.2	0.7
Delay (s)	41.7	51.5	21.6	54.8	50.6		57.8	10.2	8.4	71.1	42.8	35.3
Level of Service	D	D	C	D	D		E	B	A	E	D	D
Approach Delay (s)		30.6			52.0			36.3			40.9	
Approach LOS		C			D			D			D	

Intersection Summary

HCM 2000 Control Delay	36.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	124.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
30: Crater Lake Ave & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕			↕		↖	↕		↖	↕	
Traffic Volume (vph)	75	220	185	185	30	20	85	200	10	105	95	45
Future Volume (vph)	75	220	185	185	30	20	85	200	10	105	95	45
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.4	4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.93			0.99		1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1660	3093			3154		1660	1735		1660	1664	
Flt Permitted	0.60	1.00			0.59		0.66	1.00		0.60	1.00	
Satd. Flow (perm)	1045	3093			1948		1159	1735		1050	1664	
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)	79	232	195	195	32	21	89	211	11	111	100	47
RTOR Reduction (vph)	0	111	0	0	11	0	0	3	0	0	27	0
Lane Group Flow (vph)	79	317	0	0	237	0	89	219	0	111	120	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	24.6	24.6			24.6		26.0	26.0		26.0	26.0	
Effective Green, g (s)	24.6	26.0			26.0		26.0	26.0		26.0	26.0	
Actuated g/C Ratio	0.41	0.43			0.43		0.43	0.43		0.43	0.43	
Clearance Time (s)	5.4	5.4			5.4		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	428	1340			844		502	751		455	721	
v/s Ratio Prot		0.10						c0.13				0.07
v/s Ratio Perm	0.08				c0.12		0.08			0.11		
v/c Ratio	0.18	0.24			0.28		0.18	0.29		0.24	0.17	
Uniform Delay, d1	11.3	10.7			11.0		10.4	11.0		10.8	10.4	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	0.4			0.8		0.8	1.0		1.3	0.5	
Delay (s)	12.2	11.1			11.8		11.2	12.0		12.0	10.9	
Level of Service	B	B			B		B	B		B	B	
Approach Delay (s)		11.3			11.8		11.8				11.4	
Approach LOS		B			B		B				B	

Intersection Summary

HCM 2000 Control Delay	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



# HCM Signalized Intersection Capacity Analysis

## 74: Table Rock Road & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	430	2	875	850	680	1	455	1025	505	575	195
Future Volume (vph)	90	430	2	875	850	680	1	455	1025	505	575	195
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		0.97	0.95	1.00	1.00	*0.98	0.88	0.97	*0.98	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		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)	1660	3318		3252	3353	1421	1613	3493	2599	3285	3459	1475
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)	1660	3318		3252	3353	1421	1613	3493	2599	3285	3459	1475
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)	95	453	2	921	895	716	1	479	1079	532	605	205
RTOR Reduction (vph)	0	0	0	0	0	261	0	0	716	0	0	124
Lane Group Flow (vph)	95	455	0	921	895	455	1	479	363	532	605	81
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	3%	3%	0%	2%	2%	6%	6%	1%	2%	1%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			4
Actuated Green, G (s)	13.1	20.9		35.3	42.5	42.5	1.0	27.9	27.9	20.1	47.0	47.0
Effective Green, g (s)	13.1	21.7		35.3	43.9	42.5	1.0	29.3	29.3	20.1	48.4	48.4
Actuated g/C Ratio	0.11	0.18		0.29	0.36	0.35	0.01	0.24	0.24	0.16	0.40	0.40
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)	177	588		937	1202	493	13	836	622	539	1367	583
v/s Ratio Prot	0.06	c0.14		c0.28	c0.27		0.00	0.14		c0.16	0.17	
v/s Ratio Perm						0.32			c0.14			0.05
v/c Ratio	0.54	0.77		0.98	0.74	0.92	0.08	0.57	0.58	0.99	0.44	0.14
Uniform Delay, d1	51.8	48.0		43.3	34.3	38.4	60.2	41.0	41.2	51.0	27.1	23.7
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	2.4	6.0		25.1	2.4	22.9	1.8	1.1	1.7	35.1	0.3	0.1
Delay (s)	54.2	54.1		68.3	36.8	61.3	62.1	42.2	42.8	86.1	27.4	23.8
Level of Service	D	D		E	D	E	E	D	D	F	C	C
Approach Delay (s)		54.1			55.2			42.6			50.1	
Approach LOS		D			E			D			D	

### Intersection Summary

HCM 2000 Control Delay	50.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	122.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 90: Table Rock Road & Biddle Rd/Biddle Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↗	↖	↕	↗	↖	↕		↖	↕	↗
Traffic Volume (vph)	340	360	280	1	650	480	260	665	1	390	740	310
Future Volume (vph)	340	360	280	1	650	480	260	665	1	390	740	310
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3221	3392	1422	1527	3320	1492	1660	3288		1676	3164	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.10	1.00		0.20	1.00	
Satd. Flow (perm)	3221	3392	1422	1527	3320	1492	180	3288		354	3164	
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)	358	379	295	1	684	505	274	700	1	411	779	326
RTOR Reduction (vph)	0	0	197	0	0	304	0	0	0	0	35	0
Lane Group Flow (vph)	358	379	98	1	684	201	274	701	0	411	1070	0
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	3%	4%	6%	12%	3%	1%	3%	4%	0%	2%	2%	5%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		
Actuated Green, G (s)	13.0	38.6	38.6	1.1	26.7	26.7	57.6	38.8		65.4	42.7	
Effective Green, g (s)	13.0	40.0	40.0	1.1	28.1	28.1	57.6	40.2		65.4	44.1	
Actuated g/C Ratio	0.11	0.33	0.33	0.01	0.23	0.23	0.48	0.34		0.55	0.37	
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0		2.5	4.0	
Lane Grp Cap (vph)	348	1130	474	13	777	349	318	1101		443	1162	
v/s Ratio Prot	c0.11	0.11		0.00	c0.21		0.13	0.21		c0.18	c0.34	
v/s Ratio Perm			0.07			0.13	0.28			0.33		
v/c Ratio	1.03	0.34	0.21	0.08	0.88	0.58	0.86	0.64		0.93	0.92	
Uniform Delay, d1	53.5	30.0	28.6	58.9	44.3	40.7	33.0	33.7		24.3	36.3	
Progression Factor	0.67	0.47	2.88	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	51.9	0.7	0.8	1.8	11.3	1.9	20.4	1.4		25.5	11.9	
Delay (s)	87.6	14.8	83.4	60.8	55.6	42.6	53.4	35.1		49.8	48.2	
Level of Service	F	B	F	E	E	D	D	D		D	D	
Approach Delay (s)		59.7			50.1			40.2			48.6	
Approach LOS		E			D			D			D	

### Intersection Summary

HCM 2000 Control Delay	49.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 173: Bypass NB & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕			↕↕↕	↗		↕	↗			
Traffic Volume (vph)	955	1080	0	0	1185	65	20	1	110	0	0	0
Future Volume (vph)	955	1080	0	0	1185	65	20	1	110	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	*1.00	0.95			*1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	3420	3320			5243	1530		1718	1530			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	3420	3320			5243	1530		1718	1530			
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)	1005	1137	0	0	1247	68	21	1	116	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	42	0	0	41	0	0	0
Lane Group Flow (vph)	1005	1137	0	0	1247	26	0	22	75	0	0	0
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	custom	NA	custom			
Protected Phases	5	2			6			8				
Permitted Phases						6	3		2 8			
Actuated Green, G (s)	24.0	56.0			47.0	47.0		25.0	81.0			
Effective Green, g (s)	24.0	56.0			47.0	47.0		25.0	81.0			
Actuated g/C Ratio	0.19	0.45			0.38	0.38		0.20	0.65			
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0				
Lane Grp Cap (vph)	656	1487			1971	575		343	991			
v/s Ratio Prot	c0.29	c0.34			c0.24							
v/s Ratio Perm						0.02		0.01	c0.05			
v/c Ratio	1.53	0.76			0.63	0.04		0.06	0.08			
Uniform Delay, d1	50.5	29.0			31.9	24.7		40.5	8.1			
Progression Factor	0.39	0.12			1.00	1.00		1.00	1.00			
Incremental Delay, d2	241.3	0.9			1.6	0.1		0.4	0.1			
Delay (s)	261.0	4.4			33.5	24.9		40.9	8.3			
Level of Service	F	A			C	C		D	A			
Approach Delay (s)		124.8			33.0			13.5			0.0	
Approach LOS		F			C			B			A	

### Intersection Summary

HCM 2000 Control Delay	86.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 175: Bypass SB & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↖	↑↑						↖	↗
Traffic Volume (vph)	0	2035	55	20	1185	0	0	0	0	4	1	850
Future Volume (vph)	0	2035	55	20	1185	0	0	0	0	4	1	850
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.91	1.00	1.00	0.95						1.00	0.88
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (prot)		4818	1500	1710	3320						1731	2640
Flt Permitted		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (perm)		4818	1500	1710	3320						1731	2640
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)	0	2142	58	21	1247	0	0	0	0	4	1	895
RTOR Reduction (vph)	0	0	32	0	0	0	0	0	0	0	0	444
Lane Group Flow (vph)	0	2142	26	21	1247	0	0	0	0	0	5	451
Heavy Vehicles (%)	0%	2%	2%	0%	3%	0%	0%	0%	0%	0%	0%	2%
Turn Type		NA	Perm	Prot	NA					custom	NA	custom
Protected Phases		2		1	6						4	
Permitted Phases			2							7		6 4
Actuated Green, G (s)		56.0	56.0	15.0	47.0						16.0	63.0
Effective Green, g (s)		56.0	56.0	15.0	47.0						16.0	63.0
Actuated g/C Ratio		0.45	0.45	0.12	0.38						0.13	0.50
Clearance Time (s)		5.0	5.0	5.0	5.0						5.0	
Lane Grp Cap (vph)		2158	672	205	1248						221	1330
v/s Ratio Prot		c0.44		0.01	c0.38							
v/s Ratio Perm			0.02								0.00	c0.17
v/c Ratio		0.99	0.04	0.10	1.00						0.02	0.34
Uniform Delay, d1		34.3	19.4	49.0	39.0						47.7	18.5
Progression Factor		1.00	1.00	1.29	0.25						1.00	1.00
Incremental Delay, d2		17.7	0.1	0.8	22.3						0.2	0.7
Delay (s)		52.0	19.5	64.1	32.2						47.9	19.2
Level of Service		D	B	E	C						D	B
Approach Delay (s)		51.1			32.8			0.0			19.4	
Approach LOS		D			C			A			B	

### Intersection Summary

HCM 2000 Control Delay	39.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

**Figure A-26: Full Build with Tier 1 and 2 Projects (FullT2) Preliminary Signal Warrant Analysis at Vilas Road and Airway Drive / Industry Drive**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Airway Dr/Industry Dr
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2: FULL Build Tier 1 and 2
<b>Meet 70% Warrants?:</b>	Yes
	70%
<b>Major</b>	
<b>Approach Lanes:</b>	2
<b>Minor</b>	
<b>Approach Lanes:</b>	1
<b>Major</b>	
<b>Approach Volumes (vph):</b>	4020
<b>Minor</b>	
<b>Approach Volume (vph):</b>	665
<b>Right Turn Volume (vph):</b>	230
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	274
<b>Right Turn Discount:</b>	233
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	435
<b>Major Approach K factor:</b>	8.5
<b>Minor Approach K factor:</b>	9

<sup>1</sup> Capacity obtained from unsignalized intersection analysis  
 For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

<b>Oregon Department of Transportation</b>					
<b>Transportation Development Branch</b>					
<b>Transportation Planning Analysis Unit</b>					
<b>Preliminary Traffic Signal Warrant Analysis<sup>1</sup></b>					
<b>Major Street:</b> Vilas Rd			<b>Minor Street:</b> Airway Dr/Industry Dr		
<b>Project:</b> OR62-Vilas Rd IAMP			<b>City/County:</b> Medford/Jackson		
<b>Year:</b> 2040			<b>Alternative:</b> P2: FULL Build Tier 1 and 2		
<b>Preliminary Signal Warrant Volumes</b>					
Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100      70		Percent of standard warrants 100      70	
<b>Case A: Minimum Vehicular Traffic</b>					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
<b>Case B: Interruption of Continuous Traffic</b>					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
		100 percent of standard warrants			
<b>X</b>	70 percent of standard warrants <sup>2</sup>				
<b>Preliminary Signal Warrant Calculation</b>					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	47294	<b>Y</b>
	Minor	1	1850	4833	
Case B	Major	2	11100	47294	<b>Y</b>
	Minor	1	950	4833	
<b>Analyst and Date:</b> Katie Brown 3.1.19			<b>Reviewer and Date:</b> P. Schuytema 5.14.19		

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

**Figure A-27: Full Build with Tier 1 and 2 Projects (FullT2) Preliminary Signal Warrant Analysis at Vilas Road and Peace Lane**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Peace Ln
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2 FULL Build Tier 1 and 2
<b>Meet 70% Warrants?:</b>	Yes
	70%
<b>Major</b>	
<b>Approach Lanes:</b>	2
<b>Minor</b>	
<b>Approach Lanes:</b>	1
<b>Major</b>	
<b>Approach Volumes (vph):</b>	4000
<b>Minor</b>	
<b>Approach Volume (vph):</b>	280
<b>Right Turn Volume (vph):</b>	105
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	220
<b>Right Turn Discount:</b>	187
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	175
<b>Major Approach K factor:</b>	8.5
<b>Minor Approach K factor:</b>	9

<sup>1</sup> Capacity obtained from unsignalized intersection analysis  
 For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

<b>Oregon Department of Transportation</b>					
<b>Transportation Development Branch</b>					
<b>Transportation Planning Analysis Unit</b>					
<b>Preliminary Traffic Signal Warrant Analysis<sup>1</sup></b>					
<b>Major Street:</b> Vilas Rd			<b>Minor Street:</b> Peace Ln		
<b>Project:</b> OR62-Vilas Rd IAMP			<b>City/County:</b> Medford/Jackson		
<b>Year:</b> 2040			<b>Alternative:</b> P2 FULL Build Tier 1 and 2		
<b>Preliminary Signal Warrant Volumes</b>					
Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100      70		Percent of standard warrants 100      70	
<b>Case A: Minimum Vehicular Traffic</b>					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
<b>Case B: Interruption of Continuous Traffic</b>					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
		100 percent of standard warrants			
<b>X</b>		70 percent of standard warrants <sup>2</sup>			
<b>Preliminary Signal Warrant Calculation</b>					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	47059	<b>Y</b>
	Minor	1	1850	1944	
Case B	Major	2	11100	47059	<b>Y</b>
	Minor	1	950	1944	
<b>Analyst and Date:</b> Katie Brown 3.1.19			<b>Reviewer and Date:</b> P. Schuytema 5.14.19		

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.



**Figure A-28: Full Build with Tier 1 and 2 Projects (FullT2) Preliminary Signal Warrant Analysis at Vilas Road and Crater Lake Avenue**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Crater Lake Ave
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2: Full Build Tier 1 and 2
<b>Meet 70% Warrants?:</b>	Yes
	70%

<b>Major</b>	<b>Approach Lanes:</b>	2
--------------	------------------------	---

<b>Minor</b>	<b>Approach Lanes:</b>	2
--------------	------------------------	---

<b>Major</b>	<b>Approach Volumes (vph):</b>	715
--------------	--------------------------------	-----

<b>Minor</b>	<b>Approach Volume (vph):</b>	295
	<b>Right Turn Volume (vph):</b>	10
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>		214
	<b>Right Turn Discount:</b>	182
<b>Right Turn Volume included in Warrant:</b>		0
<b>Minor Approach Volume in Warrant:</b>		285

<b>Major Approach K factor:</b>	9
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<b>Minor Approach K factor:</b>	8.5
---------------------------------	-----

<sup>1</sup> Capacity obtained from unsignalized intersection analysis  
 For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

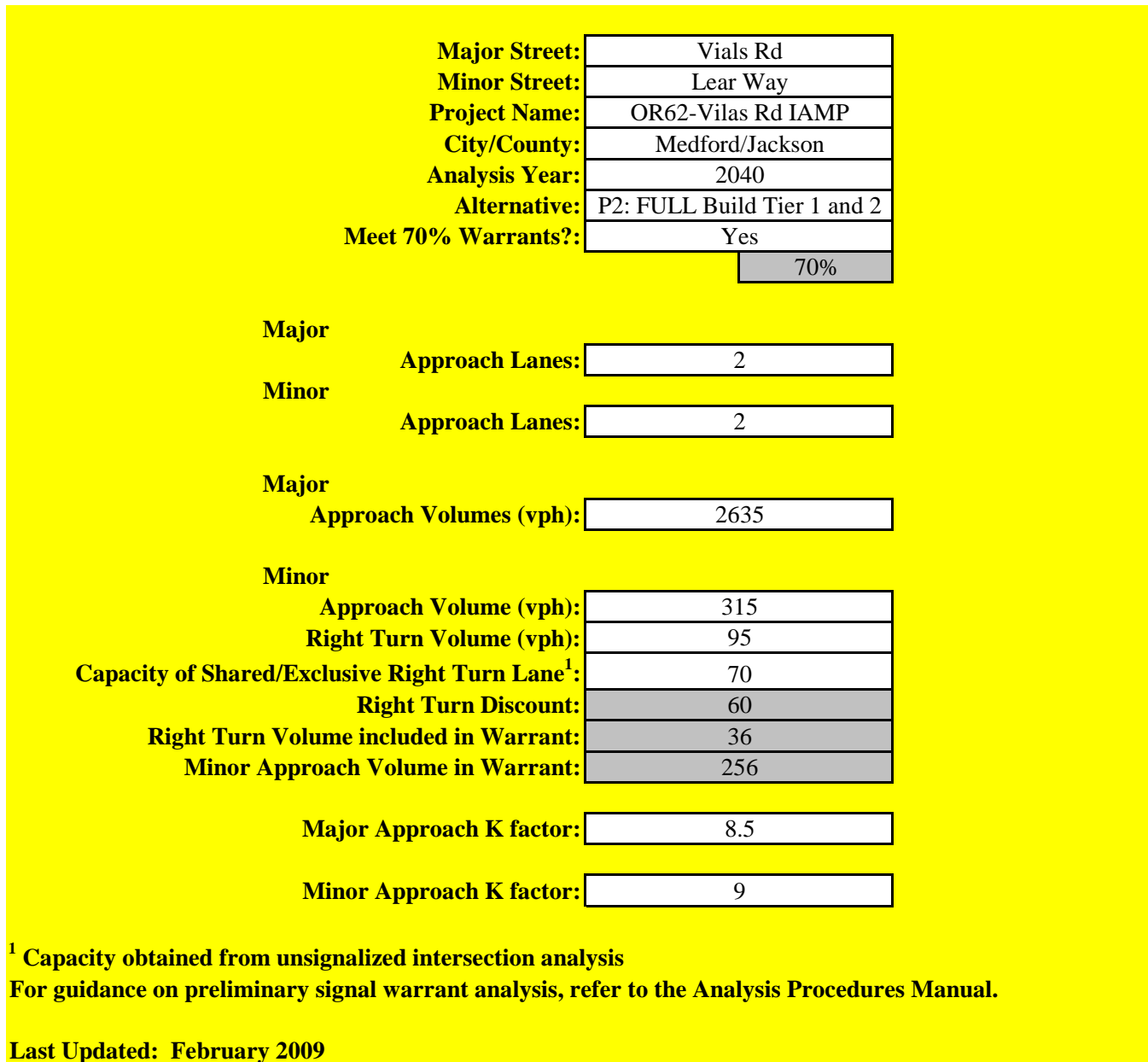
Last Updated: February 2009

<b>Oregon Department of Transportation</b>					
<b>Transportation Development Branch</b>					
<b>Transportation Planning Analysis Unit</b>					
<b>Preliminary Traffic Signal Warrant Analysis<sup>1</sup></b>					
<b>Major Street:</b> Vilas Rd			<b>Minor Street:</b> Crater Lake Ave		
<b>Project:</b> OR62-Vilas Rd IAMP			<b>City/County:</b> Medford/Jackson		
<b>Year:</b> 2040			<b>Alternative:</b> P2: Full Build Tier 1 and 2		
<b>Preliminary Signal Warrant Volumes</b>					
Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100      70		Percent of standard warrants 100      70	
<b>Case A: Minimum Vehicular Traffic</b>					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
<b>Case B: Interruption of Continuous Traffic</b>					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
		100 percent of standard warrants			
<b>X</b>	70 percent of standard warrants <sup>2</sup>				
<b>Preliminary Signal Warrant Calculation</b>					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	7944	<b>Y</b>
	Minor	2	2500	3353	
Case B	Major	2	11100	7944	<b>N</b>
	Minor	2	1250	3353	
<b>Analyst and Date:</b> Katie Brown 3.6.19			<b>Reviewer and Date:</b> P. Schuytema 5.14.19		

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

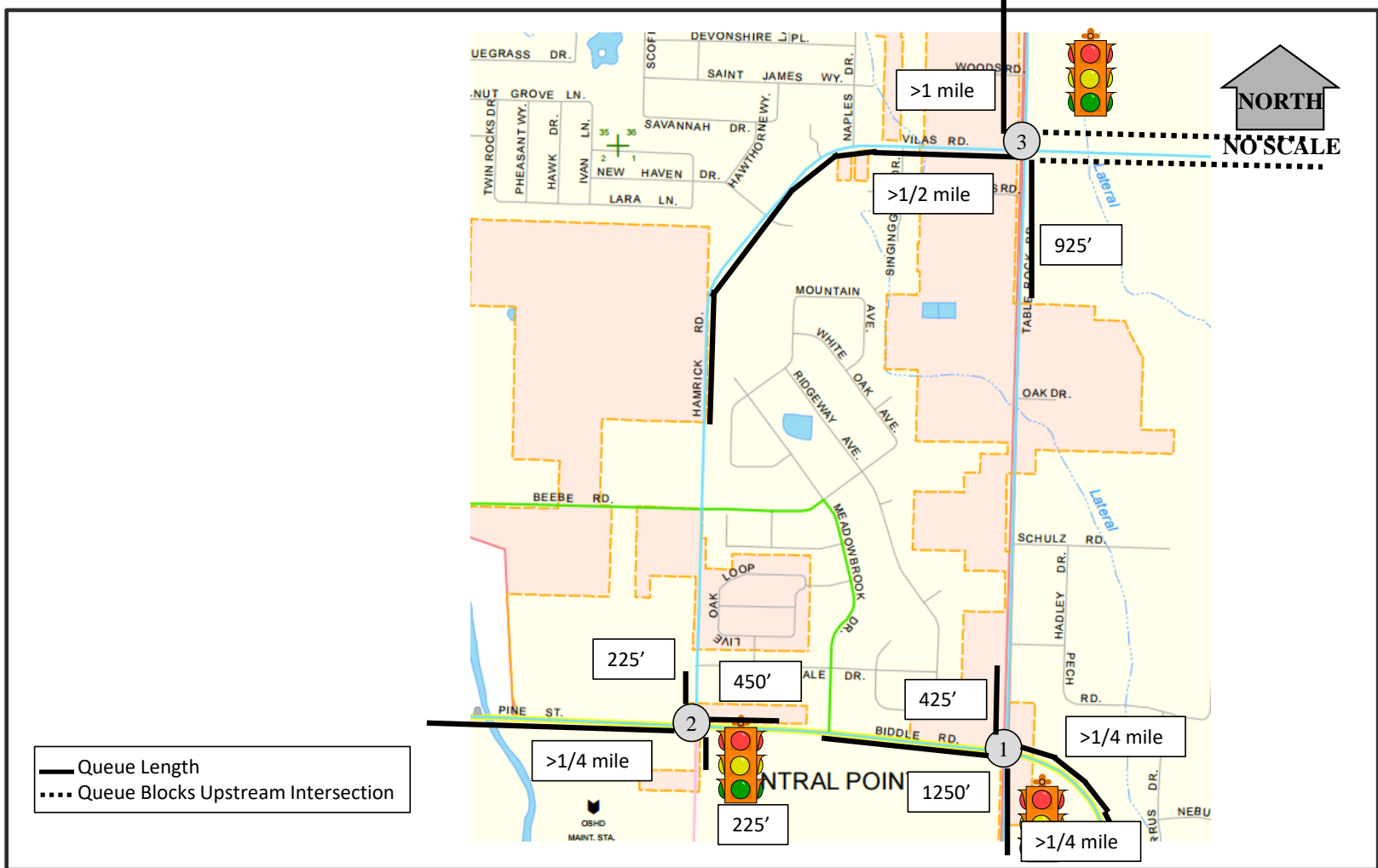
**Figure A-29: Full Build with Tier 1 and 2 Projects (FullT2) Preliminary Signal Warrant Analysis at Vilas Road and Lear Way**



<b>Oregon Department of Transportation</b>					
<b>Transportation Development Branch</b>					
<b>Transportation Planning Analysis Unit</b>					
<b>Preliminary Traffic Signal Warrant Analysis<sup>1</sup></b>					
<b>Major Street:</b> Vials Rd			<b>Minor Street:</b> Lear Way		
<b>Project:</b> OR62-Vilas Rd IAMP			<b>City/County:</b> Medford/Jackson		
<b>Year:</b> 2040			<b>Alternative:</b> P2: FULL Build Tier 1 and 2		
<b>Preliminary Signal Warrant Volumes</b>					
Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100      70		Percent of standard warrants 100      70	
<b>Case A: Minimum Vehicular Traffic</b>					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
<b>Case B: Interruption of Continuous Traffic</b>					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
		100 percent of standard warrants			
<b>X</b>		70 percent of standard warrants <sup>2</sup>			
<b>Preliminary Signal Warrant Calculation</b>					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	31000	<b>Y</b>
	Minor	2	2500	2839	
Case B	Major	2	11100	31000	<b>Y</b>
	Minor	2	1250	2839	
<b>Analyst and Date:</b> Katie Brown 3.1.19			<b>Reviewer and Date:</b> P. Schuytema 5.14.19		

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95<sup>th</sup> Percentile Queue Lengths  
 Full Interchange Build with Tier 1 and 2 Projects – FullT2

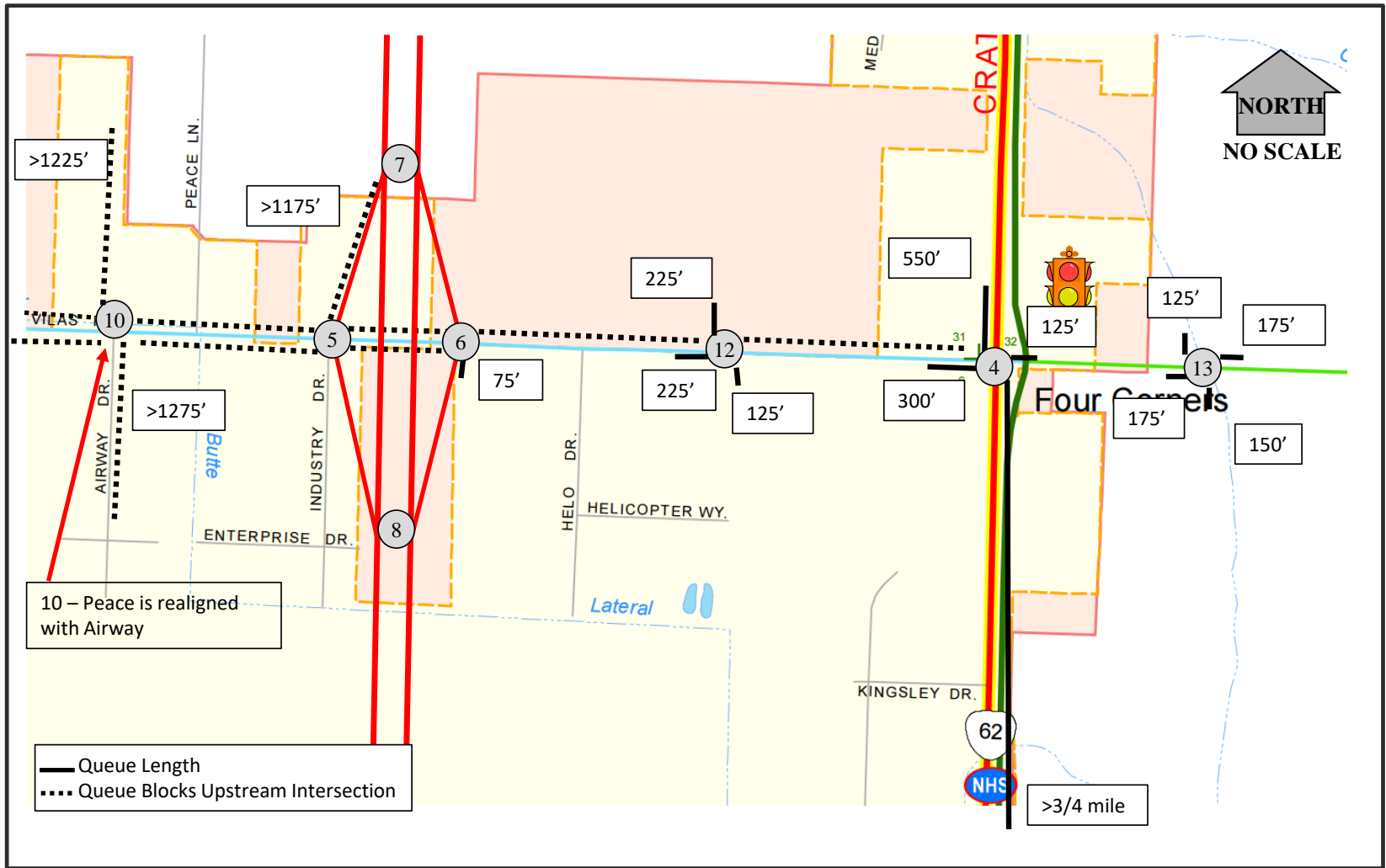
File : OR62-Vilas

Prepared By: Katie Brown

Date : 4/15/19

Reviewed By: P. Schuytema, P.E

FIGURE A-30



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95<sup>th</sup> Percentile Queue Lengths  
 Full Interchange Build with Tier 1 and 2 Projects – FullT2

File : OR62-Vilas

Prepared By: Katie Brown

Date : 4/15/19

Reviewed By: P. Schuytema, P.E.

FIGURE A-31

**Figure A-32: Full Build with Tier 1 and 2 Projects (FullT2) Sim Traffic Queuing and Blocking Reports**

**SimTraffic Simulation Summary  
2035 SD Bypass Build - FEIS**

03/19/2019

**Summary of All Intervals**

Run Number	1	10	2	3	4	5	6
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	13099	13373	13601	13496	13483	13412	13130
Vehs Exited	11417	11236	11805	11613	11897	11534	10736
Starting Vehs	1367	1398	1269	1274	1361	1412	1350
Ending Vehs	3049	3535	3065	3157	2947	3290	3744
Travel Distance (mi)	31954	31436	32754	32463	33075	32198	30243
Travel Time (hr)	2569.4	2622.2	2209.8	2436.8	2573.6	2532.7	2825.3
Total Delay (hr)	1762.8	1828.9	1382.7	1615.4	1738.4	1719.9	2064.3
Total Stops	35872	35358	34447	37064	38451	36733	32501
Fuel Used (gal)	1164.7	1157.4	1097.7	1142.3	1180.5	1154.0	1191.3

**Summary of All Intervals**

Run Number	7	8	9	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	13333	13478	13207	13480
Vehs Exited	11237	11605	11011	11819
Starting Vehs	1411	1433	1407	1390
Ending Vehs	3507	3306	3603	3051
Travel Distance (mi)	31326	32367	30697	32985
Travel Time (hr)	2712.3	2548.4	2801.0	2496.8
Total Delay (hr)	1920.9	1732.7	2025.4	1662.2
Total Stops	37413	36950	36035	37120
Fuel Used (gal)	1174.7	1160.5	1187.0	1165.1

**Interval #0 Information Seeding**

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	4:25
End Time	4:40
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	3709	3552	3559	3721	3817	3725	3763
Vehs Exited	3223	3147	3082	3137	3233	3188	3168
Starting Vehs	1367	1398	1269	1274	1361	1412	1350
Ending Vehs	1853	1803	1746	1858	1945	1949	1945
Travel Distance (mi)	9164	8772	8864	9061	9309	9076	9170
Travel Time (hr)	407.1	395.5	382.7	402.5	411.5	420.7	414.5
Total Delay (hr)	174.8	174.1	159.3	172.8	176.0	190.8	181.7
Total Stops	7944	7033	7431	8274	8382	7957	7885
Fuel Used (gal)	263.4	251.7	252.2	260.0	264.2	260.9	263.2

**Interval #1 Information Recording**

Start Time	4:25
End Time	4:40
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	3719	3714	3745	3744
Vehs Exited	3217	3092	3116	3215
Starting Vehs	1411	1433	1407	1390
Ending Vehs	1913	2055	2036	1919
Travel Distance (mi)	9047	8981	8890	9145
Travel Time (hr)	419.3	427.4	424.7	413.6
Total Delay (hr)	189.8	199.7	199.9	180.8
Total Stops	7993	8423	7589	8426
Fuel Used (gal)	261.8	261.8	260.2	262.1



**Interval #2 Information Recording2**

Start Time	4:40
End Time	5:25
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	9390	9821	10042	9775	9666	9687	9367
Vehs Exited	8194	8089	8723	8476	8664	8346	7568
Starting Vehs	1853	1803	1746	1858	1945	1949	1945
Ending Vehs	3049	3535	3065	3157	2947	3290	3744
Travel Distance (mi)	22790	22664	23891	23402	23767	23122	21073
Travel Time (hr)	2162.2	2226.7	1827.1	2034.2	2162.1	2112.0	2410.7
Total Delay (hr)	1588.0	1654.8	1223.4	1442.5	1562.4	1529.1	1882.6
Total Stops	27928	28325	27016	28790	30069	28776	24616
Fuel Used (gal)	901.3	905.7	845.5	882.3	916.3	893.0	928.1

**Interval #2 Information Recording2**

Start Time	4:40
End Time	5:25
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	9614	9764	9462	9736
Vehs Exited	8020	8513	7895	8604
Starting Vehs	1913	2055	2036	1919
Ending Vehs	3507	3306	3603	3051
Travel Distance (mi)	22279	23385	21807	23840
Travel Time (hr)	2293.0	2121.0	2376.3	2083.2
Total Delay (hr)	1731.1	1533.0	1825.5	1481.4
Total Stops	29420	28527	28446	28694
Fuel Used (gal)	912.9	898.7	926.8	903.0

Queuing and Blocking Report  
2035 SD Bypass Build - FEIS

03/19/2019

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	79	113	178	195	305	334	61	118	166	96
Average Queue (ft)	40	65	117	84	175	211	31	73	111	50
95th Queue (ft)	79	122	191	178	307	331	70	128	181	124
Link Distance (ft)		502	502		1867	1867		4905		3475
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200			200			200		200	
Storage Blk Time (%)				0	5				1	0
Queuing Penalty (veh)				1	9				1	0

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	107	156	237	300	1891	1893	122	138	205	315
Average Queue (ft)	35	60	128	227	1452	1466	44	66	108	109
95th Queue (ft)	85	135	222	412	2474	2472	101	113	198	296
Link Distance (ft)		502	502		1867	1867		4905		3475
Upstream Blk Time (%)					13	20				
Queuing Penalty (veh)					89	144				
Storage Bay Dist (ft)	200			200			200		200	
Storage Blk Time (%)		0		0	76				2	5
Queuing Penalty (veh)		0		0	119				2	10

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	111	161	237	300	1891	1893	123	145	214	321
Average Queue (ft)	36	61	125	193	1144	1163	41	67	109	95
95th Queue (ft)	84	132	215	389	2412	2410	95	117	194	267
Link Distance (ft)		502	502		1867	1867		4905		3475
Upstream Blk Time (%)					9	15				
Queuing Penalty (veh)					67	108				
Storage Bay Dist (ft)	200			200			200		200	
Storage Blk Time (%)		0		0	58				1	4
Queuing Penalty (veh)		0		0	91				1	7

Queuing and Blocking Report  
2035 SD Bypass Build - FEIS

03/19/2019

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	B2	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	T	L	T	TR	L	TR	LT	R	R
Maximum Queue (ft)	505	516	404	10	259	389	412	211	130	152	185	177
Average Queue (ft)	394	299	252	1	124	257	288	143	25	46	118	67
95th Queue (ft)	575	599	468	15	252	434	461	231	131	212	227	220
Link Distance (ft)		703	703	3782		1958	1958		4857	1388		
Upstream Blk Time (%)		1	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390				305			200			190	190
Storage Blk Time (%)	18					6		5	0		1	1
Queuing Penalty (veh)	92					9		0	0		0	0

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	B2	B2	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	T	T	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	541	716	666	1218	1192	258	394	431	218	248	246	203
Average Queue (ft)	381	409	299	208	184	110	201	229	126	29	27	83
95th Queue (ft)	631	842	639	1123	1099	234	375	414	214	197	147	201
Link Distance (ft)		703	703	3782	3782		1958	1958		4857	1388	
Upstream Blk Time (%)		21	5	0	0							
Queuing Penalty (veh)		0	0	0	0							
Storage Bay Dist (ft)	390					305			200			190
Storage Blk Time (%)	30	6				0	4		5			1
Queuing Penalty (veh)	141	27				2	5		1			0

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	SB	B86
Directions Served	R	T
Maximum Queue (ft)	196	44
Average Queue (ft)	43	2
95th Queue (ft)	173	53
Link Distance (ft)		456
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)	190	
Storage Blk Time (%)	1	
Queuing Penalty (veh)	0	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	B2	B2	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	T	T	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	544	729	666	1218	1192	301	468	491	222	253	277	206
Average Queue (ft)	384	383	288	158	140	113	214	244	130	28	32	91
95th Queue (ft)	619	795	604	968	947	239	394	430	219	183	165	210
Link Distance (ft)		703	703	3782	3782		1958	1958		4857	1388	
Upstream Blk Time (%)		16	4	0	0							
Queuing Penalty (veh)		0	0	0	0							
Storage Bay Dist (ft)	390					305			200			190
Storage Blk Time (%)	27	5				0	4		5	0	0	1
Queuing Penalty (veh)	128	21				1	6		1	0	0	0

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	SB	B86
Directions Served	R	T
Maximum Queue (ft)	200	44
Average Queue (ft)	49	2
95th Queue (ft)	186	46
Link Distance (ft)		456
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)	190	
Storage Blk Time (%)	1	
Queuing Penalty (veh)	0	

Intersection: 8: Airway/Industry Drive & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B26	B26	B158	B158
Directions Served	L	T	T	R	L	T	T	R	T	T	T	T
Maximum Queue (ft)	81	2340	2356	225	180	433	450	223	456	444	84	122
Average Queue (ft)	10	1084	1141	177	50	321	336	71	83	88	4	4
95th Queue (ft)	82	2341	2373	322	154	510	520	231	419	416	51	39
Link Distance (ft)		2470	2470			364	364		862	862	453	453
Upstream Blk Time (%)		4	5			19	20		3	3		1
Queuing Penalty (veh)		43	54			204	213		30	30		4
Storage Bay Dist (ft)	200			200	200			200				
Storage Blk Time (%)		40	59	1		28	29	0				
Queuing Penalty (veh)		2	139	5		15	24	1				

Intersection: 8: Airway/Industry Drive & Vilas Road, Interval #1

Movement	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	T	R	L	T	R
Maximum Queue (ft)	212	224	1069	215	224	719	119
Average Queue (ft)	176	195	440	136	179	305	58
95th Queue (ft)	249	258	1101	242	264	760	142
Link Distance (ft)			1255			1201	
Upstream Blk Time (%)			6				
Queuing Penalty (veh)			0				
Storage Bay Dist (ft)	200	200		200	200		200
Storage Blk Time (%)	12	29	1	13	44	0	
Queuing Penalty (veh)	28	71	8	64	48	0	

Intersection: 8: Airway/Industry Drive & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B26	B26	B158	B158
Directions Served	L	T	T	R	L	T	T	R	T	T	T	T
Maximum Queue (ft)	38	2511	2512	225	224	478	485	225	978	984	498	591
Average Queue (ft)	2	2487	2486	193	86	437	439	125	877	881	386	483
95th Queue (ft)	28	2508	2504	321	249	462	471	306	1209	1217	634	785
Link Distance (ft)		2470	2470			364	364		862	862	453	453
Upstream Blk Time (%)		46	58			67	69		73	74	7	56
Queuing Penalty (veh)		443	561			672	688		731	743	49	373
Storage Bay Dist (ft)	200			200	200			200				
Storage Blk Time (%)		51	89	1	0	64	66	0				
Queuing Penalty (veh)		3	196	5	0	31	52	2				

Intersection: 8: Airway/Industry Drive & Vilas Road, Interval #2

Movement	B158	NB	NB	NB	NB	SB	SB	SB
Directions Served		L	L	T	R	L	T	R
Maximum Queue (ft)	403	212	225	1326	225	225	1252	135
Average Queue (ft)	60	182	199	1261	152	221	1099	31
95th Queue (ft)	290	269	286	1428	275	231	1509	106
Link Distance (ft)	453			1255			1201	
Upstream Blk Time (%)	0			83			63	
Queuing Penalty (veh)	1			0			0	
Storage Bay Dist (ft)		200	200		200	200		200
Storage Blk Time (%)		21	52	1	33	91	1	1
Queuing Penalty (veh)		49	117	3	156	94	1	2

Intersection: 8: Airway/Industry Drive & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B26	B26	B158	B158
Directions Served	L	T	T	R	L	T	T	R	T	T	T	T
Maximum Queue (ft)	93	2511	2512	225	225	478	485	225	978	984	498	591
Average Queue (ft)	4	2148	2161	189	78	409	414	112	685	689	294	368
95th Queue (ft)	46	3316	3288	322	230	535	534	292	1337	1341	640	796
Link Distance (ft)		2470	2470			364	364		862	862	453	453
Upstream Blk Time (%)		36	45			55	57		56	56	5	42
Queuing Penalty (veh)		343	435			555	569		556	565	36	281
Storage Bay Dist (ft)	200			200	200			200				
Storage Blk Time (%)		48	81	1	0	55	57	0				
Queuing Penalty (veh)		2	182	5	0	27	45	2				

Intersection: 8: Airway/Industry Drive & Vilas Road, All Intervals

Movement	B158	NB	NB	NB	NB	SB	SB	SB
Directions Served		L	L	T	R	L	T	R
Maximum Queue (ft)	403	212	225	1326	225	225	1252	162
Average Queue (ft)	46	181	198	1063	148	211	907	38
95th Queue (ft)	251	265	280	1744	268	263	1608	117
Link Distance (ft)	453			1255			1201	
Upstream Blk Time (%)	0			64			47	
Queuing Penalty (veh)	1			0			0	
Storage Bay Dist (ft)		200	200		200	200		200
Storage Blk Time (%)		19	46	1	28	79	0	1
Queuing Penalty (veh)		43	105	4	133	82	1	2

Intersection: 11: Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	259	318	305	2243	2250
Average Queue (ft)	50	110	117	1599	1557
95th Queue (ft)	215	280	283	2740	2754
Link Distance (ft)	477	477	477	2470	2470
Upstream Blk Time (%)	1	2	2	2	2
Queuing Penalty (veh)	4	15	17	23	26
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 11: Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	525	583	555	2497	2498
Average Queue (ft)	478	538	518	2442	2447
95th Queue (ft)	550	607	584	2575	2582
Link Distance (ft)	477	477	477	2470	2470
Upstream Blk Time (%)	22	89	94	5	6
Queuing Penalty (veh)	141	573	603	54	70
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 11: Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	525	583	555	2498	2500
Average Queue (ft)	375	435	421	2239	2232
95th Queue (ft)	694	754	721	3065	3101
Link Distance (ft)	477	477	477	2470	2470
Upstream Blk Time (%)	17	67	71	4	5
Queuing Penalty (veh)	107	433	456	46	59
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					



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Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

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)	161	165	148	186	199	76	106	91	300	375	589	216
Average Queue (ft)	97	93	85	107	122	43	47	49	291	361	521	101
95th Queue (ft)	168	159	149	189	209	85	105	95	330	427	800	246
Link Distance (ft)		1867	1867				911	911			530	530
Upstream Blk Time (%)											25	0
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	250			200	200	200			225	225		
Storage Blk Time (%)			0	0	1		0		33	40		1
Queuing Penalty (veh)			4	1	1		0		128	157		1

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	NB	B13	B13	SB	SB	SB	SB
Directions Served	R	T	T	L	T	T	R
Maximum Queue (ft)	36	1082	1444	14	293	349	273
Average Queue (ft)	11	514	353	4	210	223	151
95th Queue (ft)	35	1514	1647	19	313	342	279
Link Distance (ft)		3427	3427		8400	8400	
Upstream Blk Time (%)		0	0				
Queuing Penalty (veh)		0	0				
Storage Bay Dist (ft)	150			200			150
Storage Blk Time (%)					11	28	4
Queuing Penalty (veh)					0	75	13

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Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

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)	153	202	174	176	191	113	113	120	300	375	616	243
Average Queue (ft)	81	95	85	84	94	47	44	49	293	363	532	78
95th Queue (ft)	139	166	153	152	165	97	99	108	330	423	821	181
Link Distance (ft)		1867	1867				911	911			530	530
Upstream Blk Time (%)											55	0
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	250			200	200	200			225	225		
Storage Blk Time (%)		0	0	0	0				59	67	0	0
Queuing Penalty (veh)		0	2	0	0				215	243	0	1

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	NB	B13	B13	SB	SB	SB	SB
Directions Served	R	T	T	L	T	T	R
Maximum Queue (ft)	54	3316	3330	26	500	565	275
Average Queue (ft)	8	1861	1724	4	242	270	173
95th Queue (ft)	31	4154	4206	21	420	489	314
Link Distance (ft)		3427	3427		8400	8400	
Upstream Blk Time (%)		33	27				
Queuing Penalty (veh)		0	0				
Storage Bay Dist (ft)	150			200			150
Storage Blk Time (%)					11	25	27
Queuing Penalty (veh)					0	62	92

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Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

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)	168	203	181	198	211	113	126	126	300	375	616	297
Average Queue (ft)	85	95	85	89	101	46	45	49	293	363	529	83
95th Queue (ft)	147	165	152	163	178	94	101	105	330	424	817	199
Link Distance (ft)		1867	1867				911	911			530	530
Upstream Blk Time (%)											47	0
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	250			200	200	200			225	225		
Storage Blk Time (%)		0	0	0	0		0		53	60	0	1
Queuing Penalty (veh)		0	2	0	0		0		193	221	0	1

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	NB	B13	B13	SB	SB	SB	SB
Directions Served	R	T	T	L	T	T	R
Maximum Queue (ft)	54	3319	3330	28	503	569	275
Average Queue (ft)	9	1536	1393	4	234	259	168
95th Queue (ft)	32	3802	3846	20	399	461	306
Link Distance (ft)		3427	3427		8400	8400	
Upstream Blk Time (%)		25	20				
Queuing Penalty (veh)		0	0				
Storage Bay Dist (ft)	150			200			150
Storage Blk Time (%)					11	26	21
Queuing Penalty (veh)					0	65	73

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	NB
Directions Served	L
Maximum Queue (ft)	13
Average Queue (ft)	1
95th Queue (ft)	12
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	NB	NB	NB
Directions Served	L	T	T
Maximum Queue (ft)	22	1158	1154
Average Queue (ft)	1	837	939
95th Queue (ft)	10	1550	1598
Link Distance (ft)		1123	1123
Upstream Blk Time (%)		10	40
Queuing Penalty (veh)		70	289
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	NB	NB	NB
Directions Served	L	T	T
Maximum Queue (ft)	25	1158	1154
Average Queue (ft)	1	635	713
95th Queue (ft)	11	1492	1590
Link Distance (ft)		1123	1123
Upstream Blk Time (%)		7	30
Queuing Penalty (veh)		52	217
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	LT	TR	L	TR	L	TR
Maximum Queue (ft)	65	110	113	153	44	85	142	106	90
Average Queue (ft)	28	58	48	96	14	46	79	59	55
95th Queue (ft)	67	116	108	154	44	94	146	114	98
Link Distance (ft)		911	911	860	860		2791		3582
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200					200		200	
Storage Blk Time (%)							0		
Queuing Penalty (veh)							0		

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	LT	TR	L	TR	L	TR
Maximum Queue (ft)	88	152	130	162	69	101	150	124	109
Average Queue (ft)	27	55	48	81	13	42	68	58	48
95th Queue (ft)	70	127	105	137	48	86	122	107	93
Link Distance (ft)		911	911	860	860		2791		3582
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200			200			200		
Storage Blk Time (%)	0			0			0		
Queuing Penalty (veh)	0			0			0		

Intersection: 30: Crater Lake Ave & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	LT	TR	L	TR	L	TR
Maximum Queue (ft)	91	156	138	174	76	109	164	128	114
Average Queue (ft)	27	55	48	85	13	43	71	58	50
95th Queue (ft)	69	124	106	142	47	88	129	109	95
Link Distance (ft)		911	911	860	860		2791		3582
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200			200			200		
Storage Blk Time (%)	0			0			0		
Queuing Penalty (veh)	0			0			0		

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	T	R	T	T	R	R
Maximum Queue (ft)	143	201	230	252	305	510	513	225	200	238	88	47
Average Queue (ft)	81	133	153	222	304	492	473	206	143	144	17	5
95th Queue (ft)	147	203	229	287	305	509	570	268	204	201	89	61
Link Distance (ft)		456	456			477	477		774	774		
Upstream Blk Time (%)						34	19					
Queuing Penalty (veh)						432	237					
Storage Bay Dist (ft)	160			200	200			200			225	225
Storage Blk Time (%)	1	5		21	30	53	10	8	5	0	1	1
Queuing Penalty (veh)	2	5		94	134	490	71	38	0	4	2	2

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R
Maximum Queue (ft)	237	274	453	298	144
Average Queue (ft)	204	224	236	161	52
95th Queue (ft)	275	325	578	351	156
Link Distance (ft)			3482	3482	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	200	200			200
Storage Blk Time (%)	15	21	1	1	0
Queuing Penalty (veh)	46	63	6	3	0

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	B86	B213	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	TR	T	T	L	L	T	T	R	L	T
Maximum Queue (ft)	300	527	536	3127	786	252	305	518	522	225	8	320
Average Queue (ft)	155	452	452	1754	220	229	303	493	468	185	0	124
95th Queue (ft)	370	637	617	3901	980	293	320	511	590	281	6	246
Link Distance (ft)		456	456	3273	1388			477	477			774
Upstream Blk Time (%)		48	45	24	4			35	20			
Queuing Penalty (veh)		170	160	168	30			412	233			
Storage Bay Dist (ft)	160					200	200			200	160	
Storage Blk Time (%)	1	83				26	38	46	10	5		5
Queuing Penalty (veh)	2	73				107	157	399	67	23		0

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	NB	NB	NB	SB	SB	SB	SB	SB	B116	B116
Directions Served	T	R	R	L	L	T	T	R	T	T
Maximum Queue (ft)	788	325	275	250	300	3560	3554	197	1188	1188
Average Queue (ft)	721	306	258	239	294	2770	2682	45	573	565
95th Queue (ft)	1016	414	347	270	326	4585	4634	150	1494	1484
Link Distance (ft)	774					3482	3482		1153	1153
Upstream Blk Time (%)	33					55	46		41	40
Queuing Penalty (veh)	240					0	0		0	0
Storage Bay Dist (ft)		225	225	200	200			200		
Storage Blk Time (%)	1	84	77	88	95	1	2	0		
Queuing Penalty (veh)	6	188	173	247	268	4	4	0		

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	B86	B213	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	TR	T	T	L	L	T	T	R	L	T
Maximum Queue (ft)	300	527	536	3127	786	252	305	519	524	225	8	320
Average Queue (ft)	137	375	380	1331	167	228	303	493	469	190	0	129
95th Queue (ft)	335	654	638	3574	847	292	318	511	586	281	5	240
Link Distance (ft)		456	456	3273	1388			477	477			774
Upstream Blk Time (%)		36	34	18	3			35	19			
Queuing Penalty (veh)		128	120	126	23			417	234			
Storage Bay Dist (ft)	160					200	200			200	160	
Storage Blk Time (%)	1	64				25	36	48	10	6		5
Queuing Penalty (veh)	2	56				104	151	422	68	26		0

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	NB	NB	NB	SB	SB	SB	SB	SB	B116	B116
Directions Served	T	R	R	L	L	T	T	R	T	T
Maximum Queue (ft)	788	325	275	250	300	3560	3554	210	1188	1188
Average Queue (ft)	582	236	197	231	277	2159	2073	46	434	429
95th Queue (ft)	1065	463	394	281	353	4552	4536	152	1333	1323
Link Distance (ft)	774					3482	3482		1153	1153
Upstream Blk Time (%)	25					41	35		31	30
Queuing Penalty (veh)	180					0	0		0	0
Storage Bay Dist (ft)		225	225	200	200			200		
Storage Blk Time (%)	1	63	58	69	77	1	2	0		
Queuing Penalty (veh)	5	141	130	197	217	5	4	0		



Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	T	T	R	L	T	TR	L
Maximum Queue (ft)	263	287	149	162	46	535	674	290	169	370	355	234
Average Queue (ft)	160	185	66	81	8	365	463	269	144	242	241	192
95th Queue (ft)	289	309	153	171	68	603	794	346	202	399	376	277
Link Distance (ft)			1958	1958		3034	3034			5548	5548	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450	450			250			205	90			95
Storage Blk Time (%)		0		0		62	29	42	37	25		43
Queuing Penalty (veh)		0		0		1	149	145	129	70		167

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	438	441
Average Queue (ft)	262	289
95th Queue (ft)	451	468
Link Distance (ft)	1818	1818
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	35	
Queuing Penalty (veh)	143	

Queuing and Blocking Report  
2035 SD Bypass Build - FEIS

03/19/2019

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	B19	B19	NB
Directions Served	L	L	T	T	R	L	T	T	R	T	T	L
Maximum Queue (ft)	509	569	1424	1285	55	9	2454	2543	290	162	158	170
Average Queue (ft)	318	364	485	347	4	0	975	1095	276	17	18	142
95th Queue (ft)	587	679	1610	1355	43	5	2429	2560	345	251	250	215
Link Distance (ft)			1958	1958			3034	3034		3163	3163	
Upstream Blk Time (%)			7	6			2	2				
Queuing Penalty (veh)			35	30			0	0				
Storage Bay Dist (ft)	450	450			250	70			205			90
Storage Blk Time (%)	28	37	0	0			55	22	66			21
Queuing Penalty (veh)	49	65	0	0			1	103	212			67

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	NB	NB	SB	SB	SB
Directions Served	T	TR	L	T	TR
Maximum Queue (ft)	1758	1745	234	438	434
Average Queue (ft)	649	653	165	203	215
95th Queue (ft)	1684	1677	262	385	380
Link Distance (ft)	5548	5548		1818	1818
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			95		
Storage Blk Time (%)	52		30	23	
Queuing Penalty (veh)	132		109	89	

Queuing and Blocking Report  
2035 SD Bypass Build - FEIS

03/19/2019

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	B19	B19	NB
Directions Served	L	L	T	T	R	L	T	T	R	T	T	L
Maximum Queue (ft)	509	569	1430	1287	101	9	2454	2543	290	162	158	170
Average Queue (ft)	280	321	384	283	5	0	828	942	274	13	13	142
95th Queue (ft)	547	629	1409	1182	50	4	2170	2304	345	217	216	213
Link Distance (ft)			1958	1958			3034	3034		3163	3163	
Upstream Blk Time (%)			6	5			1	2				
Queuing Penalty (veh)			27	22			0	0				
Storage Bay Dist (ft)	450	450			250	70			205			90
Storage Blk Time (%)	21	28	0	0			56	24	60			25
Queuing Penalty (veh)	37	49	0	0			1	114	195			83

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	NB	NB	SB	SB	SB
Directions Served	T	TR	L	T	TR
Maximum Queue (ft)	1758	1745	235	473	495
Average Queue (ft)	550	554	172	217	233
95th Queue (ft)	1500	1494	268	406	410
Link Distance (ft)	5548	5548		1818	1818
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			95		
Storage Blk Time (%)	45		33	26	
Queuing Penalty (veh)	117		124	102	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	69
Average Queue (ft)	32
95th Queue (ft)	76
Link Distance (ft)	824
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 122: Table Rock Road & Access 1, Interval #2**

Movement	WB	NB	NB
Directions Served	LR	T	TR
Maximum Queue (ft)	84	1854	1850
Average Queue (ft)	26	1188	1217
95th Queue (ft)	66	2486	2499
Link Distance (ft)	824	1818	1818
Upstream Blk Time (%)		14	23
Queuing Penalty (veh)		106	171
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 122: Table Rock Road & Access 1, All Intervals**

Movement	WB	NB	NB
Directions Served	LR	T	TR
Maximum Queue (ft)	92	1854	1850
Average Queue (ft)	27	902	923
95th Queue (ft)	68	2309	2332
Link Distance (ft)	824	1818	1818
Upstream Blk Time (%)		11	18
Queuing Penalty (veh)		79	128
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 171: Bypass & NB Off, Interval #1**

Movement	NB
Directions Served	TR
Maximum Queue (ft)	4
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	111
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 171: Bypass & NB Off, Interval #2**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 171: Bypass & NB Off, All Intervals**

Movement	NB
Directions Served	TR
Maximum Queue (ft)	4
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	111
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 173: Bypass NB & Vilas Road, Interval #1**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	B159	NB
Directions Served	L	L	T	T	T	T	T	R	T	T	LT
Maximum Queue (ft)	243	243	166	86	520	498	480	318	409	413	54
Average Queue (ft)	225	221	74	44	435	429	396	104	199	212	21
95th Queue (ft)	242	247	189	109	595	578	543	368	561	575	58
Link Distance (ft)	207	207	207	207	431	431	431		502	502	1058
Upstream Blk Time (%)	26	21	2	0	40	34	16		3	4	
Queuing Penalty (veh)	140	111	9	0	176	148	68		17	24	
Storage Bay Dist (ft)								250			
Storage Blk Time (%)							54				
Queuing Penalty (veh)							37				

**Intersection: 173: Bypass NB & Vilas Road, Interval #2**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	B159	NB
Directions Served	L	L	T	T	T	T	T	R	T	T	LT
Maximum Queue (ft)	255	257	215	174	543	512	520	350	542	542	59
Average Queue (ft)	226	223	69	45	502	485	480	206	499	503	20
95th Queue (ft)	248	245	187	113	529	515	523	489	626	621	51
Link Distance (ft)	207	207	207	207	431	431	431		502	502	1058
Upstream Blk Time (%)	31	27	1	0	86	69	49		40	46	
Queuing Penalty (veh)	156	134	3	0	352	283	201		249	282	
Storage Bay Dist (ft)									250		
Storage Blk Time (%)									85		
Queuing Penalty (veh)									54		

**Intersection: 173: Bypass NB & Vilas Road, All Intervals**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	B159	NB
Directions Served	L	L	T	T	T	T	T	R	T	T	LT
Maximum Queue (ft)	258	257	218	176	546	527	520	350	542	542	65
Average Queue (ft)	226	223	70	45	486	472	460	182	427	433	20
95th Queue (ft)	247	246	187	112	581	559	560	469	725	723	53
Link Distance (ft)	207	207	207	207	431	431	431		502	502	1058
Upstream Blk Time (%)	30	25	1	0	75	60	41		31	35	
Queuing Penalty (veh)	152	128	4	0	308	249	167		191	217	
Storage Bay Dist (ft)									250		
Storage Blk Time (%)									77		
Queuing Penalty (veh)									50		

**Intersection: 174: SB Off & Bypass, Interval #1**

Movement	SB
Directions Served	TR
Maximum Queue (ft)	37
Average Queue (ft)	13
95th Queue (ft)	42
Link Distance (ft)	258
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	170	250
Average Queue (ft)	14	139
95th Queue (ft)	96	338
Link Distance (ft)	258	258
Upstream Blk Time (%)	0	11
Queuing Penalty (veh)	0	104
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	170	252
Average Queue (ft)	10	109
95th Queue (ft)	83	304
Link Distance (ft)	258	258
Upstream Blk Time (%)	0	8
Queuing Penalty (veh)	0	78
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report  
2035 SD Bypass Build - FEIS

03/19/2019

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	B158	B158	B26	B26	WB	WB	WB	SB
Directions Served	T	T	T	R	T	T	T	T	L	T	T	LT
Maximum Queue (ft)	560	516	533	350	952	970	448	417	199	268	205	21
Average Queue (ft)	521	489	520	177	774	826	291	286	78	197	134	5
95th Queue (ft)	599	528	538	465	1273	1252	592	563	218	282	224	24
Link Distance (ft)	453	453	453		862	862	364	364	207	207	207	457
Upstream Blk Time (%)	73	33	62		35	69	17	24	2	9	0	
Queuing Penalty (veh)	537	240	458		389	762	186	263	7	39	1	
Storage Bay Dist (ft)	250											
Storage Blk Time (%)	83											
Queuing Penalty (veh)	48											

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	SB	SB	B168	B168
Directions Served	R	R	T	T
Maximum Queue (ft)	371	283	5	20
Average Queue (ft)	292	111	0	0
95th Queue (ft)	390	341	0	0
Link Distance (ft)	457	457	705	705
Upstream Blk Time (%)	0	0		
Queuing Penalty (veh)	1	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	B158	B158	B26	B26	WB	WB	WB	SB
Directions Served	T	T	T	R	T	T	T	T	L	T	T	LT
Maximum Queue (ft)	569	538	565	350	966	984	473	412	247	276	240	56
Average Queue (ft)	527	490	521	192	898	942	412	381	139	231	181	5
95th Queue (ft)	566	533	550	478	1052	973	503	400	283	274	252	20
Link Distance (ft)	453	453	453		862	862	364	364	207	207	207	457
Upstream Blk Time (%)	82	36	71		46	97	28	41	8	39	11	
Queuing Penalty (veh)	565	248	485		470	993	290	425	31	153	42	
Storage Bay Dist (ft)					250							
Storage Blk Time (%)				82								
Queuing Penalty (veh)				44								

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	SB	SB	B168	B168
Directions Served	R	R	T	T
Maximum Queue (ft)	557	481	703	722
Average Queue (ft)	473	385	382	475
95th Queue (ft)	651	636	897	975
Link Distance (ft)	457	457	705	705
Upstream Blk Time (%)	48	8	1	12
Queuing Penalty (veh)	134	23	6	50
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	B158	B158	B26	B26	WB	WB	WB	SB
Directions Served	T	T	T	R	T	T	T	T	L	T	T	LT
Maximum Queue (ft)	575	540	565	350	970	985	476	430	251	279	247	63
Average Queue (ft)	525	490	521	188	868	914	383	358	124	223	170	5
95th Queue (ft)	577	532	548	475	1161	1140	571	511	274	284	252	21
Link Distance (ft)	453	453	453		862	862	364	364	207	207	207	457
Upstream Blk Time (%)	80	35	69		43	90	25	37	6	31	8	
Queuing Penalty (veh)	558	246	479		450	936	264	384	25	124	32	
Storage Bay Dist (ft)					250							
Storage Blk Time (%)				82								
Queuing Penalty (veh)				45								

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	SB	SB	B168	B168
Directions Served	R	R	T	T
Maximum Queue (ft)	561	481	703	722
Average Queue (ft)	429	319	290	361
95th Queue (ft)	636	632	814	910
Link Distance (ft)	457	457	705	705
Upstream Blk Time (%)	36	6	1	9
Queuing Penalty (veh)	100	18	4	38
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 182: Bypass, Interval #2**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 182: Bypass, All Intervals**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 183: Bypass & NB On, Interval #1**

Movement	NB	SB	SB	NW	B177
Directions Served	T	T	T	R	T
Maximum Queue (ft)	14	4	33	15	49
Average Queue (ft)	2	1	8	2	7
95th Queue (ft)	22	9	69	21	108
Link Distance (ft)	258	559	559	602	487
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 183: Bypass & NB On, Interval #2**

Movement	NB	NB	SB	SB	B191	B191	NW	B177
Directions Served	T	T	T	T	T	T	R	T
Maximum Queue (ft)	11	3	579	587	1993	1995	9	157
Average Queue (ft)	1	0	255	275	699	704	0	9
95th Queue (ft)	11	4	742	764	2742	2739	6	116
Link Distance (ft)	258	258	559	559	5294	5294	602	487
Upstream Blk Time (%)			16	26				0
Queuing Penalty (veh)			0	0				0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

**Intersection: 183: Bypass & NB On, All Intervals**

Movement	NB	NB	SB	SB	B191	B191	NW	B177	B177
Directions Served	T	T	T	T	T	T	R	T	T
Maximum Queue (ft)	11	17	583	608	1993	1995	20	157	49
Average Queue (ft)	0	1	193	211	530	534	1	7	2
95th Queue (ft)	9	11	654	677	2377	2375	12	100	51
Link Distance (ft)	258	258	559	559	5294	5294	602	487	487
Upstream Blk Time (%)			12	20				0	0
Queuing Penalty (veh)			0	0				0	0
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

**Intersection: 191: Bend, Interval #1**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

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**Intersection: 191: Bend, Interval #2**

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Movement	NB
Directions Served	T
Maximum Queue (ft)	46
Average Queue (ft)	2
95th Queue (ft)	55
Link Distance (ft)	559
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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**Intersection: 191: Bend, All Intervals**

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Movement	NB
Directions Served	T
Maximum Queue (ft)	46
Average Queue (ft)	2
95th Queue (ft)	48
Link Distance (ft)	559
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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**Network Summary**

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Network wide Queuing Penalty, Interval #1: 7657
Network wide Queuing Penalty, Interval #2: 18001
Network wide Queuing Penalty, All Intervals: 15415

**Figure A-33: Highway Safety Manual Crash Analysis Report Full build with Tier 1&2 Projects (FullT2)**



**Highway Safety Manual Analysis  
Urban and Suburban Arterials**

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.20.19	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1			
Segment 2	2.019	0.577	1.442
Segment 3			
Segment 4	0.289	0.072	0.217
Segment 5	13.580	3.819	9.761
Segment 6	1.310	0.369	0.941
Segment 7	1.695	0.476	1.220
Segment 8	1.673	0.464	1.209
Segment 9	2.821	0.794	2.027
Segment 10	9.784	2.678	7.106
<b>INTERSECTIONS</b>			
Intersection 1	9.351	3.316	6.034
Intersection 2	6.663	2.362	4.302
Intersection 3	9.369	3.423	5.946
Intersection 4	7.707	2.803	4.905
Intersection 5	5.984	2.107	3.877
Intersection 6	8.391	3.022	5.369
Intersection 7	1.684	0.555	1.129
Intersection 8			
Intersection 9			
Intersection 10			
<b>TOTAL</b>	<b>82.320</b>	<b>26.836</b>	<b>55.484</b>

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



## Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by: Katie Brown	Roadway: 62: Crater Lake Highway
Title: Transportation Analyst	Roadway Section: MP .00 - MP .00
Agency/Company: TPAU/ODOT	Jurisdiction: TPAU/ODOT
Date: 3.20.19	Analysis Year: 2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1	0.273	0.085	0.188
Segment 2	10.313	2.852	7.461
Segment 3	1.125	0.292	0.833
Segment 4	0.262	0.079	0.183
Segment 5	2.705	0.750	1.955
Segment 6	0.288	0.071	0.217
Segment 7	1.622	0.458	1.164
Segment 8	0.380	0.115	0.266
Segment 9	2.816	0.773	2.043
Segment 10	0.491	0.151	0.339
<b>INTERSECTIONS</b>			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
<b>TOTAL</b>	<b>20.274</b>	<b>5.625</b>	<b>14.649</b>

**Note:**

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



## Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by: Katie Brown	Roadway: 62: Crater Lake Highway
Title: Transportation Analyst	Roadway Section: MP .00 - MP .00
Agency/Company: TPAU/ODOT	Jurisdiction: TPAU/ODOT
Date: 3.28.18	Analysis Year: 2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1	0.322	0.107	0.215
Segment 2	0.699	0.177	0.522
Segment 3			
Segment 4			
Segment 5			
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
<b>INTERSECTIONS</b>			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
<b>TOTAL</b>	<b>1.022</b>	<b>0.284</b>	<b>0.738</b>

**Note:**

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Figure A-34: ISATe Crash Analysis Report Full build with Tier 1&2 Projects (FullT2)

Output Summary								
<b>General Information</b>								
Project description:	Phase 2 Scenario Full Build Tier 1 and 2 - Vilas IAMP							
Analyst:	Katie Brown	Date:	3.20.19	Area type:	Urban			
First year of analysis:	2040							
Last year of analysis:	2040							
<b>Crash Data Description</b>								
Freeway segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp terminals	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
<b>Estimated Crash Statistics</b>								
<b>Crashes for Entire Facility</b>		<b>Total</b>	<b>K</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>PDO</b>	
Estimated number of crashes during Study Period, crashes:		35.4	0.1	0.5	3.2	9.3	22.2	
Estimated average crash freq. during Study Period, crashes/yr:		35.4	0.1	0.5	3.2	9.3	22.2	
<b>Crashes by Facility Component</b>		<b>Nbr. Sites</b>	<b>Total</b>	<b>K</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>PDO</b>
Freeway segments, crashes:		5	12.2	0.1	0.2	1.2	2.2	8.6
Ramp segments, crashes:		4	2.7	0.0	0.1	0.4	0.8	1.4
Crossroad ramp terminals, crashes:		2	20.5	0.0	0.2	1.6	6.4	12.1
<b>Crashes for Entire Facility by Year</b>		<b>Year</b>	<b>Total</b>	<b>K</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>PDO</b>
Estimated number of crashes during the Study Period, crashes:		2040	35.4	0.1	0.5	3.2	9.3	22.2
		2041						
		2042						
		2043						
		2044						
		2045						
		2046						
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		2048						
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		2050						
		2051						
		2052						
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		2054						
		2055						
2056								
2057								
2058								
2059								
2060								
2061								
2062								
2063								
<b>Distribution of Crashes for Entire Facility</b>								
Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period						
		Total	K	A	B	C	PDO	
Multiple vehicle	Head-on crashes:	0.2	0.0	0.0	0.0	0.1	0.1	
	Right-angle crashes:	5.0	0.0	0.1	0.4	1.7	2.7	
	Rear-end crashes:	15.9	0.0	0.2	1.5	4.9	9.2	
	Sideswipe crashes:	3.6	0.0	0.0	0.2	0.5	2.9	
	Other multiple-vehicle crashes:	0.5	0.0	0.0	0.0	0.1	0.4	
	Total multiple-vehicle crashes:	25.2	0.1	0.3	2.2	7.3	15.3	
Single vehicle	Crashes with animal:	0.1	0.0	0.0	0.0	0.0	0.1	
	Crashes with fixed object:	7.5	0.0	0.1	0.7	1.4	5.2	
	Crashes with other object:	0.9	0.0	0.0	0.0	0.1	0.8	
	Crashes with parked vehicle:	0.2	0.0	0.0	0.0	0.0	0.1	
	Other single-vehicle crashes:	1.6	0.0	0.0	0.2	0.5	0.8	
	Total single-vehicle crashes:	10.2	0.1	0.2	1.0	2.0	6.9	
Total crashes:		35.4	0.1	0.5	3.2	9.3	22.2	

Evaluation Site Summary					
General Information					
Project description:		Phase 2 Scenario Full Build Tier 1 and 2 - Vilas IAMP			
Analyst:	Katie Brown	Date:	3.20.19	Area type:	Urban
First year of analysis:	2040	Total length of freeway segments for Study Period (mi):		1.330	
Last year of analysis:	2040				
Site Description					
Freeway Segments					
Number	Lanes	Study Period Length (mi)	Study Period Description		
1	4	0.250	62 N of Intch		
2	4	0.130	North SCs		
3	4	0.550	62 between ramps		
4	4	0.150	South SCs		
5	4	0.250	62 S of Intch		
6	0	0.000	0		
7	0	0.000	0		
8	0	0.000	0		
9	0	0.000	0		
10	0	0.000	0		
11	0	0.000	0		
12	0	0.000	0		
13	0	0.000	0		
14	0	0.000	0		
15	0	0.000	0		
16	0	0.000	0		
17	0	0.000	0		
18	0	0.000	0		
19	0	0.000	0		
20	0	0.000	0		
Ramp Segments					
Number	Study Period Description		Number	Study Period Description	
1	SB off		21	0	
2	SB on		22	0	
3	NB off		23	0	
4	NB on		24	0	
5	0		25	0	
6	0		26	0	
7	0		27	0	
8	0		28	0	
9	0		29	0	
10	0		30	0	
11	0		31	0	
12	0		32	0	
13	0		33	0	
14	0		34	0	
15	0		35	0	
16	0		36	0	
17	0		37	0	
18	0		38	0	
19	0		39	0	
20	0		40	0	
Crossroad Ramp Terminals					
Number	Config.	Control	Study Period Description		
1	D4	Signal	SB on/off		
2	D4	Signal	NB on/off		
3	0	0	0		
4	0	0	0		
5	0	0	0		
6	0	0	0		

**Table A-8: FullT2 Simplified MMLOS Segment LOS Output Summary<sup>1</sup>**

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd <sup>4</sup>	W	E Project Limit-Crater Lake Ave	A	A	n/a
Vilas Rd <sup>4</sup>	E	Crater Lake Ave-E Project Limit	A	A	n/a
Vilas Rd <sup>4</sup>	W	Crater Lake Ave-Crater Lake Hwy	A	A	n/a
Vilas Rd <sup>4</sup>	E	Crater Lake Hwy-Crater Lake Ave	A	A	n/a
Vilas Rd <sup>4</sup>	W	Crater Lake Hwy-Lear Wy	A	A	n/a
Vilas Rd <sup>4</sup>	E	Lear Wy-Crater Lake Hwy	A	A	n/a
Vilas Rd <sup>4</sup>	W	Lear Wy-NB OR 62 On Ramp	A	A	n/a
Vilas Rd <sup>4</sup>	E	NB OR 62 On Ramp-Lear Wy	A	A	n/a
Vilas Rd <sup>4</sup>	W	NB OR62 Ramp-SB OR62 Ramp	A	A	n/a
Vilas Rd <sup>4</sup>	E	SB OR62 Ramps-NB OR62 Ramps	A	A	n/a
Vilas Rd <sup>4</sup>	W	SB OR62 Ramps-Airway Dr/Peace Ln	A	A	n/a
Vilas Rd <sup>4</sup>	E	Airway Dr/Peace Ln-SB OR62 Ramps	A	A	n/a
Vilas Rd <sup>4</sup>	W	Airway Dr/Peace Ln-Table Rock Rd	A	A	n/a
Vilas Rd <sup>4</sup>	E	Table Rock Rd-Airway Dr/Peace Ln	A	A	n/a
Vilas Rd <sup>4</sup>	W	Table Rock Rd-W Project Limit	A	A	n/a
Vilas Rd <sup>4</sup>	E	W Project Limit-Table Rock Rd	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	W	E Project Limit-Table Rock Rd	A	A	<b>E</b>
Pine St/Biddle Rd <sup>4</sup>	E	Table Rock Rd-E Project Limit	A	A	<b>E</b>
Pine St/Biddle Rd <sup>4</sup>	W	Table Rock Rd-Hamrick Rd	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	E	Hamrick Rd-Table Rock Rd	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	W	Hamrick Rd-W Project Limit	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	E	W Project Limit-Hamrick Rd	A	A	n/a
Hamrick Rd	N	S Project Limit-Pine St/Biddle Rd	B	B	n/a
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B	B	n/a
Hamrick Rd	N	Pine St/Biddle Rd-Beebe Rd	C	C-D	n/a
Hamrick Rd	S	Beebe Rd-Pine St/Biddle Rd	C	C-D	n/a
Table Rock Rd	N	S Project Limit-Biddle Rd	<b>E</b>	<b>E-F</b>	n/a
Table Rock Rd	S	Biddle Rd-S Project Limit	<b>E</b>	<b>E-F</b>	n/a
Table Rock Rd	N	Biddle Rd-Vilas Rd	<b>E</b>	<b>E-F</b>	<b>F</b>
Table Rock Rd	S	Vilas Rd-Biddle Rd	<b>E</b>	<b>E-F</b>	<b>F</b>
Table Rock Rd	N	Vilas Rd-N Project Limit	<b>E</b>	<b>E-F</b>	<b>F</b>
Table Rock Rd	S	N Project Limit-Vilas Rd	<b>E</b>	<b>E-F</b>	<b>F</b>
Airway Dr	N	S Project Limit-Vilas Rd	C	C-D	n/a
Airway Dr	S	Vilas Rd-S Project Limit	B-C	C-D	n/a

Peace Ln	N	Vilas Rd-N Project Limit	B-C	C-D	n/a
Peace Ln	S	N Project Limit-Vilas Rd	B-C	C-D	n/a
Lear Wy	N	S Project Limit-Vilas Rd	C-E	C-D	n/a
Lear Wy	S	Vilas Rd-S Project Limit	B-C	C-D	n/a
Lear Wy	N	Vilas Rd-N Project Limit	B-C	C-D	n/a
Lear Wy	S	N Project Limit-Vilas Rd	B-C	C-D	n/a
Crater Lake Hwy <sup>4</sup>	N	S Project Limit-Vilas Rd	A	A	<b>C</b>
Crater Lake Hwy <sup>4</sup>	S	Vilas Rd-S Project Limit	A	A	<b>C</b>
Crater Lake Hwy <sup>4</sup>	N	Vilas Rd-N Project Limit	A	A	<b>B</b>
Crater Lake Hwy <sup>4</sup>	S	N Project Limit-Vilas Rd	A	A	<b>B</b>
Crater Lake Ave	N	S Project Limit-Vilas Rd	B-C	C-D	n/a
Crater Lake Ave	S	Vilas Rd-S Project Limit	B-C	C	n/a
Crater Lake Ave	N	Vilas Rd-N Project Limit	B-C	C-D	n/a
Crater Lake Ave	S	N Project Limit-Vilas Rd	B-C	C	n/a

<sup>1</sup>Black-shaded cells indicate that the LOS is E or worse.

<sup>2</sup>A sidewalk is added to these segments, outside of generalized assumptions, to improve LOS.

<sup>3</sup>A bicycle lane/shoulder is added to these segments, outside of generalized assumptions, to improve LOS.

<sup>4</sup>A shared use bike path is added using the Shared Path Calculator tool to determine new LOS.

**APPENDIX B:**

**SYNCHRO FILE MODIFICATIONS**

## Synchro File Modification Summary

The following sections summarize the modifications made to the No Build/No Mitigation (NBNM) Scenario using available mitigations in an attempt to meet the v/c and LOS standards/targets. The changes are listed by intersection in Tables B-1 through B-5.

**Table B1: Mitigations to No Build/No Mitigation (NBNM) to create NBM and meet v/c and LOS standards.**

Intersection	Mitigation	
	Leg	
Table Rock Rd X Biddle Rd	North	Add 200' SBR Storage Lane
	South	Widen to 5-ln cross section
	West	Add 250' 2 <sup>nd</sup> EBL storage lane
Hamrick x Biddle Rd	North	Add 250' Channelized SBR storage lane
	East	Add 200' WBR Storage Lane
	South	Change lane configuration to Left turn only and thru-right lane.
	West	Add 390' 2 <sup>nd</sup> EBL storage lane
Table Rock X Vilas	North	Add 200' SBR Storage Lane
	East	Add 500' EB acceleration lane
		Add 150' WBR Storage Lane
	West	Add 500' EB acceleration lane
Shared Thru Right movement		
CLH X Vilas	East	Add 200' WBL Storage Lane
		Add 1,000' through lane to CLA
	South	Add 2 <sup>nd</sup> 225' NBL storage lane
	West	Add 700' WB acceleration lane
Add 250' 2 <sup>nd</sup> EBL storage lane		
CLA X Vilas	Re-align 1,000' to the east	
	Traffic Signal	
Airway Dr X Vilas	South	Add 200' NBL storage lane
Industry Dr X Vilas	South	Add 200' NBL storage lane
	Traffic Signal	
Peace Ln X Vilas Rd	North	Add 200' SBL storage lane

**Table B2: Mitigations to NBT2 to meet v/c and LOS standards<sup>1</sup>**

<b>Intersection</b>	<b>Mitigation</b>	
	<b>Leg</b>	
Table Rock Rd X Biddle Rd	North	Add 200' SBR Storage Lane
Hamrick x Biddle Rd	North	Add 250' Channelized SBR storage lane
Table Rock X Vilas	North	Add 200' SBR Storage Lane
		Add 160' 2 <sup>nd</sup> SBL Storage Lane
	East	Add 500' EB acceleration lane
		Add 200' 2 <sup>nd</sup> WBL Storage Lane
		Add 200' WBR Storage Lane
	South	Add 225' 2 <sup>nd</sup> NBR Storage Lane
West	Add 500' WB acceleration lane	
CLH X Vilas	North	Add 2 <sup>nd</sup> 150' Storage Lane
	South	Add 2nd 225' NBL Storage Lane
	West	Add 200' 2 <sup>nd</sup> EBR Storage Lane
		Add 250' 2nd EBL Storage Lane
CLA X Vilas	South	Add 200' NBL Storage Lane
	West	Add 200' EBL Storage Lane
	North	Add 200' SBL Storage Lane
Airway Dr/Peace Ln X Vilas	Realign Peace Ln with Airway Dr	
Industry Dr X Vilas	West	Add 200' EBR Storage Lane
	South	Add 200' NBL storage Lane
	Traffic Signal	
Lear Way X Vilas Rd	North	Add 200' SBL storage lane
	East	Add 200' WBR storage lane
	West	Add 200' EBR storage lane

<sup>1</sup>Tier 1 and 2 Projects are assumed to be included so are not listed here.

**Table B3: Mitigations to JTAT2 to meet v/c and LOS standards<sup>1</sup>**

<b>Intersection</b>	<b>Mitigation</b>	
	<b>Leg</b>	
Hamrick Rd X Biddle Rd	North	Add 200' SBR Storage Lane
Table Rock X Vilas	East	Add 500' EB acceleration lane
		Add 200' 2 <sup>nd</sup> WBL Storage Lane
		Add 200' WBR Storage Lane
	South	Add 225' 2 <sup>nd</sup> NBR Storage Lane
	West	Add 500' WB acceleration lane
CLH X Vilas	South	Add 2nd 225' NBL Storage Lane
	West	Add 200' 2 <sup>nd</sup> EBR Storage Lane
CLA X Vilas	South	Add 200' NBL Storage Lane
	West	Add 200' EBL Storage Lane
	North	Add 200' SBL Storage Lane
Airway Dr/Peace Ln/Industry Dr X Vilas	Realign Peace Ln with Airway Dr	
	East	Add 200' WBR Storage Lane
	West	Add 200' EBR Storage Lane
NB Ramps X Vilas	East	Add 3rd 500' WBT
	West	Add 2 <sup>nd</sup> 240' EBL Storage Lane
SB Ramps X Vilas	West	Add 2 additional 500' EBT Lanes
	North	Add 2 <sup>nd</sup> SBR off Ramp Lane
		Add 2 <sup>nd</sup> lane along entire off ramp 880'
Lear Way X Vilas Rd	North	Add 200' SBL storage lane

<sup>1</sup>Tier 1 and 2 Projects are assumed to be included so are not listed here.



**APPENDIX C:**

**ROGUE VALLEY METROPOLITAN PLAN ORGANIZATION REGIONAL  
TRANSPORTATION PLAN, CITY OF MEDFORD, CENTRAL POINT, AND  
JACKSON COUNTY TRANSPORTATION SYSTEM PLANS**

**TIER 1 AND TIER 2 PROJECTS**

**Table C-1: Tier 1 Projects within Interchange Management Study Area (IMSA)**

<b>Project ID</b>	<b>Location</b>	<b>Description</b>	<b>Jurisdiction</b>
216	E. Pine St & Hamrick Rd	On the south leg a left turn only lane and a thru/right turn lane and. On the north leg a channelized southbound right turn. On the West leg a 750' acceleration lane.	Central Point
218	E. Pine St & Table Rock Rd	Widen west approach to add second eastbound left turn lane.	Central Point
219	Table Rock Rd & Vilas Rd	Widen to increase capacity, add eastbound lane & shared through-right turn movement	Central Point
R54	Table Rock Road from Lone Pine Creek to Pine Street-Biddle Road	Widen to 3-lane urban minor arterial standard with sidewalks and bike lanes from Lone Pine Creek to Airport Road and to 5-lane urban minor arterial standard from Airport Road to Biddle Road	Jackson County
I2	Table Rock Road/Biddle Road	Widen the south leg of Table Rock Road to a five-lane cross section and optimize the signal timing/phasing	Jackson County
I3	Table Rock Road/Vilas Road	Monitor traffic operations at the intersection following construction of the OR62 Bypass. If issues persist, install a second separate left-turn lane and a separate right-turn lane at the westbound approach and optimize the signal timing/phasing	Jackson County
I39	Crater Lake Ave & E Vilas Rd	Re-align Crater Lake Ave to the east and install traffic signal	Medford
I40	Crater Lake Hwy & Vilas Rd	Monitor needs after construction of Crater Lake Highway Bypass	Medford
R2	E Vilas Road from east Medford City limits to McLoughlin Drive	Improve to 2-lane rural major collector standard (no new travel lanes) 0.9 miles	Jackson County

**Table C-2: Tier 2 Projects within Interchange Management Study Area (IMSA)**

<b>Project ID</b>	<b>Location</b>	<b>Description</b>	<b>Jurisdiction</b>
467	Lear Way, Coker Butte Rd to Vilas Rd	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	Medford
627	Crater Lake Ave, Coker Butte Rd to northern UGB	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	Medford
628	Lear Way, Vilas Rd to northern city limits	Construct new minor collector roadway (includes one lane each direction, bike facilities, and sidewalks)	Medford
632, R91	Vilas Road, Table Rock Rd to eastern UGB	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike facilities, and sidewalks	Medford
I43	Vilas Rd & Airway Dr or Industry Dr	Install traffic signal or roundabout when warranted	Medford
I44	Vilas Rd & Lear Wy	Install traffic signal or roundabout when warranted	Medford

**Table C-3: Tier 2 Projects in Model Runs but Outside Direct IMSA**

<b>Project ID</b>	<b>Location</b>	<b>Description</b>	<b>Jurisdiction</b>
234	E-W Hamrick Rd. extension (south of E. Pine St.)	Extend Hamrick Rd. westerly to intersect with Penninger Rd. (collector standards).	Central Point
495	Coker Butte Road, International Way to Lear Way	Upgrade to minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	Medford
629	Airway Dr / Industry Dr, Vilas Rd to Coker Butte Rd	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	Medford
630	Springbrook Road, Coker Butte Rd to Vilas Rd	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	Medford
631	East-West collector between Coker Butte Road and Vilas Road, Crater Lake Highway to eastern UGB	Construct new minor collector roadway (includes one lane each direction, bike facilities, and sidewalks)	Medford

Table C-4:

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
<b>Ashland</b>									
120	Laurel St. RR Crossing	R/R X-ing improvements, surface improvements (175-ft, 0.03 Miles)	short	\$ 813,552				Exempt - Table 2 - Safety	PM10
160	Hersey St: N. Main to Oak St Sidewalk	Sidewalk Construction (1,760-ft, 0.33 Miles)	short	\$ 829,000				Exempt - Table 2 - Air Quality	PM10
161	E. Nevada Street Extension	Extend street over Bear Creek to link roadway at Kestrell; sidewalks, bicycle lanes (675-ft, 0.13 Miles)	short	\$ 5,055,500				Non-Exempt	PM10
162	Independent Way	Extend street from Washington St to Tolman Creek Rd; sidewalks, bicycle lanes (715-ft, 0.13 Miles)	short	\$ 1,055,000				Non-Exempt	PM10
166	Chip Seal	project entails grading, prepping and installing a double chip seal on approximately 44,903 square yards of existing dirt roads within the Ashland City limits. (approx. 5.3 miles)	short	\$ 561,648				Exempt - Table 2 - Safety	PM10
<b>Short Range (2017-2021) Total</b>					<b>\$ 8,314,700</b>	<b>\$ 8,706,000</b>			
163	Intersection Improvements: Ashland-Oak Knoll-E. Main	Realign intersection, install speed-reduction treatments (950-ft, 0.18 Miles)	medium	\$ 1,184,195				Exempt - Table 3	PM10
<b>Medium Range (2022-2030) Total</b>					<b>\$ 1,184,195</b>	<b>\$ 6,499,000</b>	<b>\$ -</b>		
164	Normal Avenue Extension	Extend roadway to East Main; sidewalks, bicycle lanes (2,250-ft, 0.43 Miles)	long	\$ 5,916,032				Non-Exempt	PM10
165	Clear Creek Drive Extension	Extend road to connect with N. Mountain Ave. (2,000-ft, 0.38 Miles)	long	\$ 4,601,359				Non-Exempt	PM10
<b>Long Range (2031-2042) Total</b>					<b>\$ 10,517,391</b>	<b>\$ 12,754,000</b>	<b>\$ -</b>		
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
<b>Central Point</b>									
232	Twin Creeks Rail Crossing	Add new at grade crossing and signal, sidewalks at OR99 and Twin Creeks Crossing (1,080 ft)	short	\$ 3,900,000				Non-Exempt	PM10
233	E. Pine Street Downtown Improvement Projects	New Sidewalks, street lights, and new signals at 2nd and 4th Streets. New Pedestrian Crossing at 6th Street (1,600 ft, 0.3 miles)	short	\$ 5,000,000				Exempt-Table 3 - Signalization	PM10
234	W. Pine Street Reconstruction: Glenn Way to Brandon Ave	Widen W. Pine St between Glenn Way and Brandon Ave; add sidewalks, curb and gutter, & bike lanes; 2 paved travel lanes and 1 continuous left turn lane. Drainage will also be installed/upgraded (2,200 ft, 0.42 miles)	short	\$ 4,549,000				Exempt - Table 2 - Safety	PM10
<b>Short Range (2017-2021) Total</b>					<b>\$ 13,449,000</b>	<b>\$ 14,143,000</b>			
215	OR 99: Traffic Calming Unit 3	Traffic Calming (300 ft)	medium	\$ 259,043				Exempt-Table 2 - Safety	PM10
227	W. Pine St., Hanley St. to Haskell St.	Widen to add center turn lane, bike lanes, sidewalks (no new travel lanes) (2,150 ft)	medium	\$ 3,286,685				Exempt-Table 2 - Safety	PM10
<b>Medium Range (2022-2030) Total</b>					<b>\$ 3,545,727</b>	<b>\$ 18,276,000</b>	<b>\$ -</b>		
214	Scenic Ave., Mary's Way to Scenic Middle School	Widen to add bike lanes and sidewalks (urban upgrade - no new travel lanes) (700 ft)	long	\$ 865,078				Exempt-Table 2 - Safety	PM10
219	Table Rock Rd. & Vilas Rd Intersection	Widen to add turn lanes	long	\$ 1,751,803				Exempt-Table 3 - Channelization	PM10
224	Scenic Ave, 10th St. to Scenic Middle School	Widen to add continuous turn lane with bike lanes and sidewalks (no new travel lanes) (700 ft)	long	\$ 1,117,473				Exempt-Table 2 - Safety	PM10
<b>Long Range (2031-2042) Total</b>					<b>\$ 3,734,354</b>	<b>\$ 9,001,000</b>	<b>\$ -</b>		

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
<b>Eagle Point</b>									
330	Stevens Road - East Main Street to Robert Trent Jones	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,450 ft	short	\$ 2,700,000				Exempt - Table 2 - Safety	PM10
340	Linn Rd: OR62 to Buchanan	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 1,400 ft	short	\$ 2,098,000				Exempt - Table 2 - Safety	PM10
329	South Shasta Avenue - Alta Vista Road to Arrowhead Trail (Phase I)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,060 ft	short	\$ 450,000				Exempt - Table 2 - Safety	PM10
345	Stevens Road - Riley Road	Pedestrian Path to EP National Cemetery 1,750	short	\$ 300,000				Exempt - Table 2 - Air Quality	PM10
353	S. Royal Ave Improvements, Design & ROW	Design & ROW purchase for future urban upgrade to roadway	short	\$ 488,423				Exempt-Table 2 - Other	PM10
<b>Short Range (2017-2021) Total</b>					<b>\$ 6,036,423</b>	<b>\$ 6,626,000</b>			
322	North Royal Avenue - Loto Street to E. Archwood Drive	Little Butte Creek Pedestrian Trail 2,500 ft	medium	\$ 150,000				Exempt-Table 2 - Air Quality	PM10
325	Arrowhead Trail - Black Wolf Ln to Pebble Creek Blvd	Extension (Collector) with Bike Lanes and Sidewalks 2,075 ft	medium	\$ 1,800,000				Non-Exempt	PM10
334	South Royal Avenue - OR62 to Loto Street	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 4,100 ft	medium	\$ 5,100,000				Exempt-Table 2 - Safety	PM10
323	Barton Road - Highway 62 to Havenwood	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,800 ft	medium	\$ 475,000				Exempt-Table 2 - Safety	PM10
327	Havenwood Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 690 ft.	medium	\$ 525,000				Non-Exempt	PM10
308	Sienna Hills Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 700 ft.	medium	\$ 625,000				Non-Exempt	PM10
<b>Medium Range (2022-2030) Total</b>					<b>\$ 8,675,000</b>	<b>\$ 4,912,000</b>			

343	Havenwood Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	\$ 575,000				Non-Exempt	PM10
344	Sienna Hills Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	\$ 750,000				Non-Exempt	PM10
335	Alta Vista Road - Robert Trent Jones to Riley Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 4,600 ft	long	\$ 1,500,000				Exempt-Table 2 - Safety	PM10
332	Alta Vista Road - S. Shasta Avenue to Robert Trent Jones	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 6,050 ft	long	\$ 750,000				Exempt-Table 2 - Safety	PM10
333	North Royal Avenue - Loto Street to Reese Creek Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 3,520 ft	long	\$ 1,500,000				Exempt-Table 2 - Safety	PM10
336	Hannon Road - West Linn Road to Nick Young Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,000 ft.	long	\$ 1,600,000				Exempt-Table 2 - Safety	PM10
337	Nick Young Road - OR 62 to Hannon Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 600 ft.	long	\$ 375,000				Exempt-Table 2 - Safety	PM10
339	West Lin Road - OR 62 to Dahlia Terrace	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,880 ft.	long	\$ 1,800,000				Exempt-Table 2 - Safety	PM10
341	Reese Creek Road - Royal Ave to Barton Rd	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,500 ft.	long	\$ 550,000				Exempt-Table 2 - Safety	PM10
342	South Shasta Avenue - Highway 62 to Arrowhead Trail (Phase II)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 3,020 ft.	long	\$ 1,500,000				Exempt-Table 2 - Safety	PM10
346	Royal Ave/Old Highway 62 Intersection	Intersection Realignment	long	\$ 550,000				Exempt-Table 3 - Reconfiguration	PM10
347	Little Butte Park Pedestrian Bridge	New Pedestrian Bridge Near Teakwood	long	\$ 2,500,000				Exempt-Table 2 - Air Quality	PM10
348	S. Shasta Ave - Arrowhead Trail to Loto Street	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 4,500 ft.	long	\$ 650,000				Exempt-Table 2 - Safety	PM10
349	Cottonwood at Hwy 62	Realign Intersection	long	\$ 250,000				Exempt-Table 3 - Reconfiguration	PM10
350	Linn Rd at Hwy 62	Dual Left Turn Lanes	long	\$ 120,000				Exempt-Table 3 - Channelization	PM10
351	Onyx St Extension	Extension Collector with Bike Lanes and Sidewalks 1,250 ft.	long	\$ 225,000				Non-Exempt	PM10
352	Hwy 62 @ Rolling Hills Dr	Signalization	long	\$ 250,000				Exempt-Table 3 - Signalization	PM10
<b>Long Range (2033-2042) Total</b>					<b>\$ 15,445,000</b>	<b>\$ 8,289,000</b>			

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
<b>Jackson County</b>									
809	Foothill Rd., Corey Rd. to Atlantic St.	New two lane rural major collector, add roundabout - 0.60 miles	short	\$ 2,500,000				Non-Exempt	PM10
810	Regional Active Transportation Plan	Planning Study	short	\$ 200,000				Exempt-Table 2 - Other	PM10
821	Table Rock Rd: I-5 Crossing to Biddle	Widen to 3 & 5 Lanes, curb, gutter, & Sidewalk + bike lanes - 0.96 miles (no new travel lanes)	short	\$ 7,883,540				Non-Exempt	PM10
858	Foothill Rd., Delta Waters to Dry Creek Rd.	Improve (widen) to rural major collector standards (no new travel lanes) - 6,800 ft, 1.28 miles	short	\$ 2,298,734				Exempt-Table 2 - Safety	PM10
873	Table Rock Rd. at Gregory	New traffic signal	short	\$ 350,000				Exempt-Table 3 - Signalization	PM10
874	Kirtland to Gold Ray	Rogue River Greenway extension - 0.31 miles	short	\$ 400,000				Exempt-Table 2 - Air Quality	PM10
881	Bear Creek Greenway: Hwy 140 Shared-Use Path	Bear Creek Greenway extension - 1.1 miles	short	\$ 588,836				Exempt-Table 2 - Air Quality	PM10
<b>Short Range (2017-2022) Total</b>					<b>\$ 14,221,110</b>	<b>\$ 11,764,304</b>			
859	Foothill Rd., Dry Creek Rd to Vilas Rd	Improve (widen) to rural major collector standards (no new travel lanes) - 1.1 miles	medium	\$ 2,220,366				Exempt-Table 2 - Safety	PM10
875	Gold Ray Rd, Blackwell Rd to Upper River Rd.	Rogue River Greenway extension - 1.6 miles	medium	\$ 2,000,000				Exempt-Table 2 - Air Quality	PM10
860	Foothill Rd., Vilas to Corey	Improve (widen) to rural major collector standards (no new travel lanes) - 1.7 miles	medium	\$ 3,286,685				Exempt-Table 2 - Safety	PM10
<b>Medium Range (2023-2032) Total</b>					<b>\$ 7,507,051</b>	<b>\$ 4,000,000</b>			
861	Table Rock Rd., Mosquito to Antelope	Widen to 2 lane road to 4 lanes (does not go through intersection) - 0.15 miles	long	\$ 2,191,123				Non-Exempt	PM10
870	Beall Ln. at Bursell	New traffic signal	long	\$ 438,225				Exempt-Table 3 - Signalization	PM10
876	Upper River Rd., Gold Ray Rd to RVMPO Boundary	Rogue River Greenway extension - 0.4 miles	long	\$ 1,500,000				Exempt-Table 2 - Air Quality	PM10
878	E. Vilas Rd, Medford city limits to McLouglin	Improve (widen) to rural major collector standards (no new travel lanes) - 0.9 miles	long	\$ 1,815,000				Exempt-Table 2 - Safety	PM10
879	Wilson Rd, Upton to Table Rock	Improve (widen) to rural minor collector standards (no new travel lanes) - 1.25 miles	long	\$ 1,680,000				Exempt-Table 2 - Safety	PM10
880	Table Rock Rd, Biddle to Wilson	Install enhanced bicycle facility - 1.25 miles	long	\$ 850,000				Exempt-Table 2 - Air Quality	PM10
<b>Long Range (2033-2042) Total</b>					<b>\$ 8,474,348</b>	<b>\$ 6,600,000</b>			
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
<b>Jacksonville</b>									
<i>No Short Range Projects Proposed</i>			short	\$ -					
<b>Short Range (2017-2021) Total</b>					<b>\$ -</b>	<b>\$ 215,000</b>	<b>\$ -</b>		
<i>No Medium Range Projects Proposed</i>			medium	\$ -					
<b>Medium Range (2022-2030) Total</b>					<b>\$ -</b>	<b>\$ 485,000</b>	<b>\$ -</b>		
<i>No Medium Range Projects Proposed</i>			long	\$ -					
<b>Long Range (2031-2042) Total</b>					<b>\$ -</b>	<b>\$ 787,000</b>	<b>\$ -</b>		

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
<b>ODOT</b>									
903	OR 62: I-5 to Dutton Road (Medford), JTA Phase	Right of Way Acquisition and construct phase funded by Oregon Jobs and Transportation Act; 2.76 miles	short	\$ 118,485,000				Non-Exempt	PM10/CO
906	I-5 S. Medford - N. Ashland Paving	Grid/Inlay; 7.64 miles	short	\$ 7,358,000				Exempt - Table 2 - Safety	PM10/CO
907	Antelope Road, White City	CNG Fueling Station	short	\$ 2,213,575				Exempt - Table 2 - Air Quality	PM10
908	Jackson & Josephine Counties	Sign and Delineation Upgrades	short	\$ 729,191				Exempt - Table 2 - Safety	PM10
910	Jackson County	I-5: Barnett Road Overpass Deck Overlay; 0.05 miles	short	\$ 759,600				Exempt - Table 2 - Safety	PM10/CO
912	OR99 Ashland Creek Bridge	Repair Concrete Deterioration, Bridge #0M274; 0.02 miles	short	\$ 660,460				Exempt - Table 2 - Safety	PM10
913	I-5: Siskiyou Rest Area (Ashland)	Relocate rest area at new location; 1 mile	short	\$ 14,715,185				Exempt - Table 2 - Safety	PM10
914	I-5 Southern Oregon	Install cable barriers at various locations; 122.7 miles	short	\$ 2,500,000				Exempt - Table 2 - Safety	PM10
915	I-5 Medford Viaduct Deck Overlay	Overlay deck, 0.5 miles	short	\$ 1,650,000				Exempt - Table 2 - Safety	PM10/CO
916	R-3 ADA Improvement Projects	ADA improvements at various locations	short	\$ 133,800				Exempt - Table 2 - Safety	PM10
917	Hwy 62 & Hwy 140 Intersection Improvements	Relocate signal, modify lane configuration; 1.02 miles	short	\$ 1,622,500				Exempt - Table 2 - Safety	PM10/CO
918	1-5 Exit 33 Off-Ramp improvement Project	Construct 2nd right turn lane on the northbound off-ramp, 900 ft.	short	\$ 967,000				Exempt - Table 2 - Safety	PM10
919	Regionwide Rumble Strips	Install rumble strips at various locations	short	\$ 5,102,153				Exempt - Table 2 - Safety	PM10
920	I-5: Medford Viaduct Protective ROW Purchase	Purchase parcel of land abutting viaduct for protective right-of-way	short	\$ 1,000,000				Exempt - Table 2 - Safety	PM10
921	OR140: Exit 35 Blackwell Rd	Add center turn lane, widen shoulders, add bike path	short	\$ 5,775,000				Exempt - Table 2 - Safety	PM10
945	OR99: Rapp Road to Ashland	Reducing to 3 lanes, consolidating accesses, adding bike/ped improvements; 17 miles	short	\$ 3,341,000				Exempt - Table 2 - Safety	PM10
946	I-5: Bear Creek Bridges NB & SB, Scour Repair	Scour Repair, Bridges 08771N & 08771S; 0.08 miles	short	\$ 1,994,000				Exempt - Table 2 - Safety	PM10
950	I-5 California State Line - Ashland Paving	Grind/Inlay; 11.45 miles	short	\$ 13,631,000				Exempt - Table 2 - Safety	PM10
953	OR99: Laurel Street Signal Upgrade	Upgrade traffic signal; 0.04 miles	short	\$ 620,000				Exempt - Table 2 - Safety	PM10
954	Rogue Valley VMS Replacement Project	Replace boards: I-5/MTN Ave, I-5 Table Rock, Hwy 199	short	\$ 700,000				Exempt - Table 2 - Safety	PM10/CO
955	I-5 Medford Viaduct	Environmental Assessment Study	short	\$ 4,000,000				Exempt - Table 2 - Safety	PM10/CO



956	OR-99: Coleman Crk to Birch Street	Restripe Highway to add bike lanes. Adds Sidewalks. Adds Bus Signal Prioritization Ashland to Central Point; 0.7 miles	short	\$ 7,300,000				Exempt - Table 2 - Safety	PM10
922	Freeman Rd @ Pine St. Intersection (Central Point)	Improve drainage and install raised island, enhance striping to include bike lane	short	\$ 121,000				Exempt - Table 2 - Safety	PM10
923	OR238: @ W. Main St.	Install roundabout and associated medians	short	\$ 3,800,000				Exempt - Table 2 - Safety	PM10/CO
924	OR140: Atlantic Ave Intersection Improvements	Construct a roundabout and raised median to improve safety	short	\$ 2,208,000				Exempt - Table 2 - Safety	PM10
925	OR99: Ashland Pedestrian Upgrades	Add street lighting at Lithia/3rd and Siskiyou/Morton. Install traffic signal @ Main Street/Water. Add pedestrian signs and RRFB @ Siskiyou/Tolman Creek Rd.	short	\$ 1,112,000				Exempt - Table 2 - Safety	PM10
926	OR99: I-5 to Scenic Ave	Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane, Add Traffic Signal	short	\$ 3,262,000				Exempt - Table 2 - Safety	PM10
927	OR140: Bear Creek - Agate Rd	Grind out the existing pavement and replace with new asphalt between MP - 6.70-1.16	short	\$ 4,922,000				Exempt - Table 2 - Safety	PM10
928	I-5: California to Gold Hill	Repair or replace culverts, address scour and road embankment problems near culverts	short	\$ 334,663				Exempt - Table 2 - Safety	PM10/CO
929	OR140: Avenue G - OR62	Structural overlay, deep base repair, add new striping and pavement markers	short	\$ 130,000				Exempt - Table 2 - Safety	PM10
<b>Short Range (2017-2021) Total</b>					<b>\$ 211,147,127</b>	<b>\$ 211,147,127</b>	<b>\$ -</b>		
957	OR-99: Birch Street to Garfield	Add sidewalks and bikelanes; Upgrade Storm Drain; 1.8 miles	Medium	\$ 10,000,000				Exempt-Table 2 - Air Quality	PM10/CO
958	OR-99: Talent to Phoenix	Restripe to 3-lane cross section; Add transit pullouts; 2.6 miles	Medium	\$ 3,000,000				Exempt-Table 3 - Reconfiguration	PM10
959	OR-140 @ Agate and @ Leigh Way	Improve intersections alignments and change thru movement to favor the highway alignment.	Medium	\$ 7,000,000				Exempt-Table 3 - Reconfiguration	PM10
<b>Medium Range (2022-2030) Total</b>					<b>\$ 20,000,000</b>	<b>\$ 20,000,000</b>	<b>\$ -</b>		
951	South Valley View Bridge Replacement	Realign and widen the Bear Creek Bridge over South Valley View Rd, located off Exit 19 near Ashland. It will also widen and add turning lanes to South Valley View Rd from the Interstate to Hwy 99 and connect peds and bikes with the Bear Creek Greenway.;0.5 miles	Long	\$ 15,000,000				Exempt-Table 3 - Reconfiguration	PM10
960	OR-238: West Main to N. Ross Lane	Realign and widen highway; add adequate shoulders and/or bikelanes, add pedestrian improvements in urban areas; 2.8 miles no new travel lanes	Long	\$ 18,000,000				Exempt - Table 2 - Safety	PM10/CO
<b>Long Range (2031-2042) Total</b>					<b>\$ 33,000,000</b>	<b>\$ 33,000,000</b>	<b>\$ -</b>		

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
<b>Medford * does not reflect current need - TSP currently under review - project list may change</b>									
863	Foothill Rd: Hillcrest to McAndrews	Widen to 5 lanes, curb, gutter, sidewalk and bike lanes (Approx. 5,100 LF)	short	\$ 13,000,000				Non-Exempt	PM10/CO
5012	Columbus Ave, McAndrews to Sage	New roadway section and urban upgrade; 5 lane major arterial	short	\$4,000,000				Non-Exempt	PM10/CO
5014	Delta Waters Rd, Provincial to Foothill	Widen to three lanes with curb, gutter, bike lanes and sidewalks (Approx. 1,100 LF) no new travel lanes	short	\$1,200,000				Exempt - Table 2 - Safety	PM10/CO
5015	Springbrook at Spring	Install new traffic signal or roundabout (Intersection, no linear distance)	short	\$575,000				Exempt-Table 3 - Signalization	PM10/CO
5016	4th at Riverside	Add NBR lane (City/MURA) (Approx. 250 LF)	short	\$500,000				Exempt - Table 3 - Channelization	PM10/CO
5017	Main St at Barneburg	Install new traffic signal or roundabout (Intersection, no linear distance)	short	\$300,000				Exempt-Table 3 - Signalization	PM10/CO
5018	Crater Lake at Jackson	Add left-turn lanes on all approaches and protect movements (Intersection, total length approx. 500 LF)	short	\$2,500,000				Exempt - Table 3 - Channelization	PM10/CO
5020	Arterial and collector streets as needed	Install ITS equipment to facilitate traffic flow and enhance system communications (ITS Project, N/A)	short	\$400,000				Exempt - Table 2 - Safety	PM10/CO
<b>Short Range (2017-2022) Total</b>								<b>\$ 22,475,000</b>	<b>\$ 67,887,000</b>
5024	Barnett at N. Phoenix	Widen and add WBR lane and second EBL lane (Intersection, approx. 500 LF) no new travel lanes	medium	\$500,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5025	Crater Lake at Delta Waters	Add EBL and WBL turn lanes and protect movements. Add EBR lane (Intersection, approx. 500 LF)	medium	\$2,500,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5026	Main at Columbus	Add NBL and SBL lanes and protect movements. Extend second WB lane further west. Add SBR lane. (Intersection, approx. 500 LF)	medium	\$1,500,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5027	Springbrook, Cedar Links to Delta Waters	Widen to three lanes with curb, gutter, bike lanes and sidewalks (Approx. 2,500 LF) no new travel lanes	medium	\$3,500,000				Exempt-Table 2 - Safety	PM10/CO
5028	Highland, Siskiyou Blvd to E. Main	Widen to three lanes with bike lanes and sidewalks (Approx. 2,550 LF) no new travel lanes	medium	\$2,500,000				Exempt-Table 2 - Safety	PM10/CO
5029	Arterial or collector locations as needed	2070 signal controller upgrades (ITS, N/A)	medium	\$650,000				Exempt-Table 2 - Safety	PM10/CO
5031	10th Street Bridge at Bear Creek	Repair bridge (assume 80% federal share/20% city share – city share shown) (N/A, repalce bridge)	medium	\$2,000,000				Exempt-Table 2 - Safety	PM10/CO
5032	Garfield, Holly to Kings Highway	Widen to provide curb, gutter, bike lanes and sidewalk (Approx. 2,700 LF) no new travel lanes	medium	\$1,602,000				Exempt-Table 2 - Safety	PM10/CO
<b>Medium Range (2023-2032) Total</b>								<b>\$14,752,000</b>	<b>\$ 52,283,000</b>
5037	Hillcrest at N. Phoenix	Add EBR turn lane and provide signal overlap (Intersection, 200 LF)	long	\$750,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5038	McAndrews at Royal	Add second NBL lane from Royal onto McAndrews (Intersection, approx. 200 LF)	long	\$750,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5039	McAndrews at Springbrook	Add SBR lane (Intersection, approx. 200 LF)	long	\$750,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5040	Black Oak, Hillcrest to Acorn	Widen to two lanes with curb, gutter and sidewalks (Approx 1,500 LF), no new travel lanes	long	\$750,000				Exempt - Table 2 - Safety	PM10/CO
5041	Cherry Lane, N Phoenix Rd to Hillcrest	Widen to three lanes with bike lanes and sidewalks (eastern ¾) (Approx. 5,200 LF), no new travel lanes	long	\$2,500,000				Exempt - Table 2 - Safety	PM10/CO
568	Lear Way, Coker Butte to Vilas	Construct new two lane road with bike lanes and sidewalks (Approx. 4,700 LF)	long	\$2,500,000				Non-Exempt	PM10/CO
5042	Arterial and collector streets as needed	Install ITS equipment to facilitate traffic flow and enhance system communications	long	\$200,000				Exempt - Table 2 - Safety	PM10/CO
5043	Foothill Rd, McAndrews to Delta Waters	Widen to three lanes with bike lanes and sidewalks (Approx. 7,000 LF), no new travel lanes	long	\$22,000,000				Exempt - Table 2 - Safety	PM10/CO
5044	Kings Hwy, South Stage Rd to Stewart Ave	Widen to three lanes with bike lanes and sidewalks (Approx. 7,400 LF), no new travel lanes	long	\$4,000,000				Exempt - Table 2 - Safety	PM10/CO
<b>Long Range (2033-2042) Total</b>					<b>\$34,200,000</b>	<b>\$ 125,574,000</b>	<b>\$ -</b>		

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
<b>Phoenix</b>									
627	N. Church: W. 1st to w. 6th & N. Pine W. 1st to W. 5th	Asphalt overlay, roadway widening to City standards, curb, gutter, sidewalks and storm drainage, AC waterline replacement, sharrows - Church St: length: .323 miles; Pine St: length: .238 miles	short	\$ 749,000				Exempt - Table 2 - Safety	PM10
634	North Couplet Pedestrian Crossing	Ped crossings & connection to Bear Creek Greenway with RRFB at 4th St & Main St and Bear Creek Drive (approx. 400 ft).	short	\$ 100,000				Exempt - Table 2 - Safety	PM10
<b>Short Range (2017-2021) Total</b>					<b>\$ 849,000</b>	<b>\$ 776,000</b>			
628	Urban Reserve Areas PH-5, PH-10	Construct new street network - length: approx. 5.841 miles	Medium	\$20,000,000				Non-Exempt	PM10
629	Rose St, Oak to 1st	Install sidewalks - length: .218 miles	Medium	\$346,500				Exempt-Table 2 - Air Quality	PM10
630	Camp Baker Road, Hilsinger to Colver	new or improved sidewalks on both sides - length: .258 miles	Medium	\$445,000				Exempt-Table 2 - Air Quality	PM10
631	Oak St. Rose to Main	Install sidewalks - length: .216 miles	Medium	\$363,000				Exempt-Table 2 - Air Quality	PM10
611	Colver Rd., First St. to 4th	Widen and construct sidewalks, bike lanes (no new travel lanes) .209 miles	Medium	\$ 595,000				Exempt-Table 2 - Air Quality	PM10
632	Colver Rd., First St. to Southern UGB Boundary	Construct multi-use path on east side - length: .410 miles	Medium	\$ 250,000				Exempt-Table 2 - Air Quality	PM10
<b>Medium Range (2022-2030) Total</b>					<b>\$ 21,999,500</b>	<b>\$ 2,307,000</b>			
633	Hilsinger, Colver Road to UGB Boundary	Total reconstruct with addition of bike lanes and sidewalks, stormwater management facilities (no new travel lanes) .450 miles	long	\$ 770,000				Exempt - Table 2 - Safety	PM10
<b>Long Range (2031-2042) Total</b>					<b>\$ 770,000</b>	<b>\$ 3,236,000</b>	<b>\$ -</b>		
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
<b>Talent</b>									
<i>No Short Range Projects Proposed</i>			short	\$ -					
<b>Short Range (2017-2021) Total</b>					<b>\$ -</b>	<b>\$ 1,793,000</b>	<b>\$ -</b>		
717	Rapp Rd.: 150' South of Graham Way to Wagner Creek Rd.	Rebuild and upgrade to urban major collector standard (widen lanes, add bicycle lanes, sidewalks) - no new travel lanes, approximately 3,500 feet	medium	\$ 3,430,000				Exempt-Table 2 - Safety	PM10
728	Wagner St.: Talent Ave to West Valley View Rd.	Construct new collector street (50 feet), approximately 525 feet	medium	\$ 730,000				Non-Exempt	PM10
729	Wagner Creek Greenway Path: West Valley View Rd to Bear Creek Greenway	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway (install new creek crossing), approximately 995 feet	medium	\$ 880,000				Exempt-Table 2 - Air Quality	PM10
<b>Medium Range (2022-2030) Total</b>					<b>\$ 5,040,000</b>	<b>\$ 2,607,000</b>			
720	Railroad District Collector: Belmont Rd. to Rapp Rd.	Construct new railroad district collector street, approximately 5,135 feet	long	\$ 4,100,000				Non-Exempt	PM10
730	Belmont Rd.: Talent Ave to Railroad District Collector	Upgrade to collector standard and upgrade railroad crossing & restrict other crossings (Pleasant View, Hill Top) - no new travel lanes, approximately 400 feet	long	\$ 800,000				Exempt - Table 2 - Safety	PM10
731	Westside Bypass: Wagner Creek Rd/Rapp Rd to Colver Rd.	Construct new collector street west of city in Urban Reserve area TA-1, approximately 4,415 feet	long	\$ 2,730,000				Non-Exempt	PM10
<b>Long Range (2031-2042) Total</b>					<b>\$ 7,630,000</b>	<b>\$ 3,881,000</b>			

PROJECT NUMBER	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
<b>Rogue Valley Transportation District (RVTD)</b>								
1085	Urban Operations Support, FFY2019	short	\$ 6,300,000				Exempt - Table 2 - Mass Transit	PM10/CO
1086	Urban Operations Support, FFY2020	short	\$ 6,600,000				Exempt - Table 2 - Mass Transit	PM10/CO
1087	Urban Operations Support, FFY2021	short	\$ 6,900,000				Exempt - Table 2 - Mass Transit	PM10/CO
1059	Urban Operations Support, FFY2017	short	\$ 5,100,000				Exempt - Table 2 - Mass Transit	PM10/CO
1060	Urban Operations Support, FFY2018	short	\$ 6,000,000				Exempt - Table 2 - Mass Transit	PM10/CO
1066	Capitalization of Maintenance (MPO STP Transfer, FFY2017)	short	\$ 1,049,214				Exempt - Table 2 - Mass Transit	PM10/CO
1067	Capitalization of Maintenance (MPO STP Transfer FFY2018)	short	\$ 1,063,903				Exempt - Table 2 - Mass Transit	PM10/CO
1093	Capitalization of Maintenance (MPO STP Transfer, FFY2019)	short	\$ 1,078,584				Exempt - Table 2 - Mass Transit	PM10/CO
1094	Capitalization of Maintenance (MPO STP Transfer, FFY2020)	short	\$ 1,093,468				Exempt - Table 2 - Mass Transit	PM10/CO
1095	Capitalization of Maintenance (MPO STP Transfer, FFY2021)	short	\$ 1,108,557				Exempt - Table 2 - Mass Transit	PM10/CO
1073	Valley Feeder	short	\$ 111,445				Exempt - Table 2 - Mass Transit	PM10/CO
1077	Drive Less Connect Outreach	short	\$ 149,000				Exempt - Table 2 - Mass Transit	PM10/CO
1084	Farebox Replacement System	short	\$ 764,516				Exempt - Table 2 - Mass Transit	PM10/CO
1081	Category A Vehicle Replacement	short	\$ 475,001				Exempt - Table 2 - Mass Transit	PM10/CO
1082	Vehicle Replacement	short	\$ 950,000				Exempt - Table 2 - Mass Transit	PM10/CO
1083	Mobility Management, Purchase Service	short	\$ 502,232				Exempt - Table 2 - Mass Transit	PM10/CO
1088	TDM Rideshare in 2017	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
1089	TDM Rideshare in 2018	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
1090	TDM Rideshare in 2019	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
1091	TDM Rideshare in 2020	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
1092	TDM Rideshare in 2021	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
<b>Short Range (2017-2021) Total</b>				<b>\$ 39,965,920</b>	<b>\$ 39,965,920</b>	<b>\$ -</b>		
<i>Medium Range Projects, Funding in Finacial Chapter</i>								
<b>Medium Range (2022-2030) Total</b>				<b>\$ 117,648,000</b>	<b>\$ 117,648,000</b>	<b>\$ -</b>		
<i>Long Range Projects, Funding in Finacial Chapter</i>								
<b>Long Range (2031-2042) Total</b>				<b>\$ 213,749,000</b>	<b>\$ 213,749,000</b>	<b>\$ -</b>		

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
<b>RVCOG</b>									
1010	N/A	Planning and Research in 2017	short	\$293,523				Exempt-Table 2 - Other	
1011	N/A	Support Transit Planning through RTP & TIP in 2017	short	\$93,322				Exempt-Table 2 - Other	
1012	N/A	Planning and Research in 2018	short	\$293,523				Exempt-Table 2 - Other	
1013	N/A	Support Transit Planning through RTP & TIP in 2018	short	\$93,322				Exempt-Table 2 - Other	
1014	N/A	Planning and Research in 2019	short	\$293,523				Exempt-Table 2 - Other	
1015	N/A	Support Transit Planning through RTP & TIP in 2019	short	\$93,322				Exempt-Table 2 - Other	
1016	N/A	Planning and Research in 2020	short	\$293,523				Exempt-Table 2 - Other	
1017	N/A	Support Transit Planning through RTP & TIP in 2020	short	\$93,322				Exempt-Table 2 - Other	
1018	N/A	Planning and Research in 2021	short	\$293,523				Exempt-Table 2 - Other	
1019	N/A	Support Transit Planning through RTP & TIP in 2021	short	\$93,322				Exempt-Table 2 - Other	
<b>Short Range (2017-2021) Total</b>					<b>\$1,934,225</b>	<b>\$1,934,225</b>	<b>\$ -</b>		
No Long Range Projects Proposed			medium	\$ -					
<b>Medium Range (2022-2030) Total</b>					<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		
No Long Range Projects Proposed			long	\$ -					
<b>Long Range (2031-2042) Total</b>					<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		
<b>Total 2017 - 2042 RVMPO RTP Projects</b>					<b>\$830,819,072</b>	<b>\$1,002,556,576</b>	<b>\$48,370,447</b>	<b>Federal Discretionary Funds Needed</b>	

\$879,189,519      \$123,367,057

Table 5 Roadway Urban Upgrade Projects

Roadway Urban Upgrade Projects					
Project #	Location	Project Type	Description	Tier	Cost (\$1,000)
437	Delta Waters Road, Nome Court to Foothill Road	Urban Upgrade	Complete street improvements to Major Collector standard where one or both sides are not already completed	1 (Short-term)	\$1,815
446	Springbrook Road, Pheasant Lane to Cedar Links Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	1 (Short-term)	\$0 <sup>1</sup>
447	Table Rock Road, Merriman Road to Interstate 5	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	1 (Short-term)	\$3,575
469	Foothill Road, Hillcrest Road to McAndrews Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	1 (Short-term)	\$0 <sup>1</sup>
606	Kings Highway, South Stage Road to Stewart Avenue	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	1 (Long-term)	\$8,495
609	Foothill Road, McAndrews Road to Delta Waters Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks (part of the N. Phoenix / Foothill and S Stage Corridor)	1 (Mid-term)	\$ 36,000 <sup>2</sup>
610	Foothill Road, Delta Waters Road to North UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks (part of the N. Phoenix / Foothill and S Stage Corridor)	1 (Mid-term)	\$ 4,555 <sup>2</sup>
466	Spring Street, Crater Lake Avenue to Sunrise Avenue	Urban Upgrade	Major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	1 (Mid-term)	\$4,510
490	McAndrews Road, Ross Lane to Jackson Street	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	1 (Mid-term)	\$2,045
615	Stevens Street, Crater Lake Avenue to Wabash Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	1 (Short-term)	\$2,065
721	N Phoenix Rd, Juanipero Way to South UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks (part of the N. Phoenix / Foothill and S Stage Corridor)	1 (Long-term)	\$ 7,800 <sup>2</sup>
468	Spring Street, Sunrise Avenue to Pierce Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	1 (Long-term)	\$4,210
496	Stewart Avenue, Lozier Lane to Dixie Lane	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	1 (Long-term)	\$2,645
460	12th Street, Central Avenue to Cottage Street	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	1 (Long-term)	\$695
640	Bullock Road, Crater Lake Highway to Lawnsdale Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	1 (Long-term)	\$4,065
680	South Peach Street, Garfield Street to Archer Drive	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	1 (Long-term)	\$2,875
441	Black Oak Drive, Hillcrest Road to Acorn Way	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	2	\$1,510

## Roadway Urban Upgrade Projects

Project #	Location	Project Type	Description	Tier	Cost (\$1,000)
<b>472</b>	Cedar Links Drive, Callaway Drive to Foothill Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	<b>2</b>	<b>\$2,035</b>
<b>612</b>	Barneburg Road, Highland Drive to Sunrise Avenue connection	Urban Upgrade	Upgrade to major collector standard from Highland Drive to E. Main Street including one lane in each direction, center-turn lane, bike facilities, and sidewalks and upgrade to minor collector standard from E. Main Street to Sunrise Avenue including one lane in each direction, bike facilities, and sidewalks	<b>2</b>	<b>\$3,975</b>
<b>613</b>	Highland Drive, Keene Drive to Main Street	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	<b>2</b>	<b>\$2,810</b>
<b>445</b>	Cherry Lane, Old Cherry Lane to Hillcrest Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	<b>2</b>	<b>\$11,500</b>
<b>456</b>	Sunset Drive, South Stage Road to Orchard Home Drive	Urban Upgrade	Major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	<b>2</b>	<b>\$4,010</b>
<b>457</b>	Pierce Road, Hillcrest Road to Spring Street	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	<b>2</b>	<b>\$2,800</b>
<b>458</b>	Diamond Street, Columbus Avenue to Kings Highway	Urban Upgrade	Upgrade to major collector standard from McKenzie Drive to Kings Highway, including one lane in each direction, center turn-lane, bike facilities, and sidewalk. Stripe to major collector standard from Columbus Avenue to McKenzie Drive, including one lane in each direction, center turn-lane and bike facilities.	<b>2</b>	<b>\$ 2,150</b>
<b>462</b>	Edwards Street, Court Street/Central Avenue to Riverside Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	<b>2</b>	<b>\$1,665</b>
<b>465</b>	Columbus Avenue, South Stage Road to Stewart Avenue	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	<b>2</b>	<b>\$10,510</b>
<b>478</b>	Coker Butte Road, eastern UGB to Springbrook Road	Urban Upgrade	Realign and upgrade to major collector standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	<b>2</b>	<b>\$1,545</b>
<b>481</b>	Coal Mine Road (realigned), North Phoenix Road to Santa Barbara Drive	Urban Upgrade	Realign and upgrade to major collector standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	<b>2</b>	<b>\$5,975</b>
<b>492</b>	Cunningham Avenue, Orchard Home Drive to Warren Way	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	<b>2</b>	<b>\$850</b>
<b>495</b>	Coker Butte Road, International Way to Lear Way	Urban Upgrade	Upgrade to minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	<b>2</b>	<b>\$1,985</b>
<b>497</b>	Highland Road, Siskyou Boulevard to Keene Way Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	<b>2</b>	<b>\$1,135</b>
<b>600</b>	Oak Grove Road, West Main Street to Stewart Avenue	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	<b>2</b>	<b>\$4,335</b>
<b>603</b>	West Stewart Avenue, Oak Grove Road to Lozier Lane	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	<b>2</b>	<b>\$2,715</b>

## Roadway Urban Upgrade Projects

Project #	Location	Project Type	Description	Tier	Cost (\$1,000)
605	South Stage Road, Orchard Home Drive to South Pacific Highway	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	<b>2</b>	\$23,985
614	Beall Lane, Merriman Road to City limits	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	<b>2</b>	\$4,345
625	Justice Road, east of North Medford Industrial Road to City Limits	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	<b>2</b>	\$1,790
634	Crater Lake Avenue, Delta Waters Road to Coker Butte Road	Urban Upgrade	Upgrade to major collector standard including two lanes in each direction, center turn-lane, bike facilities, and sidewalks	<b>2</b>	\$5,655
648	Lone Pine Road, Edgevale Avenue to Foothill Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	<b>2</b>	\$930
649	Brookdale Avenue, McAndrews Road to Spring Street	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	<b>2</b>	\$1,305
669	Wabash Avenue, Stevens Street to Spring Street	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	<b>2</b>	\$1,460
670	Oregon Avenue, Stevens Street to Sunrise Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	<b>2</b>	\$3,615
679	Orchard Home Drive, South Stage Road to Cunningham Avenue	Urban Upgrade	Construct new major collector standard (center turn-lane, bike facilities, and sidewalks)	<b>2</b>	\$4,500
706	Barnett Road, Lone Oak Drive to eastern UGB	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn, lane, bike facilities, and sidewalks	<b>2</b>	\$6,900
715	Hondeleau Lane, Springbrook Road to City Limits	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	<b>2</b>	\$590
717	Table Rock Road, New Interstate 5 overcrossing and overcrossing of Bear Creek and Lone Pine Creek	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, sidewalks and new overcrossing of Interstate 5	<b>2</b>	\$25,000
718	Vilas Road, Crater Lake Highway to expansion boundary	Urban Upgrade	Upgrade to major arterial standard west of Springbrook Rd including two lanes in each direction, center-turn lane, bike facilities, and sidewalks. Upgrade to minor arterial east of Springbrook Road including one lane in each direction, center-turn lane, bike facilities, and sidewalks.	<b>2</b>	\$3,945
720	Airport Road, Table Rock Road to Biddle Road	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	<b>2</b>	\$1,400
				<b>Tier 1</b>	<b>\$22,505</b>
				<b>Tier 2</b>	<b>\$209,770</b>
				<b>TOTAL</b>	<b>\$232,275</b>

<sup>1</sup> Projects 469 and 446 have no cost because their costs are already budgeted in the FY18-FY19 biennial budget



<sup>2</sup>A total of \$15,000,000 has been assigned to the N. Phoenix / Foothill Corridor and the S Stage Extension and Overcrossing of I-5 combined in the short term. Total Project costs, and projected time frames, for individual segments are shown but not included in the total funding allocation. Sources for the balance of the funding will be identified through future partnerships and policy decisions.

**Table 6 Roadway Widening Projects**

Roadway Widening Projects					
Project #	Location	Project Type	Description	Tier	Cost (\$1,000)
611	North Phoenix Road from Barnett Road to Juanipero Way	Widening	Widen to regional arterial standard including two lanes in each direction, center turn-lane, bike facilities, and sidewalks (part of the N. Phoenix / Foothill and S Stage Corridor)	<b>1</b> <b>(Long-term)</b>	\$ 7,600 <sup>1</sup>
536	Garfield Street, Holly Street to Kings Highway	Widening	Widen to minor arterial standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	<b>2</b>	\$4,175
632	Vilas Road, Table Rock Road to eastern UGB	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike facilities, and sidewalks	<b>2</b>	\$17,045
645	Sage Road, Columbus Avenue to North Pacific Highway	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike facilities, and sidewalks	<b>2</b>	\$11,500
				<b>Tier 1</b>	<b>\$ -</b>
				<b>Tier 2</b>	<b>\$40,320</b>
				<b>TOTAL</b>	<b>\$40,320</b>

<sup>1</sup>A total of \$15,000,000 has been assigned to the N. Phoenix / Foothill Corridor and the S Stage Extension and Overcrossing of I-5 combined in the short term. Total Project costs, and projected time frames, for individual segments are shown but not included in the total funding allocation. Sources for the balance of the funding will be identified through future partnerships and policy decisions.

**Table 7 New Roadways and Roadway Extensions**

New Roadways and Roadway Extensions Projects					
Project #	Location	Project Type	Description	Tier	Cost (\$1,000)
413	Columbus Avenue, West McAndrews Road to Sage Road	New Roadway	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center-turn lane, bike facilities, and sidewalks	<b>1</b> (Short-term)	\$4,425
475	Coker Butte Road, Crater Lake Avenue to Springbrook Road	New Roadway	Realign and upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks.	<b>1</b> (Mid-term)	\$3,400
537a	South Stage Road, South Pacific Highway to North Phoenix Road	New Roadway	Complete the environmental process and purchase right-of-way for a new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5 (part of the N. Phoenix / Foothill and S Stage Corridor)	<b>1</b> (Short-term)	\$3,000 <sup>1</sup>
537b	South Stage Road, South Pacific Highway to North Phoenix Road	New Roadway	Construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5 (part of the N. Phoenix / Foothill and S Stage Corridor)	<b>1</b> (Long-term)	\$47,000 <sup>1</sup>
621	Owen Drive, Springbrook Road to Torrent Street	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	<b>1</b> (Short-term)	\$525
708	South Stage Road, City Limits to Orchard Home Drive	New Roadway	Realign S Stage Rd and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	<b>1</b> (Short-term)	\$4,345
467	Lear Way, Coker Butte Road to Vilas Road	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	<b>2</b>	\$6,465
535	Barnett Road, North Phoenix Road to Lone Oak Drive	New Roadway	Realign and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	<b>2</b>	\$4,455
471	Spring Street, Pierce Road to Foothill Road	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	<b>2</b>	\$3,955
479	Manzanita Street, extension from Riverside Avenue to Spring Street and crossing Interstate 5	New Roadway	Construct new minor collector roadway (includes one lane in each direction, bike facilities, and sidewalks) and new crossing of I-5 at Manzanita	<b>2</b>	\$100,000
482	Owen Drive, McLoughlin Drive to Foothill Road	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	<b>2</b>	\$5,100
484	Stanford Avenue, Barnett Road to Coal Mine Road	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	<b>2</b>	\$6,000
485	Bellinger-Cunningham Avenue Connector, Hull Road to Orchard Home Drive	New Roadway	Construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	<b>2</b>	\$6,835
486	Springbrook Road, Owen Drive to Coker Butte Road	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	<b>2</b>	\$4,210
489	Diamond Street, Orchard Home Drive to Sandstone Drive	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	<b>2</b>	\$640
539	N/S Collector Street in SE Medford TOD	New Roadway	Construct new minor collector roadway (includes one lane in each direction, bike facilities, and sidewalks)	<b>2</b>	\$5,410

## New Roadways and Roadway Extensions Projects

Project #	Location	Project Type	Description	Tier	Cost (\$1,000)
601	Dakota Avenue, Collinwood Court to Oak Grove Road/Madrona Lane	New Roadway	Construct new minor collector roadway (includes one lane each direction, bike facilities, and sidewalks)	2	\$3,510
604	Holly Street, Garfield Street to South Stage Road	New Roadway	Construct new minor collector roadway (includes one lane in each direction, bike facilities, and sidewalks)	2	\$6,475
607	Stevens Street connection to Oregon Avenue	New Roadway	Construct new minor collector roadway (includes one lane each direction, bike facilities, and sidewalks)	2	\$310
624	Wilson Road, Table Rock Road to City Limits	New Roadway	Construct new minor collector roadway (includes one lane each direction, bike facilities, and sidewalks)	2	\$3,885
627	Crater Lake Avenue, Coker Butte Road to northern UGB	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	2	\$8,580
628	Lear Way, Vilas Road to northern city limits	New Roadway	Construct new minor collector roadway (includes one lane each direction, bike facilities, and sidewalks)	2	\$1,900
629	Airway Dr /Industry Dr, Vilas Road to Coker Butte Road	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	2	\$9,345
630	Springbrook Road, Coker Butte Road to Vilas Road	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	2	\$8,055
631	East-West collector between Coker Butte Road and Vilas Road, Crater Lake Highway to eastern UGB	New Roadway	Construct new minor collector roadway (includes one lane each direction, bike facilities, and sidewalks)	2	\$3,950
677	Golf View Drive, Juanipero Way to southern expansion boundary	New Roadway	Construct new major collector (minor collector south of South Stage Road extension) roadway (includes center turn-lane, bike facilities, and sidewalks)	2	\$10,760
678	East-West collector along southern UGB, Golf View Drive to North Phoenix Road	New Roadway	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	2	\$2,140
681	Experiment Station Road, Kings Highway to Holly Street	New Roadway	Construct new minor collector standard (includes one lane in each direction, bike facilities, and sidewalks)	2	\$3,830
703	Dakota Avenue extension to Lozier Lane	New Roadway	Construct new minor collector standard (includes one lane in each direction, bike facilities, and sidewalks)	2	\$2,290
704	N/S Collector Street in SE Medford TOD	New Roadway	Construct new minor collector standard (includes one lane in each direction, bike facilities, and sidewalks)	2	\$3,310
705	Lone Oak Drive Extension	New Roadway	Construct new major collector standard (includes center turn-lane, bike facilities, and sidewalks)	2	\$8,160
709	Owen Drive, Torrent Street to McLoughlin Drive	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	2	\$3,845
710	McLoughlin Drive, Ford Drive to Northern Expansion Boundary	New Roadway	Construct new major collector roadway (includes one lane in each direction, center-turn lane, bike facilities, and sidewalks)	2	\$1,935

## New Roadways and Roadway Extensions Projects

Project #	Location	Project Type	Description	Tier	Cost (\$1,000)
711	Spring Street, Foothill Road to Urano Lane	New Roadway	Construct new minor collector roadway (includes one lane in each direction, bike facilities, and sidewalks)	2	\$2,645
712	Urano Lane, Hillcrest Road to Spring Street	New Roadway	Construct new minor collector roadway (includes one lane in each direction, bike facilities, and sidewalks)	2	\$1,835
713	Fairfax Street, Delta Waters Road to northern expansion boundary	New Roadway	Construct new minor collector roadway (includes one lane in each direction, bike facilities, and sidewalks)	2	\$4,180
714	Cheltenham Way, Ford Drive to northern expansion boundary	New Roadway	Construct new minor collector roadway (includes one lane in each direction, bike facilities, and sidewalks)	2	\$2,370
716	Hondeleau Lane, City Limits to eastern expansion boundary	New Roadway	Construct new minor collector roadway (includes one lane in each direction, bike facilities, and sidewalks)	2	\$1,045
722	Murphy Road extension to Pierce Road	New Roadway	Construct new minor collector roadway (includes one lane in each direction, bike facilities, and sidewalks)	2	\$3,830
				Tier 1	\$27,695
				Tier 2	\$276,255
				TOTAL	\$303,950

<sup>1</sup> A total of \$15,000,000 has been assigned to the N. Phoenix / Foothill Corridor and the S Stage Extension and Overcrossing of I-5 combined in the short term. Total Project costs, and projected time frames, for individual segments are shown but not included in the total funding allocation. Sources for the balance of the funding will be identified through future partnerships and policy decisions.

**Table 8 Intersection Projects**

City Intersection Projects					
Project #	Location	Description	Tier	Timeframe	Cost (\$1,000)
I-12	Crater Lake Avenue & Owens Drive	Install traffic signal or roundabout when warranted	1	Short-term	\$0 <sup>1</sup>
I-14	Highland Drive & East Main Street	Install traffic signal or roundabout when warranted	1	Short-term	\$0 <sup>1</sup>
I-17	South Pacific Highway & Stewart Avenue	Intersection improvements such as second southbound left and second eastbound left-turn	1	Long-term	\$3,000
I-22	McAndrews Road at Foothill Road Ramps	Install traffic signals	1	Short-term	\$0 <sup>1</sup>
I-24	Phoenix Road & Barnett Road	Intersection improvements such as second SBTH lane, WBTH lane, and phasing all lefts as protected/permitted (part of the N. Phoenix / Foothill and S Stage Corridor)	1	Long-term	\$880
I-26	Springbrook Road & Cedar Links Drive	Install roundabout	1	Short-term	\$0 <sup>1</sup>
I-27	Springbrook Road & Spring Street	Install traffic signal or roundabout when warranted	1	Short-term	\$0 <sup>1</sup>
I-03	12th Street & Riverside Avenue	Replace/upgrade traffic signal and increase vertical clearance	1	Short-term	\$400
I-05	Biddle Road & Stevens Street	Replace/upgrade traffic signal	1	Mid-term	\$400
I-13	Creek View Drive & North Phoenix Road	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (part of the N. Phoenix / Foothill and S Stage Corridor) (Also, see SE Plan)	1	Long-term	\$400
I-15	Hillcrest Road & Pierce Road	Install traffic signal or roundabout when warranted	1	Long-term	\$400
I-21	Main Street & Lindley Street	Replace/upgrade traffic signal	1	Mid-term	\$400
I-04	Biddle Road & Lawnsdale Road	Update signal phasing and install protected/permitted signal heads in northbound and southbound directions	1	Short-term	\$160
I-08	Crater Lake Avenue & Brookhurst Street	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	1	Long-term	\$400
I-39	Crater Lake Avenue & East Vilas Road	Re-align Crater Lake Ave to the east and install traffic signal	1	Long-term	\$400
I-73	Foothill Road & Delta Waters Road	Install turn lanes and traffic signal or roundabout when warranted (part of the N. Phoenix / Foothill and S Stage Corridor)	1	Mid-term	\$2,200
I-78	Highland Drive & Barnett Road	Intersection improvements such as second northbound right-turn lane (protected)	1	Mid-term	\$1,500
I-40	Crater Lake Highway & East Vilas Road	Monitor needs after construction of Crater Lake Highway Bypass	1	Long-term	\$5
I-45	Foothill Road & Lone Pine Road	Intersection control improvements such as right-in/right-out only due to proximity to planned signal at McAndrews ramp - TBD by intersection further analysis and safety analysis (part of the N. Phoenix / Foothill and S Stage Corridor)	1	Mid-term	\$400
I-75	Valley View Drive & Hillcrest Road	Install traffic signal or roundabout when warranted	1	Long-term	\$2,200
Pr3	Signal System Upgrades	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	1	Short-term & Mid-term	\$1,984

## City Intersection Projects

Project #	Location	Description	Tier	Timeframe	Cost (\$1,000)
I-06	Columbus Avenue & Prune Street	Monitor warrants for enhanced pedestrian crossing or traffic signal	2	When warranted	\$50
I-58	Main Street & Barneburg Road	Install traffic signal or roundabout when warranted	2	When warranted	\$400
I-07	Court Street & Ohio Street	Modify existing signal to add westbound left turn lane	2	When warranted	\$400
I-69	South Columbus Avenue & South Stage Road	Install traffic signal or roundabout when warranted	2	When warranted	\$2,200
I-02	10th Street & Cottage Street	Install traffic signal or roundabout when warranted	2	When warranted	\$400
I-19	Keene Way & Barneburg Road	Install traffic signal or roundabout when warranted	2	When warranted	\$2,200
I-85	Willamette Avenue and Siskiyou Boulevard	Install traffic signal when warranted	2	When warranted	\$400
I-72	Calle Vista Drive & North Phoenix Road	Install center median that will result in right-in/right-out turns only and install sidewalk along North Phoenix Road (See SE Plan)	2	When warranted	\$357
I-74	Shamrock Drive & North Phoenix Road	Install center median that will result in right-in/right-out turns only (See SE Plan)	2	When warranted	\$210
I-28	10th Street & Columbus Avenue	Install traffic signal or roundabout when warranted	2	When warranted	\$400
I-29	4th Street & Oakdale Avenue	Install traffic signal or roundabout when warranted	2	When warranted	\$400
I-30	8th Street & Hamilton Street	Monitor warrants for enhanced pedestrian crossing or traffic signal.	2	When warranted	\$5
I-31	8th Street & Orange Street	Monitor warrants for enhanced pedestrian crossing or traffic signal.	2	When warranted	\$5
I-33	Biddle Road & Airport Road	Install traffic signal or roundabout when warranted	2	When warranted	\$400
I-35	Brookdale Avenue & Spring Street	Install traffic signal or roundabout when warranted	2	When warranted	\$400
I-36	Coker Butte Road & Springbrook Road	Install traffic signal or roundabout when warranted	2	When warranted	\$400
I-37	Columbus Avenue & 4th Street	Install traffic signal or roundabout when warranted	2	When warranted	\$400
I-38	Cottage Street & Main Street	Install traffic signal or roundabout when warranted	2	When warranted	\$400
I-41	Diamond Street & Kings Highway	Install traffic signal or roundabout when warranted	2	When warranted	\$400
I-42	Diamond Street & South Columbus Avenue	Install traffic signal or roundabout when warranted	2	When warranted	\$400
I-43	East Vilas Road at Airway Drive or Industry Drive	Install traffic signal or roundabout when warranted	2	When warranted	\$400
I-44	East Vilas Road & Lear Way	Install traffic signal or roundabout when warranted	2	When warranted	\$400
I-46	Foothill Road & Spring Street (extension)	Install traffic signal when warranted	2	When warranted	\$400
I-47	Garfield Street & Kings Highway	Install traffic signal or roundabout when warranted	2	When warranted	\$400

Table C-6: City of Central Point TSP Project List

Ref. No.	Project Location	Improv. Category	Project Description	Vehicle	Bicycle	Pedestrian	Transit	Freight	Access	Economic	Safety	Operations	Truck Traffic	Urban Upgrade	Tier	ODOT	County	Central Point	Medford	Other	Total Project Cost
212	Hwy. 99, Project No. 4	p	Cupp Street Gateway.		▪	▪				√	√				Tier 1, Med.			◆		◆	\$375,000
213	Table Rock Rd. & South Hamrick Rd. Intersection		Add Traffic Signal					▪			√	√			Tier 1, Med.		◆	◆	◆		\$350,000
214	Scenic Av.: Mary's Way to Scenic Middle School.	uu	Widen 3 lanes, bike lanes, sidewalks.	▪	▪	▪					√	√		√	Tier 1, Med.		◆	◆			\$584,416
215	Hwy. 99, Project No. 3	p	Pedestrian crossings, streetscape improvements & traffic calming.	▪	▪	▪				√	√				Tier 1, Med.			◆		◆	\$175,000
216	E. Pine St. & Hamrick Rd. Intersection	minor	Widen west and south approaches to add a second eastbound left turn lane and second receiving lane. Restripe northbound approach to include dual left turns and a single through-shared-right turn. Restripe southbound approach to include a left turn, through, and exclusive right turn lanes.	▪				▪			√	√			Tier 1, Med.		◆	◆			\$582,018
217	E. Pine St. & 2nd St. & 6th St. & 3rd St.	s	Traffic calming, remove 4th St. signal, add new signals at 2nd and 6th St., remove 3rd. St. signal and install median control.	▪	▪	▪					√	√		√	Tier 1, Long			◆		◆	\$1,833,446
<b>TIER 1 MEDIUM TERM COSTS</b>																				<b>\$4,682,159</b>	

**Table 12.5. Tier 1 – Long Term Projects**

Ref. No.	Project Location	Improv. Category	Project Description	Vehicle	Bicycle	Pedestrian	Transit	Freight	Access	Economic	Safety	Operations	Truck Traffic	Urban Upgrade	Tier	ODOT	County	Central Point	Medford	Other	Total Project Cost
218	E. Pine St. & Table Rock Rd.	minor	Widen west approach to add second eastbound left turn lane.	•				•			√	√			Tier 1, Long		◆	◆	◆		\$500,920
219	Table Rock Rd. & Vilas Rd. Intersection	major	Widen to increase capacity, add eastbound lane & shared through-right turn movement	•				•			√	√			Tier 1, Long		◆	◆	◆		\$799,500
220	Gebhard Rd.: UGB to Beebe Rd.	uu	Realign, widen to 3 lanes, bike lanes, sidewalks, urban upgrade (collector standards).	•	•	•					√			√	Tier 1, Long		◆	◆		◆	\$4,497,612
221	Hwy. 99 & Beall Ln. intersection	major	Realign & upgrade signals & railroad crossing, urban upgrade.	•	•	•		•			√			√	Tier 1, Long	◆	◆	◆	◆	◆	\$3,385,600
222	3rd St.: E. Pine St. to Hazel St.	uu	Add bike lanes and sidewalks	•	•	•					√			√	Tier 1, Long			◆			\$242,209
223	Hazel St.: Third to 10th St.	p	Pave and improve, adding sidewalks.	•	•	•					√			√	Tier 1, Long		◆	◆			\$489,600
224	Scenic Av.: Tenth St. to Scenic Middle School	uu	Widen 3 lanes, bike lanes, sidewalks (collector standards).												Tier 1, Long		◆	◆			\$510,000
225	Hwy. 99: Phase 3	pb	Widen to provide bike lanes & sidewalks.		•	•		•						√	Tier 1, Long			◆		◆	\$450,000
226	E. Pine St.; I-5 to Penninger Rd.	minor	Add right turn lane with sidewalks.	•		•		•				√			Tier 1, Long	◆		◆			\$125,912



	Project Location	Improv. Category	Project Description	Vehicle	Bicycle	Pedestrian	Transit	Freight	Access	Economic	Safety	Operations	Truck Traffic	Urban Upgrade	Tier	ODOT	County	Central Point	Ref. No.	Other	Total Project Cost
227	W. Pine St.; Hanley Rd. to Haskell St.	uu	Widen 3 lanes (continuous turn lane), bike lanes, sidewalks, urban upgrade.		•						√	√			Tier 1, Long		♦	♦			\$1,500,000
228	E. Pine Street traffic calming	major	Misc. enhancements such as bulb-outs, cross-walks, signals, etc. that improve the pedestrian environment along Pine Street.		•	•		•		√	√	√			Tier 1, Long			♦			\$3,750,000
229	2nd St.; E. Pine St. to Hazel St.	pb	Add bike lanes & sidewalks, redesignate as one-way southbound.	•	•	•					√				Tier 1, Long			♦			\$250,000
230	Hwy. 99 & Scenic Av. Intersection	major	Install a traffic signal when signal warrants are met	•	•	•					√			√	Tier 1, Long	♦	♦	♦			\$2,737,300
231	Scenic Av.: Hwy. 99 to Grant Rd.	uu	Widen 3 lanes, bike lanes, sidewalks. Box culvert developer driven	•	•	•					√	√		√	Tier 1, Long	♦	♦	♦		♦	\$2,737,300
232	Taylor Rd.: Grant Rd. to Silver Creek	uu	Widen 3 lanes, bike lanes, sidewalks, urban upgrade. Culvert crossings (2)	•	•	•					√			√	Tier 1, Long		♦	♦		♦	\$52,817
<b>TIER 1 LONG TERM COSTS</b>																				<b>\$20,728,350</b>	

**Table 12.6. Tier 2 Projects**

Ref. No.	Project Location	Improv. Category	Project Description	Vehicle	Bicycle	Pedestrian	Transit	Freight	Access	Economic	Safety	Operations	Truck Traffic	Urban Upgrade	Tier	ODOT	County	Central Point	Medford	Other	Total Project Cost
233	E. Pine St.: Hamrick Rd. to Bear Creek Bridge	pb	Widen for decel/accel lanes, add bike lanes and sidewalks.	▪	▪	▪					√			√	Tier 2	♦	♦	♦			\$800,000
234	E-W Hamrick Rd. extension (south of E. Pine St.)	nc	Extend Hamrick Rd. westerly to intersect with Penninger Rd. (collector standards).	▪	▪	▪		▪				√			Tier 2			♦			\$1,200,000
235	Freeman Rd.: Hopkins Rd. to Beall Ln.	b	Rebuild to collector standards		▪						√				Tier 2			♦			\$31,300
236	E. Pine St.: Bear Creek Bridge to Peninger Rd.	pb	Widen for turn lanes, bike lanes, add sidewalks. And third lane	▪	▪	▪		▪			√				Tier 2	♦	♦	♦			\$120,000
237	Freeman Rd.: Oak St. to Hopkins Rd.	uu	Widen 3 lanes (continuous turn lane), bike lanes, sidewalks, urban upgrade.	▪	▪	▪								√	Tier 2	♦	♦	♦			\$1,151,697
238	10th St.: E. Pine St. to Hazel St.	uu	Widen to add continuous turn lane, bike lanes & sidewalks.	▪	▪	▪									Tier 2			♦			\$5,955,600
239	Grant Rd.: Scenic Av. to Taylor Rd.	uu	Realign, widen to 3 lanes, bike lanes, sidewalks, urban upgrade.	▪	▪	▪								√	Tier 2		♦	♦		♦	\$7,321,621
240	Peninger Rd. Extension, South	nc	Extend Penninger Rd. from E. Pine St. south across Bear Creek to Hamrick Rd. & construct new bridge across Bear Creek	▪	▪	▪					√				Tier 2	♦	♦	♦			\$145,800

connections, and redesign intersections to address existing and future operations problems. Many of the projects are included in the draft 2015-2018 Statewide Transportation Improvement Program (STIP), draft 2015-2018 Metropolitan Transportation Improvement Program (MTIP), and/or the County's Capital Improvement Program (CIP).

### Roadway Improvements

The roadway improvement projects developed for the Jackson County TSP are summarized in Table 12 and shown in Figure 13. These projects are intended to address existing and projected future transportation system needs for motor vehicles as well as all other modes of transportation that depend on the roadway system for travel, such as freight vehicles, pedestrians, and bicyclists. The projects evaluated as part of the TSP update were combined with other projects identified in previous planning documents to provide a comprehensive list of roadway improvements for the Jackson County TSP. The roadway improvement projects include:

- Upgrade – these projects involve upgrading roadways in rural areas to provide two or more travel lanes and shoulders;
- Widen – these projects involve widening roadways in urban areas to provide two or more travel lanes, bike lanes, and sidewalks;
- New Roadway – these projects involve constructing new roadways in the rural and urban areas, and;
- Refinement Plan – these projects involve developing design plans for new roadways and refinement plans for existing roadways throughout the County.

Table 12 summarizes the roadway improvements projects included in the TSP update. Each project has an identified Tier which corresponds with the project's priority and likelihood to be funded over the next 20 years. Tier 1 are the highest priority projects and most likely to be funded by the County over the next 20 years. The Tier 2 and Tier 3 projects are projects that are not likely to be funded by the County over the next 20 years. Additional information related to the project priority and planning level cost estimates are provided in Section 7: Transportation Financing Program.

**Table 12: Roadway Improvements Projects**

Map ID	Location	Project Type	Project Description	Priority (Timeframe)	Cost (\$1,000)
R1	E Vilas Road from McLoughlin Drive to Foothill Road	Upgrade	Improve to 2-lane rural major collector standard	Tier 2	\$1,780
R2	E Vilas Road from east Medford City limits to McLoughlin Drive	Upgrade	Improve to 2-lane rural major collector standard	Tier 1 (Long-term)	\$1,815
R3	Hull Road from Stewart Avenue to S Stage Road	Upgrade	Improve to 2-lane rural major collector standard	Tier 2	\$1,195
R4	Antelope Road from Kershaw Road to Bigham Brown Road	Upgrade	Improve to 2-lane rural major collector standard	Tier 2	\$430
R25	Old Stage Road from MPO limit to I-5	Upgrade	Improve to 2-lane rural major collector with 4-foot shoulders consistent with Old Stage Road Plan	Tier 1 (Long-term)	\$5,625

Map ID	Location	Project Type	Project Description	Priority (Timeframe)	Cost (\$1,000)
R26	Old Stage Road from Winterbrook Lane to MPO limit	Upgrade	Improve to 2-lane rural major collector with 4-foot shoulders consistent with Old Stage Road Plan	Tier 1 (Long-term)	\$4,395
R34	North Applegate Road from OR 238 to County Line	Upgrade	Improve to 2-lane rural minor collector standard	Tier 3	\$8,430
R36	Wilson Road from Upton Road to Table Rock Road	Upgrade	Improve to 2-lane rural minor collector standard	Tier 1 (Long-term)	\$1,680
R42	Beall Lane from Front Street (OR 99) to Hanley Road	Widen	Widen to 3-lane urban major collector standard	Tier 3	\$3,660
R43	E Main Street from Walker Road to OR 66	Widen	Widen to 3-lane urban major collector standard	Incorporated	\$6,170
R45	Rogue River Drive from Walnut Lane to OR 62	Widen	Widen to 3-lane urban major collector standard	Incorporated	\$3,660
R46	Hanley Road from W Pine Street to Beall lane	Widen	Widen to 3-lane urban minor arterial standard	Tier 3	\$1,410
R47	Beall Lane from Merriman Road to Front Street (OR 99)	Widen	Widen to 3-lane urban minor arterial standard	Incorporated	\$3,005
R48	Foothill Road from Hillcrest Road to McAndrews EB Ramp	Widen	Widen to 3-lane urban minor arterial standard	Incorporated	\$3,230
R49	Foothill Road from McAndrews EB Ramp to Delta Waters Road	Widen	Widen to 3-lane urban minor arterial standard	Incorporated	\$5,600
R50	Kings Highway from Medford UGB to Stewart Avenue	Widen	Widen to 3-lane urban minor arterial standard	Incorporated	\$5,295
R51	N Phoenix Road from Medford City limits to Barnett Road	Widen	Widen to 3-lane urban minor arterial standard	Incorporated	\$1,350
R54	Table Rock Road from Lone Pine Creek to Pine Street-Biddle Road	Widen	Widen to 3-lane urban minor arterial standard with sidewalks and bike lanes from Lone Pine Creek to Airport Road and to 5-lane urban minor arterial standard from Airport Road to Biddle Road	Tier 1 (Near-term)	\$225 <sup>1</sup>
R55	W Pine Street from Glenn Way to Vincent Avenue	Widen	Widen to 3-lane urban minor arterial standard	Incorporated	\$1,265
R58	W Pine Street from Vincent Avenue to Hanley Road	Widen	Widen to 3-lane urban minor arterial standard	Incorporated	\$485
R59	Lozier Lane from Stewart Avenue to W Main Street	Widen	Widen to 2-lane urban minor collector standard	Tier 1 (Near-term)	\$345 <sup>2</sup>
R60	Peninger Road from Pine Street to Expo Park	Widen	Widen to 2-lane urban minor collector standard	Tier 2	\$1,105
R61	Table Rock Road from Elmhurst Street to Mosquito Lane	Widen	Widen to 5-lane rural arterial standard	Tier 2	\$2,480
R62	Table Rock Road from Mosquito Lane to Antelope Road	Widen	Widen to 4-lane rural arterial standard	Tier 1 (Mid-term)	\$470
R65	Table Rock Road from Gregory Road to Elmhurst Street	Widen	Widen to 5-lane rural arterial standard	Tier 2	\$1,550
R66	Table Rock Road from north Medford City limits to Gregory Road	Widen	Widen to 5-lane rural arterial standard	Tier 2	\$4,635
R67	E Evans Creek Road from Rogue River City limits to Rogue River High School	Widen	Widen to 3-lane urban major collector standard	Tier 2	\$4,090
R68 <sup>1</sup>	Jacksonville Arterial Connector from North of City of Jacksonville to Pair-a-Dice Ranch Road	Refinement Plan	Refinement plan & draft EIS for rural arterial, state land use goals exception	Tier 3	\$3,000

- Monitor – These projects involve monitoring the intersection to determine if the projected deficiencies are realized or if planned improvements mitigate the issue.
- Turn Lane – These projects involved adding separate left- and/or right turn lanes to provide separation between slowed or stopped vehicles and/or to increase the capacity of a particular movement (*Dual left or right-turn lanes also frequently require two receiving lanes*). These projects also often involve optimizing the signal timing/phasing at signalized intersection to increase the capacity of a particular movement.
- Traffic signal – these project involve installing a traffic signal when warranted.
- Reconfigure – These projects involve reconfiguring the intersection to improve operations, such as a roundabout.

Table 15 summarizes the intersection improvement projects included in the TSP update. Additional information related to the project priority and planning level cost estimates are provided in Section 7: Transportation Financing Program.

**Table 15: Intersection Projects**

Map ID	Location	Project Type	Project Description	Priority (Timeframe)	Cost (\$1,000)
11	Hamrick Road/E Pine Street-Biddle Road	Monitor/ Turn Lane	Monitor traffic operations at the intersection following the completion of the Gebhard extension and potential heavy vehicle restrictions along Hamrick Road. If issues persist, install a second left-turn lane at the eastbound approach and optimize the signal timing/phasing	Incorporated	\$950
12	Table Rock Road/Biddle Road	Reconfigure	Widen the south leg of Table Rock Road to a five-lane cross section and optimize the signal timing/phasing	Tier 1 (Near-term)	\$0 <sup>1</sup>
13	Table Rock Road/Vilas Road	Monitor/ Turn Lane	Monitor traffic operations at the intersection following construction of the OR 62 Bypass. If issues persist, install a second separate left-turn lane and a separate right-turn lane at the westbound approach and optimize the signal timing/phasing	Tier 1 (Long-term)	\$1,000
14	Table Rock Road/Gregory Road	Traffic signal/ Roundabout	Install a traffic signal or roundabout when warranted	Tier 1 (Near-term)	\$250
15	Kershaw Road/OR 140	Monitor/Restrict Movements	Monitor traffic operations at the intersection following construction of the Foothill Road extension to OR 140. If Issues persist, restrict left and through movements from Kershaw Road	ODOT	\$50
16	OR 62/OR 140-Leigh Way	Monitor/Reconfigure	Monitor traffic operations at the intersection following completion of STIP Project #17471. If issues persist widen OR 62 to 7 lanes from south of OR 140 to Antelope Road	ODOT	\$150
17	OR 62/OR 234-Del Isle Way	Turn Lane	Restripe the north leg of the intersection to allow two-stage left-turn movements from OR 234 to OR 62.	ODOT	\$150
18	OR 62/Vilas Road	Monitor	Monitor traffic operations at the intersection following construction of the OR 62 Bypass to determine if the turning movements are as high as projected	ODOT	\$150

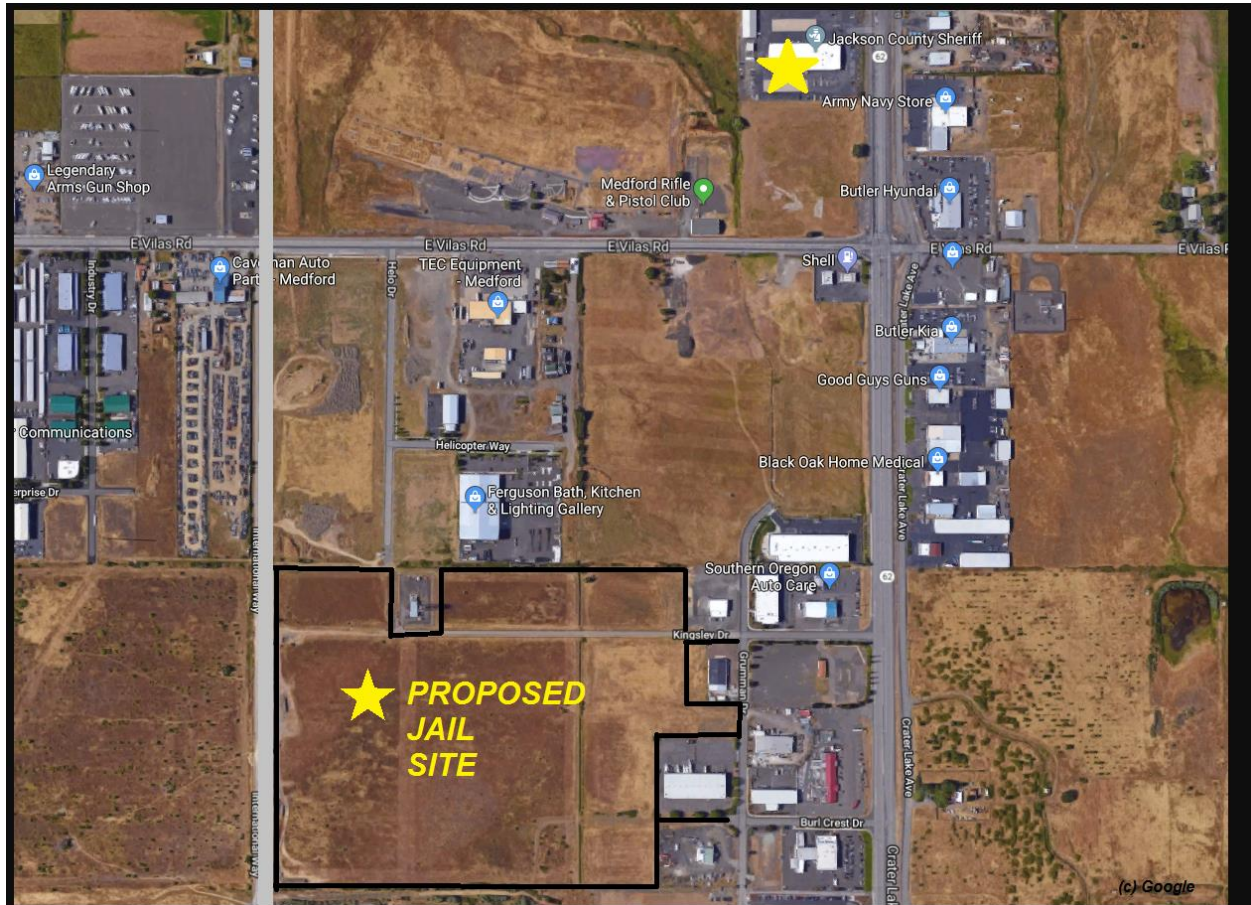
**APPENDIX D:**

**JACKSON COUNTY JAIL  
SENSITIVITY ANALYSIS**

## Proposed Jackson County Jail Site Review

On 10.17.18 an email was received indicating that a new Jackson County Jail project is moving forward. See Figure D-1 for proposed location.

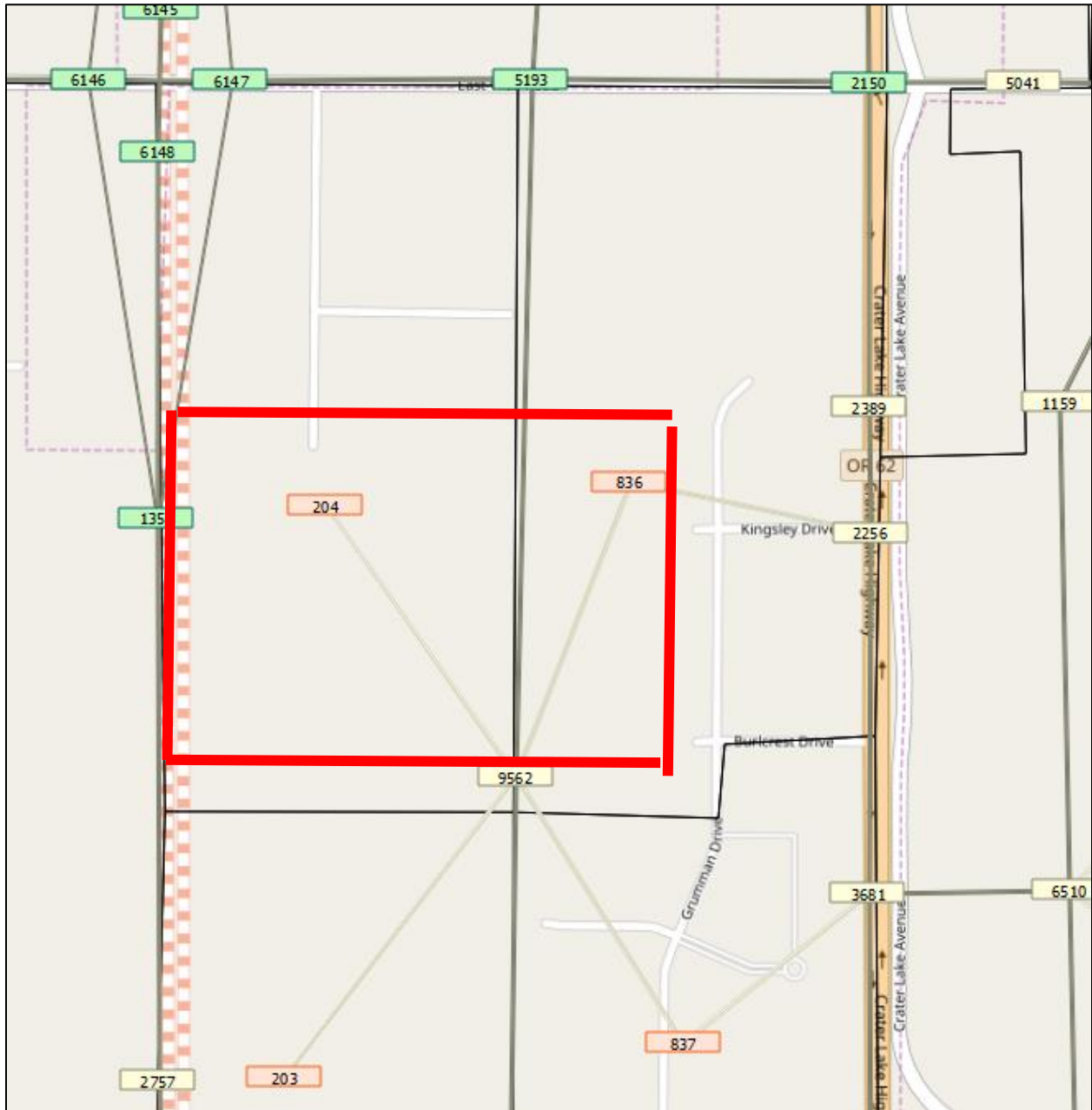
**Figure D-1: Proposed location for Jackson County Jail**



It appears to only overlap TAZs 204 and 836 within the RVMPO model. The red box in Figure D-2 depicts the approximate location. About 50% of TAZ 204 and 25% of TAZ 836 are overlapped. It will be necessary to determine the trips generated by the prison site.

Based on discussions with the Modeling PE1 for Region 3 on 10.18.18, only TAZ 204 will be considered. This is a high level analysis given that it is still up to the voters whether a tax service district will be created. As of 10.16.18, the Jackson County Board of Commissioners (BOC) has only confirmed support for purchasing the land.

**Figure D-2: Location of Jail in RVMPO Model Indicating TAZs to Modify**





A link is created to depict Kingsley Drive to load the trips from TAZ 204. This link bisects zone 836 so it is necessary to split the zone into TAZ 836 and new TAZ 952. The estimated spatial split used is 65% for TAZ 836 and 35% for TAZ 952. Several other nodes and connectors were added/modified.

The Region 3 Project Manager agreed with the following methodology and confirmed with Region 3 Access Management as communicated via email correspondence on 10.18.18 and an additional phone conversation 10.26.18.

Two additional “what-if” scenarios will be created using the two scenarios with the interchange present:

JTA Build, Tier 1 and Tier 2

Full Build, Tier 1 and Tier 2

The model currently depicts 103 employees in the zone in 2017 and 534 in 2042. The jail site would encompass approximately 50% of the entire zone. According to the Bureau of Justice Statistics it is estimated that the average ratio of inmates to officers in jails nationally is about 3.3 inmates to 1 officer. So for this facility with a 750 inmate capacity, there would be about 230 officers. The undeveloped area north of the proposed site between Helo Drive and the new expressway is still available. So the employment is currently modeled to increase by 431 between 2017 and 2042. Most of this currently is in retail employment and service employment; however, with 50% of the available land consumed by the jail there is less space for retail and service growth. The new jail employees would be categorized as Government. The 230 officers will be added to government employment while 230 employees will be proportionally reduced from the other categories. See Table D-1 for calculation output.

**Table D-1: Location of Jail in RVMPO Model Indicating TAZs to Modify**

TAZ 204					
	2017	2042	% of total	Reduce By	New Value
EMPBASE	103	534			
AFREMP	0	0	0	0	0
MINEMP	0	0	0	0	0
CONEMP	0	32	0.06	14	18
MFGEMP	0	23	0.04	10	13
TCPEMP	0	28	0.05	12	16
WSTEMP	69	30	0.06	13	17
RETEMP	0	164	0.32	73	91
FINEMP	0	77	0.15	34	43
SVCEMP	34	165	0.32	73	92
GVTEMP	0	15	0.03	-230	245
SCHEBASE	0	0	0	0	0
COLEBASE	0	0	0	0	0

**Figure D-3: Synchro Signalized Intersection Capacity Reports Jail-JTA with Tier 1&2 Projects (Jail-JTAT2)**

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

03/04/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	855	100	215	980	145	110	15	310	160	15	140
Future Volume (vph)	135	855	100	215	980	145	110	15	310	160	15	140
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.4	4.0		5.4	4.0		4.5	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.86		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1660	3330		1710	3256		1710	1540		1660	1511	
Flt Permitted	0.18	1.00		0.23	1.00		0.63	1.00		0.34	1.00	
Satd. Flow (perm)	308	3330		420	3256		1131	1540		592	1511	
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)	142	900	105	226	1032	153	116	16	326	168	16	147
RTOR Reduction (vph)	0	14	0	0	18	0	0	110	0	0	81	0
Lane Group Flow (vph)	142	991	0	226	1167	0	116	232	0	168	82	0
Heavy Vehicles (%)	3%	1%	2%	0%	3%	3%	0%	3%	0%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	37.6	37.6		37.6	37.6		17.5	17.5		18.0	18.0	
Effective Green, g (s)	37.6	39.0		37.6	39.0		17.5	18.0		18.0	18.0	
Actuated g/C Ratio	0.58	0.60		0.58	0.60		0.27	0.28		0.28	0.28	
Clearance Time (s)	5.4	5.4		5.4	5.4		4.5	4.5		4.0	4.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	178	1998		242	1953		304	426		163	418	
v/s Ratio Prot		0.30			0.36			0.15			0.05	
v/s Ratio Perm	0.46			c0.54			0.10			c0.28		
v/c Ratio	0.80	0.50		0.93	0.60		0.38	0.54		1.03	0.20	
Uniform Delay, d1	10.7	7.4		12.6	8.1		19.3	20.0		23.5	18.0	
Progression Factor	1.69	0.54		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	24.6	0.7		43.0	1.4		0.6	1.1		78.8	0.2	
Delay (s)	42.7	4.7		55.5	9.5		19.9	21.1		102.3	18.1	
Level of Service	D	A		E	A		B	C		F	B	
Approach Delay (s)		9.4			16.8			20.8			60.9	
Approach LOS		A			B			C			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			19.2				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			65.0				Sum of lost time (s)				8.0	
Intersection Capacity Utilization			86.3%				ICU Level of Service				E	
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 3: Hamrick Rd & E Pine St/Biddle Rd

03/04/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	425	885	5	130	810	270	190	5	5	10	3	1080
Future Volume (vph)	425	885	5	130	810	270	190	5	5	10	3	1080
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		3.1	4.0		4.5	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	0.88
Frbp, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99			1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.96		1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.96	1.00
Satd. Flow (prot)	1660	3317		1660	3176		1658	1606			1680	2580
Flt Permitted	0.12	1.00		0.14	1.00		0.75	1.00			0.88	1.00
Satd. Flow (perm)	202	3317		242	3176		1306	1606			1537	2580
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)	447	932	5	137	853	284	200	5	5	11	3	1137
RTOR Reduction (vph)	0	0	0	0	25	0	0	4	0	0	0	637
Lane Group Flow (vph)	447	937	0	137	1112	0	200	6	0	0	14	501
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	71.7	71.7		48.6	48.6		34.5	34.5			34.2	34.2
Effective Green, g (s)	72.2	72.2		50.0	50.0		34.5	35.0			35.0	35.0
Actuated g/C Ratio	0.56	0.56		0.38	0.38		0.27	0.27			0.27	0.27
Clearance Time (s)	4.5	4.5		4.5	5.4		4.5	4.5			4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5			2.5	2.5
Lane Grp Cap (vph)	482	1842		220	1221		346	432			413	694
v/s Ratio Prot	c0.24	0.28		0.06	c0.35			0.00				
v/s Ratio Perm	0.28			0.18			0.15				0.01	c0.19
v/c Ratio	0.93	0.51		0.62	0.91		0.58	0.01			0.03	0.72
Uniform Delay, d1	38.4	17.9		29.1	37.9		41.4	34.8			35.0	43.1
Progression Factor	1.00	1.00		0.75	0.78		1.00	1.00			1.00	1.00
Incremental Delay, d2	24.0	1.0		2.9	7.6		6.9	0.1			0.2	6.4
Delay (s)	62.4	18.9		24.6	37.3		48.3	34.9			35.2	49.5
Level of Service	E	B		C	D		D	C			D	D
Approach Delay (s)		32.9			35.9			47.7			49.3	
Approach LOS		C			D			D			D	

### Intersection Summary

HCM 2000 Control Delay	39.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	107.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 8: Airway/Industry Drive & Vilas Road

03/04/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	1545	230	105	1905	450	245
Future Volume (vph)	1545	230	105	1905	450	245
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.8	5.2	5.2	3.8	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3320	1485	1660	3320	3221	1485
Flt Permitted	1.00	1.00	0.11	1.00	0.95	1.00
Satd. Flow (perm)	3320	1485	201	3320	3221	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1626	242	111	2005	474	258
RTOR Reduction (vph)	0	60	0	0	0	0
Lane Group Flow (vph)	1626	182	111	2005	474	258
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	2			6	3	
Permitted Phases		2	6			3 6
Actuated Green, G (s)	97.8	97.8	97.8	97.8	23.0	130.0
Effective Green, g (s)	99.2	97.8	97.8	99.2	23.0	124.8
Actuated g/C Ratio	0.76	0.75	0.75	0.76	0.18	0.96
Clearance Time (s)	5.2	5.2	5.2	5.2	4.0	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	2533	1117	151	2533	569	1425
v/s Ratio Prot	0.49			c0.60	c0.15	
v/s Ratio Perm		0.12	0.55			0.17
v/c Ratio	0.64	0.16	0.74	0.79	0.83	0.18
Uniform Delay, d1	7.2	4.5	8.9	9.2	51.6	0.1
Progression Factor	1.00	1.00	0.17	0.06	1.00	1.00
Incremental Delay, d2	1.3	0.3	16.4	1.5	13.4	0.3
Delay (s)	8.4	4.9	17.8	2.1	65.0	0.4
Level of Service	A	A	B	A	E	A
Approach Delay (s)	8.0			2.9	42.3	
Approach LOS	A			A	D	

### Intersection Summary

HCM 2000 Control Delay	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	7.8
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 20: Old Highway 62 & Vilas Road

03/04/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗	↗↗	↘	↗↗		↘↘	↗↗	↗	↘	↗↗	↗
Traffic Volume (vph)	165	280	880	60	85	4	1095	575	160	4	660	160
Future Volume (vph)	165	280	880	60	85	4	1095	575	160	4	660	160
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99	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	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1676	3353	2650	1676	3208		3285	3386	1508	1708	3353	1452
Flt Permitted	0.46	1.00	1.00	0.57	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	805	3353	2650	1008	3208		3285	3386	1508	1708	3353	1452
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)	174	295	926	63	89	4	1153	605	168	4	695	168
RTOR Reduction (vph)	0	0	73	0	2	0	0	0	59	0	0	108
Lane Group Flow (vph)	174	295	853	63	91	0	1153	605	109	4	695	60
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	2%	2%	1%	2%	6%	3%	1%	1%	0%	0%	2%	4%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6					8			4
Actuated Green, G (s)	15.8	15.8	55.8	18.7	17.3		40.0	71.3	71.3	0.6	31.9	31.9
Effective Green, g (s)	15.8	17.2	58.6	18.7	18.7		40.0	72.7	72.7	0.6	33.3	33.3
Actuated g/C Ratio	0.14	0.15	0.52	0.17	0.17		0.36	0.65	0.65	0.01	0.30	0.30
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	145	514	1385	201	535		1172	2195	977	9	996	431
v/s Ratio Prot	c0.04	0.09	0.23	c0.02	0.03		c0.35	0.18		0.00	c0.21	
v/s Ratio Perm	c0.12		0.09	0.04					0.07			0.04
v/c Ratio	1.20	0.57	0.62	0.31	0.17		0.98	0.28	0.11	0.44	0.70	0.14
Uniform Delay, d1	48.0	44.0	18.8	41.5	40.0		35.7	8.4	7.5	55.6	34.9	28.9
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	138.4	1.3	0.8	0.7	0.1		22.3	0.1	0.1	23.4	2.5	0.3
Delay (s)	186.4	45.3	19.7	42.2	40.1		58.0	8.6	7.6	79.0	37.5	29.2
Level of Service	F	D	B	D	D		E	A	A	E	D	C
Approach Delay (s)		45.9			41.0			38.1			36.1	
Approach LOS		D			D			D			D	

### Intersection Summary

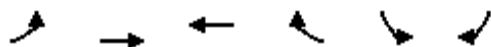
HCM 2000 Control Delay	40.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	112.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 26: Vilas Road & Peace Ln

03/04/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↑↑	↗	↖	↗
Traffic Volume (vph)	60	1730	1910	80	155	100
Future Volume (vph)	60	1730	1910	80	155	100
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	5.4	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1710	3353	3320	1530	1710	1530
Flt Permitted	0.05	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	95	3353	3320	1530	1710	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	63	1821	2011	84	163	105
RTOR Reduction (vph)	0	0	0	19	0	54
Lane Group Flow (vph)	63	1821	2011	65	163	51
Heavy Vehicles (%)	0%	2%	3%	0%	0%	0%
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		7	
Permitted Phases	2			6		4
Actuated Green, G (s)	102.0	100.6	92.6	92.6	20.0	20.0
Effective Green, g (s)	102.0	102.0	94.0	92.6	20.0	20.0
Actuated g/C Ratio	0.78	0.78	0.72	0.71	0.15	0.15
Clearance Time (s)	4.0	5.4	5.4	5.4	4.0	4.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	124	2630	2400	1089	263	235
v/s Ratio Prot	0.02	c0.54	c0.61		c0.10	
v/s Ratio Perm	0.38			0.04		0.03
v/c Ratio	0.51	0.69	0.84	0.06	0.62	0.22
Uniform Delay, d1	33.2	6.6	12.6	5.6	51.4	48.1
Progression Factor	0.69	0.21	0.68	0.04	1.00	1.00
Incremental Delay, d2	2.0	1.3	1.2	0.0	10.5	2.1
Delay (s)	24.8	2.6	9.8	0.3	62.0	50.2
Level of Service	C	A	A	A	E	D
Approach Delay (s)		3.4	9.4		57.4	
Approach LOS		A	A		E	

### Intersection Summary

HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 30: Crater Lake Ave/Crater Lake Avenue & Vilas Road

03/04/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖		↖	↗		↖	↗	
Traffic Volume (vph)	40	210	190	230	15	10	90	160	20	90	75	40
Future Volume (vph)	40	210	190	230	15	10	90	160	20	90	75	40
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.4	4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.93			0.99		1.00	0.98		1.00	0.95	
Flt Protected	0.95	1.00			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1660	3084			3158		1660	1718		1660	1657	
Flt Permitted	0.59	1.00			0.58		0.68	1.00		0.62	1.00	
Satd. Flow (perm)	1024	3084			1919		1187	1718		1091	1657	
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)	42	221	200	242	16	11	95	168	21	95	79	42
RTOR Reduction (vph)	0	105	0	0	5	0	0	7	0	0	25	0
Lane Group Flow (vph)	42	316	0	0	264	0	95	182	0	95	96	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	29.6	29.6			29.6		26.0	26.0		26.0	26.0	
Effective Green, g (s)	29.6	31.0			31.0		26.0	26.0		26.0	26.0	
Actuated g/C Ratio	0.46	0.48			0.48		0.40	0.40		0.40	0.40	
Clearance Time (s)	5.4	5.4			5.4		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	466	1470			915		474	687		436	662	
v/s Ratio Prot		0.10						c0.11			0.06	
v/s Ratio Perm	0.04				c0.14		0.08			0.09		
v/c Ratio	0.09	0.22			0.29		0.20	0.26		0.22	0.14	
Uniform Delay, d1	10.1	9.9			10.3		12.7	13.1		12.8	12.4	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.3			0.8		0.9	0.9		1.1	0.5	
Delay (s)	10.4	10.2			11.1		13.7	14.0		14.0	12.9	
Level of Service	B	B			B		B	B		B	B	
Approach Delay (s)		10.3			11.1		13.9			13.4		
Approach LOS		B			B		B			B		

Intersection Summary

HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



# HCM Signalized Intersection Capacity Analysis

## 74: Table Rock Road & Vilas Road

03/04/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↗	↖	↗	
Traffic Volume (vph)	90	405	2	860	780	715	1	460	990	380	565	260
Future Volume (vph)	90	405	2	860	780	715	1	460	990	380	565	260
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		0.97	0.95	1.00	1.00	*0.98	0.88	1.00	*0.98	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98	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	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1660	3318		3252	3353	1420	1612	3493	2599	1693	3267	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.34	1.00	1.00	0.22	1.00	
Satd. Flow (perm)	1660	3318		3252	3353	1420	569	3493	2599	398	3267	
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)	95	426	2	905	821	753	1	484	1042	400	595	274
RTOR Reduction (vph)	0	0	0	0	0	342	0	0	732	0	39	0
Lane Group Flow (vph)	95	428	0	905	821	411	1	484	310	400	830	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	3%	3%	0%	2%	2%	6%	6%	1%	2%	1%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	8		8	4		
Actuated Green, G (s)	13.8	19.8		34.4	39.8	39.8	25.7	24.7	24.7	54.8	49.8	
Effective Green, g (s)	13.8	20.6		34.4	41.2	39.8	25.7	26.1	26.1	54.8	51.2	
Actuated g/C Ratio	0.11	0.17		0.28	0.33	0.32	0.21	0.21	0.21	0.44	0.42	
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	185	554		908	1121	458	127	739	550	451	1357	
v/s Ratio Prot	0.06	c0.13		c0.28	c0.24		0.00	0.14		c0.19	0.25	
v/s Ratio Perm						0.29	0.00		0.12	c0.21		
v/c Ratio	0.51	0.77		1.00	0.73	0.90	0.01	0.65	0.56	0.89	0.61	
Uniform Delay, d1	51.5	49.1		44.3	36.1	39.8	38.6	44.4	43.4	26.8	28.2	
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	1.8	6.4		28.8	2.4	19.8	0.0	2.3	1.6	18.5	0.9	
Delay (s)	53.3	55.4		73.2	38.5	59.6	38.6	46.8	45.1	45.3	29.2	
Level of Service	D	E		E	D	E	D	D	D	D	C	
Approach Delay (s)		55.0			57.6			45.6			34.2	
Approach LOS		E			E			D			C	

### Intersection Summary

HCM 2000 Control Delay	49.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	123.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 90: Table Rock Road & Biddle Rd/Biddle Road

03/04/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	285	350	275	1	645	500	275	670	1	420	720	280
Future Volume (vph)	285	350	275	1	645	500	275	670	1	420	720	280
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	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	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3221	3392	1422	1526	3320	1492	1660	3288		1676	3173	
Flt Permitted	0.16	1.00	1.00	0.54	1.00	1.00	0.12	1.00		0.14	1.00	
Satd. Flow (perm)	558	3392	1422	865	3320	1492	201	3288		249	3173	
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)	300	368	289	1	679	526	289	705	1	442	758	295
RTOR Reduction (vph)	0	0	186	0	0	336	0	0	0	0	32	0
Lane Group Flow (vph)	300	368	103	1	679	190	289	706	0	442	1021	0
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	3%	4%	6%	12%	3%	1%	3%	4%	0%	2%	2%	5%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	50.1	45.0	45.0	36.7	35.6	35.6	55.7	34.7		69.1	44.1	
Effective Green, g (s)	50.1	46.4	46.4	36.7	37.0	37.0	55.7	36.1		69.1	45.5	
Actuated g/C Ratio	0.39	0.36	0.36	0.28	0.28	0.28	0.43	0.28		0.53	0.35	
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	430	1210	507	249	944	424	321	913		466	1110	
v/s Ratio Prot	c0.06	0.11		0.00	c0.20		0.15	0.21		c0.22	c0.32	
v/s Ratio Perm	0.21		0.07	0.00		0.13	0.24			0.28		
v/c Ratio	0.70	0.30	0.20	0.00	0.72	0.45	0.90	0.77		0.95	0.92	
Uniform Delay, d1	29.7	30.2	29.0	33.5	41.8	38.1	36.7	43.2		35.1	40.5	
Progression Factor	0.49	0.52	3.17	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.0	0.6	0.8	0.0	2.8	1.0	26.7	4.0		28.7	12.0	
Delay (s)	18.6	16.3	92.7	33.5	44.7	39.2	63.4	47.1		63.8	52.5	
Level of Service	B	B	F	C	D	D	E	D		E	D	
Approach Delay (s)		40.1			42.3			51.9			55.8	
Approach LOS		D			D			D			E	

### Intersection Summary

HCM 2000 Control Delay	48.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 173: Bypass NB & Vilas Road

03/04/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	845	995	0	0	1220	10	20	1	95	0	0	0
Future Volume (vph)	845	995	0	0	1220	10	20	1	95	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	*1.00	0.95			*1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	3420	3320			5243	1530		1718	1530			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	3420	3320			5243	1530		1718	1530			
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)	889	1047	0	0	1284	11	21	1	100	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	7	0	0	41	0	0	0
Lane Group Flow (vph)	889	1047	0	0	1284	4	0	22	59	0	0	0
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	custom	NA	custom			
Protected Phases	5	2			6			8				
Permitted Phases						6	3		2 8			
Actuated Green, G (s)	31.0	61.0			45.0	45.0		16.0	77.0			
Effective Green, g (s)	31.0	61.0			45.0	45.0		16.0	77.0			
Actuated g/C Ratio	0.24	0.47			0.35	0.35		0.12	0.59			
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0				
Lane Grp Cap (vph)	815	1557			1814	529		211	906			
v/s Ratio Prot	c0.26	0.32			c0.24							
v/s Ratio Perm						0.00		0.01	0.04			
v/c Ratio	1.09	0.67			0.71	0.01		0.10	0.07			
Uniform Delay, d1	49.5	26.8			36.8	27.9		50.6	11.2			
Progression Factor	0.44	0.07			0.99	1.00		1.00	1.00			
Incremental Delay, d2	55.1	1.7			2.0	0.0		1.0	0.1			
Delay (s)	76.8	3.6			38.5	27.9		51.6	11.4			
Level of Service	E	A			D	C		D	B			
Approach Delay (s)		37.2			38.4			18.6			0.0	
Approach LOS		D			D			B			A	

### Intersection Summary

HCM 2000 Control Delay	37.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 175: Bypass SB & Vilas Road

03/04/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑						↖	↗
Traffic Volume (vph)	0	1840	45	30	1210	0	0	0	0	4	1	780
Future Volume (vph)	0	1840	45	30	1210	0	0	0	0	4	1	780
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.86	1.00	1.00	0.95						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (prot)		6071	1500	1710	3320						1731	1500
Flt Permitted		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (perm)		6071	1500	1710	3320						1731	1500
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)	0	1937	47	32	1274	0	0	0	0	4	1	821
RTOR Reduction (vph)	0	0	25	0	0	0	0	0	0	0	0	436
Lane Group Flow (vph)	0	1937	22	32	1274	0	0	0	0	0	5	385
Heavy Vehicles (%)	0%	2%	2%	0%	3%	0%	0%	0%	0%	0%	0%	2%
Turn Type		NA	Perm	Prot	NA					custom	NA	custom
Protected Phases		2		1	6						4	
Permitted Phases			2							7		6 4
Actuated Green, G (s)		61.0	61.0	15.0	45.0						16.0	61.0
Effective Green, g (s)		61.0	61.0	15.0	45.0						16.0	61.0
Actuated g/C Ratio		0.47	0.47	0.12	0.35						0.12	0.47
Clearance Time (s)		5.0	5.0	5.0	5.0						5.0	
Lane Grp Cap (vph)		2848	703	197	1149						213	703
v/s Ratio Prot		c0.32		0.02	c0.38							
v/s Ratio Perm			0.01								0.00	c0.26
v/c Ratio		0.68	0.03	0.16	1.11						0.02	0.55
Uniform Delay, d1		26.9	18.6	51.8	42.5						50.1	24.6
Progression Factor		0.77	1.00	1.32	0.23						1.00	1.00
Incremental Delay, d2		1.0	0.1	1.2	58.4						0.2	3.1
Delay (s)		21.8	18.6	69.7	68.3						50.3	27.7
Level of Service		C	B	E	E						D	C
Approach Delay (s)		21.7			68.4			0.0			27.8	
Approach LOS		C			E			A			C	

### Intersection Summary

HCM 2000 Control Delay	37.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		






















c Critical Lane Group

**Figure D-4: Synchro Signalized Intersection Capacity Reports Jail-Full with Tier 1&2 Projects (Jail-FullT2)**

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

03/01/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	125	1030	100	170	1035	125	160	20	255	155	15	145
Future Volume (vph)	125	1030	100	170	1035	125	160	20	255	155	15	145
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.4	4.0		5.4	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.86		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1660	3338		1710	3267		1710	1546		1660	1510	
Flt Permitted	0.17	1.00		0.18	1.00		0.27	1.00		0.36	1.00	
Satd. Flow (perm)	299	3338		324	3267		493	1546		630	1510	
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)	132	1084	105	179	1089	132	168	21	268	163	16	153
RTOR Reduction (vph)	0	6	0	0	7	0	0	106	0	0	126	0
Lane Group Flow (vph)	132	1183	0	179	1214	0	168	183	0	163	43	0
Heavy Vehicles (%)	3%	1%	2%	0%	3%	3%	0%	3%	0%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	69.5	69.5		69.5	69.5		30.6	16.0		21.7	11.1	
Effective Green, g (s)	69.5	70.9		69.5	70.9		30.6	16.5		21.7	11.1	
Actuated g/C Ratio	0.63	0.64		0.63	0.64		0.28	0.15		0.20	0.10	
Clearance Time (s)	5.4	5.4		5.4	5.4		4.0	4.5		4.0	4.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	188	2151		204	2105		314	231		223	152	
v/s Ratio Prot		0.35			0.37		c0.08	c0.12		c0.07	0.03	
v/s Ratio Perm	0.44			c0.55			0.07			0.07		
v/c Ratio	0.70	0.55		0.88	0.58		0.54	0.79		0.73	0.28	
Uniform Delay, d1	13.4	10.8		16.7	11.1		32.3	45.1		39.6	45.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	19.7	1.0		37.6	1.2		1.4	16.2		11.0	0.7	
Delay (s)	33.1	11.8		54.3	12.2		33.7	61.3		50.6	46.5	
Level of Service	C	B		D	B		C	E		D	D	
Approach Delay (s)		13.9			17.6			51.1			48.5	
Approach LOS		B			B			D			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			23.5				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			84.7%				ICU Level of Service			E		
Analysis Period (min)			15									
c	Critical Lane Group											

# HCM Signalized Intersection Capacity Analysis

## 3: Hamrick Rd & E Pine St/Biddle Rd

03/01/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↖	↗
Traffic Volume (vph)	430	960	5	130	860	275	190	5	5	10	3	1060
Future Volume (vph)	430	960	5	130	860	275	190	5	5	10	3	1060
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0		4.5	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	0.88
Frbp, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99			1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.96		1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.96	1.00
Satd. Flow (prot)	1660	3318		1660	3181		1659	1606			1680	2580
Flt Permitted	0.13	1.00		0.28	1.00		0.75	1.00			0.89	1.00
Satd. Flow (perm)	230	3318		493	3181		1307	1606			1546	2580
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)	453	1011	5	137	905	289	200	5	5	11	3	1116
RTOR Reduction (vph)	0	0	0	0	28	0	0	3	0	0	0	595
Lane Group Flow (vph)	453	1016	0	137	1166	0	200	7	0	0	14	521
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	55.4	55.4		39.9	38.5		32.6	32.6			32.3	32.3
Effective Green, g (s)	55.9	55.9		41.3	39.9		32.6	33.1			33.1	33.1
Actuated g/C Ratio	0.51	0.51		0.38	0.36		0.30	0.30			0.30	0.30
Clearance Time (s)	4.0	4.5		4.0	5.4		4.5	4.5			4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5			2.5	2.5
Lane Grp Cap (vph)	448	1686		295	1153		387	483			465	776
v/s Ratio Prot	c0.23	0.31		0.04	c0.37			0.00				
v/s Ratio Perm	c0.28			0.13			0.15				0.01	c0.20
v/c Ratio	1.01	0.60		0.46	1.01		0.52	0.01			0.03	0.67
Uniform Delay, d1	32.5	19.2		29.7	35.0		32.2	27.0			27.1	33.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	45.3	1.6		0.8	29.3		4.9	0.1			0.1	4.6
Delay (s)	77.8	20.8		30.6	64.4		37.0	27.0			27.2	38.3
Level of Service	E	C		C	E		D	C			C	D
Approach Delay (s)		38.4			60.9			36.5			38.1	
Approach LOS		D			E			D			D	

### Intersection Summary

HCM 2000 Control Delay	45.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	107.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 8: Airway/Industry Drive & Vilas Road

03/01/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	1750	220	105	1970	435	235
Future Volume (vph)	1750	220	105	1970	435	235
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.5	4.0	4.0	5.4
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3320	1485	1660	3320	3221	1485
Flt Permitted	1.00	1.00	0.08	1.00	0.95	1.00
Satd. Flow (perm)	3320	1485	137	3320	3221	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1842	232	111	2074	458	247
RTOR Reduction (vph)	0	51	0	0	0	78
Lane Group Flow (vph)	1842	181	111	2074	458	169
Turn Type	NA	custom	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	3	
Permitted Phases		3 2	6			6
Actuated Green, G (s)	46.5	67.9	54.6	54.6	16.0	54.6
Effective Green, g (s)	47.9	62.5	54.6	56.0	16.0	54.6
Actuated g/C Ratio	0.60	0.78	0.68	0.70	0.20	0.68
Clearance Time (s)	5.4		4.5	5.4	4.0	5.4
Vehicle Extension (s)	2.5		2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	1987	1160	162	2324	644	1013
v/s Ratio Prot	0.55		0.03	c0.62	c0.14	
v/s Ratio Perm		0.12	0.44			0.11
v/c Ratio	0.93	0.16	0.69	0.89	0.71	0.17
Uniform Delay, d1	14.5	2.2	15.7	9.6	29.8	4.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.0	0.3	10.5	5.7	6.6	0.4
Delay (s)	23.5	2.5	26.1	15.3	36.4	4.9
Level of Service	C	A	C	B	D	A
Approach Delay (s)	21.1			15.9	25.4	
Approach LOS	C			B	C	

### Intersection Summary

HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 20: Old Highway 62 & Vilas Road

03/01/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗↗	↘	↑↑		↘↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (vph)	145	330	965	45	110	4	900	745	150	4	635	320
Future Volume (vph)	145	330	965	45	110	4	900	745	150	4	635	320
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		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	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1676	3353	2647	1676	3212		3285	3386	1507	1708	3353	1452
Flt Permitted	0.65	1.00	1.00	0.35	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1148	3353	2647	623	3212		3285	3386	1507	1708	3353	1452
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)	153	347	1016	47	116	4	947	784	158	4	668	337
RTOR Reduction (vph)	0	0	111	0	2	0	0	0	50	0	0	180
Lane Group Flow (vph)	153	347	905	47	118	0	947	784	108	4	668	157
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	2%	2%	1%	2%	6%	3%	1%	1%	0%	0%	2%	4%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6					8			4
Actuated Green, G (s)	25.6	21.6	65.0	24.0	20.8		43.4	85.6	85.6	0.8	43.0	43.0
Effective Green, g (s)	25.6	23.0	67.8	24.0	22.2		43.4	87.0	87.0	0.8	44.4	44.4
Actuated g/C Ratio	0.20	0.18	0.52	0.18	0.17		0.33	0.67	0.67	0.01	0.34	0.34
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	242	593	1380	140	548		1096	2266	1008	10	1145	495
v/s Ratio Prot	c0.02	0.10	c0.23	0.01	0.04		c0.29	0.23		0.00	c0.20	
v/s Ratio Perm	0.10		0.12	0.05					0.07			0.11
v/c Ratio	0.63	0.59	0.66	0.34	0.21		0.86	0.35	0.11	0.40	0.58	0.32
Uniform Delay, d1	47.3	49.1	22.6	44.7	46.4		40.5	9.3	7.7	64.4	35.2	31.6
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	4.7	1.2	1.1	1.0	0.1		7.2	0.2	0.1	18.0	2.2	1.7
Delay (s)	52.0	50.3	23.8	45.7	46.5		47.8	9.4	7.7	82.4	37.4	33.3
Level of Service	D	D	C	D	D		D	A	A	F	D	C
Approach Delay (s)		32.7			46.3			28.5			36.2	
Approach LOS		C			D			C			D	

Intersection Summary		
HCM 2000 Control Delay	32.2	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.71	
Actuated Cycle Length (s)	130.0	Sum of lost time (s) 16.0
Intersection Capacity Utilization	79.8%	ICU Level of Service D
Analysis Period (min)	15	

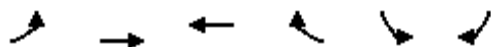
c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 26: Vilas Road & Peace Ln

03/01/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗		↙	↘
Traffic Volume (vph)	45	1940	1980	75	170	95
Future Volume (vph)	45	1940	1980	75	170	95
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1710	3353	3306		1710	1530
Flt Permitted	0.08	1.00	1.00		0.95	1.00
Satd. Flow (perm)	141	3353	3306		1710	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	47	2042	2084	79	179	100
RTOR Reduction (vph)	0	0	4	0	0	32
Lane Group Flow (vph)	47	2042	2159	0	179	68
Heavy Vehicles (%)	0%	2%	3%	0%	0%	0%
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		7	
Permitted Phases	2					6
Actuated Green, G (s)	51.0	51.0	51.0		16.0	51.0
Effective Green, g (s)	51.0	51.0	51.0		16.0	51.0
Actuated g/C Ratio	0.68	0.68	0.68		0.21	0.68
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	2.5	2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	95	2280	2248		364	1040
v/s Ratio Prot		0.61	c0.65		c0.10	
v/s Ratio Perm	0.33					0.04
v/c Ratio	0.49	0.90	0.96		0.49	0.07
Uniform Delay, d1	5.8	9.8	11.1		25.9	4.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	17.2	6.0	11.7		4.7	0.1
Delay (s)	23.0	15.8	22.8		30.6	4.1
Level of Service	C	B	C		C	A
Approach Delay (s)		16.0	22.8		21.1	
Approach LOS		B	C		C	

### Intersection Summary

HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 30: Crater Lake Ave & Vilas Road

03/01/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↔		↖	↗		↖	↗	
Traffic Volume (vph)	80	210	190	180	30	20	75	195	30	95	100	50
Future Volume (vph)	80	210	190	180	30	20	75	195	30	95	100	50
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.4	4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.93			0.99		1.00	0.98		1.00	0.95	
Flt Protected	0.95	1.00			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1660	3084			3154		1660	1712		1660	1660	
Flt Permitted	0.60	1.00			0.60		0.65	1.00		0.52	1.00	
Satd. Flow (perm)	1051	3084			1980		1139	1712		910	1660	
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)	84	221	200	189	32	21	79	205	32	100	105	53
RTOR Reduction (vph)	0	83	0	0	9	0	0	9	0	0	30	0
Lane Group Flow (vph)	84	338	0	0	233	0	79	228	0	100	128	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	33.6	33.6			33.6		17.0	17.0		17.0	17.0	
Effective Green, g (s)	33.6	35.0			35.0		17.0	17.0		17.0	17.0	
Actuated g/C Ratio	0.56	0.58			0.58		0.28	0.28		0.28	0.28	
Clearance Time (s)	5.4	5.4			5.4		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	588	1799			1155		322	485		257	470	
v/s Ratio Prot		0.11						c0.13			0.08	
v/s Ratio Perm	0.08				c0.12		0.07			0.11		
v/c Ratio	0.14	0.19			0.20		0.25	0.47		0.39	0.27	
Uniform Delay, d1	6.3	5.8			5.9		16.6	17.8		17.3	16.7	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.2			0.4		1.8	3.2		4.4	1.4	
Delay (s)	6.8	6.1			6.3		18.4	21.0		21.7	18.1	
Level of Service	A	A			A		B	C		C	B	
Approach Delay (s)		6.2			6.3			20.4			19.5	
Approach LOS		A			A			C			B	

### Intersection Summary

HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 74: Table Rock Road & Vilas Road

03/01/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↗	↖	↗	
Traffic Volume (vph)	90	430	2	895	820	690	5	445	1025	515	585	185
Future Volume (vph)	90	430	2	895	820	690	5	445	1025	515	585	185
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		0.97	0.95	1.00	1.00	*0.98	0.88	1.00	*0.98	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	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	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1660	3318		3252	3353	1421	1613	3493	2596	1693	3321	
Flt Permitted	0.33	1.00		0.19	1.00	1.00	0.35	1.00	1.00	0.21	1.00	
Satd. Flow (perm)	574	3318		661	3353	1421	601	3493	2596	369	3321	
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)	95	453	2	942	863	726	5	468	1079	542	616	195
RTOR Reduction (vph)	0	0	0	0	0	466	0	0	873	0	18	0
Lane Group Flow (vph)	95	455	0	942	863	260	5	468	206	542	793	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	3%	3%	0%	2%	2%	6%	6%	1%	2%	1%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Actuated Green, G (s)	23.3	17.3		53.5	43.5	43.5	16.2	15.3	15.3	57.1	52.2	
Effective Green, g (s)	23.3	18.1		53.5	44.9	43.5	16.2	16.7	16.7	57.1	53.6	
Actuated g/C Ratio	0.19	0.15		0.44	0.37	0.36	0.13	0.14	0.14	0.47	0.44	
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	163	494		991	1240	509	87	480	357	585	1466	
v/s Ratio Prot	0.03	0.14		c0.26	0.26		0.00	0.13		c0.29	0.24	
v/s Ratio Perm	0.08			c0.16		0.18	0.01		0.08	c0.15		
v/c Ratio	0.58	0.92		0.95	0.70	0.51	0.06	0.97	0.58	0.93	0.54	
Uniform Delay, d1	42.0	50.9		33.1	32.5	30.6	45.7	52.1	49.0	31.2	24.9	
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	4.3	22.6		17.8	1.6	0.6	0.2	34.5	2.7	20.8	0.5	
Delay (s)	46.4	73.6		51.0	34.0	31.2	45.9	86.6	51.8	52.0	25.4	
Level of Service	D	E		D	C	C	D	F	D	D	C	
Approach Delay (s)		68.9			39.5			62.2			36.0	
Approach LOS		E			D			E			D	

### Intersection Summary

HCM 2000 Control Delay	47.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	121.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	96.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 90: Table Rock Road & Biddle Rd/Biddle Road

03/01/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↖	↕	↖	↖	↕		↖	↕	
Traffic Volume (vph)	350	365	270	1	650	475	265	660	1	380	755	335
Future Volume (vph)	350	365	270	1	650	475	265	660	1	380	755	335
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	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	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3221	3392	1422	1526	3320	1492	1660	3288		1676	3156	
Flt Permitted	0.13	1.00	1.00	0.53	1.00	1.00	0.10	1.00		0.20	1.00	
Satd. Flow (perm)	434	3392	1422	852	3320	1492	182	3288		354	3156	
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)	368	384	284	1	684	500	279	695	1	400	795	353
RTOR Reduction (vph)	0	0	191	0	0	325	0	0	0	0	40	0
Lane Group Flow (vph)	368	384	93	1	684	175	279	696	0	400	1108	0
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	3%	4%	6%	12%	3%	1%	3%	4%	0%	2%	2%	5%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	42.9	37.8	37.8	30.3	29.2	29.2	57.1	38.5		66.3	43.7	
Effective Green, g (s)	42.9	39.2	39.2	30.3	30.6	30.6	57.1	39.9		66.3	45.1	
Actuated g/C Ratio	0.36	0.33	0.33	0.25	0.26	0.26	0.48	0.33		0.55	0.38	
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	380	1108	464	221	846	380	315	1093		457	1186	
v/s Ratio Prot	c0.08	0.11		0.00	0.21		0.14	0.21		c0.17	c0.35	
v/s Ratio Perm	c0.27		0.07	0.00		0.12	0.28			0.31		
v/c Ratio	0.97	0.35	0.20	0.00	0.81	0.46	0.89	0.64		0.88	0.93	
Uniform Delay, d1	31.3	30.7	29.1	33.5	42.0	37.7	33.6	33.9		22.8	36.0	
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	37.4	0.9	1.0	0.0	6.0	1.2	24.2	1.1		16.7	13.2	
Delay (s)	68.8	31.5	30.1	33.6	48.0	38.9	57.8	35.0		39.5	49.3	
Level of Service	E	C	C	C	D	D	E	C		D	D	
Approach Delay (s)		44.4			44.2			41.5			46.7	
Approach LOS		D			D			D			D	

### Intersection Summary

HCM 2000 Control Delay	44.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 173: Bypass NB & Vilas Road

03/01/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↖			↖↖↖	↖		↖	↖			
Traffic Volume (vph)	940	1115	0	0	1260	80	140	1	110	0	0	0
Future Volume (vph)	940	1115	0	0	1260	80	140	1	110	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	*1.00	0.95			*1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	3420	3320			5243	1530		1715	1530			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	3420	3320			5243	1530		1715	1530			
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)	989	1174	0	0	1326	84	147	1	116	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	51	0	0	36	0	0	0
Lane Group Flow (vph)	989	1174	0	0	1326	33	0	148	80	0	0	0
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	custom	NA	custom			
Protected Phases	5	2			6			8				
Permitted Phases						6	3		2 8			
Actuated Green, G (s)	33.0	68.0			49.0	49.0		18.0	86.0			
Effective Green, g (s)	33.0	68.0			49.0	49.0		18.0	86.0			
Actuated g/C Ratio	0.26	0.54			0.39	0.39		0.14	0.69			
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0				
Lane Grp Cap (vph)	902	1806			2055	599		246	1052			
v/s Ratio Prot	c0.29	c0.35			c0.25							
v/s Ratio Perm						0.02		0.09	0.05			
v/c Ratio	1.10	0.65			0.65	0.05		0.60	0.08			
Uniform Delay, d1	46.0	20.1			30.9	23.6		50.1	6.4			
Progression Factor	0.48	0.08			1.00	1.00		1.00	1.00			
Incremental Delay, d2	53.4	1.0			1.6	0.2		10.4	0.1			
Delay (s)	75.5	2.6			32.5	23.8		60.6	6.6			
Level of Service	E	A			C	C		E	A			
Approach Delay (s)		35.9			32.0			36.8			0.0	
Approach LOS		D			C			D			A	

### Intersection Summary

HCM 2000 Control Delay	34.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 175: Bypass SB & Vilas Road

03/01/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑	↑↑
Traffic Volume (vph)	0	2050	60	70	1210	0	0	0	0	5	1	845
Future Volume (vph)	0	2050	60	70	1210	0	0	0	0	5	1	845
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.91	1.00	1.00	0.95						1.00	0.88
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (prot)		4818	1500	1710	3320						1728	2640
Flt Permitted		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (perm)		4818	1500	1710	3320						1728	2640
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)	0	2158	63	74	1274	0	0	0	0	5	1	889
RTOR Reduction (vph)	0	0	29	0	0	0	0	0	0	0	0	505
Lane Group Flow (vph)	0	2158	34	74	1274	0	0	0	0	0	6	384
Heavy Vehicles (%)	0%	2%	2%	0%	3%	0%	0%	0%	0%	0%	0%	2%
Turn Type		NA	Perm	Prot	NA					custom	NA	custom
Protected Phases		2		1	6						4	
Permitted Phases			2							7		6 4
Actuated Green, G (s)		68.0	68.0	14.0	49.0						5.0	54.0
Effective Green, g (s)		68.0	68.0	14.0	49.0						5.0	54.0
Actuated g/C Ratio		0.54	0.54	0.11	0.39						0.04	0.43
Clearance Time (s)		5.0	5.0	5.0	5.0						5.0	
Lane Grp Cap (vph)		2620	816	191	1301						69	1140
v/s Ratio Prot		c0.45		0.04	c0.38							
v/s Ratio Perm			0.02								0.00	c0.15
v/c Ratio		0.82	0.04	0.39	0.98						0.09	0.34
Uniform Delay, d1		23.5	13.3	51.5	37.5						57.8	23.6
Progression Factor		1.00	1.00	1.22	0.24						1.00	1.00
Incremental Delay, d2		3.1	0.1	4.5	17.4						2.5	0.8
Delay (s)		26.6	13.4	67.4	26.3						60.3	24.4
Level of Service		C	B	E	C						E	C
Approach Delay (s)		26.3			28.6			0.0			24.6	
Approach LOS		C			C			A			C	

### Intersection Summary

HCM 2000 Control Delay	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

**Figure D-5: Jail-JTA with Tier 1&2 Projects (Jail-JTAT2) Preliminary Signal Warrant Analysis at Vilas Road and Airway Drive**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Airway Dr/Industry Dr
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	2: JAIL JTA Build Tier 1 and 2
<b>Meet 70% Warrants?:</b>	Yes
	70%

**Major**

<b>Approach Lanes:</b>	2
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**Minor**

<b>Approach Lanes:</b>	1
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**Major**

<b>Approach Volumes (vph):</b>	3785
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**Minor**

<b>Approach Volume (vph):</b>	695
<b>Right Turn Volume (vph):</b>	245
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	319
<b>Right Turn Discount:</b>	271
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	450

<b>Major Approach K factor:</b>	8.5
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<b>Minor Approach K factor:</b>	9
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<sup>1</sup> Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

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**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vilas Rd	<b>Minor Street:</b> Airway Dr/Industry Dr
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2: JAIL JTA Build Tier 1 and

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	44529	Y
	Minor	1	1850	5000	
Case B	Major	2	11100	44529	Y
	Minor	1	950	5000	

Analyst and Date: Katie Brown 3.4.19      Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.



**Figure D-6: Jail-JTA with Tier 1&2 Projects (Jail-JTAT2) Preliminary Signal Warrant Analysis at Vilas Road and Peace Lane**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Peace Ln
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2 JAIL JTA Build Tier 1 and 2
<b>Meet 70% Warrants?:</b>	Yes
	70%

**Major**

<b>Approach Lanes:</b>	2
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**Minor**

<b>Approach Lanes:</b>	1
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**Major**

<b>Approach Volumes (vph):</b>	3780
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**Minor**

<b>Approach Volume (vph):</b>	255
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<b>Right Turn Volume (vph):</b>	100
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<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	243
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<b>Right Turn Discount:</b>	207
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<b>Right Turn Volume included in Warrant:</b>	0
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<b>Minor Approach Volume in Warrant:</b>	155
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<b>Major Approach K factor:</b>	8.5
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<b>Minor Approach K factor:</b>	9
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<sup>1</sup> Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

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**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vilas Rd	<b>Minor Street:</b> Peace Ln
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2 JAIL JTA Build Tier 1 and

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	44471	N
	Minor	1	1850	1722	
Case B	Major	2	11100	44471	Y
	Minor	1	950	1722	

Analyst and Date: Katie Brown 3.4.19      Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

**Figure D-7: Jail-JTA with Tier 1&2 Projects (Jail-JTAT2) Preliminary Signal Warrant Analysis at Vilas Road and Lear Way**

<b>Major Street:</b>	Vials Rd
<b>Minor Street:</b>	Lear Way
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	2: JAIL JTA Build Tier 1 and 2
<b>Meet 70% Warrants?:</b>	Yes
	70%

**Major**

<b>Approach Lanes:</b>	2
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**Minor**

<b>Approach Lanes:</b>	2
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**Major**

<b>Approach Volumes (vph):</b>	2430
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**Minor**

<b>Approach Volume (vph):</b>	435
<b>Right Turn Volume (vph):</b>	310
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	519
<b>Right Turn Discount:</b>	441
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	125

<b>Major Approach K factor:</b>	8.5
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<b>Minor Approach K factor:</b>	9
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<sup>1</sup> Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

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**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vials Rd	<b>Minor Street:</b> Lear Way
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2: JAIL JTA Build Tier 1 and

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	Percent of standard warrants 70	Percent of standard warrants 100	Percent of standard warrants 70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	28588	<b>N</b>
	Minor	2	2500	1389	
Case B	Major	2	11100	28588	<b>Y</b>
	Minor	2	1250	1389	

Analyst and Date: Katie Brown 3.4.19      Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

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This is well within the expected weekly 10% volume fluctuation. This small variation may be due to rounding alone. This is considered to meet the PSW. These volumes are ADTs. On a peak hour basis this is 86vs 75. Acceptable difference.

**Figure D-8: Jail-Full-Build with Tier 1&2 Projects (Jail-FullT2) Preliminary Signal Warrant Analysis at Vilas Road and Airway Drive / Industry Drive**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Airway Dr/Industry Dr
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	2: JAIL FULL Build Tier 1 and
<b>Meet 70% Warrants?:</b>	Yes
	70%

**Major**

<b>Approach Lanes:</b>	2
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**Minor**

<b>Approach Lanes:</b>	1
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**Major**

<b>Approach Volumes (vph):</b>	4045
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**Minor**

<b>Approach Volume (vph):</b>	670
<b>Right Turn Volume (vph):</b>	235
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	226
<b>Right Turn Discount:</b>	192
<b>Right Turn Volume included in Warrant:</b>	43
<b>Minor Approach Volume in Warrant:</b>	478

<b>Major Approach K factor:</b>	8.5
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<b>Minor Approach K factor:</b>	9
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<sup>1</sup> Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

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**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vilas Rd	<b>Minor Street:</b> Airway Dr/Industry Dr
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2: JAIL FULL Build Tier 1 and 2

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	Percent of standard warrants 70	Percent of standard warrants 100	Percent of standard warrants 70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	47588	Y
	Minor	1	1850	5310	
Case B	Major	2	11100	47588	Y
	Minor	1	950	5310	

Analyst and Date: Katie Brown 3.1.19      Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

**Figure D-9: Jail-Full-Build with Tier 1&2 Projects (Jail-FullT2) Preliminary Signal Warrant Analysis at Vilas Road and Peace Lane**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Peace Ln
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	2 JAIL FULL Build Tier 1 and
<b>Meet 70% Warrants?:</b>	Yes
	70%

**Major**

<b>Approach Lanes:</b>	2
------------------------	---

**Minor**

<b>Approach Lanes:</b>	1
------------------------	---

**Major**

<b>Approach Volumes (vph):</b>	4040
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**Minor**

<b>Approach Volume (vph):</b>	265
<b>Right Turn Volume (vph):</b>	95
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	216
<b>Right Turn Discount:</b>	184
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	170

<b>Major Approach K factor:</b>	8.5
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<b>Minor Approach K factor:</b>	9
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<sup>1</sup> Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

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**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vilas Rd	<b>Minor Street:</b> Peace Ln
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2 JAIL FULL Build Tier 1 an

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	47529	Y
	Minor	1	1850	1889	
Case B	Major	2	11100	47529	Y
	Minor	1	950	1889	

Analyst and Date: Katie Brown 3.1.19      Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.



**Figure D-10: Jail-Full-Build with Tier 1&2 Projects (Jail-FullT2) Preliminary Signal Warrant Analysis at Vilas Road and Lear Way**

<b>Major Street:</b>	Vials Rd
<b>Minor Street:</b>	Lear Way
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	2: JAIL FULL Build Tier 1 and
<b>Meet 70% Warrants?:</b>	Yes
	70%

**Major**

<b>Approach Lanes:</b>	2
------------------------	---

**Minor**

<b>Approach Lanes:</b>	2
------------------------	---

**Major**

<b>Approach Volumes (vph):</b>	2585
--------------------------------	------

**Minor**

<b>Approach Volume (vph):</b>	435
<b>Right Turn Volume (vph):</b>	255
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	80
<b>Right Turn Discount:</b>	68
<b>Right Turn Volume included in Warrant:</b>	187
<b>Minor Approach Volume in Warrant:</b>	367

<b>Major Approach K factor:</b>	8.5
---------------------------------	-----

<b>Minor Approach K factor:</b>	9
---------------------------------	---

<sup>1</sup> Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

**Oregon Department of Transportation**  
**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vials Rd	<b>Minor Street:</b> Lear Way
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2: JAIL FULL Build Tier 1 and 2

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	Percent of standard warrants 70	Percent of standard warrants 100	Percent of standard warrants 70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	30412	Y
	Minor	2	2500	4078	
Case B	Major	2	11100	30412	Y
	Minor	2	1250	4078	

Analyst and Date: Katie Brown 3.1.19      Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

**APPENDIX E:**

**FUNCTIONAL AREA APPLICATION – GEOMETRIC ADEQUACY CALCULATIONS FOR  
AIRWAY DRIVE / PEACE LANE INTERSECTIONS WITH VILAS ROAD**

## Peace Lane and Airway Drive Functional Area Analysis

The intersections of Peace Lane and Airway Drive with Vilas Road are currently approximately 400 feet apart, which is recognized as a potential safety concern based on the future volumes and the construction of the interchange. APM v2 4.8.1 indicates that “A functional area analysis should be done to evaluate the impact of closely-spaced intersections, access points, or any combination of both. This can be for either existing or proposed (alternative) conditions. Areas with long queues should also be reviewed for functional area impacts. The analysis should also be done when adding new connections to a roadway to verify that functional area overlap does not occur and vehicle maneuvers can be performed lawfully.

The functional area of an intersection (Figure E-1) is the area in which an intersection affects vehicle paths. The intersection functional area—defined as the physical area where two roads overlap—influences driver decisions, vehicle movements, and vehicle queues. The sections beyond the intersection area are composed of upstream and downstream functional areas. The upstream functional area for vehicles moving toward the intersection has four maneuvering elements. The downstream functional area for vehicles traveling away from the intersection has one.”

This analysis is used to determine if the 400 feet between Peace Lane and Airway Drive can accommodate turn lanes and the five inherent elements listed below. Overlapping functional areas would lead to operational difficulties and potential safety issues as there would be multiple driver decision points too close together.

The elements defining the analysis include:

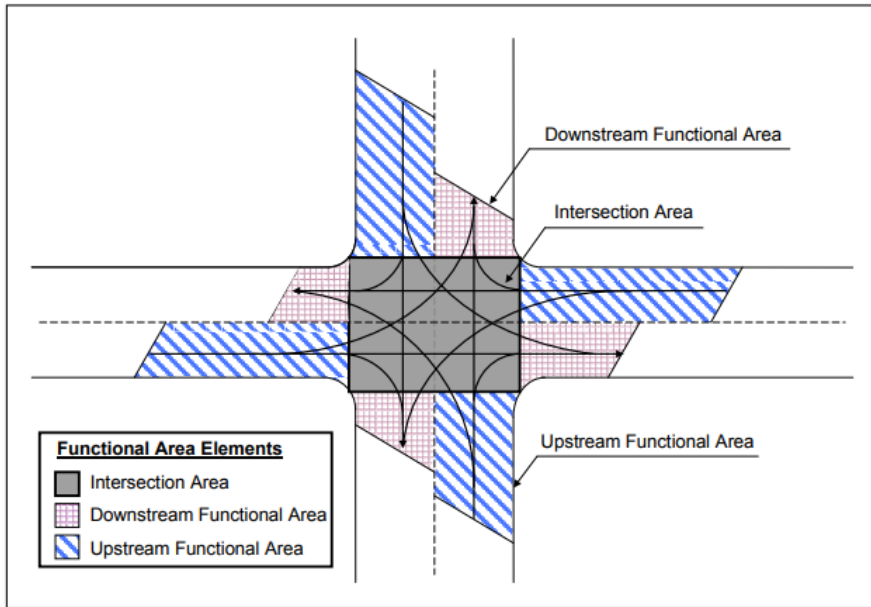
### Upstream Elements (Figure E-2)

- Distance traveled during the perception-reaction time ( $d_1$ )
- Distance traveled while the driver decelerates or brakes and moves laterally into a turn bay ( $d_2$ )
- Distance traveled during full deceleration ( $d_3$ )
- Storage length ( $d_4$ )

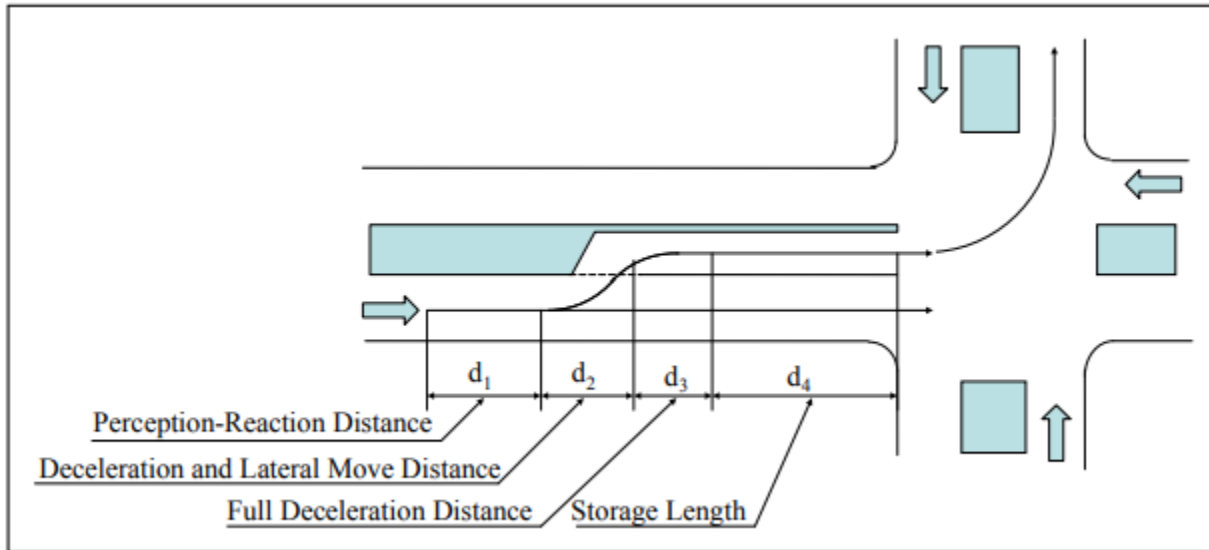
### Downstream Elements (Figure E-3)

- Stopping Sight Distance ( $d_5$ )

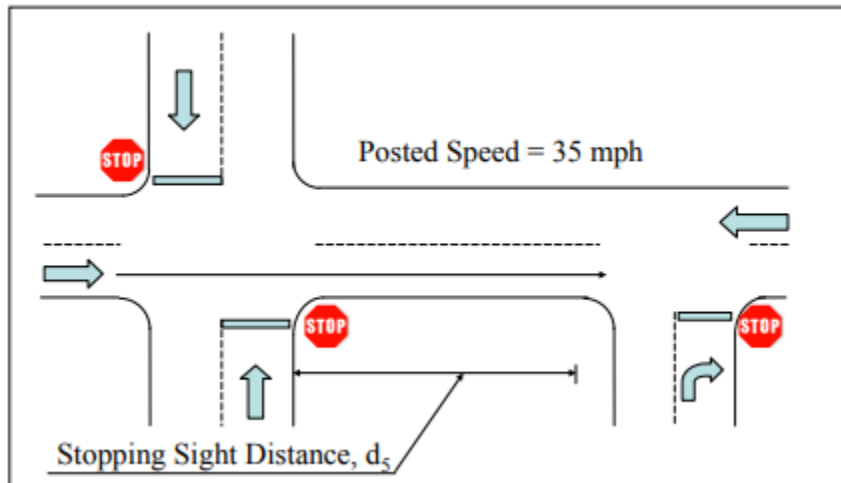
**Figure E-1: Components of the Functional Area**



**Figure E-2: Upstream Functional Area Elements**



**Figure E-3: Downstream Functional Area Elements**



A functional area analysis has four possible condition combinations:

- The unfamiliar path under desirable conditions
- The unfamiliar path under limiting conditions
- The familiar path under desirable conditions
- The familiar path under limiting conditions

“The familiar vehicle path would be used by drivers who would anticipate the intersection and know the lane to be in to complete the turn. This is more likely near grocery stores or residential areas. The unfamiliar vehicle path would be used by drivers who may not know anything about the intersection before approaching. This is more likely near developments such as tourist areas and regional stores.” (APM v2 4.8.1)

The analysis is performed for both two and four lane Vilas Road scenarios and also for a variety of condition combinations creating the full spectrum of the most limiting up to the most desirable conditions. These values are depicted in Table E-1. The assumed path begins from a stop, northbound right from Airway Drive onto Vilas Road, eastbound on Vilas Road, and eastbound left onto Peace Lane.

**Table E-1: Range of Values Applied to Functional Area Analysis**

	<b>Limiting</b>	<b>Desirable</b>
Reaction distance <sup>1</sup> $d_1$ (ft)	65	130
Deceleration (ft/sec <sup>2</sup> )	9.2	6.7
	<b>Passenger Car</b>	<b>Truck</b>
Acceleration (ft/sec <sup>2</sup> )	3.2	1.1

<sup>1</sup>These reaction distances are for unfamiliar drivers. For familiar drivers the reaction distance is 0 feet.

Based on the functional area analysis, the two intersections are not feasible for a four lane Vilas Road scenario, and only feasible for familiar drivers (where  $d_1 = 0$  feet) for two lane Vilas. It is not feasible because in the four lane Vilas Road Scenarios there is not sufficient distance to accommodate the necessary acceleration, reaction distance, legal turn signal distance of 100 feet required by the Oregon Vehicle Code, and deceleration. It is assumed that most are familiar drivers given the commuter trend in the area. The results are in Table E-2. Figure E-4 depicts a four lane Vilas Road scenario and the left turn lanes are at maximum length with the 400 feet of linear space available.

**Table E-2: Functional Area Results**

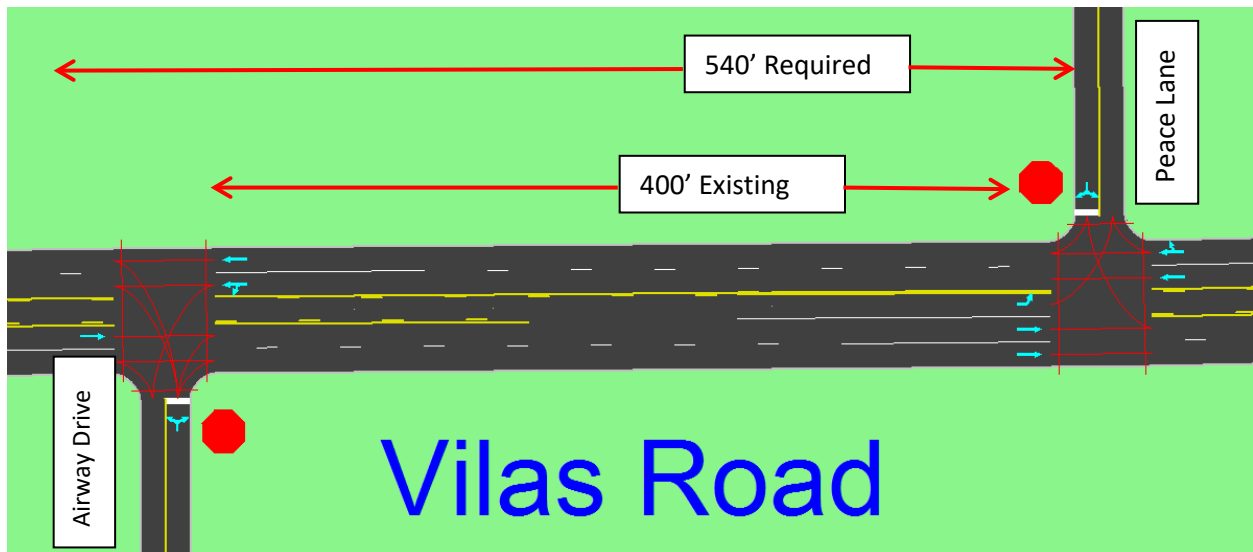
	2 Lane Vilas				4 Lane Vilas			
	Familiar		Unfamiliar		Familiar		Unfamiliar	
	Desirable	Limiting	Desirable	Limiting	Desirable	Limiting	Desirable	Limiting
Truck								
$d_1$	0	0	130	65	0	0	130	65
$d_2$	68	68	99	85	174	205	230	205
$d_3$	41	30	62	38	57	50	79	50
$d_4$	150	150	150	150	150	150	150	150
Truck Result	Ok <sup>1</sup>	Ok	Ok	Ok	No <sup>2</sup>	No	No	No
Passenger Car								
$d_1$	0	0	130	65	0	0	130	65
$d_2$	127	127	179	156	335	335	433	389
$d_3$	119	87	181	110	167	122	229	144
$d_4$	150	150	150	150	150	150	150	150
Passenger Car Result	Ok	Ok	No	No	No	No	No	No

<sup>1</sup>Ok indicates geometry functions, ie.-  $d_3$  is less than or equal to  $d_4$  and the sum of 100 feet (2 lane Vilas Road) and 200 feet (4 lane Vilas Road with 2 lane changes) required signal distance,  $d_1$ ,  $d_2$ , and  $d_4$  is less than or equal to 400 feet.

<sup>2</sup>No indicates failure to function

The downstream element, stopping sight distance ( $d_5$ ), is the distance traveled while braking to avoid an unexpected obstacle. It is determined by AASHTO defined by the speed, brake reaction time, and the deceleration rate. The downstream intersection functional area for a 45 mph facility is 360 feet. The 400 feet available in current conditions meets this minimum requirement for stopping distance in all cases.

**Figure E-4: Airway Drive and Peace Lane Geometry**



The analysis results demonstrate that having Peace Lane and Airway drive both signalized or both full movement intersections is not feasible under current spacing conditions. This worsens with four lanes on Vilas Road. There are two resulting options:

1. Realign Peace Lane to be across from Airway Drive and signalize
2. Signalize Airway Drive and turn Peace Lane into a Right-In-Right-Out (RIRO)

Option 1 is preferred as all movements are served and there is no out of direction travel; however, there would be ROW impacts and realignment would be more expensive than just installing the concrete curb median barrier the RIRO would require.

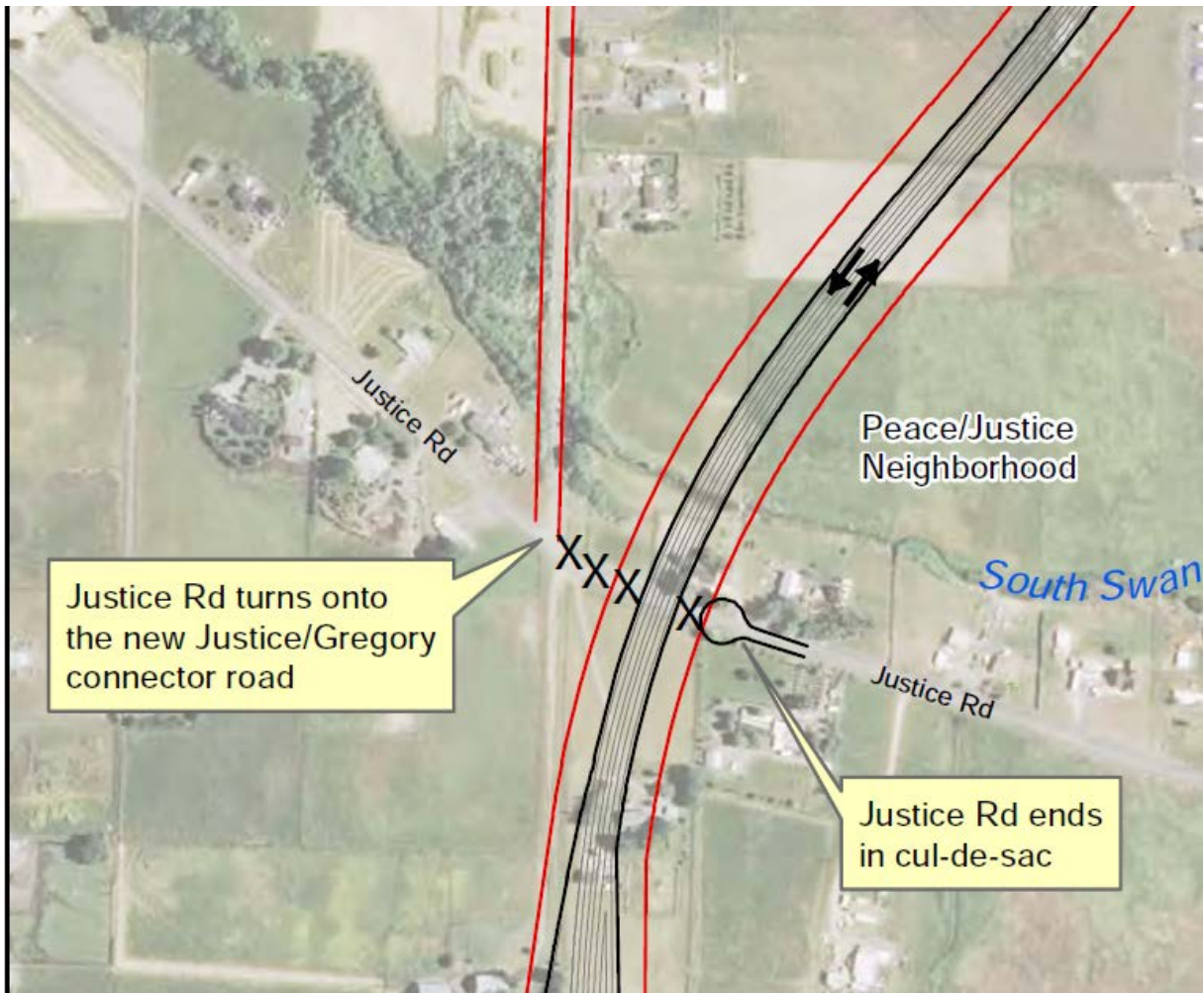
Theoretically, the option 2 left in volumes would re-route via Vilas Road eastbound, Crater Lake Highway northbound, Justice Road westbound, and Peace Lane southbound. The left out movements would re-route via Peace Lane northbound, Justice Road eastbound, Crater Lake Highway southbound, and Vilas Road east or westbound (Figure E-5). However, the OR62 FEIS indicates that Justice Road will be cul-de-saced at OR62 and force to connect to Gregory Road to the north (Figure E-6). Therefore, rerouting traffic from Peace Lane is not realistic because it will be too far. For these reasons Peace Lane has been realigned to intersect Vilas Road at Airway Road for analysis of all of the four lane Vilas Road scenarios.



**Figure E-5: Potential Traffic Re-routing with Existing Conditions**



**Figure E-6: FEIS Map Depicting Cul-De-Sacing of Justice Road**

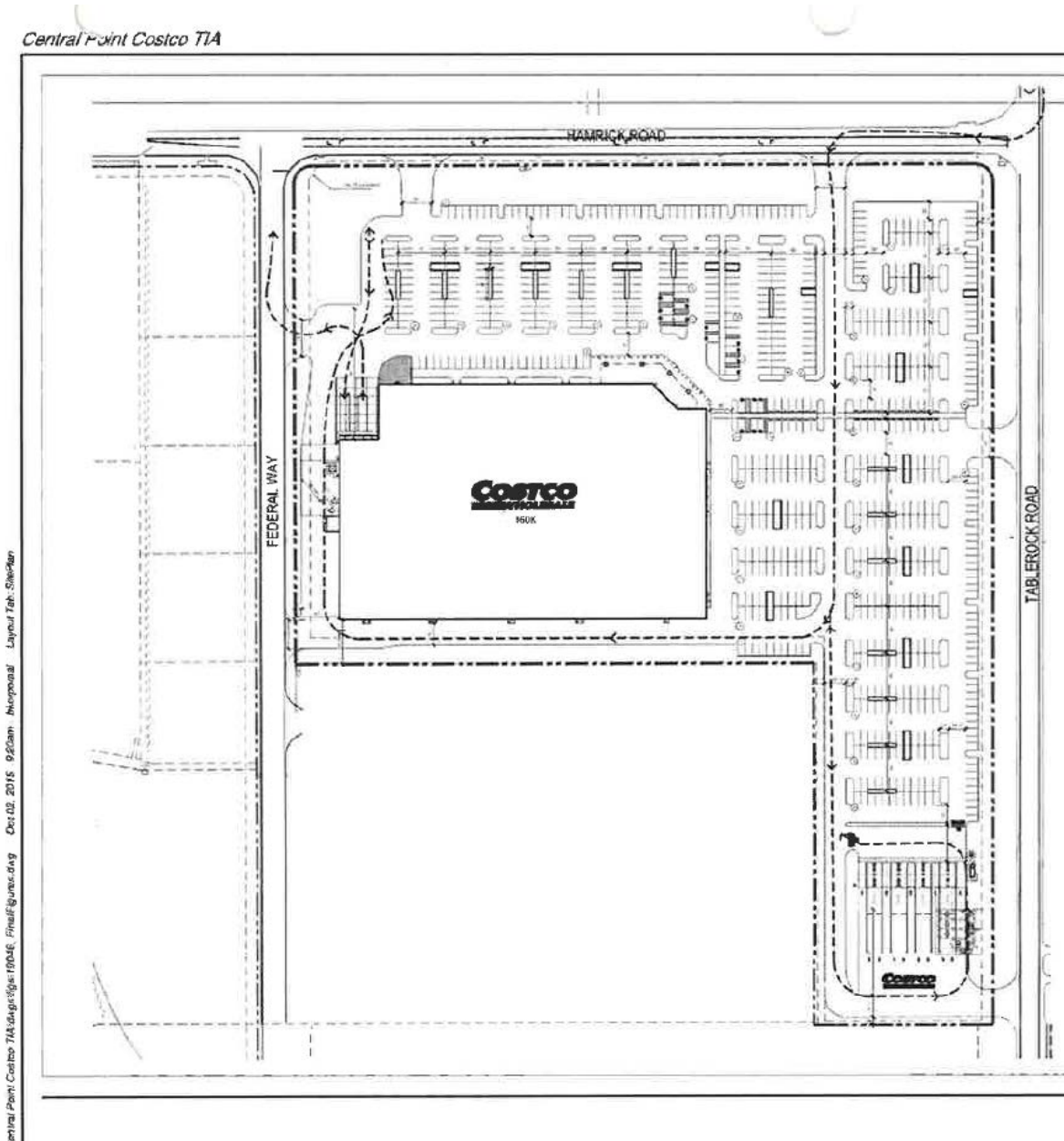


**APPENDIX F:**  
**METHODOLOGY TO INCLUDE NEW CENTRAL POINT COSTCO TRAFFIC**

## Costco – Central Point

The original strategy to incorporate the new Medford Costco was to perform a select zone analysis on the zone which includes Costco (TAZ 220). A new count was taken at the intersection of Hamrick Road and Biddle Road. The additional volume demonstrated at this intersection (due to Costco) would then be allocated proportionally throughout the network using the select zone output and the displayed turn movements. This would have worked sufficiently; however, it was noticed that the select zone volumes were too low to realistically depict the high volumes normally generated by a Costco with a 24 pump gas station. Figure F-1 depicts the planned location of the new Costco as depicted in KAI's TIA.

**Figure F-1: Central Point Costco Plans from KAI's TIA**



It was found that the Oregon Employment Department (OED) shapefile indicates TAZ 220 has 349 retail employees while the model only used a value of 192. In Scenario 2001 (Full Build with Tier 1 and 2 projects) EMPBASE is increased from 529 to 686. This increase was made in the TAZ.csv file. It is also made in the SQFT.csv file. After updating the RETEMP from 192 to 349, there was only a total change (in and out) of TAZ 220 from 672 to 701 which still did not realistically capture the Costco traffic so the square footage must also be increased. The sqft.csv is updated to reflect the 82% increase in employment (increase to 282,741 sq.ft.). ITE Trip Generation was referenced and the TIA created by KAI<sup>1</sup>.

KAI has conducted a number of studies specific to Costco sites and has compiled a database of trip generation information. The studies found that on average, 50% of the weekday pm peak hour Costco fuel station trips are internal trips. It can be assumed that 50% of the ITE gasoline service station trips are internal, i.e., included as Costco trips. KAI's average rates for Costco with a fuel center, summarized in Table F1 below from Appendix D of KAI's The Ridge and Costco TIA are used because this is better data than ITE's considering the KAI data is specific to this exact land use type while ITE's is more general.

<sup>1</sup> <\\s6000e\6420only\County\Jackson\OR62 Vilas IAMP\16 Miscellaneous\Costco\The Ridge and Costco Traffic Impact Analysis.pdf>

**Table F-1: Table A1 from Appendix D of KAI’s The Ridge and Costco TIA**

**Average Trip Characteristics for a Costco Warehouse with Fuel Center**

Land Use	Weekday Daily Trip Rate (per KSF)	Weekday AM Peak Hour of Adjacent Street Traffic Trip Rate (per KSF)			Weekday PM Peak Hour of Adjacent Street Traffic Trip Rate (per KSF)		
		Total	In	Out	Total	In	Out
Costco With Fuel Center	72.39	2.38	55%	45%	7.15	48%	52%
Pass-by Trips	No Data		34%			35%	
Diverted Trips	No Data		43%			32%	

$$7.15 * 1,000 \text{ ft}^2 = \text{Avg. Weekday PM Peak Hour of Adjacent St. Traffic Trip Rate}$$

A 2017 Mail Tribune article indicates that the Costco is 161,992 square feet. <sup>2</sup>

Using Table F-1 produced by KAI and the reported 161,992 ft<sup>2</sup> (about 162k SF) for Costco, 1158.3 PM peak hour trips are expected.

$$7.15 * 162 \text{ ft}^2 = 1158.3 \text{ PM peak hour trips}$$

ITE Trip Generation v10 applies the following equation:

1000 sq ft GFA , weekday, PM Pk hr adjacent street; trips = 4.18 trips per 1000 sq ft GFA

The 1158.3 expected trips is used to determine the necessary square footage:

$$1158.3 \text{ trip} = 4.18x$$

Where x = thousand sq.ft.

X = 277,105 sq.ft.

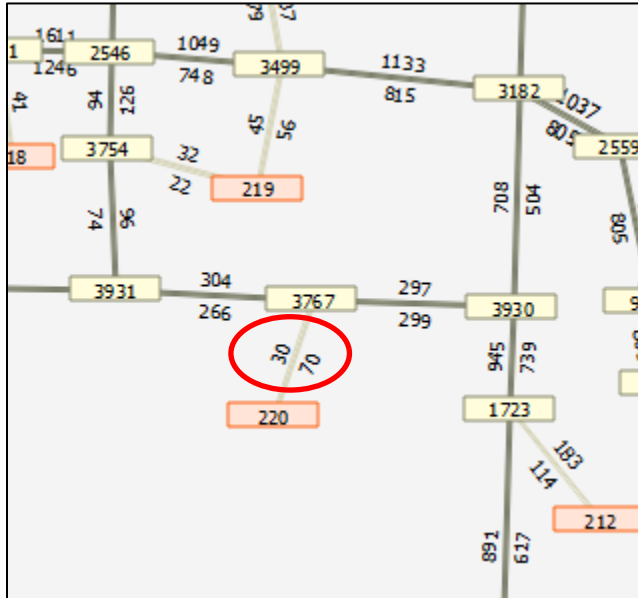
In scenario 16001 the square footage is adjusted to 277,105. The total PM peak volume produced is only 1092 which is too low because this value should be at least 1158. There are other land uses present in TAZ 220 (243 CONSTEMP).

In Scenarios 17001 Costco is removed. RETEMP is set to 0 and TAZ 220 is removed from the SQFT.csv. The @odpp output from this run will indicate how much needs to be added to the 1158.3 total PM peak volume expected to be generated using KAI’s analysis. The sqft.csv will be modified to reach this value.

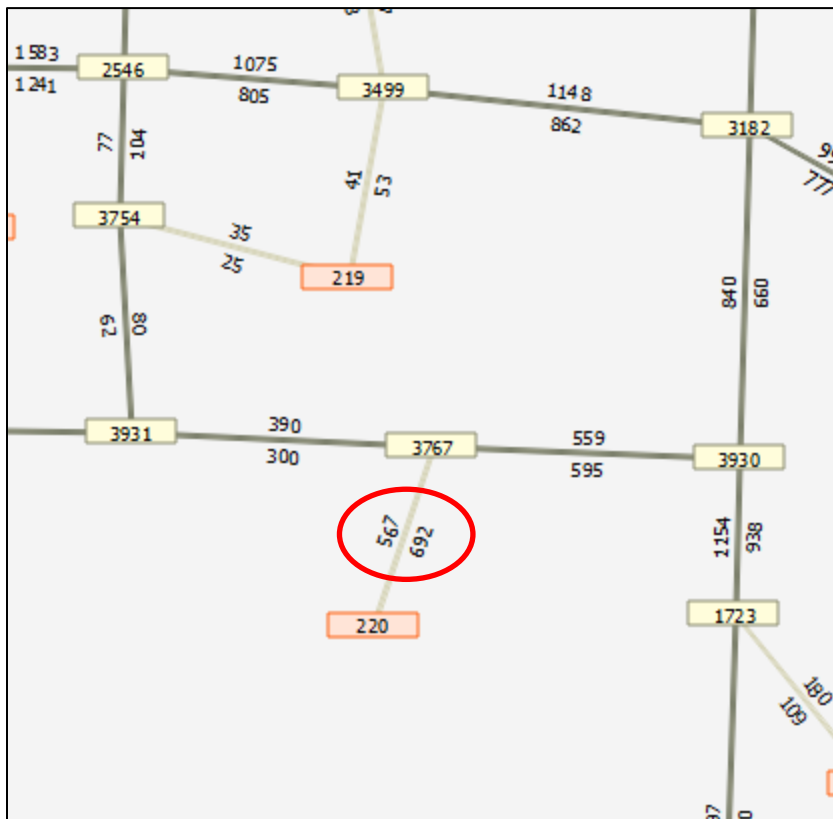
Without Costco there is a total PM peak of 100 which is added to the 1158.3. Then the sqft.csv is adjusted until a 1258.3 pm peak at TAZ 220 is achieved. 333,723 sqft. achieves this. (See Figures F-2 and F-3)

<sup>2</sup> <http://mailtribune.com/business/costco-sets-sights-on-november-opening>

**Figure F-2: Additional Volume Added Without Costco**



**Figure F-3: Calibration Refinement Generated Expected Trips**



**APPENDIX G:**  
**VOLUME DEVELOPMENT**



## **Existing Volume Development Methodology**

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This appendix documents the methodology and key assumptions to be used in preparation of the existing conditions analyses for the OR62 – Vilas Road Interchange Area Management Plan (IAMP). The methodologies included here are based on guidance provided in ODOT’s Analysis Procedures Manual (APM).

The 30<sup>th</sup> Highest Hour Volumes used in this analysis were developed using mostly the 24 hour and 16 hour 2014 counts previously taken for the FEIS, the Jackson County TSP, and local development projects by the Region 3 Traffic Section. It was necessary to request additional peak 3-hour turning movement counts at the intersections of Airway Drive and Industry Drive with Vilas Road in November, 2017 in order to include the Medford TSP Tier 2 projects. In August 2018 a new count was requested at the intersection of Hamrick Road and Biddle Road/Pine Road to incorporate traffic generated by the Costco which opened November 2017. Table G-1 depicts a summary of the traffic counts and the actual counts are available in this appendix.

### **Study Intersections**

ODOT Region 3 Traffic Section has provided traffic count volumes to ODOT TPAU.

The study intersections include:

- West Vilas Road/Table Rock Road/East Vilas Road
- Table Rock Road/Biddle Road
- East Pine Street/Hamrick Road/Biddle Road
- Crater Lake Highway/East Vilas Road

**Table G-1: Traffic Count Summary**

<b>ODOT Intersections</b>			
<b><u>Site No.</u></b>	<b><u>Intersection</u></b>	<b><u>Count Date</u></b>	<b><u>Count Type</u></b>
4.	East Vilas Road at OR 62 Crater Lake Hwy No. 22	6/19/2014	16 hour Video Count
<b>Local Intersections</b>			
1.	Table Rock Road at Biddle Road	6/17/2014-6/18/2014	24 hour Video Count
2.	Hamrick Road at Biddle Road	6/17/2014-6/18/2014	24 hour Video Count
3.	Table Rock Road at East Vilas Road	6/17/2014	16 hour Video Count
10.	Airway Drive at East Vilas Road	11/1/2017	3 hour Video Count
11.	Industry Drive at East Vilas Road	11/1/2017	3 hour Video Count
2.	Hamrick Road at Biddle Rd	8/15/18	16 hour Video Count

**System Peak Hour Selection**

The intersections will be analyzed using a system peak hour determined by the 2012 Draft Environmental Impact Statement (DEIS), 4:15 pm – 5:15 pm.

**Seasonal Adjustment Factor**

The intersections will be analyzed using a system peak hour determined by the 2012 Final Environmental Impact Statement (FEIS), 4:15 pm – 5:15 pm. An on-site Automatic Traffic Recorder (ATR) is not available, so to seasonally adjust to the 30<sup>th</sup> Highest Hour Volumes the ATR Characteristic Table Method is employed. ATRs are identified with similar characteristics to the site. The project area's AADT in the Transportation Volume Table must be within +/- 10% of the ATR's AADT. When no comparable ATR is available, the Seasonal Trend Table is used to factor counts taken outside of the peak period. The study area demonstrates a commuter trend.

At the Table Rock Rd. and Biddle Rd. Intersection, the Eugene - Meadowview ATR 20-024 is used to factor the East and West Legs. The North and South Legs are factored using the Seasonal Trend Table.

At the Hamrick Rd. and Biddle Rd. intersection, the Eugene - Meadowview ATR 20-024 is used to factor the East Leg. The West Beltline ATR 20-028 is used to factor the West Leg. The North and South Legs are factored using The Seasonal Trend Table.

At the Table Rock Rd. and E. Vilas Rd. Intersection, the Eugene - Meadowview ATR 20-024 is used to factor the South Leg. The other three legs are factored using the Seasonal Trend Table.

At the OR 62 and Vilas Rd. Intersection, the West Beltline ATR 20-028 is used to factor the North Leg. The Clackamas 03-017 and Gresham 26-003 ATRs are averaged to factor the South Leg. The East and West Legs are factored using the seasonal trend table.

At the Airway Dr. and Industry Dr. Intersections with Vilas Rd. all legs are factored using the seasonal trend table.

**Table G-2: ATR Characteristic Table**

2015 Seasonal Traffic Trend	Area Type	# of Lns	Weekly Traffic Trend	2016 AADT	OHP Class	2015 ATR	HWY Rte, Name, & Loc	MP	State Hwy #
COM	Urbanized	4	Weekday	34200	Statewide HWY	<b>03-017</b>	OR212, Clackamas Hwy, 0.14 mile W. of SE 130 <sup>th</sup> Ave.	<b>6.80</b>	<b>171</b>
COM	Urbanized	4	Weekday	32100	Statewide HWY	<b>26-003</b>	US26, Mt. Hood Hwy, 0.18 mile SE of SE Powell Valley Rd.	<b>14.36</b>	<b>26</b>
COM	Urbanized	4	Weekday	27000	Statewide HWY	<b>20-028</b>	OR569, Beltline Hwy, 0.42 mile S of Barger Dr.	<b>5.20</b>	<b>69</b>
COM	Urbanized	4	Weekday	15900	Regional HWY	<b>20-024</b>	OR99, Pacific Hwy West, 1.00 mile S of Meadowview Rd.	<b>115.28</b>	<b>91</b>

The Transportation Volume Tables (TVT) are referenced to average an ADT percentage for the peak month and also for the count month. Five years of data is analyzed. The high and low values are removed and the remaining three years are averaged (removed values are greyed out). To calculate the seasonal adjustment factor, the peak month value is divided by the count month value.

**Table G-3:** Values from the Transportation Volume Table depicting percent of ADT present in peak month and count month.

**Seasonal Adjustment for year 2014 Count Data (June Counts)**

ATR 20-028, West Beltline, OR569, BELTLINE HIGHWAY, 0.42 MILE SOUTH OF BARGER DRIVE INTERCHANGE

	2015	2014	2013	2012	2011	Avg	Adjustment
	Aug	Aug	Aug	Aug	Aug		
Peak Month (Aug)	113	113	122	115	113	114	1.01
Count Month (June)	113	112	111	113	112	112	

ATR 20-024, Eugene-Meadowview, MP 115.28; PACIFIC HIGHWAY WEST NO. 91; 1.00 MILE SOUTH OF MEADOWVIEW RD

	2015	2014	2013	2012	2011	Avg	Adjustment
	Aug	Aug	Aug	Aug	Aug		
Peak Month (Aug)	115	114	115	117	114	115	1.02
Count Month (June)	113	116	112	112	113	113	

ATR 03-017, Clackamas, MP 6.80; OR212, CLACKAMAS HIGHWAY, 0.14 MILE WEST OF S.E.130TH AVENUE

	2015	2014	2013	2012	2011	Avg	Adjustment
	July	July	Aug	Aug	Aug		
Peak Month (Aug)	111	113	111	112	113	112	1.02
Count Month (June)	111	110	112	109	110	110	

ATR 26-003, Gresham, MP 14.36; US26, MT. HOOD HIGHWAY, 0.18 MILE SOUTHEAST OF S.E. POWELL VALLEY ROAD

	2015	2014	2013	2012	2011	Avg	Adjustment
	July	Aug	Aug	Aug	Aug		
Peak Month (Aug)	106	107	109	109	106	107	1.03
Count Month (June)	104	106	104	104	104	104	

The 2016 Seasonal Factor Table is used to calculate the Commuter Trend factor applicable at the previously defined legs (**Table G-4**). The seasonal factor for the count period is divided by the seasonal factor for the peak period. Seasonal factors are given for

the 1<sup>st</sup> and 15<sup>th</sup> of each month, so it is necessary for the 2014 counts to interpolate to the date of the counts (June 17 and June 19), but for the 2017 counts the value can be used directly (November 1).

**Table G-4: Seasonal Adjustment Factor Source**

Site No.	Intersection	Direction	Seasonal Factor Source
1	Table Rock Road at Biddle Road	EB	Eugene Meadowview ATR 20-024
		WB	Eugene Meadowview ATR 20-024
		NB	Seasonal Factor Table
		SB	Seasonal Factor Table
2	Hamrick Road at Biddle Road	EB	West Beltline ATR 20-028
		WB	Eugene Meadowview ATR 20-024
		NB	Seasonal Factor Table
		SB	Seasonal Factor Table
3	Table Rock Road at East Vilas Road	EB	Seasonal Factor Table
		WB	Seasonal Factor Table
		NB	Eugene Meadowview ATR 20-024
		SB	Seasonal Factor Table
4	East Vilas Road at OR 62 Crater Lake Hwy No. 22	EB	Seasonal Factor Table
		WB	Seasonal Factor Table
		NB	Clackamas ATR 03-017 Gresham ATR 26-003
		SB	West Beltline ATR 20-028
5	Airway Drive at East Vilas Road	EB	Seasonal Factor Table
		WB	Seasonal Factor Table
		NB	Seasonal Factor Table
6	Industry Drive at East Vilas Road	EB	Seasonal Factor Table
		WB	Seasonal Factor Table
		NB	Seasonal Factor Table

**Table G-5: Seasonal Trend Table**

<b>SEASONAL TREND TABLE (Updated: 9/30/16)</b>						
<b>TREND</b>	<b>1-Jun</b>	<b>15-Jun</b>	<b>1-Jul</b>	<b>15-Jul</b>	<b>1-Aug</b>	<b>15-Aug</b>
<b>COMMUTER</b>	1.0358	1.0452	1.0263	1.0081	1.0040	1
<b>TREND</b>	Change 15-Jun to 1-Jul	Change Per Day	Add 2* to reach 17-Jun	17-Jun	Add 4* to reach 19-Jun	19-Jun
<b>COMMUTER</b>	0.0189	0.0012	0.0025	1.05	0.0050	1.05

<b>SEASONAL TREND TABLE (Updated: 9/19/17)</b>						
<b>TREND</b>	<b>1-Nov</b>	<b>15-Nov</b>	<b>1-Dec</b>	<b>15-Dec</b>		
<b>COMMUTER</b>	1.0854	1.1191	1.1481	1.1771		

**Historical Factors (Factoring to Current Year)**

The Future Volume Table was used for the OR 62 legs. Jackson County counts were used to develop growth factors for remaining non-state roadways (Tables G-6 and G-7).

**Table G-6: Future Volume Table growth factor values**

<b>HWY</b>	<b>MP</b>	<b>Description</b>	<b>2013</b>	<b>2035</b>	<b>RSQ</b>	<b>22 Yr Growth Factor</b>	<b>1 Yr Historical Growth Factor</b>
22	3.63	0.02 mile S. of E. Vilas Road	23400	32600	Model	1.39	1.02

Based on the data above, the 22-year growth factor would be  $32600/23400 = 1.393$ . Assuming linear growth in the future, the annual growth factor would be  $(1.393 - 1)/22 = 0.01781$ , or 1.78%. To convert the 2014 30HV to a 2015 30HV, the 2014 30HV is multiplied by the 1-year growth factor.  
 $2015\ DHV = 2014\ 30HV \times [(1 \times \text{Annual Growth Rate}) + 1] = 2014\ 30HV \times 1.02$ .  
 Local count data from Jackson County was used at eight sites to develop growth factors.

**Table G-7: Growth factors developed from Jackson County local counts**

<b>Road Name</b>	<b>MP</b>	<b>Location Description</b>	<b>RSQ</b>	<b>15 Yr Growth Factor</b>	<b>1 Yr Historical Growth Factor</b>
Biddle Rd	1.48	450 Ft. East of Hamrick Rd	0.65	1.09	1.01
Table Rock Rd	2.42	750 Ft. North of Biddle Rd	0.79	1.52	1.03
Table Rock Rd	3.07	150 Ft. North of E Vilas Rd	0.66	1.21	1.01
E. Pine St	1.23	825 Ft. West of Hamrick Rd	0.03	1.04	1.00
Hamrick Rd	1.60	150 Ft. West of Table Rock Rd	0.02	1.37	1.02
W Vilas Rd	0.06	400 Ft. West of Table Rock Rd	0.02	1.18	1.01

The remaining roadways were factored back to 2015 from 2017 using the 2017 and 2042 RVMPO model volume outputs.

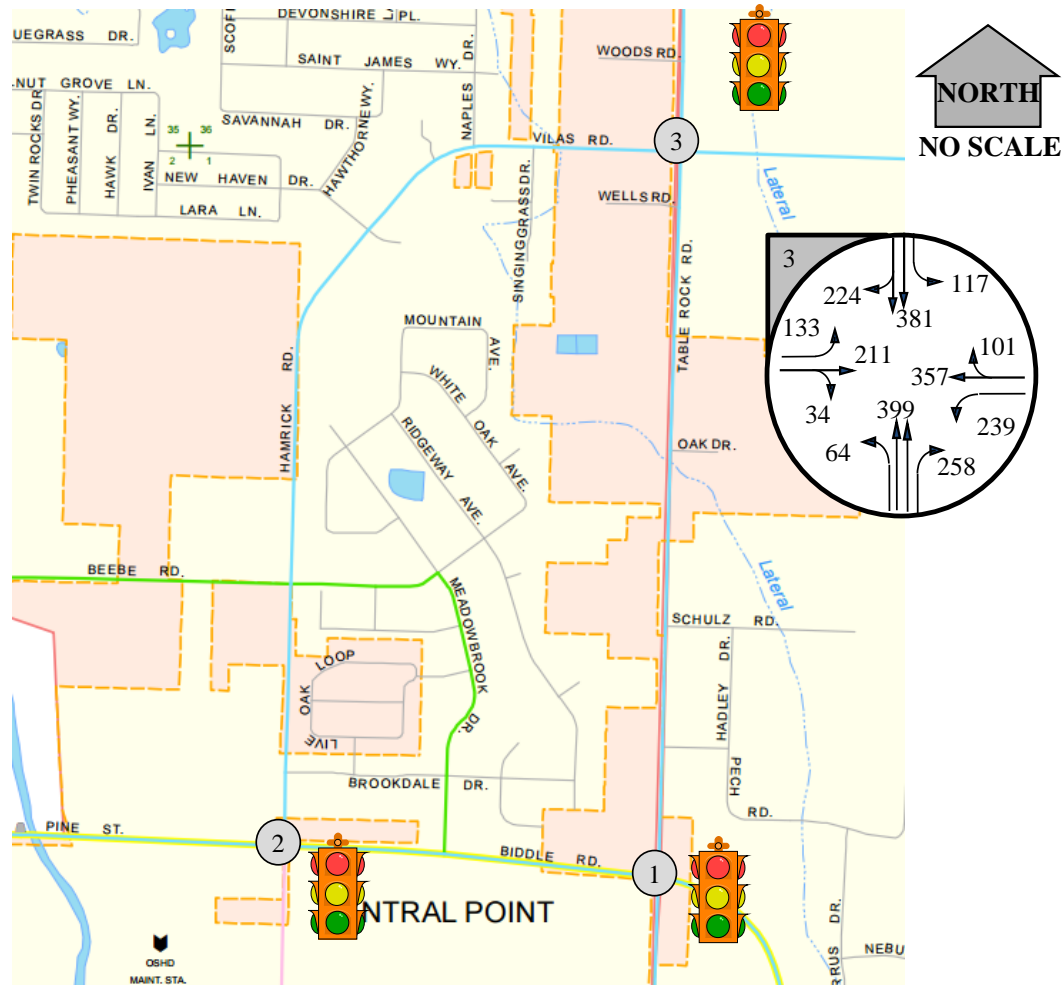
**Table G-8: Growth factor developed using RVMPO model**

<b>Model Year</b>	<b>Volume</b>	<b>Location Description</b>	<b>25 Year Growth Factor</b>
2017	133	NB Centroid Connector between Airway and Industry to E Vilas Rd	2.158
2042	287		

Based on the data above, the 25-year growth factor would be  $287/133 = 2.158$ . Assuming linear growth in the future, the annual growth factor would be  $(2.158 - 1)/25 = 0.04632$ , or 4.63%. To convert the 2017 30HV to a 2015 30HV, the 2017 30HV is multiplied by the 2-year growth factor and the absolute value of the result is reported.

$$2015 \text{ DHV} = |2017 \text{ 30HV} \times [(2 \times \text{Annual Growth Rate}) - 1]| = |2017 \text{ 30HV} \times 0.907|.$$

All Intersections  
 June 2014 Manual Counts  
 Intersection 1 and 2 = 24 hour;  
 Intersection 3 = 16 hour  
 Peak Hour 4:15 – 5:15



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Raw Count Summary, All Vehicles

File : OR62-Vilas

Prepared By: Katie Brown

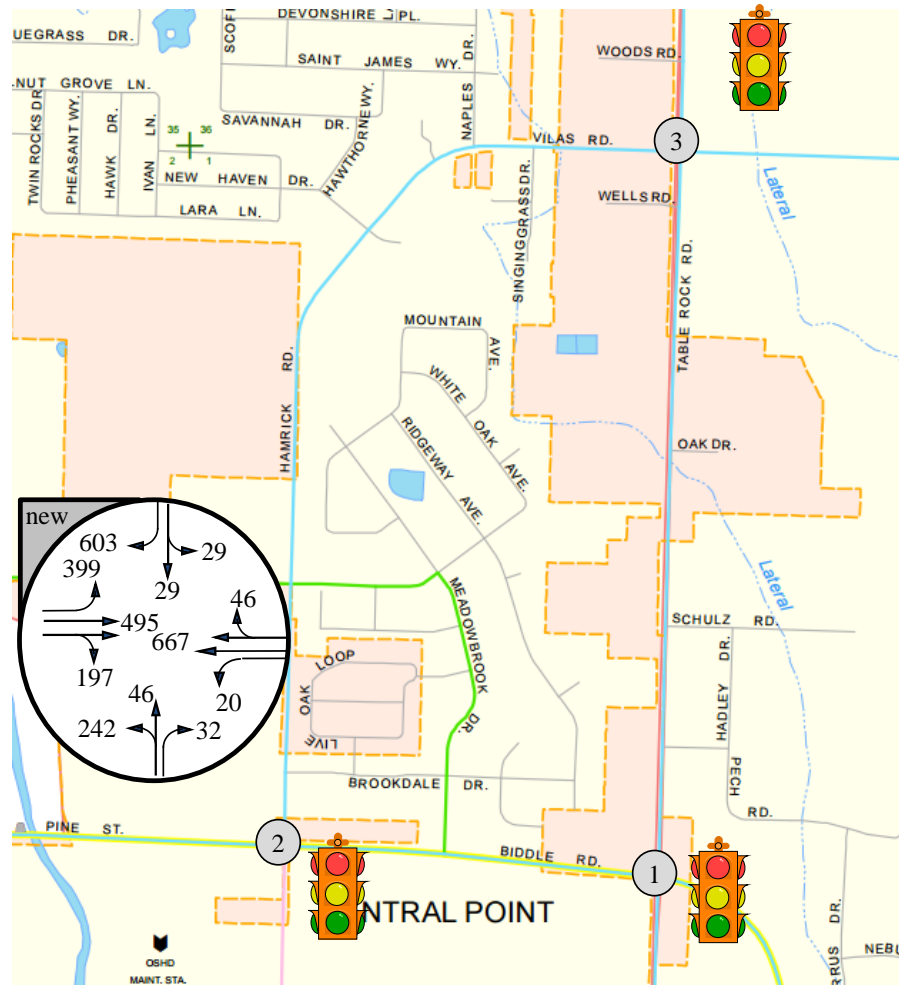
Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE G-1



August 2018 Manual Count  
 Intersection 2 = 16 hour  
 Peak Hour 4:15 – 5:15  
 New Count to Include Costco



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Raw Count Summary, Hamrick Rd and Biddle Rd

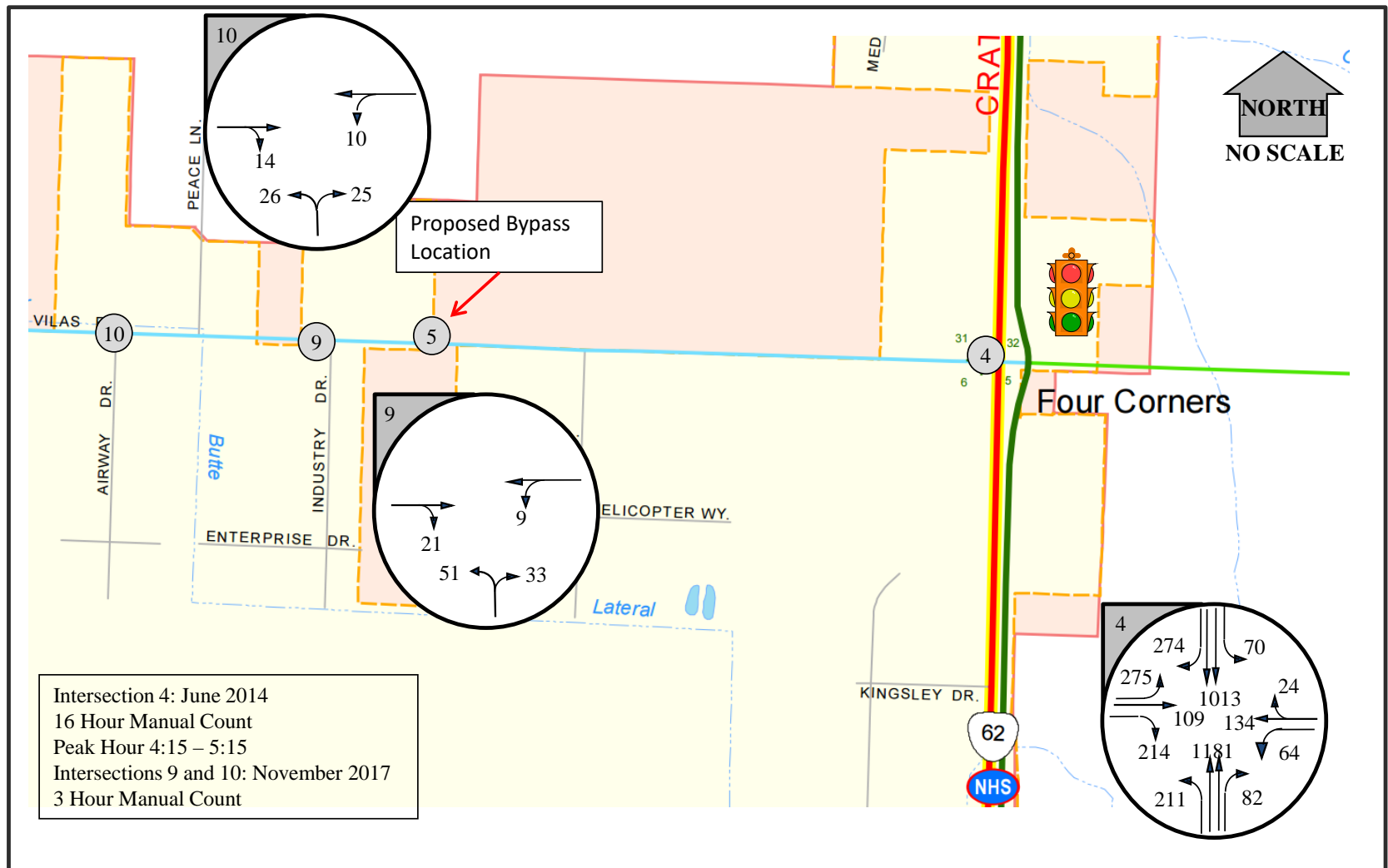
File : OR62-Vilas

Prepared By: Katie Brown

Date : 10/11/2018

Reviewed By: . P.E.

FIGURE G-2



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Raw Count Summary, All Vehicles

File : OR62-Vilas

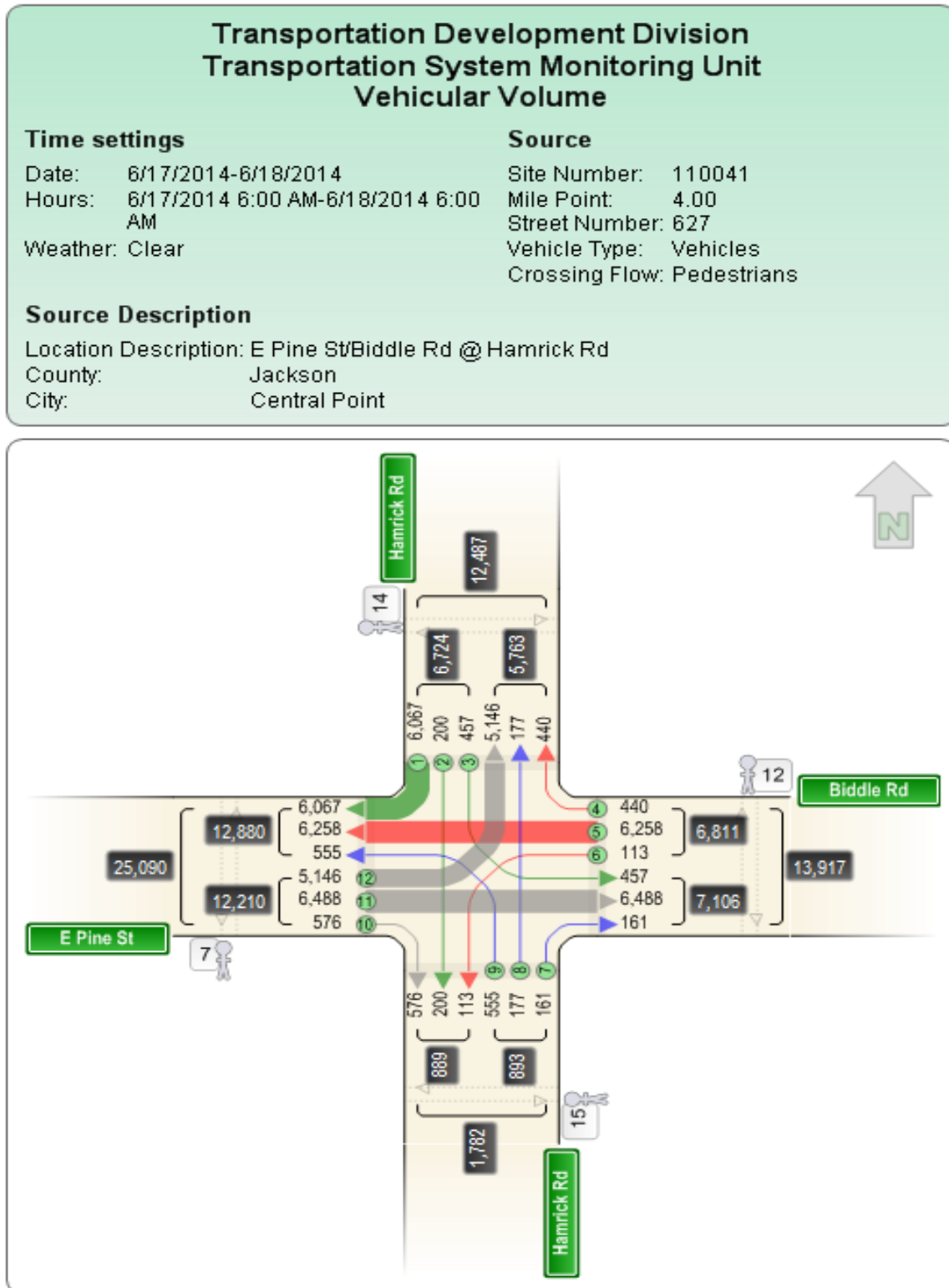
Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE G-3

**Figure G-4: All Project Traffic Counts**



## Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

### Time settings

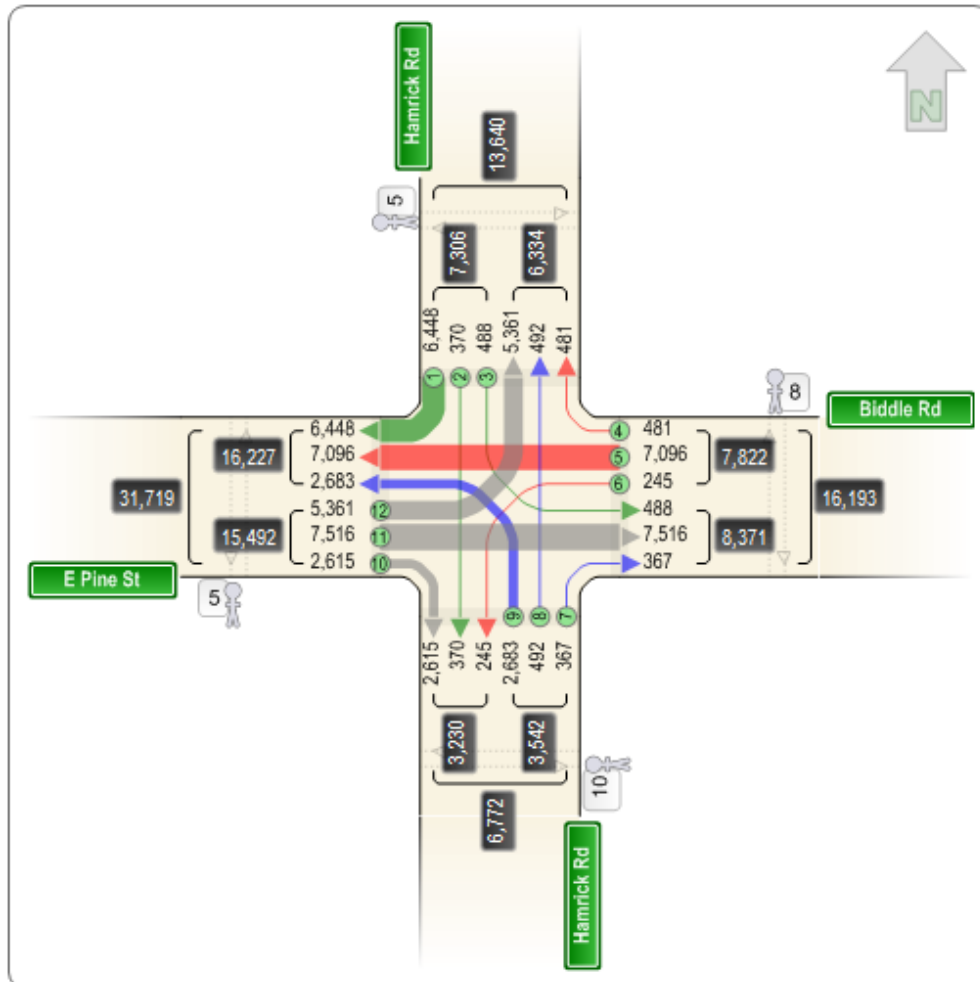
Date: 8/22/2018  
 Hours: 6:00 AM-10:00 PM  
 Weather: Cloudy

### Source

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

### Source Description

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



## Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

### Time settings

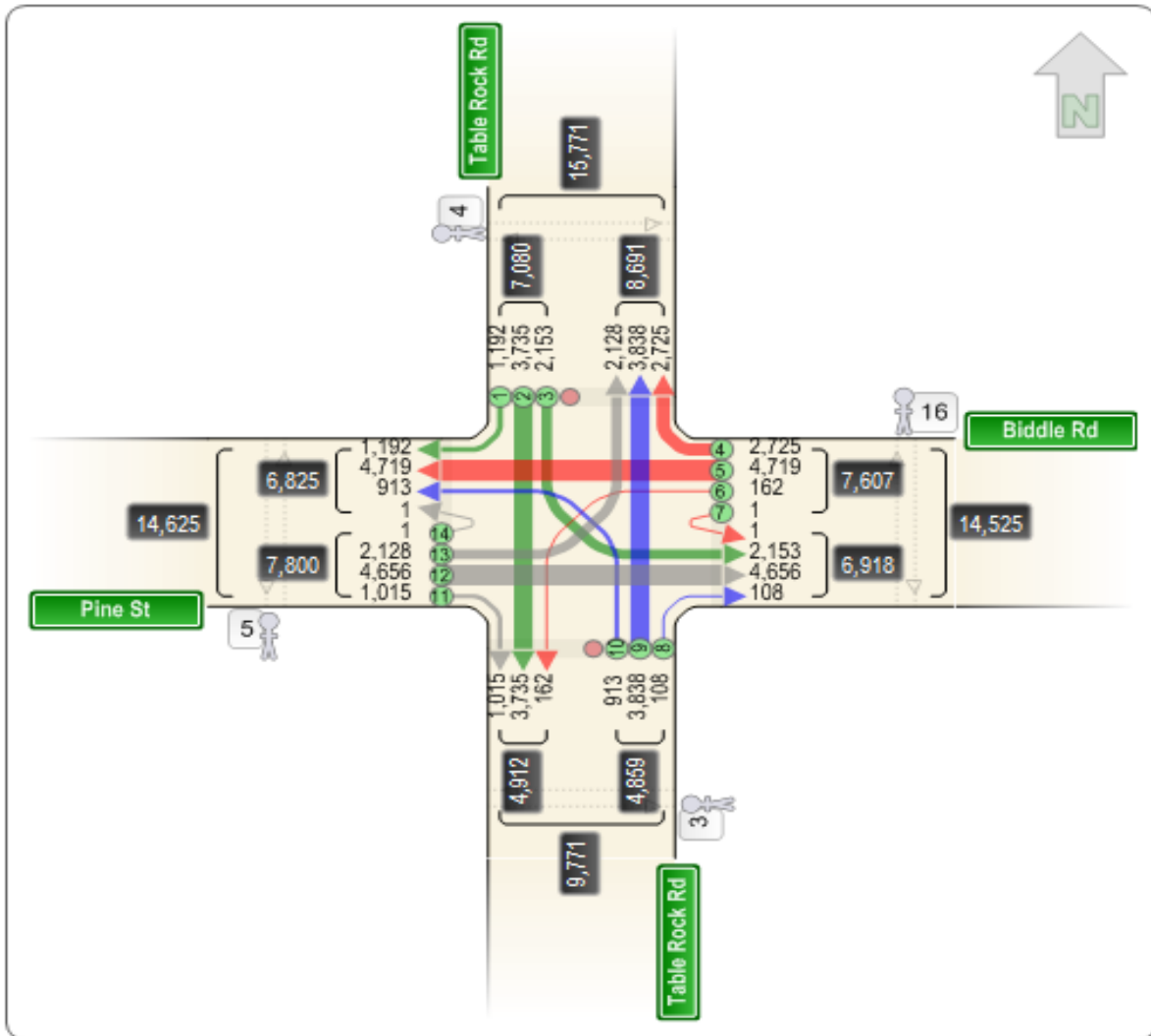
Date: 6/17/2014-6/18/2014  
 Hours: 6/17/2014 6:00 AM-6/18/2014 6:00 AM  
 Weather:

### Source

Site Number: 110042  
 Mile Point: 2.26  
 Street Number: 3702  
 Vehicle Type: Vehicles  
 Crossing Flow: Pedestrians

### Source Description

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



## Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

### Time settings

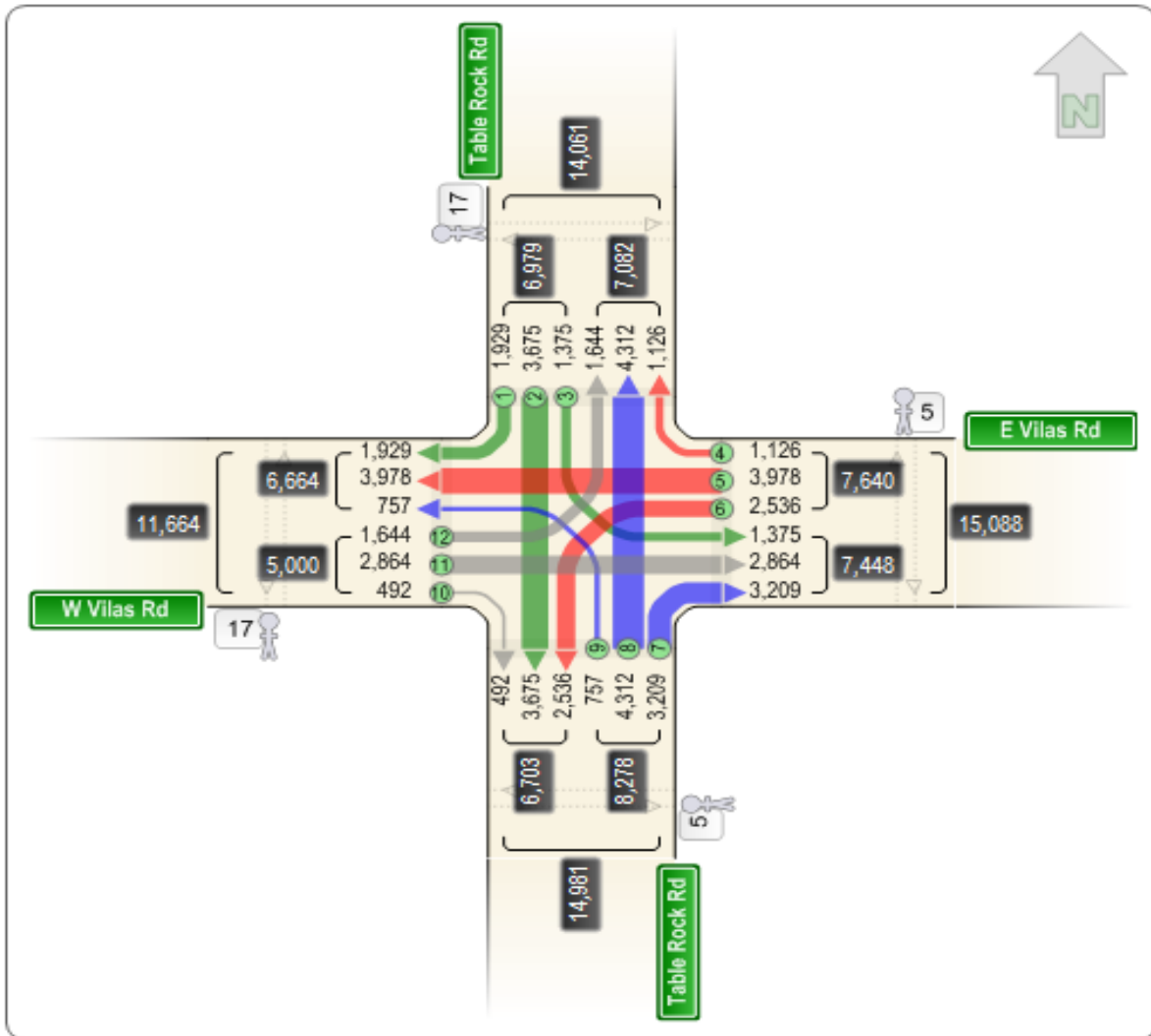
Date: 6/17/2014  
Hours: 6:00 AM-10:00 PM  
Weather: Clear

### Source

Site Number: 110043  
Mile Point: 3.02  
Street Number: 3702  
Vehicle Type: Vehicles  
Crossing Flow: Pedestrians

### Source Description

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



## Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

### Time settings

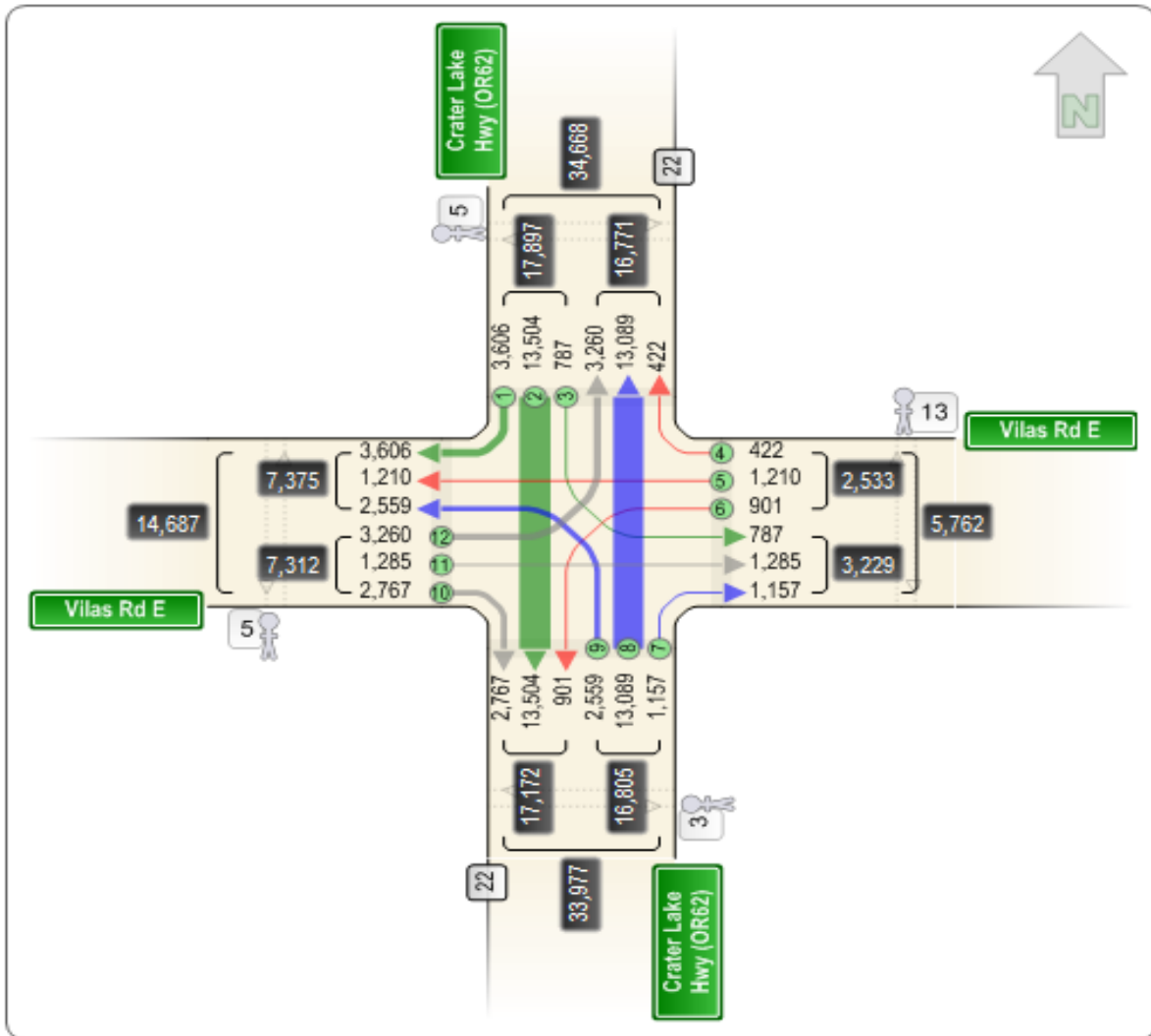
Date: 6/19/2014  
Hours: 6:00 AM-10:00 PM  
Weather: Clear

### Source

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

### Source Description

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



**Summary of Traffic Count  
Transportation Development Division**

Site: 28107  
County: Jackson  
City: Central Point

Date: 11/1/2017  
Hours: 3:00 PM-6:00 PM  
Highway #: 3705

Milepoint: 10.59  
Count Number: 1.00

Location: Vilas Rd @ Airway Dr  
Weather: Clear

Time of Day	Summary By Movements					Entering Volumes		
	E-S	S-E	S-W	W-S	TOTAL	East	South	West
15:00	5	2	3	6	16	5	5	6
15:15	4	8	1	2	15	4	9	2
15:30	3	3	2	3	11	3	5	3
15:45	3	5	2	1	11	3	7	1
16:00	10	14	7	4	35	10	21	4
16:15	4	8	10	5	27	4	18	5
16:30	2	2	4	2	10	2	6	2
16:45	3	5	3	3	14	3	8	3
17:00	1	10	9	4	24	1	19	4
17:15	10	1	5	9	25	10	6	9
17:30	6	13	13	3	35	6	26	3
17:45	2	9	4	1	16	2	13	1
Total Count	53	80	63	43	239	53	143	43
24hr Factor	1	1	1	1	1	1	1	1
24hr Volume	53	80	63	43	239	53	143	43



**Summary of Traffic Count  
Transportation Development Division**

Site: 28108  
County: Jackson  
City: Central Point

Date: 11/1/2017  
Hours: 3:00 PM-6:00 PM  
Highway #: 3705

Milepoint: 10.39  
Count Number: 1.00

Location: Vilas Rd @ Industry Ln  
Weather: Clear

Time of Day	Summary By Movements					Entering Volumes		
	E-S	S-E	S-W	W-S	TOTAL	East	South	West
15:00	2	7	4	23	36	2	11	23
15:15	2	5	6	4	17	2	11	4
15:30	7	7	5	7	26	7	12	7
15:45	4	3	5	4	16	4	8	4
16:00	1	11	10	1	23	1	21	1
16:15	4	10	17	6	37	4	27	6
16:30	2	9	14	3	28	2	23	3
16:45	1	7	9	8	25	1	16	8
17:00	2	7	11	4	24	2	18	4
17:15	2	10	9	3	24	2	19	3
17:30	2	5	8	1	16	2	13	1
17:45	1	3	4			1	7	
								64
Total Count	30	84	102	64	280	29	179	1
24hr Factor	1	1	1	1	1	1	1	64
24hr Volume	30	84	102	64	280	29	179	

Road Name	Location	Date	Count
ADAMS ROAD	50 FT. WEST OF COLVER ROAD	08/19/02	382
AGATE LOOP	WEST OF AGATE ROAD	07/11/01	1378
AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	07/11/01	1706
AGATE ROAD	50 FT. NORTH OF LINN ROAD	06/19/01	2197
AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	06/19/01	2503
AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	06/19/01	3238
AGATE ROAD	75 YDS. NORTH OF ANTELOPE ROAD	07/17/01	5068
AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	07/17/01	5390
AIRPORT ROAD	75 YDS. EAST OF TABLE ROCK ROAD	07/30/01	4426
ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	08/28/01	491
ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	07/23/01	1785
ALTA VISTA ROAD	100 FT. WEST OF BIGHAM-BROWN ROAD	07/23/01	1834
ALTA VISTA ROAD	100 YDS. EAST OF SHASTA AVENUE	08/28/01	2237
ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	08/19/02	691
ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	08/13/01	1559
ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	07/24/01	1783
ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	08/13/01	2178
ANTELOPE ROAD	75 FT. EAST OF HALE WAY	07/17/01	4150
ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	07/17/01	7134
ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	07/17/01	10820
ANTELOPE ROAD	EAST OF HIGHWAY 62	08/20/01	12074
ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	06/19/01	12370
ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	07/17/01	13036
ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	07/11/01	813
ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	07/11/01	1474
ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	06/19/01	1830
ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	07/11/01	1879
APPLEGATE ROAD	200 FT. SOUTH OF FRENCH GULCH ROAD	08/06/02	405
APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION)	08/06/02	832
APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	07/30/02	1464
APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	08/05/02	2014
APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	08/05/02	2652
APPLEGATE STREET	50 FT. SOUTH OF OREGON STREET	09/17/02	1537
ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	09/17/02	795
ARNOLD LANE	25 YDS. SOUTH OF MADRONA LANE	11/13/02	1024
ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	11/13/02	1220
ATLANTIC AVENUE	100 FT. NORTH OF AVENUE "A"	08/13/01	420
ATLANTIC AVENUE	150 FT. SOUTH OF AVENUE "G"	07/24/01	957
ATLANTIC AVENUE	200 FT. NORTH OF AVENUE "G"	07/24/01	1042
ATLANTIC AVENUE	100 FT. NORTH OF ANTELOPE ROAD	08/13/01	1480

AVENUE A	50 FT. WEST OF ATLANTIC AVENUE	07/24/01	462
AVENUE A	50 YDS. EAST OF LAKEVIEW DRIVE	07/24/01	854
AVENUE A	250 FT. EAST OF HIGHWAY 62	08/07/01	1412
AVENUE G	75 YDS. WEST OF ATLANTIC AVENUE	08/14/01	1049
AVENUE G	EAST OF DIVISION	07/17/01	3298
AVENUE G	75 YDS. WEST OF AGATE ROAD	06/19/01	3919
AVENUE G	50 YDS. EAST OF HIGHWAY 62	07/17/01	3971
AVENUE G	75 YDS. WEST OF HIGHWAY 62	07/17/01	4688
AVENUE H	150 YDS. EAST OF ATLANTIC AVENUE	08/13/01	595
BALL ROAD	200 FT. EAST OF HIGHWAY 62	08/20/01	781
BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	07/31/01	1189
BEAGLE ROAD	50 YDS. WEST OF ANTIOCH ROAD	08/20/01	283
BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	07/11/01	411
BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	07/11/01	486
BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	09/18/02	1645
BEALL LANE	75 FT. EAST OF FREELAND ROAD	09/18/02	2315
BEALL LANE	50 YDS. EAST OF HANLEY ROAD	09/18/02	3400
BEALL LANE	75 YDS. WEST OF HANLEY ROAD	09/18/02	3970
BEALL LANE	50 YDS. EAST OF HIGHWAY 99	09/24/02	4002
BEALL LANE	150 FT. EAST OF BURSELL ROAD	09/18/02	4243
BEALL LANE	75 YDS. WEST OF HIGHWAY 99	09/18/02	5576
BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	08/06/01	1177
BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	10/28/02	414
BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	09/17/02	2488
BELLINGER LANE	75 YDS. WEST OF ARNOLD LANE	09/17/02	2577
BELLINGER LANE	75 FT. WEST OF HULL ROAD	09/17/02	3361
BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST	08/06/01	6897
BIDDLE ROAD	150 FT. EAST OF TABLE ROCK ROAD (EAST	07/31/01	7004
BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND	08/06/01	7277
BIDDLE ROAD	150 YDS. EAST OF TABLE ROCK ROAD (WEST	07/31/01	8761
BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	07/25/01	1355
BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	07/24/01	1399
BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	06/25/01	2623
BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	08/20/01	3502
BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	06/25/01	4177
BLACKWELL ROAD	100 YDS. NORTH OF I-5 INTERCHANGE	07/11/01	6838
BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	06/20/01	243
BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/20/01	560
BROWNSBORO-EAGLE POINT ROAD	300 YDS. WEST OF HIGHWAY 140	08/27/01	672
BROWNSBORO-EAGLE POINT ROAD	50 FT. EAST OF BROPHY ROAD	08/27/01	766
BROWNSBORO-EAGLE POINT ROAD	150 FT. EAST OF REESE CREEK ROAD	07/23/01	1306

BROWNSBORO-EAGLE POINT ROAD	100 YDS. WEST OF REESE CREEK ROAD	07/23/01	2185
BROWNSBORO-EAGLE POINT ROAD	100 FT. EAST OF OLD HIGHWAY 62	07/23/01	3115
BURSELL ROAD	50 FT. SOUTH OF PITTVIEW AVENUE	09/18/02	3369
BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	06/20/01	1233
BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	08/21/01	1234
BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	06/20/01	1361
BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	06/20/01	1655
BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	06/20/01	1758
BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	07/11/01	2055
BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	07/11/01	2155
BUTTE FALLS-FISH LAKE ROAD	100 FT. NORTH OF HIGHWAY 140	06/20/01	232
BUTTE FALLS-FISH LAKE ROAD	100 YDS. WEST OF COOK ROAD	06/20/01	329
BUTTE FALLS-FISH LAKE ROAD	300 YDS. EAST OF BUTTE FALLS-PROSPECT	06/20/01	579
BUTTE FALLS-FISH LAKE ROAD	AT CITY LIMITS	08/21/01	926
BUTTE FALLS-PROSPECT ROAD	100 FT. EAST OF RANCHERIA ROAD	08/27/01	261
BUTTE FALLS-PROSPECT ROAD	0.2 MILE SOUTH OF RED BLANKET ROAD	07/16/01	289
BUTTE FALLS-PROSPECT ROAD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	08/27/01	410
BUTTE FALLS-PROSPECT ROAD	150 FT. EAST OF MILL CREEK DRIVE	07/16/01	1091
CADY ROAD	100 FT. EAST OF HIGHWAY 238	10/29/02	584
CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	07/30/02	764
CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	11/25/02	872
CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	08/13/02	352
CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	08/13/02	653
CEDAR LINKS DRIVE	100 FT. WEST OF FOOTHILL ROAD	07/30/01	1398
CHERRY LANE	75 YDS. SOUTH OF HILLCREST ROAD	11/25/02	653
CHERRY LANE	50 YDS. EAST OF NORTH PHOENIX ROAD	11/06/02	1514
CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	07/15/02	1280
CLOVER LANE	100 FT. SOUTH OF HIGHWAY 238	09/17/02	449
COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	07/30/01	937
COKER BUTTE ROAD	50 YDS. EAST OF HIGHWAY 62	07/30/01	2337
COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	09/30/02	794
COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	09/30/02	830
COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	09/30/02	1345
COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	08/13/02	2026
COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	07/29/02	4492
COLUMBUS AVENUE	150 YDS. SOUTH OF STEWART AVENUE	09/23/02	7519
COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	08/19/02	3271
COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	10/01/02	3339
COLVER ROAD	50 FT. WEST OF HIGHWAY 99	10/01/02	3377
COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	10/01/02	3627
COREY ROAD	EAST OF McLOUGHLIN DRIVE	07/24/01	1506

COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	08/07/01	2434
COVERED BRIDGE ROAD	AT COVERED BRIDGE	06/26/01	540
CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	08/21/01	346
CROWFOOT ROAD	SOUTH OF HIGHWAY 62	07/16/01	401
CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	07/16/02	1934
CUNNINGHAM AVENUE	50 FT. WEST OF COLUMBUS AVENUE	10/01/02	992
DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	11/06/02	476
DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/13/02	865
DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	07/30/02	1790
DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	08/13/02	2278
DEAD INDIAN MEMORIAL ROAD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	07/16/02	678
DEAD INDIAN MEMORIAL ROAD	100 YDS. WEST OF HYATT PRAIRIE ROAD	08/12/02	769
DEAD INDIAN MEMORIAL ROAD	200 YDS. SOUTHWEST OF COVE ROAD	07/16/02	1348
DEAD INDIAN MEMORIAL ROAD	350 YDS. NORTH OF HIGHWAY 66	08/12/02	3163
DELTA WATERS ROAD	200 FT. WEST OF FOOTHILL ROAD	07/30/01	2730
DEPOT STREET	@ END BRIDGE 286	08/28/01	8546
DIAMOND STREET	WEST OF KINGS HIGHWAY	10/01/02	1368
DIVISION ROAD	SOUTH OF ANTELOPE ROAD	08/07/01	541
DIVISION ROAD	50 YDS. SOUTH OF AVENUE "G"	08/07/01	1454
DIVISION ROAD	75 YDS. NORTH OF ANTELOPE ROAD	08/13/01	3793
DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	07/11/01	594
DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	07/11/01	769
DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	07/11/01	1153
DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	07/24/01	1274
EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	07/22/02	1251
EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	08/12/02	4494
EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	07/22/02	4845
EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	07/24/01	837
EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	07/24/01	2036
EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	08/13/01	2362
EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	07/11/01	266
EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	06/26/01	540
EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	06/26/01	1125
EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	06/26/01	1467
EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	06/26/01	1865
EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	06/26/01	3023
EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	06/26/01	3433
EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	07/11/01	5722
EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	08/06/01	1184
EAST MAIN STREET (ASHLAND)	75 YDS. WEST OF HIGHWAY 66	07/15/02	2680
EAST MAIN STREET (ASHLAND)	25 YDS. WEST OF CLAY STREET	08/12/02	6570

EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST	08/06/01	13346
EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST	08/06/01	14313
EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	07/16/02	606
EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	07/30/01	1199
EAST VILAS ROAD	100 YDS. EAST OF CRATER LAKE HIGHWAY	07/30/01	2096
EAST VILAS ROAD	75 YDS. WEST OF HIGHWAY 62	07/31/01	12380
EHRMAN WAY	25 FT. WEST OF SAGE ROAD	09/18/02	952
ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	07/16/01	479
FALCON STREET	50 FT. EAST OF DIVISION ROAD	07/17/01	2514
FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	07/22/02	1187
FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	11/18/02	3228
FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	11/18/02	15327
FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	07/30/01	3787
FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	08/06/01	4983
FOOTHILL ROAD	125 YDS. NORTH OF DELTA WATERS ROAD	07/30/01	5476
FOOTHILL ROAD	75 FT. NORTH OF LONE PINE ROAD	07/30/01	7468
FOOTHILL ROAD	50 YDS. NORTH OF HILLCREST ROAD	07/30/01	8049
FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	07/11/01	1367
FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	09/24/02	1712
FOSS ROAD	WEST OF WAGNER CREEK ROAD	08/19/02	960
FREEMAN ROAD	50 YDS. NORTH OF HOPKINS ROAD	09/24/02	6708
GARFIELD STREET	50 FT. EAST OF KINGS HIGHWAY	10/01/02	2659
GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	07/31/01	334
GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	08/14/01	923
GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	07/31/01	1987
GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	07/31/01	2016
GLADSTONE AVENUE	50 FT. SOUTH OF FALCON STREET	08/13/01	536
GLADSTONE AVENUE	SOUTH OF ANTELOPE ROAD	08/07/01	597
GLADSTONE AVENUE	50 FT. NORTH OF ANTELOPE ROAD	08/07/01	1496
GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD (WEST	06/25/01	442
GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	10/29/02	821
GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	10/29/02	985
GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	10/01/02	399
GRIFFIN CREEK ROAD	100 YDS. NORTHEAST OF GRIFFIN LANE	08/13/02	704
GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	08/13/02	1246
GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	07/29/02	2894
GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	07/29/02	3577
GRIFFIN LANE	100 YDS. NORTH OF STERLING CREEK ROAD	10/29/02	99
GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	07/29/02	265
HALE WAY	SOUTH OF ANTELOPE ROAD	07/17/01	519
HALE WAY	SOUTH OF FALCON STREET	08/13/01	977

HALE WAY	50 FT. NORTH OF ANTELOPE ROAD	07/17/01	1995
HAMILTON ROAD	150 FT. WEST OF APPLGATE ROAD	08/05/02	437
HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	10/29/02	621
HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	07/30/01	614
HAMRICK ROAD	50 YDS. NORTH OF BIDDLE ROAD	07/31/01	13868
HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	09/18/02	5241
HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	09/23/02	6074
HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	09/23/02	6647
HASKELL STREET	NORTH OF WEST PINE STREET	10/29/02	4436
HILLCREST ROAD (LOWER)	50 YDS. EAST OF FOOTHILL ROAD	07/30/01	11870
HILLCREST ROAD (MIDDLE)	75 FT. WEST OF CHERRY LANE	11/06/02	1363
HILLCREST ROAD (UPPER)	75 FT. EAST OF CHERRY LANE	11/06/02	1032
HOUSTON ROAD	200 FEET WEST OF CALHOUN ROAD	09/30/02	1387
HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	11/06/02	1727
HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	11/13/02	1601
HULL ROAD	300 FT. NORTH OF BELLINGER LANE	11/13/02	4489
HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	08/06/02	442
HYATT PRAIRIE ROAD	SOUTHEAST OF OLD HYATT PRAIRIE ROAD	07/16/02	201
HYATT PRAIRIE ROAD	100 FT. NORTH OF HOWARD PRAIRIE DAM	08/12/02	216
HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL	08/12/02	360
JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	07/31/01	684
KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	07/24/01	2482
KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	07/24/01	3552
KINGS HIGHWAY	100 FT. NORTH OF STAGE ROAD, SOUTH	08/13/02	2989
KIRTLAND ROAD	75 YDS. WEST OF PACIFIC AVENUE	06/19/01	3504
KIRTLAND ROAD	100 YDS. WEST OF TABLE ROCK ROAD	06/19/01	3610
KIRTLAND ROAD	50 YDS. EAST OF HIGH BANKS ROAD	06/25/01	5506
KIRTLAND ROAD	100 FT. NORTH OF BLACKWELL ROAD	06/25/01	6291
LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST	06/20/01	434
LINN ROAD	100 YDS. EAST OF AGATE ROAD	06/19/01	545
LINN ROAD	50 YDS. WEST OF HIGHWAY 62	08/27/01	1618
LITTLE APPLGATE ROAD	300 FT. EAST OF APPLGATE ROAD	07/30/02	640
LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	09/23/02	615
LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	07/22/02	1017
LOZIER LANE	50 YDS. NORTH OF STEWART AVENUE	08/06/02	7578
MADRONA LANE	25 YDS. EAST OF ARNOLD LANE	11/13/02	242
MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	11/13/02	967
MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	07/16/01	328
MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	07/16/01	672
MASON WAY	50 YDS. WEST OF SAGE ROAD	07/25/00	2174
MC ANDREWS ROAD	EAST OF ROSS LANE NORTH	09/23/02	6846

MCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	07/24/01	716
MCLOUGHLIN DRIVE	250 FT. NORTH OF VILAS ROAD	07/30/01	1074
MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK	07/11/01	358
MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	07/11/01	691
MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	06/25/01	811
MERIDIAN ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	07/23/01	522
MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	07/23/01	582
MERRY LANE	100 FT. EAST OF HIGHWAY 62	08/07/01	1633
MILL CREEK DRIVE	SOUTHEAST OF HIGHWAY 62	07/16/01	255
MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	08/21/01	337
MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	07/16/01	430
MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	08/21/01	510
MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT	08/21/01	1085
MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/16/01	1327
MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE	06/26/01	818
MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	08/14/01	1706
MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	06/19/01	3457
MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	08/14/01	3583
MOUNT ASHLAND SKI ROAD	50 YDS. WEST OF OLD HIGHWAY 99	08/12/02	353
NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	07/16/02	508
NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	07/23/02	698
NICK YOUNG ROAD	50 FT. WEST OF HIGHWAY 62	07/23/01	643
NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	06/19/01	648
NORTH APPEGATE ROAD	NORTH OF HIGHWAY 238	08/06/02	645
NORTH PHOENIX ROAD	70 YDS. NORTH OF FERN VALLEY ROAD	09/30/02	7170
NORTH PHOENIX ROAD	100 YDS. NORTH OF COAL MINE ROAD	09/30/02	7291
NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	06/25/01	918
NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	08/28/01	1116
NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	08/12/02	1332
OAK GROVE ROAD	25 YDS. NORTH OF STEWART AVENUE	11/13/02	2192
OAK GROVE ROAD	50 YDS. SOUTH OF HIGHWAY 238	11/13/02	2630
OAK STREET	SOUTH OF EAGLE MILL ROAD	08/12/02	3682
OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	10/01/02	842
OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	08/20/01	461
OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	08/20/01	733
OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	06/25/01	1232
OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	09/23/02	1704
OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	12/02/02	1960
OLD STAGE ROAD	NORTH OF BEALL LANE	09/18/02	2162
OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	10/29/02	2407
OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	11/05/02	2524



OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	09/24/02	2610
OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	09/17/02	2825
OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	07/16/01	238
ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	07/29/02	808
ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	08/13/02	997
ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	11/13/02	1734
ORCHARD HOME DRIVE	75 FT. WEST OF CUNNINGHAM AVENUE	11/13/02	2301
ORCHARD HOME DRIVE	75 FT. SOUTH OF STEWART AVENUE	10/01/02	2311
PACIFIC AVENUE	200 FT. NORTH OF ANTELOPE ROAD	06/19/01	2459
PACIFIC AVENUE	75 YDS. NORTH OF KIRTLAND ROAD	06/19/01	4164
PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	07/22/02	413
PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	07/22/02	521
PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	07/22/02	873
PEACE LANE	350 FT. NORTH OF VILAS ROAD	07/31/01	713
PEACH STREET	75 FT. NORTH OF AGATE ROAD	10/01/02	681
PEACH STREET	50 YDS. SOUTH OF MARSHALL AVENUE	08/13/02	1951
PEACH STREET	50 YDS. SOUTH OF STEWART AVENUE	09/23/02	3676
PENINGER ROAD	NORTH OF PINE STREET	08/14/01	1893
PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	08/27/01	327
PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	09/30/02	789
PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	07/29/02	818
PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	07/30/02	1017
PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	11/06/02	1237
PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	07/30/02	1339
PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	10/01/02	1608
PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	10/01/02	1961
PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK	06/26/01	712
POORMAN CR RD	50 YDS. EAST OF STERLING CREEK ROAD	08/05/02	764
QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	08/28/01	695
QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	08/28/01	1063
QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST	06/26/01	1347
RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD	08/21/01	500
RAMSEY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	07/11/01	380
RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	08/20/01	554
RAPP ROAD	50 YDS. WEST OF RAPP LANE	10/28/02	2169
RAPP ROAD	50 YDS. EAST OF RAPP LANE	08/19/02	2952
RAPP ROAD	75 FT. SOUTH OF TALENT AVENUE	10/01/02	3713
RAPP ROAD	75 FT. NORTH OF OLD PACIFIC HIGHWAY	10/01/02	3964
RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT	07/16/01	463
REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	07/11/01	678
REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	08/27/01	872

REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT	07/23/01	1343
REITEN DRIVE	50 YDS. WEST OF NEIL CREEK ROAD ON BRIDGE	07/16/02	97
REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	08/12/02	700
RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	07/23/01	778
RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	08/28/01	989
RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	08/07/01	1055
ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	07/16/01	1148
ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	07/16/01	1480
ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	07/11/01	2050
ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	07/16/01	2369
ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	08/27/01	2890
ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	09/23/02	769
ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	10/29/02	3177
ROSS LANE	350 FT. WEST OF HANLEY ROAD	09/23/02	3784
ROSS LANE NORTH	100 YDS. SOUTH OF ROSSANLEY DRIVE	10/29/02	7996
ROSS LANE NORTH	50 FT. NORTH OF McANDREWS ROAD	10/29/02	8609
ROSS LANE NORTH	SOUTH OF MCANDREWS	10/29/02	14216
SAGE ROAD	50 YDS SOUTH WEST OF ORE 99	09/24/02	9305
SAGE ROAD	75 YDS. SOUTH OF MASON WAY	09/24/02	10370
SAGE ROAD	50 YDS. SOUTH OF POSSE LANE	09/23/02	13209
SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY	06/25/01	917
SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	09/24/02	1054
SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	09/24/02	1273
SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	09/24/02	1866
SCENIC AVENUE	75 YDS. EAST OF OLD HIGHWAY 99	11/05/02	3337
SCENIC AVENUE	100 YDS. WEST OF UPTON ROAD	11/05/02	4183
SHASTA AVENUE	100 YDS. NORTH OF ALTA VISTA ROAD	07/23/01	3034
SHASTA AVENUE	50 YDS. EAST OF HIGHWAY 62	08/08/01	3219
SOUTH FK LITTLE BUTTE CR RD	50 FT. NORTH OF LAKE CREEK ROAD	06/20/01	486
SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	07/16/02	2501
SOUTH VALLEY VIEW ROAD	100 YDS. NORTH OF HIGHWAY 99	08/12/02	13985
SOUTH VALLEY VIEW ROAD	50 YDS. SOUTH OF I-5	07/29/02	17218
STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	09/17/02	3168
STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	09/17/02	3691
STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	07/29/02	4148
STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	09/17/02	4184
STAGE ROAD SOUTH	75 FT. EAST OF HIGHWAY 238	11/13/02	4365
STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	11/13/02	4796
STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	07/29/02	4825
STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	09/17/02	5050
STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	07/29/02	6325

STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	08/13/02	6796
STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	08/13/02	6885
STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	08/13/02	7054
STEARNS WAY	WEST OF ROSS LANE NORTH	09/23/02	678
STERLING CREEK ROAD	350 FT. SOUTH OF GRIFFIN LANE	10/29/02	367
STERLING CREEK ROAD	0.9 MILE NORTHWEST OF GRIFFIN LANE	08/05/02	454
STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	10/29/02	747
STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	07/30/02	860
STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	07/23/01	746
STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	08/28/01	1301
STEWART AVENUE	75 YDS. WEST OF THOMAS ROAD	10/01/02	5180
STEWART AVENUE	75 FT. EAST OF THOMAS ROAD	08/06/02	7448
STEWART AVENUE	100 FT. EAST OF CHERRY STREET	10/01/02	10947
SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	07/22/02	357
SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	07/29/02	390
SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	08/12/02	688
SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	08/06/02	679
SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	08/06/02	2208
SWEET ROAD	20 FT. WEST OF McANDREWS ROAD	10/29/02	577
TABLE ROCK ROAD	100 YDS. NORTH OF HIGHWAY 234	06/25/01	235
TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	06/25/01	1856
TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	06/19/01	2907
TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	06/19/01	6878
TABLE ROCK ROAD	200 FT. NORTH OF AIRPORT ROAD	08/06/01	7272
TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	06/19/01	7965
TABLE ROCK ROAD	75 YDS. NORTH OF MERRIMAN ROAD	10/01/02	9610
TABLE ROCK ROAD	50 FT. NORTH OF MORNINGSIDE STREET	10/01/02	10675
TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	08/06/01	12744
TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	08/06/01	14241
TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	07/31/01	16095
TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	07/31/01	16835
TAKELMA DRIVE	NORTH OF HIGHWAY 62	07/16/01	796
TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	09/23/02	337
TAYLOR ROAD	WEST OF GRANT ROAD	10/29/02	1403
TAYLOR ROAD	EAST OF SUNLAND AVENUE	10/29/02	2530
THOMAS ROAD	50 YDS. SOUTH OF STEWART AVENUE	08/06/02	2536
THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	08/06/02	926
THORN OAK DRIVE	WEST OF ROSS LANE NORTH	10/29/02	1000
TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	07/15/02	1751
TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET	07/15/02	3867
TOLO ROAD	200 FT. SOUTH OF NELLIS AVENUE	09/24/02	394

TOLO ROAD	Z00 YDS. NORTH OF SCENIC AVENUE	09/24/02	686
TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	06/25/01	777
TRESHAM LANE	100 YDS. EAST OF HWY. 234	06/25/01	371
TRESHAM LANE	WEST OF TABLE ROCK ROAD	06/25/01	603
UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	08/20/01	1995
UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	07/31/01	3579
UPTON ROAD	150 YDS. NORTH OF SCENIC AVENUE	09/24/02	4693
VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	08/13/02	2136
WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	08/19/02	913
WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	08/19/02	1529
WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	08/19/02	2364
WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	08/19/02	2753
WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	08/06/02	443
WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	11/18/02	727
WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY	07/11/01	1453
WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	06/19/01	2740
WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	06/26/01	967
WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	08/28/01	1149
WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	06/26/01	1165
WEST EVANS CREEK ROAD	SOUTH OF FIELDER CREEK ROAD	06/26/01	1628
WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	06/26/01	1996
WEST EVANS CREEK ROAD	@ CITY LIMITS	09/10/01	2496
WEST FORK GRIFFIN CR RD	100 FT. WEST OF ANDREWS ROAD	07/29/02	1011
WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT	07/29/02	1551
WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	08/06/01	1493
WEST MAIN STREET	EAST OF HANLEY ROAD	09/23/02	8578
WEST MAIN STREET	WEST OF LOZIER LANE	09/23/02	14299
WEST MAIN STREET	EAST OF LOZIER LANE	09/23/02	14369
WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	09/18/02	5755
WEST PINE STREET	WEST OF GLENN WAY	09/18/02	7616
WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	08/12/02	647
WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	07/16/02	900
WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	07/16/02	996
WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	08/06/01	12689
WESTERN AVENUE	75 FT. NORTH OF McANDREWS ROAD	10/29/02	1025
WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	07/31/01	1910
YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	08/19/02	719
ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	07/16/01	588
ZZ 11TH STREET (WHITE CITY)	100 FT. NORTH OF ANTELOPE ROAD	07/17/01	624

## JACKSON COUNTY TRAFFIC VOLUME as of 2003

Loc #	Road Name	Location	Date	Count
1232	ADAMS ROAD	50 FT. WEST OF COLVER ROAD	8/19/02	382
739	AGATE LOOP	WEST OF AGATE ROAD	7/8/03	1468
287	AGATE ROAD	75 YDS. NORTH OF ANTELOPE ROAD	6/23/03	4949
289	AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	6/23/03	5019
292	AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	6/24/03	3316
742	AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	7/8/03	1841
749	AGATE ROAD	50 FT. NORTH OF LINN ROAD	8/11/03	2189
754	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	7/28/03	2531
181	AIRPORT ROAD	75 YDS. EAST OF TABLE ROCK ROAD	7/7/03	4024
842	ALTA VISTA ROAD	100 YDS. EAST OF SHASTA AVENUE	8/18/03	2971
843	ALTA VISTA ROAD	100 FT. WEST OF BIGHAM-BROWN ROAD	8/18/03	2479
844	ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	8/26/03	2447
846	ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	8/26/03	544
1205	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	8/19/02	691
285	ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	6/23/03	13360
286	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	7/1/03	9209
309	ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	6/24/03	13288
900	ANTELOPE ROAD	EAST OF HIGHWAY 62	7/15/03	11425
901	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	6/23/03	7394
904	ANTELOPE ROAD	75 FT. EAST OF HALE WAY	7/15/03	5026
905	ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	7/28/03	2452
907	ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	7/28/03	2096
908	ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	7/28/03	1920
521	ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	8/11/03	2050
522	ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	7/8/03	2022
524	ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	7/8/03	1598
541	ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	7/8/03	838
1438	APPLEGATE ROAD	200 FT. SOUTH OF FRENCH GULCH ROAD	8/6/02	405
1442	APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	8/6/02	832
1476	APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	7/30/02	1464
1478	APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	8/5/02	2014
1484	APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	8/5/02	2652
1492	APPLEGATE STREET	50 FT. SOUTH OF OREGON STREET	9/17/02	1537
1419	ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	9/17/02	795
1422	ARNOLD LANE	25 YDS. SOUTH OF MADRONA LANE	11/13/02	1024
1425	ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	11/13/02	1220
890	ATLANTIC AVENUE	200 FT. NORTH OF AVENUE "G"	8/12/03	1198
891	ATLANTIC AVENUE	150 FT. SOUTH OF AVENUE "G"	7/28/03	1096
892	ATLANTIC AVENUE	100 FT. NORTH OF ANTELOPE ROAD	7/28/03	2016
894	ATLANTIC AVENUE	100 FT. NORTH OF AVENUE "A"	7/28/03	462
896	AVENUE A	50 FT. WEST OF ATLANTIC AVENUE	7/21/03	464
959	AVENUE A	250 FT. EAST OF HIGHWAY 62	7/1/03	1815
963	AVENUE A	50 YDS. EAST OF LAKEVIEW DRIVE	7/21/03	917
865	AVENUE G	75 YDS. WEST OF ATLANTIC AVENUE	7/28/03	1154
869	AVENUE G	EAST OF DIVISION	7/1/03	3920
870	AVENUE G	50 YDS. EAST OF HIGHWAY 62	7/1/03	4756
871	AVENUE G	150 YDS. WEST OF HIGHWAY 62	7/1/03	4643
871.1	AVENUE G	75 YDS. WEST OF HIGHWAY 62	6/23/03	5364
880	AVENUE G	75 YDS. WEST OF AGATE ROAD	6/24/03	3921

Loc #	Road Name	Location	Date	Count
887	AVENUE H	150 YDS. EAST OF ATLANTIC AVENUE	8/12/03	642
781	BALL ROAD	200 FT. EAST OF HIGHWAY 62	7/22/03	912
240	BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	6/30/03	1149
529	BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	7/22/03	504
538	BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	7/22/03	605
539	BEAGLE ROAD	50 YDS. WEST OF ANTIOCH ROAD	7/8/03	294
71	BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	9/18/02	1645
76	BEALL LANE	75 FT. EAST OF FREELAND ROAD	9/18/02	2315
78	BEALL LANE	75 YDS. WEST OF HANLEY ROAD	9/18/02	3970
79	BEALL LANE	50 YDS. EAST OF HANLEY ROAD	9/18/02	3400
118	BEALL LANE	50 YDS. EAST OF HIGHWAY 99	9/24/02	4002
119	BEALL LANE	75 YDS. WEST OF HIGHWAY 99	9/18/02	5576
142	BEALL LANE	150 FT. EAST OF BURSELL ROAD	9/18/02	4243
173	BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	9/2/03	1355
1217	BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	10/28/02	414
1413	BELLINGER LANE	75 FT. WEST OF HULL ROAD	9/17/02	3361
1418	BELLINGER LANE	75 YDS. WEST OF ARNOLD LANE	9/17/02	2577
1426	BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	9/17/02	2488
161	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND LANES)	6/30/03	6708
162	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST BOUND LANES)	6/30/03	7023
163	BIDDLE ROAD	150 FT. EAST OF TABLE ROCK ROAD (EAST BOUND LANES)	7/7/03	6385
164	BIDDLE ROAD	150 YDS. EAST OF TABLE ROCK ROAD (WEST BOUND LANES)	7/15/03	8469
845	BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	8/26/03	1849
855	BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	7/28/03	1738
334	BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	7/29/03	3544
335	BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	7/29/03	4632
337	BLACKWELL ROAD	100 YDS. NORTH OF I-5 INTERCHANGE	7/29/03	6895
382	BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	8/12/03	3048
770	BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	8/25/03	589
776	BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	8/26/03	269
758	BROWNSBORO-EAGLE POINT ROAD	100 FT. EAST OF OLD HIGHWAY 62	8/26/03	4533
766	BROWNSBORO-EAGLE POINT ROAD	300 YDS. WEST OF HIGHWAY 140	8/25/03	747
768	BROWNSBORO-EAGLE POINT ROAD	50 FT. EAST OF BROPHY ROAD	9/2/03	827
771	BROWNSBORO-EAGLE POINT ROAD	150 FT. EAST OF REESE CREEK ROAD	8/26/03	1531
772	BROWNSBORO-EAGLE POINT ROAD	100 YDS. WEST OF REESE CREEK ROAD	8/18/03	2246
147	BURSELL ROAD	50 FT. SOUTH OF PITTVIEW AVENUE	9/18/02	3369
704	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	8/19/03	1192
706	BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	8/19/03	1240
722	BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	8/19/03	1293
726	BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	8/19/03	1661
729	BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	8/19/03	1805
730	BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	7/8/03	2375
734	BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	8/12/03	2219

Loc #	Road Name	Location	Date	Count
684	BUTTE FALLS-FISH LAKE ROAD	100 FT. NORTH OF HIGHWAY 140	9/2/03	119
691	BUTTE FALLS-FISH LAKE ROAD	100 YDS. WEST OF COOK ROAD	9/2/03	254
693	BUTTE FALLS-FISH LAKE ROAD	300 YDS. EAST OF BUTTE FALLS-PROSPECT ROAD	9/2/03	493
703	BUTTE FALLS-FISH LAKE ROAD	AT CITY LIMITS	8/26/03	832
674	BUTTE FALLS-PROSPECT ROAD	150 FT. EAST OF MILL CREEK DRIVE	9/3/03	1054
678	BUTTE FALLS-PROSPECT ROAD	0.2 MILE SOUTH OF RED BLANKET ROAD	9/23/03	303
695	BUTTE FALLS-PROSPECT ROAD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	8/19/03	427
698	BUTTE FALLS-PROSPECT ROAD	100 FT. EAST OF RANCHERIA ROAD	8/19/03	267
1486	CADY ROAD	100 FT. EAST OF HIGHWAY 238	10/29/02	584
1489	CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	7/30/02	764
1254	CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	11/25/02	872
1268	CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	8/13/02	653
1272	CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	8/13/02	352
209	CEDAR LINKS DRIVE	100 FT. WEST OF FOOTHILL ROAD	7/30/01	1398
988	CHERRY LANE	75 YDS. SOUTH OF HILLCREST ROAD	11/25/02	653
998	CHERRY LANE	50 YDS. EAST OF NORTH PHOENIX ROAD	11/6/02	1514
1103	CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	7/15/02	1280
1368	CLOVER LANE	100 FT. SOUTH OF HIGHWAY 238	9/17/02	449
215	COKER BUTTE ROAD	50 YDS. EAST OF HIGHWAY 62	7/15/03	2850
216	COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	7/15/03	1092
1240	COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	9/30/02	794
1247	COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	9/30/02	830
1265	COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	9/30/02	1345
1267	COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	8/13/02	2026
1310	COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	7/29/02	4492
1355	COLUMBUS AVENUE	150 YDS. SOUTH OF STEWART AVENUE	9/23/02	7519
1229	COLVER ROAD	50 FT. WEST OF HIGHWAY 99	10/1/02	3377
1230	COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	8/19/02	3271
1233	COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	10/1/02	3627
1256	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	10/1/02	3339
969	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	7/1/03	2941
975	COREY ROAD	EAST OF McLOUGHLIN DRIVE	7/28/03	1848
473	COVERED BRIDGE ROAD	AT COVERED BRIDGE	6/26/01	540
639	CROWFOOT ROAD	SOUTH OF HIGHWAY 62	9/16/03	305
645	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	8/19/03	327
1129	CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	7/16/02	1934
1352	CUNNINGHAM AVENUE	50 FT. WEST OF COLUMBUS AVENUE	10/1/02	992
1246	DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	11/6/02	476
1295	DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	7/30/02	1790
1296	DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	8/13/02	865
1309	DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	8/13/02	2278
1144	DEAD INDIAN MEMORIAL ROAD	350 YDS. NORTH OF HIGHWAY 66	8/12/02	3163
1168	DEAD INDIAN MEMORIAL ROAD	200 YDS. SOUTHWEST OF COVE ROAD	7/16/02	1348

Loc #	Road Name	Location	Date	Count
1169	DEAD INDIAN MEMORIAL ROAD	100 YDS. WEST OF HYATT PRAIRIE ROAD	8/12/02	769
1170	DEAD INDIAN MEMORIAL ROAD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	7/16/02	678
212	DELTA WATERS ROAD	200 FT. WEST OF FOOTHILL ROAD	7/30/01	2730
422	DEPOT STREET	@ END BRIDGE 286	8/5/03	8405
1336	DIAMOND STREET	WEST OF KINGS HIGHWAY	10/1/02	1368
932	DIVISION ROAD	SOUTH OF ANTELOPE ROAD	7/1/03	777
933	DIVISION ROAD	75 YDS. NORTH OF ANTELOPE ROAD	6/23/03	3661
940	DIVISION ROAD	50 YDS. SOUTH OF AVENUE "G"	6/23/03	1504
525	DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	7/8/03	371
526	DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	7/8/03	621
530	DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	7/22/03	1314
821	DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	7/21/03	1180
1057	EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	7/22/02	4845
1087	EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	8/12/02	4494
1088	EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	7/22/02	1251
820	EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	7/21/03	889
826	EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	7/21/03	2035
830	EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	7/21/03	2426
431	EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	8/11/03	5501
459	EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	8/11/03	3467
460	EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	8/11/03	2773
469	EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	8/11/03	2251
470	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	8/25/03	1816
471	EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	8/11/03	1188
475	EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	8/11/03	577
507	EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	8/11/03	240
256	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	7/15/03	1688
1102	EAST MAIN STREET (ASHLAND)	25 YDS. WEST OF CLAY STREET	8/12/02	6570
1131	EAST MAIN STREET (ASHLAND)	75 YDS. WEST OF HIGHWAY 66	7/15/02	2680
159	EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST BOUND LANES)	6/30/03	13884
160	EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST BOUND LANES)	6/30/03	14106
1064	EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	7/16/02	606
223	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	6/25/03	2392
225	EAST VILAS ROAD	100 YDS. EAST OF CRATER LAKE HIGHWAY	7/15/03	2716
234	EAST VILAS ROAD	75 YDS. WEST OF HIGHWAY 62	7/7/03	13259
121	EHRMAN WAY	25 FT. WEST OF SAGE ROAD	9/18/02	952
637	ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	9/23/03	892
941	FALCON STREET	50 FT. EAST OF DIVISION ROAD	6/23/03	2589
1008	FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	11/18/02	15327
1012	FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	11/18/02	3228
1013	FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	7/22/02	1187
200	FOOTHILL ROAD	50 YDS. NORTH OF HILLCREST ROAD	7/7/03	8325
204	FOOTHILL ROAD	75 FT. NORTH OF LONE PINE ROAD	7/15/03	9423
211	FOOTHILL ROAD	125 YDS. NORTH OF DELTA WATERS ROAD	7/15/03	7109
218	FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	7/15/03	6306
221	FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	7/15/03	5019



Loc #	Road Name	Location	Date	Count
403	FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	8/5/03	1418
390	FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	9/24/02	1712
1226	FOSS ROAD	WEST OF WAGNER CREEK ROAD	8/19/02	960
114	FREEMAN ROAD	50 YDS. NORTH OF HOPKINS ROAD	9/24/02	6708
1330	GARFIELD STREET	50 FT. EAST OF KINGS HIGHWAY	10/1/02	2659
175	GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	8/12/03	462
267	GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	6/30/03	2084
270	GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	6/30/03	2154
318	GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	7/14/03	1113
945	GLADSTONE AVENUE	50 FT. SOUTH OF FALCON STREET	7/1/03	371
957	GLADSTONE AVENUE	50 FT. NORTH OF ANTELOPE ROAD	7/1/03	1293
958	GLADSTONE AVENUE	SOUTH OF ANTELOPE ROAD	6/23/03	634
333	GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD (WEST END)	7/29/03	491
101	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	10/29/02	821
102	GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	10/29/02	985
1275	GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	7/29/02	3577
1278	GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	7/29/02	2894
1284	GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	8/13/02	1246
1287	GRIFFIN CREEK ROAD	100 YDS. NORTHEAST OF GRIFFIN LANE	8/13/02	704
1288	GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	10/1/02	399
1289	GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	7/29/02	265
1460	GRIFFIN LANE	100 YDS. NORTH OF STERLING CREEK ROAD	10/29/02	99
909	HALE WAY	50 FT. NORTH OF ANTELOPE ROAD	6/23/03	1958
910	HALE WAY	SOUTH OF ANTELOPE ROAD	7/1/03	617
913	HALE WAY	SOUTH OF FALCON STREET	6/23/03	870
1480	HAMILTON ROAD	150 FT. WEST OF APPEGATE ROAD	8/5/02	437
1483	HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	10/29/02	621
171	HAMRICK ROAD	50 YDS. NORTH OF BIDDLE ROAD	6/30/03	14654
177	HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	7/15/03	859
81	HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	9/18/02	5241
84	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	9/23/02	6647
86	HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	9/23/02	6074
111	HASKELL STREET	NORTH OF WEST PINE STREET	10/29/02	4436
199	HILLCREST ROAD (LOWER)	50 YDS. EAST OF FOOTHILL ROAD	7/7/03	10813
986	HILLCREST ROAD (MIDDLE)	75 FT. WEST OF CHERRY LANE	11/6/02	1363
987	HILLCREST ROAD (UPPER)	75 FT. EAST OF CHERRY LANE	11/6/02	1032
1260	HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	11/6/02	1727
1262	HOUSTON ROAD	200 FEET WEST OF CALHOUN ROAD	9/30/02	1387
1411	HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	11/13/02	1601
1412	HULL ROAD	300 FT. NORTH OF BELLINGER LANE	11/13/02	4489
16	HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	8/6/02	442
1171	HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL ROAD	8/12/02	360
1176	HYATT PRAIRIE ROAD	100 FT. NORTH OF HOWARD PRAIRIE DAM ACCESS ROAD	8/12/02	216
1185.1	HYATT PRAIRIE ROAD	SOUTHEAST OF OLD HYATT PRAIRIE ROAD	7/16/02	201
227	JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	7/7/03	690
858	KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	7/28/03	3060
859	KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	7/28/03	4885
1304	KINGS HIGHWAY	100 FT. NORTH OF STAGE ROAD, SOUTH	8/13/02	2989
306	KIRTLAND ROAD	100 YDS. WEST OF TABLE ROCK ROAD	6/24/03	3489
328	KIRTLAND ROAD	75 YDS. WEST OF PACIFIC AVENUE	6/24/03	3391

Loc #	Road Name	Location	Date	Count
329	KIRTLAND ROAD	50 YDS. EAST OF HIGH BANKS ROAD	7/29/03	5443
331	KIRTLAND ROAD	100 FT. NORTH OF BLACKWELL ROAD	7/29/03	6489
799	LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	8/25/03	427
288.1	LEIGH WAY	EAST OF AGATE ROAD	6/23/03	2887
751	LINN ROAD	100 YDS. EAST OF AGATE ROAD	7/28/03	526
752	LINN ROAD	50 YDS. WEST OF HIGHWAY 62	8/18/03	1757
1475	LITTLE APPLGATE ROAD	300 FT. EAST OF APPLGATE ROAD	7/30/02	640
30	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	9/23/02	615
1059	LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	7/22/02	1017
1372	LOZIER LANE	50 YDS. NORTH OF STEWART AVENUE	8/6/02	7578
1388	MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	11/13/02	967
1424	MADRONA LANE	25 YDS. EAST OF ARNOLD LANE	11/13/02	242
608	MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	9/16/03	697
609	MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	9/16/03	320
127	MASON WAY	50 YDS. WEST OF SAGE ROAD	9/18/02	3136
1499	MC ANDREWS ROAD	EAST OF ROSS LANE NORTH	9/23/02	6846
976	MCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	7/21/03	748
981	MCLOUGHLIN DRIVE	250 FT. NORTH OF VILAS ROAD	6/25/03	1151
484	MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	7/29/03	783
502	MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	7/8/03	642
506	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	7/8/03	358
833	MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	8/18/03	559
835	MERIDIAN ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	8/18/03	542
966	MERRY LANE	100 FT. EAST OF HIGHWAY 62	7/1/03	1981
655	MILL CREEK DRIVE	SOUTHEAST OF HIGHWAY 62	9/2/03	248
662	MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	9/2/03	309
665	MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	9/16/03	485
668	MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT ROAD	9/3/03	981
669	MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	9/3/03	1277
673	MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	9/16/03	301
457	MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE GROVE ROAD	8/11/03	877
316	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	8/11/03	3794
518	MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	8/11/03	1754
519	MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	6/24/03	3854
1121	MOUNT ASHLAND SKI ROAD	50 YDS. WEST OF OLD HIGHWAY 99	8/12/02	353
1151	NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	7/16/02	508
1094	NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	7/23/02	698
756	NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	8/11/03	812
757	NICK YOUNG ROAD	50 FT. WEST OF HIGHWAY 62	8/26/03	793
20	NORTH APPLGATE ROAD	NORTH OF HIGHWAY 238	8/6/02	645
1002	NORTH PHOENIX ROAD	100 YDS. NORTH OF COAL MINE ROAD	9/30/02	7291
1011	NORTH PHOENIX ROAD	70 YDS. NORTH OF FERN VALLEY ROAD	9/30/02	7170
407	NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	9/2/03	1192
411	NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	8/12/03	1216
1066	NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	8/12/02	1332
1385	OAK GROVE ROAD	25 YDS. NORTH OF STEWART AVENUE	11/13/02	2192
1389	OAK GROVE ROAD	50 YDS. SOUTH OF HIGHWAY 238	11/13/02	2630
1089	OAK STREET	SOUTH OF EAGLE MILL ROAD	8/12/02	3682
1043	OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	10/1/02	842

Loc #	Road Name	Location	Date	Count
553	OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	7/29/03	435
556	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	7/29/03	788
558	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	7/29/03	1296
26	OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	9/17/02	2825
28	OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	10/29/02	2407
45	OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	9/23/02	1704
93	OLD STAGE ROAD	NORTH OF BEALL LANE	9/18/02	2162
98	OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	12/2/02	1960
357	OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	11/5/02	2524
366	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	9/24/02	2610
610	OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	9/16/03	241
1313	ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	7/29/02	808
1319	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	8/13/02	997
1348	ORCHARD HOME DRIVE	75 FT. SOUTH OF STEWART AVENUE	10/1/02	2311
1350	ORCHARD HOME DRIVE	75 FT. WEST OF CUNNINGHAM AVENUE	11/13/02	2301
1381	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	11/13/02	1734
302	PACIFIC AVENUE	200 FT. NORTH OF ANTELOPE ROAD	6/24/03	2561
305	PACIFIC AVENUE	75 YDS. NORTH OF KIRTLAND ROAD	6/24/03	3803
1014	PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	7/22/02	873
1015	PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	7/22/02	521
1030	PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	7/22/02	413
231	PEACE LANE	350 FT. NORTH OF VILAS ROAD	7/15/03	770
1323	PEACH STREET	50 YDS. SOUTH OF STEWART AVENUE	9/23/02	3676
1325	PEACH STREET	50 YDS. SOUTH OF MARSHALL AVENUE	8/13/02	1951
1337	PEACH STREET	75 FT. NORTH OF AGATE ROAD	10/1/02	681
158.1	PENINGER ROAD	NORTH OF PINE STREET	8/12/03	2143
496	PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	8/27/01	327
1235	PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	10/1/02	1961
1243	PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	11/6/02	1237
1245	PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	9/30/02	789
1273	PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	7/30/02	1017
1280	PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	7/29/02	818
1297	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	10/1/02	1608
1298	PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	7/30/02	1339
468	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	8/5/03	730
1454	POORMAN CR RD	50 YDS. EAST OF STERLING CREEK ROAD	8/5/02	764
448	QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	8/5/03	1042
449	QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	8/5/03	682
450	QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST EVANS CREEK ROAD	8/5/03	1341
612	RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	9/16/03	421
547	RAMSEY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	7/29/03	351
552	RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	8/12/03	500
1046	RAPP ROAD	75 FT. NORTH OF OLD PACIFIC HIGHWAY (TALENT AVENUE)	10/1/02	3964
1047	RAPP ROAD	75 FT. SOUTH OF TALENT AVENUE	10/1/02	3713
1048	RAPP ROAD	50 YDS. EAST OF RAPP LANE	8/19/02	2952
1049	RAPP ROAD	50 YDS. WEST OF RAPP LANE	10/28/02	2169
677	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	9/23/03	440

Loc #	Road Name	Location	Date	Count
773	REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	9/2/03	2142
775	REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	9/2/03	1034
778	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	8/12/03	728
1145	REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	8/12/02	700
1150	REITEN DRIVE	50 YDS. WEST OF NEIL CREEK ROAD ON BRIDGE # 721	7/16/02	97
850	RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	8/26/03	1057
851	RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	7/21/03	1136
853	RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	8/26/03	944
596	ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	9/16/03	1237
602	ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	9/16/03	1596
603	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	9/16/03	2581
604	ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	9/16/03	2960
738	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	7/22/03	2388
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	9/23/02	769
34	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	10/29/02	3177
83	ROSS LANE	350 FT. WEST OF HANLEY ROAD	9/23/02	3784
52	ROSS LANE NORTH	50 FT. NORTH OF McANDREWS ROAD	10/29/02	8609
61	ROSS LANE NORTH	100 YDS. SOUTH OF ROSSANLEY DRIVE	10/29/02	7996
1498	ROSS LANE NORTH	SOUTH OF MCANDREWS	10/29/02	14216
62	SAGE ROAD	50 YDS. SOUTH OF POSSE LANE	9/23/02	13209
120.1	SAGE ROAD	50 YDS SOUTH WEST OF ORE 99	9/24/02	9305
129	SAGE ROAD	75 YDS. SOUTH OF MASON WAY	9/24/02	10370
371	SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY 99	8/25/03	842
340	SCENIC AVENUE	100 YDS. WEST OF UPTON ROAD	11/5/02	4183
341	SCENIC AVENUE	75 YDS. EAST OF OLD HIGHWAY 99	11/5/02	3337
342	SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	9/24/02	1866
347	SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	9/24/02	1273
354	SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	9/24/02	1054
840	SHASTA AVENUE	50 YDS. EAST OF HIGHWAY 62	8/26/03	3740
841	SHASTA AVENUE	100 YDS. NORTH OF ALTA VISTA ROAD	8/18/03	3842
803	SOUTH FK LITTLE BUTTE CR RD	50 FT. NORTH OF LAKE CREEK ROAD	8/25/03	466
1056	SOUTH VALLEY VIEW ROAD	100 YDS. NORTH OF HIGHWAY 99	8/12/02	13985
1058	SOUTH VALLEY VIEW ROAD	50 YDS. SOUTH OF I-5	7/29/02	17218
1061	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	7/16/02	2501
1299	STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	8/13/02	7054
1302	STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	8/13/02	6796
1305	STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	8/13/02	6885
1307	STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	7/29/02	6325
1311	STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	7/29/02	4825
1391	STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	9/17/02	5050
1396	STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	7/29/02	4148
1402	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	9/17/02	3691
1404	STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	9/17/02	4184
1409	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	9/17/02	3168
1428	STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	11/13/02	4796
1429	STAGE ROAD SOUTH	75 FT. EAST OF HIGHWAY 238	11/13/02	4365
58	STEARNS WAY	WEST OF ROSS LANE NORTH	9/23/02	678
1457	STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	10/29/02	747

Loc #	Road Name	Location	Date	Count
1458	STERLING CREEK ROAD	0.9 MILE NORTHWEST OF GRIFFIN LANE	8/5/02	454
1459	STERLING CREEK ROAD	350 FT. SOUTH OF GRIFFIN LANE	10/29/02	367
1490	STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	7/30/02	860
837	STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	8/18/03	804
838	STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	8/18/03	1439
1344	STEWART AVENUE	100 FT. EAST OF CHERRY STREET	10/1/02	10947
1374	STEWART AVENUE	75 FT. EAST OF THOMAS ROAD	8/6/02	7448
1375	STEWART AVENUE	75 YDS. WEST OF THOMAS ROAD	10/1/02	5180
1028	SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	7/22/02	357
1031	SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	7/29/02	390
1039	SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	8/12/02	688
1378	SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	8/6/02	2208
1379	SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	8/6/02	679
54	SWEET ROAD	20 FT. WEST OF McANDREWS ROAD	10/29/02	577
132	TABLE ROCK ROAD	50 FT. NORTH OF MORNINGSIDE STREET	10/1/02	10675
134	TABLE ROCK ROAD	75 YDS. NORTH OF MERRIMAN ROAD	10/1/02	9610
166	TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	7/15/03	15143
178	TABLE ROCK ROAD	200 FT. NORTH OF AIRPORT ROAD	7/15/03	10739
238	TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	6/30/03	18265
242	TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	6/30/03	17532
257	TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	6/30/03	15081
311	TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	6/24/03	8754
313	TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	8/25/03	7105
315	TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	6/24/03	2899
586	TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	7/29/03	1854
587	TABLE ROCK ROAD	100 YDS. NORTH OF HIGHWAY 234	7/29/03	223
638	TAKELMA DRIVE	NORTH OF HIGHWAY 62	10/1/03	443
27	TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	9/23/02	337
100	TAYLOR ROAD	WEST OF GRANT ROAD	10/29/02	1403
109	TAYLOR ROAD	EAST OF SUNLAND AVENUE	10/29/02	2530
1376	THOMAS ROAD	50 YDS. SOUTH OF STEWART AVENUE	8/6/02	2536
19	THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	8/6/02	926
59	THORN OAK DRIVE	WEST OF ROSS LANE NORTH	10/29/02	1000
1106	TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET (ASHLAND)	7/15/02	3867
1135	TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	7/15/02	1751
332	TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	8/12/03	893
349	TOLO ROAD	200 YDS. NORTH OF SCENIC AVENUE	9/24/02	686
353	TOLO ROAD	200 FT. SOUTH OF NELLIS AVENUE	9/24/02	394
571	TRESHAM LANE	WEST OF TABLE ROCK ROAD	8/12/03	720
575	TRESHAM LANE	100 YDS. EAST OF HWY. 234	8/25/03	374
249	UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	6/30/03	3695
317	UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	6/30/03	2040
339	UPTON ROAD	150 YDS. NORTH OF SCENIC AVENUE	9/24/02	4693
1301	VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	8/13/02	2136
1055	WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	8/19/02	2753
1193	WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	8/19/02	1529
1194	WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	8/19/02	913
1203	WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	8/19/02	2364
4	WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	8/6/02	443
1225	WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	11/18/02	727

Loc #	Road Name	Location	Date	Count
414	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	8/11/03	1421
308	WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	6/24/03	2564
426	WEST EVANS CREEK ROAD	@ CITY LIMITS	8/5/03	2517
428	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	8/5/03	2068
439	WEST EVANS CREEK ROAD	SOUTH OF FIELDER CREEK ROAD	8/5/03	1656
443	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	8/5/03	1234
452	WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	8/5/03	1136
453	WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	8/5/03	981
1285	WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT BRIDGE #107	7/29/02	1551
1453	WEST FORK GRIFFIN CR RD	100 FT. WEST OF ANDREWS ROAD	7/29/02	1011
259.1	WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	6/30/03	1434
1370	WEST MAIN STREET	EAST OF LOZIER LANE	9/23/02	14369
1496	WEST MAIN STREET	EAST OF HANLEY ROAD	9/23/02	8578
1497	WEST MAIN STREET	WEST OF LOZIER LANE	9/23/02	14299
112.1	WEST PINE STREET	WEST OF GLENN WAY	9/18/02	7616
113	WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	9/18/02	5755
1037	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	7/16/02	996
1038	WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	7/16/02	900
1065	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	8/12/02	647
239	WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	7/15/03	14389
55	WESTERN AVENUE	75 FT. NORTH OF McANDREWS ROAD	10/29/02	1025
243	WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	7/28/03	2046
1195	YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	8/19/02	719
672	ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	9/3/03	565
280	ZZ 11TH STREET (WHITE CITY)	100 FT. NORTH OF ANTELOPE ROAD	7/1/03	915

**JACKSON COUNTY TRAFFIC VOLUME as of 2004**

Loc #	Road Name	Location	Date	Count
1232.0	ADAMS ROAD	50 FT. WEST OF COLVER ROAD	9/28/04	433
739.0	AGATE LOOP	WEST OF AGATE ROAD	7/8/03	1468
287.0	AGATE ROAD	75 YDS. NORTH OF ANTELOPE ROAD	6/23/03	4949
289.0	AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	6/23/03	5019
292.0	AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	6/24/03	3316
742.0	AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	7/8/03	1841
749.0	AGATE ROAD	50 FT. NORTH OF LINN ROAD	8/11/03	2189
754.0	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	7/28/03	2531
181.0	AIRPORT ROAD	75 YDS. EAST OF TABLE ROCK ROAD	7/7/03	4024
842.0	ALTA VISTA ROAD	100 YDS. EAST OF SHASTA AVENUE	8/18/03	2971
843.0	ALTA VISTA ROAD	100 FT. WEST OF BIGHAM-BROWN ROAD	8/18/03	2479
844.0	ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	8/26/03	2447
846.0	ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	8/26/03	544
1205.0	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	8/23/04	711
285.0	ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	6/23/03	13360
286.0	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	7/1/03	9209
309.0	ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	6/24/03	13288
900.0	ANTELOPE ROAD	EAST OF HIGHWAY 62	7/15/03	11425
901.0	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	6/23/03	7394
904.0	ANTELOPE ROAD	75 FT. EAST OF HALE WAY	7/15/03	5026
905.0	ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	7/28/03	2452
907.0	ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	7/28/03	2096
908.0	ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	7/28/03	1920
521.0	ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	8/11/03	2050
522.0	ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	7/8/03	2022
524.0	ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	7/8/03	1598
541.0	ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	7/8/03	838
1438.0	APPLEGATE ROAD	200 FT. SOUTH OF FRENCH GULCH ROAD	7/8/04	484
1442.0	APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	6/29/04	856
1476.0	APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	6/29/04	1540
1478.0	APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	6/29/04	2153
1484.0	APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	7/13/04	3117
1492.0	APPLEGATE STREET	50 FT. SOUTH OF OREGON STREET	9/28/04	1313
1419.0	ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	9/20/04	773
1422.0	ARNOLD LANE	25 YDS. SOUTH OF MADRONA LANE	9/20/04	1108
1425.0	ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	9/20/04	1279
890.0	ATLANTIC AVENUE	200 FT. NORTH OF AVENUE "G"	8/12/03	1198
891.0	ATLANTIC AVENUE	150 FT. SOUTH OF AVENUE "G"	7/28/03	1096
892.0	ATLANTIC AVENUE	100 FT. NORTH OF ANTELOPE ROAD	7/28/03	2016
894.0	ATLANTIC AVENUE	100 FT. NORTH OF AVENUE "A"	7/28/03	462
896.0	AVENUE A	50 FT. WEST OF ATLANTIC AVENUE	7/21/03	464
959.0	AVENUE A	250 FT. EAST OF HIGHWAY 62	7/1/03	1815
963.0	AVENUE A	50 YDS. EAST OF LAKEVIEW DRIVE	7/21/03	917
865.0	AVENUE G	75 YDS. WEST OF ATLANTIC AVENUE	7/28/03	1154
869.0	AVENUE G	EAST OF DIVISION	7/1/03	3920
870.0	AVENUE G	50 YDS. EAST OF HIGHWAY 62	7/1/03	4756
871.0	AVENUE G	150 YDS. WEST OF HIGHWAY 62	7/1/03	4643
871.1	AVENUE G	75 YDS. WEST OF HIGHWAY 62	6/23/03	5364
880.0	AVENUE G	75 YDS. WEST OF AGATE ROAD	6/24/03	3921
887.0	AVENUE H	150 YDS. EAST OF ATLANTIC AVENUE	8/12/03	642
781.0	BALL ROAD	200 FT. EAST OF HIGHWAY 62	7/22/03	912
240.0	BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	6/30/03	1149
529.0	BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	7/22/03	504
538.0	BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	7/22/03	605
539.0	BEAGLE ROAD	50 YDS. WEST OF ANTIOCH ROAD	7/8/03	294

Loc #	Road Name	Location	Date	Count
71.0	BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	9/14/04	1761
76.0	BEALL LANE	75 FT. EAST OF FREELAND ROAD	9/14/04	2357
78.0	BEALL LANE	75 YDS. WEST OF HANLEY ROAD	9/14/04	4140
79.0	BEALL LANE	50 YDS. EAST OF HANLEY ROAD	10/25/04	4037
118.0	BEALL LANE	50 YDS. EAST OF HIGHWAY 99	10/25/04	5897
119.0	BEALL LANE	75 YDS. WEST OF HIGHWAY 99	10/11/04	7792
142.0	BEALL LANE	150 FT. EAST OF BURSELL ROAD	9/14/04	4585
173.0	BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	9/2/03	1355
1217.0	BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	8/23/04	437
1413.0	BELLINGER LANE	75 FT. WEST OF HULL ROAD	9/20/04	3331
1418.0	BELLINGER LANE	75 YDS. WEST OF ARNOLD LANE	9/20/04	2828
1426.0	BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	9/20/04	2621
161.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND LANES)	6/30/03	6708
162.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST BOUND LANES)	6/30/03	7023
163.0	BIDDLE ROAD	150 FT. EAST OF TABLE ROCK ROAD (EAST BOUND LANES)	7/7/03	6385
164.0	BIDDLE ROAD	150 YDS. EAST OF TABLE ROCK ROAD (WEST BOUND LANES)	7/15/03	8469
845.0	BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	8/26/03	1849
855.0	BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	7/28/03	1738
334.0	BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	7/29/03	3544
335.0	BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	7/29/03	4632
337.0	BLACKWELL ROAD	100 YDS. NORTH OF I-5 INTERCHANGE	7/29/03	6895
382.0	BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	8/12/03	3048
770.0	BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	8/25/03	589
776.0	BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	8/26/03	269
758.0	BROWNSBORO-EAGLE POINT ROAD	100 FT. EAST OF OLD HIGHWAY 62	8/26/03	4533
766.0	BROWNSBORO-EAGLE POINT ROAD	300 YDS. WEST OF HIGHWAY 140	8/25/03	747
768.0	BROWNSBORO-EAGLE POINT ROAD	50 FT. EAST OF BROPHY ROAD	9/2/03	827
771.0	BROWNSBORO-EAGLE POINT ROAD	150 FT. EAST OF REESE CREEK ROAD	8/26/03	1531
772.0	BROWNSBORO-EAGLE POINT ROAD	100 YDS. WEST OF REESE CREEK ROAD	8/18/03	2246
147.0	BURSELL ROAD	50 FT. SOUTH OF PITTVIEW AVENUE	9/14/04	3666
704.0	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	8/19/03	1192
706.0	BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	8/19/03	1240
722.0	BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	8/19/03	1293
726.0	BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	8/19/03	1661
729.0	BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	8/19/03	1805
730.0	BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	7/8/03	2375
734.0	BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	8/12/03	2219
684.0	BUTTE FALLS-FISH LAKE ROAD	100 FT. NORTH OF HIGHWAY 140	9/2/03	119
691.0	BUTTE FALLS-FISH LAKE ROAD	100 YDS. WEST OF COOK ROAD	9/2/03	254
693.0	BUTTE FALLS-FISH LAKE ROAD	300 YDS. EAST OF BUTTE FALLS-PROSPECT ROAD	9/2/03	493
703.0	BUTTE FALLS-FISH LAKE ROAD	AT CITY LIMITS	8/26/03	832
674.0	BUTTE FALLS-PROSPECT ROAD	150 FT. EAST OF MILL CREEK DRIVE	9/3/03	1054
678.0	BUTTE FALLS-PROSPECT ROAD	0.2 MILE SOUTH OF RED BLANKET ROAD	9/23/03	303
695.0	BUTTE FALLS-PROSPECT ROAD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	8/19/03	427
698.0	BUTTE FALLS-PROSPECT ROAD	100 FT. EAST OF RANCHERIA ROAD	8/19/03	267



Loc #	Road Name	Location	Date	Count
1486.0	CADY ROAD	100 FT. EAST OF HIGHWAY 238	7/13/04	672
1489.0	CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	6/30/04	781
1254.0	CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	9/28/04	1056
1268.0	CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	8/24/04	656
1272.0	CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	8/30/04	363
209.0	CEDAR LINKS DRIVE	100 FT. WEST OF FOOTHILL ROAD	7/30/01	1398
988.0	CHERRY LANE	75 YDS. SOUTH OF HILLCREST ROAD	11/25/02	653
1103.0	CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	10/18/04	1377
1368.0	CLOVER LANE	100 FT. SOUTH OF HIGHWAY 238	9/20/04	448
216.0	COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	7/15/03	1092
1240.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	8/23/04	866
1247.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	8/23/04	900
1265.0	COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	8/23/04	1361
1267.0	COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	8/24/04	2201
1310.0	COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	9/7/04	4915
1355.0	COLUMBUS AVENUE	150 YDS. SOUTH OF STEWART AVENUE	10/5/04	8737
1229.0	COLVER ROAD	50 FT. WEST OF HIGHWAY 99	8/23/04	3420
1230.0	COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	8/30/04	3450
1233.0	COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	8/23/04	3658
1256.0	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	8/23/04	3327
969.0	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	7/1/03	2941
975.0	COREY ROAD	EAST OF McLOUGHLIN DRIVE	7/28/03	1848
473.0	COVERED BRIDGE ROAD	AT COVERED BRIDGE	6/26/01	540
639.0	CROWFOOT ROAD	SOUTH OF HIGHWAY 62	9/16/03	305
645.0	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	8/19/03	327
1129.0	CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	10/18/04	1474
1352.0	CUNNINGHAM AVENUE	50 FT. WEST OF COLUMBUS AVENUE	10/5/04	1183
1246.0	DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	8/23/04	472
1295.0	DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	8/31/04	1843
1296.0	DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	8/31/04	853
1309.0	DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	8/31/04	2343
1144.0	DEAD INDIAN MEMORIAL ROAD	350 YDS. NORTH OF HIGHWAY 66	10/18/04	2092
1168.0	DEAD INDIAN MEMORIAL ROAD	200 YDS. SOUTHWEST OF COVE ROAD	10/18/04	779
1169.0	DEAD INDIAN MEMORIAL ROAD	100 YDS. WEST OF HYATT PRAIRIE ROAD	8/16/04	679
1170.0	DEAD INDIAN MEMORIAL ROAD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	10/14/04	515
212.0	DELTA WATERS ROAD	200 FT. WEST OF FOOTHILL ROAD	7/30/01	2730
422.0	DEPOT STREET	@ END BRIDGE 286	8/5/03	8405
1336.0	DIAMOND STREET	WEST OF KINGS HIGHWAY	10/5/04	1160
932.0	DIVISION ROAD	SOUTH OF ANTELOPE ROAD	7/1/03	777
933.0	DIVISION ROAD	75 YDS. NORTH OF ANTELOPE ROAD	6/23/03	3661
940.0	DIVISION ROAD	50 YDS. SOUTH OF AVENUE "G"	6/23/03	1504
525.0	DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	7/8/03	371
526.0	DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	7/8/03	621
530.0	DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	7/22/03	1314
821.0	DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	7/21/03	1180
1057.0	EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	9/28/04	4529
1087.0	EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	8/10/04	4422
1088.0	EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	8/2/04	1202
820.0	EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	7/21/03	889
826.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	7/21/03	2035
830.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	7/21/03	2426
431.0	EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	8/11/03	5501
459.0	EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	8/11/03	3467
460.0	EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	8/11/03	2773

Loc #	Road Name	Location	Date	Count
469.0	EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	8/11/03	2251
470.0	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	8/25/03	1816
471.0	EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	8/11/03	1188
475.0	EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	8/11/03	577
507.0	EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	8/11/03	240
256.0	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	7/15/03	1688
1102.0	EAST MAIN STREET (ASHLAND)	25 YDS. WEST OF CLAY STREET	8/16/04	7036
1131.0	EAST MAIN STREET (ASHLAND)	75 YDS. WEST OF HIGHWAY 66	10/14/04	2802
159.0	EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST BOUND LANES)	6/30/03	13884
160.0	EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST BOUND LANES)	6/30/03	14106
1064.0	EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	10/4/04	525
223.0	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	6/25/03	2392
225.0	EAST VILAS ROAD	100 YDS. EAST OF CRATER LAKE HIGHWAY	7/15/03	2716
234.0	EAST VILAS ROAD	75 YDS. WEST OF HIGHWAY 62	7/7/03	13259
121.0	EHRMAN WAY	25 FT. WEST OF SAGE ROAD	10/25/04	869
637.0	ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	9/23/03	892
941.0	FALCON STREET	50 FT. EAST OF DIVISION ROAD	6/23/03	2589
1008.0	FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	9/30/04	12569
1012.0	FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	9/30/04	2988
1013.0	FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	9/27/04	1379
200.0	FOOTHILL ROAD	50 YDS. NORTH OF HILLCREST ROAD	7/7/03	8325
204.0	FOOTHILL ROAD	75 FT. NORTH OF LONE PINE ROAD	7/15/03	9423
211.0	FOOTHILL ROAD	125 YDS. NORTH OF DELTA WATERS ROAD	7/15/03	7109
218.0	FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	7/15/03	6306
221.0	FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	7/15/03	5019
403.0	FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	8/5/03	1418
390.0	FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	9/8/04	1728
1226.0	FOSS ROAD	WEST OF WAGNER CREEK ROAD	9/28/04	1069
114.0	FREEMAN ROAD	50 YDS. NORTH OF HOPKINS ROAD	9/14/04	7075
1330.0	GARFIELD STREET	50 FT. EAST OF KINGS HIGHWAY	10/5/04	3119
175.0	GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	8/12/03	462
267.0	GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	6/30/03	2084
270.0	GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	6/30/03	2154
318.0	GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	7/14/03	1113
945.0	GLADSTONE AVENUE	50 FT. SOUTH OF FALCON STREET	7/1/03	371
957.0	GLADSTONE AVENUE	50 FT. NORTH OF ANTELOPE ROAD	7/1/03	1293
958.0	GLADSTONE AVENUE	SOUTH OF ANTELOPE ROAD	6/23/03	634
333.0	GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD (WEST END)	7/29/03	491
101.0	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	10/5/04	1090
102.0	GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	10/11/04	1224
1275.0	GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	10/4/04	3912
1278.0	GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	9/27/04	2485
1284.0	GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	9/27/04	1042
1287.0	GRIFFIN CREEK ROAD	100 YDS. NORTHEAST OF GRIFFIN LANE	8/31/04	739
1288.0	GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	10/4/04	382
1289.0	GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	10/11/04	325
1460.0	GRIFFIN LANE	100 YDS. NORTH OF STERLING CREEK ROAD	7/12/04	101
909.0	HALE WAY	50 FT. NORTH OF ANTELOPE ROAD	6/23/03	1958
910.0	HALE WAY	SOUTH OF ANTELOPE ROAD	7/1/03	617
913.0	HALE WAY	SOUTH OF FALCON STREET	6/23/03	870
1480.0	HAMILTON ROAD	150 FT. WEST OF APPLGATE ROAD	6/29/04	468
1483.0	HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	7/9/04	741
171.0	HAMRICK ROAD	50 YDS. NORTH OF BIDDLE ROAD	6/30/03	14654
177.0	HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	7/15/03	859
81.0	HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	9/14/04	5158

Loc #	Road Name	Location	Date	Count
84.0	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	9/21/04	6553
86.0	HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	9/21/04	6494
111.0	HASKELL STREET	NORTH OF WEST PINE STREET	9/13/04	4586
199.0	HILLCREST ROAD (LOWER)	50 YDS. EAST OF FOOTHILL ROAD	7/7/03	10813
986.0	HILLCREST ROAD (MIDDLE)	75 FT. WEST OF CHERRY LANE	11/6/02	1363
987.0	HILLCREST ROAD (UPPER)	75 FT. EAST OF CHERRY LANE	11/6/02	1032
1260.0	HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	8/24/04	1825
1262.0	HOUSTON ROAD	200 FEET WEST OF CALHOUN ROAD	8/24/04	1403
1411.0	HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	9/20/04	1669
1412.0	HULL ROAD	300 FT. NORTH OF BELLINGER LANE	9/20/04	4699
16.0	HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	7/9/04	565
1171.0	HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL ROAD	8/16/04	379
1176.0	HYATT PRAIRIE ROAD	100 FT. NORTH OF HOWARD PRAIRIE DAM ACCESS ROAD	8/16/04	216
1185.1	HYATT PRAIRIE ROAD	SOUTHEAST OF OLD HYATT PRAIRIE ROAD	8/16/04	189
227.0	JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	7/7/03	690
858.0	KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	7/28/03	3060
859.0	KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	7/28/03	4885
1304.0	KINGS HIGHWAY	100 FT. NORTH OF STAGE ROAD, SOUTH	9/9/04	3019
306.0	KIRTLAND ROAD	100 YDS. WEST OF TABLE ROCK ROAD	6/24/03	3489
328.0	KIRTLAND ROAD	75 YDS. WEST OF PACIFIC AVENUE	6/24/03	3391
329.0	KIRTLAND ROAD	50 YDS. EAST OF HIGH BANKS ROAD	7/29/03	5443
331.0	KIRTLAND ROAD	100 FT. NORTH OF BLACKWELL ROAD	7/29/03	6489
799.0	LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	8/25/03	427
288.1	LEIGH WAY	EAST OF AGATE ROAD	6/23/03	2887
751.0	LINN ROAD	100 YDS. EAST OF AGATE ROAD	7/28/03	526
752.0	LINN ROAD	50 YDS. WEST OF HIGHWAY 62	8/18/03	1757
1475.0	LITTLE APPLGATE ROAD	300 FT. EAST OF APPLGATE ROAD	6/29/04	659
30.0	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	6/30/04	673
1059.0	LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	7/26/04	970
1372.0	LOZIER LANE	50 YDS. NORTH OF STEWART AVENUE	10/5/04	8445
1388.0	MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	9/20/04	1056
1424.0	MADRONA LANE	25 YDS. EAST OF ARNOLD LANE	9/20/04	255
608.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	9/16/03	697
609.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	9/16/03	320
127.0	MASON WAY	50 YDS. WEST OF SAGE ROAD	10/4/04	3659
1499.0	MC ANDREWS ROAD	EAST OF ROSS LANE NORTH	10/11/04	6324
976.0	MCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	7/21/03	748
981.0	MCLOUGHLIN DRIVE	250 FT. NORTH OF VILAS ROAD	6/25/03	1151
484.0	MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	7/29/03	783
502.0	MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	7/8/03	642
506.0	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	7/8/03	358
833.0	MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	8/18/03	559
835.0	MERIDIAN ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	8/18/03	542
966.0	MERRY LANE	100 FT. EAST OF HIGHWAY 62	7/1/03	1981
655.0	MILL CREEK DRIVE	SOUTHEAST OF HIGHWAY 62	9/2/03	248
662.0	MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	9/2/03	309
665.0	MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	9/16/03	485
668.0	MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT ROAD	9/3/03	981
669.0	MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	9/3/03	1277
673.0	MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	9/16/03	301
457.0	MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE GROVE ROAD	8/11/03	877
316.0	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	8/11/03	3794
518.0	MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	8/11/03	1754
519.0	MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	6/24/03	3854
1121.0	MOUNT ASHLAND SKI ROAD	50 YDS. WEST OF OLD HIGHWAY 99	10/26/04	407

Loc #	Road Name	Location	Date	Count
1151.0	NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	8/11/04	536
1094.0	NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	9/27/04	815
756.0	NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	8/11/03	812
757.0	NICK YOUNG ROAD	50 FT. WEST OF HIGHWAY 62	8/26/03	793
20.0	NORTH APPEGATE ROAD	NORTH OF HIGHWAY 238	7/22/04	658
1002.0	NORTH PHOENIX ROAD	100 YDS. NORTH OF COAL MINE ROAD	9/30/04	8619
1011.0	NORTH PHOENIX ROAD	70 YDS. NORTH OF FERN VALLEY ROAD	9/30/04	8579
407.0	NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	9/2/03	1192
411.0	NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	8/12/03	1216
1066.0	NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	10/14/04	1168
1385.0	OAK GROVE ROAD	25 YDS. NORTH OF STEWART AVENUE	9/28/04	2574
1389.0	OAK GROVE ROAD	50 YDS. SOUTH OF HIGHWAY 238	9/28/04	3106
1089.0	OAK STREET	SOUTH OF EAGLE MILL ROAD	8/2/04	3322
1043.0	OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	8/17/04	841
553.0	OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	7/29/03	435
556.0	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	7/29/03	788
558.0	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	7/29/03	1296
26.0	OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	9/20/04	2792
28.0	OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	10/25/04	2462
45.0	OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	10/21/04	1623
93.0	OLD STAGE ROAD	NORTH OF BEALL LANE	10/25/04	2143
98.0	OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	10/11/04	2324
357.0	OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	9/8/04	2761
366.0	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	9/8/04	2694
610.0	OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	9/16/03	241
1313.0	ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	8/31/04	758
1319.0	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	8/31/04	955
1348.0	ORCHARD HOME DRIVE	75 FT. SOUTH OF STEWART AVENUE	9/8/04	2535
1350.0	ORCHARD HOME DRIVE	75 FT. WEST OF CUNNINGHAM AVENUE	9/8/04	2198
1381.0	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	9/20/04	1724
302.0	PACIFIC AVENUE	200 FT. NORTH OF ANTELOPE ROAD	6/24/03	2561
305.0	PACIFIC AVENUE	75 YDS. NORTH OF KIRTLAND ROAD	6/24/03	3803
1014.0	PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	9/27/04	1002
1015.0	PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	9/27/04	644
1030.0	PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	9/27/04	534
231.0	PEACE LANE	350 FT. NORTH OF VILAS ROAD	7/15/03	770
1323.0	PEACH STREET	50 YDS. SOUTH OF STEWART AVENUE	10/5/04	3259
1325.0	PEACH STREET	50 YDS. SOUTH OF MARSHALL AVENUE	9/14/04	1928
1337.0	PEACH STREET	75 FT. NORTH OF AGATE ROAD	10/5/04	539
158.1	PENINGER ROAD	NORTH OF PINE STREET	8/12/03	2143
496.0	PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	8/27/01	327
1235.0	PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	8/23/04	2026
1243.0	PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	8/23/04	1206
1245.0	PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	8/23/04	728
1273.0	PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	8/30/04	986
1280.0	PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	8/30/04	878
1297.0	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	8/31/04	1599
1298.0	PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	8/31/04	1331
468.0	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	8/5/03	730
1454.0	POORMAN CR RD	50 YDS. EAST OF STERLING CREEK ROAD	7/13/04	815
448.0	QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	8/5/03	1042
449.0	QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	8/5/03	682
450.0	QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST EVANS CREEK ROAD	8/5/03	1341
612.0	RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	9/16/03	421

Loc #	Road Name	Location	Date	Count
547.0	RAMSEY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	7/29/03	351
552.0	RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	8/12/03	500
1046.0	RAPP ROAD	75 FT. NORTH OF OLD PACIFIC HIGHWAY (TALENT AVENUE)	8/17/04	3873
1047.0	RAPP ROAD	75 FT. SOUTH OF TALENT AVENUE	8/17/04	3917
1048.0	RAPP ROAD	50 YDS. EAST OF RAPP LANE	8/17/04	3244
1049.0	RAPP ROAD	50 YDS. WEST OF RAPP LANE	8/17/04	2372
677.0	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	9/23/03	440
773.0	REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	9/2/03	2142
775.0	REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	9/2/03	1034
778.0	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	8/12/03	728
1145.0	REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	9/28/04	771
1150.0	REITEN DRIVE	50 YDS. WEST OF NEIL CREEK ROAD ON BRIDGE # 721	8/11/04	106
850.0	RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	8/26/03	1057
851.0	RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	7/21/03	1136
853.0	RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	8/26/03	944
596.0	ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	9/16/03	1237
602.0	ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	9/16/03	1596
603.0	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	9/16/03	2581
604.0	ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	9/16/03	2960
738.0	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	7/22/03	2388
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	9/21/04	874
34.0	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	10/25/04	3377
83.0	ROSS LANE	350 FT. WEST OF HANLEY ROAD	10/11/04	4272
52.0	ROSS LANE NORTH	50 FT. NORTH OF McANDREWS ROAD	10/11/04	10208
61.0	ROSS LANE NORTH	100 YDS. SOUTH OF ROSSANLEY DRIVE	10/11/04	9750
1498.0	ROSS LANE NORTH	SOUTH OF MCANDREWS	10/18/04	15119
120.1	SAGE ROAD	50 YDS SOUTH WEST OF ORE 99	9/14/04	10051
129.0	SAGE ROAD	75 YDS. SOUTH OF MASON WAY	9/14/04	10469
371.0	SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY 99	8/25/03	842
340.0	SCENIC AVENUE	100 YDS. WEST OF UPTON ROAD	10/5/04	4664
341.0	SCENIC AVENUE	75 YDS. EAST OF OLD HIGHWAY 99	10/5/04	3858
342.0	SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	10/11/04	2380
347.0	SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	9/13/04	1339
354.0	SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	9/20/04	1182
840.0	SHASTA AVENUE	50 YDS. EAST OF HIGHWAY 62	8/26/03	3740
841.0	SHASTA AVENUE	100 YDS. NORTH OF ALTA VISTA ROAD	8/18/03	3842
803.0	SOUTH FK LITTLE BUTTE CR RD	50 FT. NORTH OF LAKE CREEK ROAD	8/25/03	466
1056.0	SOUTH VALLEY VIEW ROAD	100 YDS. NORTH OF HIGHWAY 99	7/26/04	14607
1058.0	SOUTH VALLEY VIEW ROAD	50 YDS. SOUTH OF I-5	7/26/04	18068
1061.0	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	7/26/04	2382
1299.0	STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	8/24/04	7010
1302.0	STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	8/24/04	6841
1305.0	STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	9/9/04	6898
1307.0	STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	8/31/04	6572
1311.0	STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	8/31/04	5026
1391.0	STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	9/20/04	4662
1396.0	STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	8/31/04	4268
1402.0	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	9/21/04	3561
1404.0	STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	9/20/04	3890
1409.0	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	9/20/04	2985
1428.0	STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	9/20/04	4981
1429.0	STAGE ROAD SOUTH	75 FT. EAST OF HIGHWAY 238	9/20/04	4410
58.0	STEARNS WAY	WEST OF ROSS LANE NORTH	7/13/04	685
1457.0	STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	7/19/04	777
1458.0	STERLING CREEK ROAD	0.9 MILE NORTHWEST OF GRIFFIN LANE	6/29/04	459

Loc #	Road Name	Location	Date	Count
1459.0	STERLING CREEK ROAD	350 FT. SOUTH OF GRIFFIN LANE	7/9/04	457
1490.0	STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	6/30/04	858
837.0	STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	8/18/03	804
838.0	STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	8/18/03	1439
1344.0	STEWART AVENUE	100 FT. EAST OF CHERRY STREET	10/11/04	11636
1374.0	STEWART AVENUE	75 FT. EAST OF THOMAS ROAD	9/8/04	8094
1375.0	STEWART AVENUE	75 YDS. WEST OF THOMAS ROAD	10/18/04	5362
1028.0	SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	10/11/04	369
1031.0	SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	9/27/04	495
1039.0	SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	8/2/04	719
1378.0	SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	9/8/04	2333
1379.0	SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	9/8/04	733
54.0	SWEET ROAD	20 FT. WEST OF McANDREWS ROAD	7/13/04	582
132.0	TABLE ROCK ROAD	50 FT. NORTH OF MORNINGSIDE STREET	10/4/04	11932
134.0	TABLE ROCK ROAD	75 YDS. NORTH OF MERRIMAN ROAD	10/4/04	11053
166.0	TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	7/15/03	15143
178.0	TABLE ROCK ROAD	200 FT. NORTH OF AIRPORT ROAD	7/15/03	10739
238.0	TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	6/30/03	18265
242.0	TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	6/30/03	17532
257.0	TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	6/30/03	15081
311.0	TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	6/24/03	8754
313.0	TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	8/25/03	7105
315.0	TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	6/24/03	2899
586.0	TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	7/29/03	1854
587.0	TABLE ROCK ROAD	100 YDS. NORTH OF HIGHWAY 234	7/29/03	223
638.0	TAKELMA DRIVE	NORTH OF HIGHWAY 62	10/1/03	443
27.0	TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	6/30/04	357
100.0	TAYLOR ROAD	WEST OF GRANT ROAD	10/5/04	1218
109.0	TAYLOR ROAD	EAST OF SUNLAND AVENUE	9/13/04	2289
1376.0	THOMAS ROAD	50 YDS. SOUTH OF STEWART AVENUE	9/8/04	2489
19.0	THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	6/29/04	931
59.0	THORN OAK DRIVE	WEST OF ROSS LANE NORTH	9/21/04	728
1106.0	TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET (ASHLAND)	10/5/04	4332
1135.0	TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	8/11/04	1655
332.0	TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	8/12/03	893
349.0	TOLO ROAD	200 YDS. NORTH OF SCENIC AVENUE	9/8/04	735
353.0	TOLO ROAD	200 FT. SOUTH OF NELLIS AVENUE	9/20/04	470
571.0	TRESHAM LANE	WEST OF TABLE ROCK ROAD	8/12/03	720
575.0	TRESHAM LANE	100 YDS. EAST OF HWY. 234	8/25/03	374
249.0	UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	6/30/03	3695
317.0	UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	6/30/03	2040
339.0	UPTON ROAD	150 YDS. NORTH OF SCENIC AVENUE	9/13/04	4967
1301.0	VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	8/24/04	2346
1055.0	WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	8/23/04	2774
1193.0	WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	8/23/04	1486
1194.0	WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	8/23/04	821
1203.0	WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	8/23/04	2450
4.0	WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	7/13/04	541
1225.0	WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	9/28/04	873
414.0	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	8/11/03	1421
308.0	WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	6/24/03	2564
426.0	WEST EVANS CREEK ROAD	@ CITY LIMITS	8/5/03	2517
428.0	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	8/5/03	2068
439.0	WEST EVANS CREEK ROAD	SOUTH OF FIELDER CREEK ROAD	8/5/03	1656
443.0	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	8/5/03	1234
452.0	WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	8/5/03	1136
453.0	WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	8/5/03	981

Loc #	Road Name	Location	Date	Count
1285.0	WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT BRIDGE #107	8/30/04	1509
1453.0	WEST FORK GRIFFIN CR RD	100 FT. WEST OF ANDREWS ROAD	8/31/04	1040
259.1	WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	6/30/03	1434
1370.0	WEST MAIN STREET	EAST OF LOZIER LANE	9/20/04	14219
1496.0	WEST MAIN STREET	EAST OF HANLEY ROAD	9/21/04	8206
1497.0	WEST MAIN STREET	WEST OF LOZIER LANE	9/21/04	14740
112.1	WEST PINE STREET	WEST OF GLENN WAY	10/11/04	6391
113.0	WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	10/11/04	5053
1037.0	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	10/14/04	911
1038.0	WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	8/2/04	937
1065.0	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	7/26/04	691
239.0	WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	7/15/03	14389
55.0	WESTERN AVENUE	75 FT. NORTH OF McANDREWS ROAD	10/11/04	1162
243.0	WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	7/28/03	2046
1195.0	YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	8/23/04	683
672.0	ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	9/3/03	565
280.0	ZZ 11TH STREET (WHITE CITY)	100 FT. NORTH OF ANTELOPE ROAD	7/1/03	915

Jackson County Traffic Volume as of -		November-05		
Loc #	Road Name	Location	Date	Count
1232.0	ADAMS ROAD	50 FT. WEST OF COLVER ROAD	09/28/04	433
739.0	AGATE LOOP	WEST OF AGATE ROAD	08/02/05	1496
287.0	AGATE ROAD	75 YDS. NORTH OF ANTELOPE ROAD	08/01/05	4811
289.0	AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	07/25/05	5518
292.0	AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	07/19/05	3424
742.0	AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	08/02/05	1869
749.0	AGATE ROAD	50 FT. NORTH OF LINN ROAD	07/19/05	2278
754.0	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	07/19/05	2671
842.0	ALTA VISTA ROAD	100 YDS. EAST OF SHASTA AVENUE	08/29/05	4231
843.0	ALTA VISTA ROAD	100 FT. WEST OF BIGHAM-BROWN ROAD	08/22/05	3289
844.0	ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	08/22/05	3745
846.0	ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	08/08/05	494
1205.0	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	08/23/04	711
285.0	ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	08/01/05	13511
286.0	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	08/15/05	9438
309.0	ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	08/02/05	13012
900.0	ANTELOPE ROAD	EAST OF HIGHWAY 62	08/01/05	12201
901.0	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	08/15/05	7079
904.0	ANTELOPE ROAD	75 FT. EAST OF HALE WAY	08/09/05	4871
905.0	ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	08/30/05	2612
907.0	ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	08/23/05	2145
908.0	ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	08/16/05	2970
521.0	ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	07/18/05	1887
522.0	ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	07/06/05	2032
524.0	ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	07/06/05	1672
541.0	ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	08/02/05	905
1438.0	APPLEGATE ROAD	200 FT. SOUTH OF FRENCH GULCH ROAD	07/08/04	484
1442.0	APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	06/29/04	856
1476.0	APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	06/29/04	1540
1478.0	APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	06/29/04	2153
1484.0	APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	07/13/04	3117
1492.0	APPLEGATE STREET	50 FT. SOUTH OF OREGON STREET	09/28/04	1313
1419.0	ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	09/20/04	773
1422.0	ARNOLD LANE	25 YDS. SOUTH OF MADRONA LANE	09/20/04	1108
1425.0	ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	09/20/04	1279
890.0	ATLANTIC AVENUE	200 FT. NORTH OF AVENUE "G"	08/01/05	792
891.0	ATLANTIC AVENUE	150 FT. SOUTH OF AVENUE "G"	07/25/05	1088
892.0	ATLANTIC AVENUE	100 FT. NORTH OF ANTELOPE ROAD	07/25/05	2053
894.0	ATLANTIC AVENUE	100 FT. NORTH OF AVENUE "A"	08/23/05	626
895.0	AVENUE A	150 FT. EAST OF ATLANTIC AVENUE	08/30/05	470
896.0	AVENUE A	50 FT. WEST OF ATLANTIC AVENUE	08/23/05	825
959.0	AVENUE A	250 FT. EAST OF HIGHWAY 62	08/15/05	2005
963.0	AVENUE A	50 YDS. EAST OF LAKEVIEW DRIVE	08/23/05	1330
865.0	AVENUE G	75 YDS. WEST OF ATLANTIC AVENUE	08/01/05	663
869.0	AVENUE G	EAST OF DIVISION	08/01/05	2992
870.0	AVENUE G	50 YDS. EAST OF HIGHWAY 62	08/01/05	3991
871.0	AVENUE G	150 YDS. WEST OF HIGHWAY 62	08/09/05	5004
871.1	AVENUE G	75 YDS. WEST OF HIGHWAY 62	08/01/05	5342
880.0	AVENUE G	75 YDS. WEST OF AGATE ROAD	07/19/05	4188
887.0	AVENUE H	150 YDS. EAST OF ATLANTIC AVENUE	07/25/05	676
889.1	AVENUE H	EAST OF DIVISION	10/13/03	750
781.0	BALL ROAD	200 FT. EAST OF HIGHWAY 62	07/11/05	891
240.0	BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	06/30/03	1149
529.0	BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	08/02/05	528
538.0	BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	07/06/05	546
539.0	BEAGLE ROAD	50 YDS. WEST OF ANTIOCH ROAD	07/06/05	268
71.0	BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	09/14/04	1761
76.0	BEALL LANE	75 FT. EAST OF FREELAND ROAD	09/14/04	2357



Loc #	Road Name	Location	Date	Count
78.0	BEALL LANE	75 YDS. WEST OF HANLEY ROAD	09/14/04	4140
79.0	BEALL LANE	50 YDS. EAST OF HANLEY ROAD	10/25/04	4037
119.0	BEALL LANE	75 YDS. WEST OF HIGHWAY 99	10/11/04	7792
173.0	BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	08/29/05	1517
1217.0	BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	08/23/04	437
1413.0	BELLINGER LANE	75 FT. WEST OF HULL ROAD	09/20/04	3331
1418.0	BELLINGER LANE	75 YDS. WEST OF ARNOLD LANE	09/20/04	2828
1426.0	BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	09/20/04	2621
161.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/29/05	6540
162.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/23/05	7651
845.0	BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	08/22/05	2840
855.0	BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	08/16/05	2834
334.0	BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	08/01/05	4001
335.0	BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	07/06/05	4987
337.0	BLACKWELL ROAD	100 YDS. NORTH OF I-5 INTERCHANGE	08/01/05	9427
382.0	BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	07/06/05	3343
770.0	BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/11/05	597
776.0	BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	08/16/05	266
758.0	BROWNSBORO-EAGLE POINT ROAD	100 FT. EAST OF OLD HIGHWAY 62	08/26/03	4533
766.0	BROWNSBORO-EAGLE POINT ROAD	300 YDS. WEST OF HIGHWAY 140	08/16/05	693
768.0	BROWNSBORO-EAGLE POINT ROAD	50 FT. EAST OF BROPHY ROAD	08/09/05	761
771.0	BROWNSBORO-EAGLE POINT ROAD	150 FT. EAST OF REESE CREEK ROAD	08/16/05	1363
772.0	BROWNSBORO-EAGLE POINT ROAD	100 YDS. WEST OF REESE CREEK ROAD	08/16/05	2788
147.0	BURSELL ROAD	50 FT. SOUTH OF PITTVIEW AVENUE	09/14/04	3666
704.0	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	07/11/05	1231
706.0	BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	07/11/05	1277
722.0	BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	07/11/05	1307
726.0	BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	07/11/05	1803
729.0	BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	08/09/05	1988
730.0	BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	07/11/05	2318
734.0	BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	07/11/05	2352
684.0	BUTTE FALLS-FISH LAKE ROAD	100 FT. NORTH OF HIGHWAY 140	08/16/05	172
691.0	BUTTE FALLS-FISH LAKE ROAD	100 YDS. WEST OF COOK ROAD	08/09/05	378
693.0	BUTTE FALLS-FISH LAKE ROAD	300 YDS. EAST OF BUTTE FALLS-PROSPECT ROAD	08/30/05	630
703.0	BUTTE FALLS-FISH LAKE ROAD	AT CITY LIMITS	07/11/05	860
674.0	BUTTE FALLS-PROSPECT ROAD	150 FT. EAST OF MILL CREEK DRIVE	08/29/05	1171
678.0	BUTTE FALLS-PROSPECT ROAD	0.2 MILE SOUTH OF RED BLANKET ROAD	08/22/05	355
695.0	BUTTE FALLS-PROSPECT ROAD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	08/16/05	310
698.0	BUTTE FALLS-PROSPECT ROAD	100 FT. EAST OF RANCHERIA ROAD	08/09/05	177
1486.0	CADY ROAD	100 FT. EAST OF HIGHWAY 238	07/13/04	672
1489.0	CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	06/30/04	781
1254.0	CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	09/28/04	1056
1268.0	CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	08/24/04	656
1272.0	CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	08/30/04	363
1103.0	CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	10/18/04	1377

Loc #	Road Name	Location	Date	Count
216.0	COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	08/23/05	1288
1240.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/23/04	866
1247.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	08/23/04	900
1265.0	COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	08/23/04	1361
1267.0	COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	08/24/04	2201
1310.0	COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	09/07/04	4915
1229.0	COLVER ROAD	50 FT. WEST OF HIGHWAY 99	08/23/04	3420
1230.0	COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	08/30/04	3450
1233.0	COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	08/23/04	3658
1256.0	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	08/23/04	3327
969.0	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	07/25/05	2971
975.0	COREY ROAD	EAST OF McLOUGHLIN DRIVE	08/16/05	1973
473.0	COVERED BRIDGE ROAD	AT COVERED BRIDGE	06/26/01	540
639.0	CROWFOOT ROAD	SOUTH OF HIGHWAY 62	08/29/05	338
645.0	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	08/16/05	321
1129.0	CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	10/18/04	1474
1246.0	DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	08/23/04	472
1295.0	DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	08/31/04	1843
1296.0	DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/31/04	853
1309.0	DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	08/31/04	2343
1144.0	DEAD INDIAN MEMORIAL ROAD	350 YDS. NORTH OF HIGHWAY 66	10/18/04	2092
1168.0	DEAD INDIAN MEMORIAL ROAD	200 YDS. SOUTHWEST OF COVE ROAD	10/18/04	779
1169.0	DEAD INDIAN MEMORIAL ROAD	100 YDS. WEST OF HYATT PRAIRIE ROAD	08/16/04	679
1170.0	DEAD INDIAN MEMORIAL ROAD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	10/14/04	515
422.0	DEPOT STREET	@ END BRIDGE 286	09/20/05	9992
932.0	DIVISION ROAD	SOUTH OF ANTELOPE ROAD	08/15/05	969
933.0	DIVISION ROAD	75 YDS. NORTH OF ANTELOPE ROAD	08/01/05	3969
940.0	DIVISION ROAD	50 YDS. SOUTH OF AVENUE "G"	07/25/05	1524
525.0	DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	07/06/05	348
526.0	DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	07/06/05	626
530.0	DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	08/02/05	1233
821.0	DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	08/22/05	1234
1057.0	EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	09/28/04	4529
1087.0	EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	08/10/04	4422
1088.0	EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	08/02/04	1202
820.0	EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	07/25/05	922
826.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	08/30/05	2284
830.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	08/23/05	2679
431.0	EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	08/18/05	4980
459.0	EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	08/15/05	2896
460.0	EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	08/11/03	2773
469.0	EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	08/11/03	2251
470.0	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	08/29/05	1486
471.0	EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	07/18/05	1167
475.0	EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	07/18/05	585
507.0	EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	08/02/05	258
256.0	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	07/26/05	1635
1102.0	EAST MAIN STREET (ASHLAND)	25 YDS. WEST OF CLAY STREET	08/16/04	7036
1131.0	EAST MAIN STREET (ASHLAND)	75 YDS. WEST OF HIGHWAY 66	10/14/04	2802
159.0	EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST BOUND LANES)	07/26/05	14540
160.0	EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/23/05	15337
1064.0	EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	10/04/04	525

Loc #	Road Name	Location	Date	Count
223.0	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	08/08/05	2199
637.0	ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	08/22/05	495
941.0	FALCON STREET	50 FT. EAST OF DIVISION ROAD	07/25/05	2359
1008.0	FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	09/30/04	12569
1012.0	FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	09/30/04	2988
1013.0	FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	09/27/04	1379
218.0	FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	08/23/05	7799
221.0	FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	08/23/05	6170
403.0	FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	07/18/05	1538
390.0	FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	09/08/04	1728
1226.0	FOSS ROAD	WEST OF WAGNER CREEK ROAD	09/28/04	1069
114.0	FREEMAN ROAD	50 YDS. NORTH OF HOPKINS ROAD	09/14/04	7075
175.0	GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	08/23/05	675
267.0	GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	08/23/05	2598
270.0	GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	08/23/05	2420
318.0	GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	07/26/05	1159
945.0	GLADSTONE AVENUE	50 FT. SOUTH OF FALCON STREET	07/25/05	359
957.0	GLADSTONE AVENUE	50 FT. NORTH OF ANTELOPE ROAD	08/15/05	1514
958.0	GLADSTONE AVENUE	SOUTH OF ANTELOPE ROAD	08/01/05	654
333.0	GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD (WEST END)	07/06/05	511
101.0	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	10/05/04	1090
102.0	GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	10/11/04	1224
1275.0	GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	10/04/04	3912
1278.0	GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	09/27/04	2485
1284.0	GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	09/27/04	1042
1287.0	GRIFFIN CREEK ROAD	100 YDS. NORTHEAST OF GRIFFIN LANE	08/31/04	739
1288.0	GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	10/04/04	382
1289.0	GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	10/11/04	325
1460.0	GRIFFIN LANE	100 YDS. NORTH OF STERLING CREEK ROAD	07/12/04	101
909.0	HALE WAY	50 FT. NORTH OF ANTELOPE ROAD	08/01/05	1835
910.0	HALE WAY	SOUTH OF ANTELOPE ROAD	08/15/05	674
913.0	HALE WAY	SOUTH OF FALCON STREET	08/01/05	1217
1480.0	HAMILTON ROAD	150 FT. WEST OF APPLGATE ROAD	06/29/04	468
1483.0	HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	07/09/04	741
171.0	HAMRICK ROAD	50 YDS. NORTH OF BIDDLE ROAD	07/26/05	16177
177.0	HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	08/23/05	1379
81.0	HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	09/14/04	5158
84.0	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	09/21/04	6553
86.0	HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	09/21/04	6494
111.0	HASKELL STREET	NORTH OF WEST PINE STREET	09/13/04	4586
1260.0	HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	08/24/04	1825
1262.0	HOUSTON ROAD	200 FEET WEST OF CALHOUN ROAD	08/24/04	1403
1411.0	HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	09/20/04	1669
1412.0	HULL ROAD	300 FT. NORTH OF BELLINGER LANE	09/20/04	4699
16.0	HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	07/09/04	565
1171.0	HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL ROAD	08/16/04	379
1176.0	HYATT PRAIRIE ROAD	100 FT. NORTH OF HOWARD PRAIRIE DAM ACCESS ROAD	08/16/04	216
1185.1	HYATT PRAIRIE ROAD	SOUTHEAST OF OLD HYATT PRAIRIE ROAD	08/16/04	189
227.0	JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	08/29/05	991
858.0	KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	09/06/05	3896
859.0	KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	09/06/05	5184
306.0	KIRTLAND ROAD	100 YDS. WEST OF TABLE ROCK ROAD	08/02/05	4704
328.0	KIRTLAND ROAD	75 YDS. WEST OF PACIFIC AVENUE	08/02/05	3827
329.0	KIRTLAND ROAD	50 YDS. EAST OF HIGH BANKS ROAD	08/01/05	6876
331.0	KIRTLAND ROAD	100 FT. NORTH OF BLACKWELL ROAD	08/01/05	8629
799.0	LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	08/29/05	400

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288.1	LEIGH WAY	EAST OF AGATE ROAD	08/09/05	3409
751.0	LINN ROAD	100 YDS. EAST OF AGATE ROAD	07/19/05	564
1475.0	LITTLE APPLGATE ROAD	300 FT. EAST OF APPLGATE ROAD	06/29/04	659
30.0	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	06/30/04	673
1059.0	LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	07/26/04	970
1388.0	MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	09/20/04	1056
1424.0	MADRONA LANE	25 YDS. EAST OF ARNOLD LANE	09/20/04	255
608.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	07/12/05	722
609.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	08/29/05	352
976.0	MCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	08/08/05	842
981.0	MCLOUGHLIN DRIVE	250 FT. NORTH OF VILAS ROAD	07/19/05	1162
484.0	MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	07/18/05	802
502.0	MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	08/02/05	699
506.0	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	08/30/05	285
833.0	MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	08/29/05	859
835.0	MERIDIAN ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	08/29/05	805
966.0	MERRY LANE	100 FT. EAST OF HIGHWAY 62	08/01/05	2171
655.0	MILL CREEK DRIVE	SOUTHEAST OF HIGHWAY 62	07/12/05	257
662.0	MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	08/22/05	421
665.0	MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	07/12/05	517
668.0	MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT ROAD	09/06/05	1060
669.0	MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/12/05	1376
673.0	MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	09/06/05	322
457.0	MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE GROVE ROAD	08/11/03	877
316.0	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	07/19/05	4089
518.0	MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	08/02/05	1948
519.0	MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	07/18/05	3888
1121.0	MOUNT ASHLAND SKI ROAD	50 YDS. WEST OF OLD HIGHWAY 99	10/26/04	407
1151.0	NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	08/11/04	536
1094.0	NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	09/27/04	815
756.0	NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	08/02/05	855
20.0	NORTH APPLGATE ROAD	NORTH OF HIGHWAY 238	07/22/04	658
1011.0	NORTH PHOENIX ROAD	70 YDS. NORTH OF FERN VALLEY ROAD	09/30/04	8579
407.0	NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	08/15/05	1325
411.0	NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	07/06/05	1173
1066.0	NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	10/14/04	1168
1385.0	OAK GROVE ROAD	25 YDS. NORTH OF STEWART AVENUE	09/28/04	2574
1089.0	OAK STREET	SOUTH OF EAGLE MILL ROAD	08/02/04	3322
1043.0	OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	08/17/04	841
553.0	OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	07/06/05	419
556.0	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	07/06/05	849
558.0	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	07/06/05	1297
26.0	OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	09/20/04	2792
28.0	OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	10/25/04	2462
45.0	OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	10/21/04	1623
93.0	OLD STAGE ROAD	NORTH OF BEALL LANE	10/25/04	2143
98.0	OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	10/11/04	2324
357.0	OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	09/08/04	2761
366.0	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	09/08/04	2694
610.0	OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	07/12/05	261
1313.0	ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	08/31/04	758
1319.0	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	08/31/04	955
1381.0	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	09/20/04	1724
302.0	PACIFIC AVENUE	200 FT. NORTH OF ANTELOPE ROAD	07/19/05	2413
305.0	PACIFIC AVENUE	75 YDS. NORTH OF KIRTLAND ROAD	08/02/05	4596
1014.0	PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	09/27/04	1002
1015.0	PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	09/27/04	644
1030.0	PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	09/27/04	534

Loc #	Road Name	Location	Date	Count
231.0	PEACE LANE	350 FT. NORTH OF VILAS ROAD	07/26/05	789
1337.0	PEACH STREET	75 FT. NORTH OF AGATE ROAD	10/05/04	539
158.1	PENINGER ROAD	NORTH OF PINE STREET	08/23/05	1954
496.0	PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	08/30/05	397
1235.0	PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	08/23/04	2026
1243.0	PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	08/23/04	1206
1245.0	PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	08/23/04	728
1273.0	PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	08/30/04	986
1280.0	PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	08/30/04	878
1297.0	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	08/31/04	1599
1298.0	PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	08/31/04	1331
468.0	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/18/05	670
1454.0	POORMAN CR RD	50 YDS. EAST OF STERLING CREEK ROAD	07/13/04	815
448.0	QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	08/05/03	1042
449.0	QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	07/18/05	623
450.0	QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST EVANS CREEK ROAD	07/18/05	1463
612.0	RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	08/22/05	433
547.0	RAMSEY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	07/06/05	334
552.0	RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	07/06/05	513
1046.0	RAPP ROAD	75 FT. NORTH OF OLD PACIFIC HIGHWAY (TALENT AVENUE)	08/17/04	3873
1047.0	RAPP ROAD	75 FT. SOUTH OF TALENT AVENUE	08/17/04	3917
1048.0	RAPP ROAD	50 YDS. EAST OF RAPP LANE	08/17/04	3244
1049.0	RAPP ROAD	50 YDS. WEST OF RAPP LANE	08/17/04	2372
677.0	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/12/05	483
773.0	REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	08/08/05	1918
775.0	REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	08/16/05	917
778.0	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	07/11/05	662
1145.0	REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	09/28/04	771
1150.0	REITEN DRIVE	50 YDS. WEST OF NEIL CREEK ROAD ON BRIDGE # 721	08/11/04	106
850.0	RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	08/08/05	1144
851.0	RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	07/25/05	1217
853.0	RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	08/16/05	608
596.0	ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	08/02/05	1272
602.0	ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	08/02/05	1686
603.0	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	08/02/05	2657
604.0	ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	08/22/05	3317
738.0	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	07/11/05	2393
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	09/21/04	874
34.0	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	10/25/04	3377
83.0	ROSS LANE	350 FT. WEST OF HANLEY ROAD	10/11/04	4272
371.0	SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY 99	07/06/05	851
340.0	SCENIC AVENUE	100 YDS. WEST OF UPTON ROAD	10/05/04	4664
341.0	SCENIC AVENUE	75 YDS. EAST OF OLD HIGHWAY 99	10/05/04	3858
342.0	SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	10/11/04	2380
347.0	SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	09/13/04	1339
354.0	SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	09/20/04	1182
803.0	SOUTH FK LITTLE BUTTE CR RD	50 FT. NORTH OF LAKE CREEK ROAD	08/30/05	389
1056.0	SOUTH VALLEY VIEW ROAD	100 YDS. NORTH OF HIGHWAY 99	07/26/04	14607
1058.0	SOUTH VALLEY VIEW ROAD	50 YDS. SOUTH OF I-5	07/26/04	18068
1061.0	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	07/26/04	2382
1299.0	STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	08/24/04	7010

Loc #	Road Name	Location	Date	Count
1302.0	STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	08/24/04	6841
1305.0	STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	09/09/04	6898
1307.0	STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	08/31/04	6572
1311.0	STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	08/31/04	5026
1391.0	STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	09/20/04	4662
1396.0	STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	08/31/04	4268
1402.0	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	09/21/04	3561
1404.0	STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	09/20/04	3890
1409.0	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	09/20/04	2985
1428.0	STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	09/20/04	4981
1429.0	STAGE ROAD SOUTH	75 FT. EAST OF HIGHWAY 238	09/20/04	4410
1457.0	STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	07/19/04	777
1458.0	STERLING CREEK ROAD	0.9 MILE NORTHWEST OF GRIFFIN LANE	06/29/04	459
1459.0	STERLING CREEK ROAD	350 FT. SOUTH OF GRIFFIN LANE	07/09/04	457
1490.0	STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	06/30/04	858
837.0	STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	08/08/05	809
838.0	STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	08/22/05	1447
1028.0	SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	10/11/04	369
1031.0	SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	09/27/04	495
1039.0	SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	08/02/04	719
1378.0	SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	09/08/04	2333
1379.0	SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	09/08/04	733
166.0	TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	07/15/03	15143
238.0	TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	06/30/03	18265
242.0	TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	06/30/03	17532
257.0	TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	06/30/03	15081
311.0	TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	07/19/05	9110
313.0	TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	07/19/05	7326
315.0	TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	07/19/05	2891
586.0	TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	07/06/05	1845
587.0	TABLE ROCK ROAD	100 YDS. NORTH OF HIGHWAY 234	07/18/05	172
638.0	TAKELMA DRIVE	NORTH OF HIGHWAY 62	08/29/05	478
27.0	TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	06/30/04	357
100.0	TAYLOR ROAD	WEST OF GRANT ROAD	10/05/04	1218
109.0	TAYLOR ROAD	EAST OF SUNLAND AVENUE	09/13/04	2289
19.0	THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	06/29/04	931
1106.0	TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET (ASHLAND)	10/05/04	4332
1135.0	TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	08/11/04	1655
332.0	TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	07/06/05	892
349.0	TOLO ROAD	200 YDS. NORTH OF SCENIC AVENUE	09/08/04	735
353.0	TOLO ROAD	200 FT. SOUTH OF NELLIS AVENUE	09/20/04	470
571.0	TRESHAM LANE	WEST OF TABLE ROCK ROAD	07/06/05	715
575.0	TRESHAM LANE	100 YDS. EAST OF HWY. 234	07/18/05	446
249.0	UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	08/23/05	4291
317.0	UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	08/23/05	2749
339.0	UPTON ROAD	150 YDS. NORTH OF SCENIC AVENUE	09/13/04	4967
1301.0	VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	08/24/04	2346
1055.0	WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	08/23/04	2774
1193.0	WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	08/23/04	1486
1194.0	WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	08/23/04	821
1203.0	WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	08/23/04	2450
4.0	WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	07/13/04	541
1225.0	WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	09/28/04	873
414.0	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	07/18/05	1307
308.0	WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	07/19/05	2833
426.0	WEST EVANS CREEK ROAD	@ CITY LIMITS	08/29/05	3088
428.0	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	08/15/05	2510
439.0	WEST EVANS CREEK ROAD	SOUTH OF FIELDER CREEK ROAD	08/15/05	2048

Loc #	Road Name	Location	Date	Count
443.0	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	08/15/05	1537
452.0	WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	07/18/05	1214
453.0	WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	08/15/05	1385
1285.0	WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT BRIDGE #107	08/30/04	1509
1453.0	WEST FORK GRIFFIN CR RD	100 FT. WEST OF ANDREWS ROAD	08/31/04	1040
259.1	WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	07/26/05	1439
1496.0	WEST MAIN STREET	EAST OF HANLEY ROAD	09/21/04	8206
112.1	WEST PINE STREET	WEST OF GLENN WAY	10/11/04	6391
113.0	WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	10/11/04	5053
1037.0	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	10/14/04	911
1038.0	WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	08/02/04	937
1065.0	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	07/26/04	691
239.0	WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	07/26/05	14767
243.0	WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	07/28/03	2046
1195.0	YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	08/23/04	683
672.0	ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	07/12/05	587
280.0	ZZ 11TH STREET (WHITE CITY)	100 FT. NORTH OF ANTELOPE ROAD	08/09/05	1166

Jackson County Traffic Volume : May 2007

Loc #	Road Name	Location	Date	Count
1232.0	ADAMS ROAD	50 FT. WEST OF COLVER ROAD	07/06	442
739.0	AGATE LOOP	WEST OF AGATE ROAD	08/05	1496
742.0	AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	08/05	1869
749.0	AGATE ROAD	50 FT. NORTH OF LINN ROAD	07/05	2278
754.0	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	07/05	2671
292.0	AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	07/05	3424
287.0	AGATE ROAD	75 YDS. NORTH OF ANTELOPE ROAD	08/05	4811
289.0	AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	07/05	5518
846.0	ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	08/05	494
844.0	ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	08/05	3745
1205.0	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	08/06	704
907.0	ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	08/05	2145
905.0	ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	08/05	2612
908.0	ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	08/05	2970
904.0	ANTELOPE ROAD	75 FT. EAST OF HALE WAY	08/05	4871
901.0	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	08/05	7079
286.0	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	08/05	9438
900.0	ANTELOPE ROAD	EAST OF HIGHWAY 62	08/05	12201
309.0	ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	08/05	13012
285.0	ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	08/05	13511
541.0	ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	08/05	905
524.0	ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	07/05	1672
521.0	ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	07/05	1887
522.0	ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	07/05	2032
1442.0	APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	07/06	916
1476.0	APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	07/06	1458
1478.0	APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	06/06	2345
1484.0	APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	06/06	3127
1492.0	APPLEGATE STREET	50 FT. SOUTH OF OREGON STREET	08/06	1378
1419.0	ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	08/06	680
1425.0	ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	08/06	1403
894.0	ATLANTIC AVENUE	100 FT. NORTH OF AVENUE "A"	08/05	626
890.0	ATLANTIC AVENUE	200 FT. NORTH OF AVENUE "G"	08/05	792
891.0	ATLANTIC AVENUE	150 FT. SOUTH OF AVENUE "G"	07/05	1088
892.0	ATLANTIC AVENUE	100 FT. NORTH OF ANTELOPE ROAD	07/05	2053
895.0	AVENUE A	150 FT. EAST OF ATLANTIC AVENUE	08/05	470
896.0	AVENUE A	50 FT. WEST OF ATLANTIC AVENUE	08/05	825
963.0	AVENUE A	50 YDS. EAST OF LAKEVIEW DRIVE	08/05	1330
959.0	AVENUE A	250 FT. EAST OF HIGHWAY 62	08/05	2005
865.0	AVENUE G	75 YDS. WEST OF ATLANTIC AVENUE	08/05	663
869.0	AVENUE G	EAST OF DIVISION	08/05	2992
870.0	AVENUE G	50 YDS. EAST OF HIGHWAY 62	08/05	3991
880.0	AVENUE G	75 YDS. WEST OF AGATE ROAD	07/05	4188
871.0	AVENUE G	150 YDS. WEST OF HIGHWAY 62	08/05	5004
887.0	AVENUE H	150 YDS. EAST OF ATLANTIC AVENUE	07/05	676
889.1	AVENUE H	EAST OF DIVISION	10/03	750
781.0	BALL ROAD	200 FT. EAST OF HIGHWAY 62	07/05	891
240.0	BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	06/03	1149
529.0	BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	08/05	528
538.0	BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	07/05	546
71.0	BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	08/06	1658
76.0	BEALL LANE	75 FT. EAST OF FREELAND ROAD	08/06	2311
78.0	BEALL LANE	75 YDS. WEST OF HANLEY ROAD	08/06	3840



Loc #	Road Name	Location	Date	Count
79.0	BEALL LANE	50 YDS. EAST OF HANLEY ROAD	10/04	4037
119.0	BEALL LANE	75 YDS. WEST OF HIGHWAY 99	08/06	6786
173.0	BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	08/05	1517
1217.0	BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	08/06	389
1426.0	BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	08/06	3283
1413.0	BELLINGER LANE	75 FT. WEST OF HULL ROAD	08/06	3571
161.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/05	6540
162.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/05	7651
855.0	BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	08/05	2834
845.0	BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	08/05	2840
382.0	BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	07/05	3343
334.0	BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	08/05	4001
335.0	BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	07/05	4987
337.0	BLACKWELL ROAD	100 YDS. NORTH OF I-5 INTERCHANGE	08/05	9427
776.0	BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	08/05	266
770.0	BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/05	597
766.0	BROWNSBORO-EAGLE POINT ROAD	300 YDS. WEST OF HIGHWAY 140	08/05	693
768.0	BROWNSBORO-EAGLE POINT ROAD	50 FT. EAST OF BROPHY ROAD	08/05	761
771.0	BROWNSBORO-EAGLE POINT ROAD	150 FT. EAST OF REESE CREEK ROAD	08/05	1363
772.0	BROWNSBORO-EAGLE POINT ROAD	100 YDS. WEST OF REESE CREEK ROAD	08/05	2788
758.0	BROWNSBORO-EAGLE POINT	100 FT. EAST OF OLD HIGHWAY 62	08/03	4533
704.0	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	07/05	1231
706.0	BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	07/05	1277
722.0	BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	07/05	1307
726.0	BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	07/05	1803
729.0	BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	08/05	1988
730.0	BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	07/05	2318
734.0	BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	07/05	2352
684.0	BUTTE FALLS-FISH LAKE ROAD	100 FT. NORTH OF HIGHWAY 140	08/05	172
691.0	BUTTE FALLS-FISH LAKE ROAD	100 YDS. WEST OF COOK ROAD	08/05	378
693.0	BUTTE FALLS-FISH LAKE ROAD	300 YDS. EAST OF BUTTE FALLS-PROSPECT ROAD	08/05	630
703.0	BUTTE FALLS-FISH LAKE ROAD	AT CITY LIMITS	07/05	860
695.0	BUTTE FALLS-PROSPECT ROAD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	08/05	310
678.0	BUTTE FALLS-PROSPECT ROAD	0.2 MILE SOUTH OF RED BLANKET ROAD	08/05	355
674.0	BUTTE FALLS-PROSPECT ROAD	150 FT. EAST OF MILL CREEK DRIVE	08/05	1171
1486.0	CADY ROAD	100 FT. EAST OF HIGHWAY 238	08/06	538
1489.0	CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	07/06	777
1254.0	CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	07/06	983
1272.0	CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	08/06	339
1268.0	CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	07/06	664
1103.0	CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	06/06	1428
216.0	COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	08/05	1288
1240.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/06	807
1247.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	07/06	920
1265.0	COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	08/06	1399
1267.0	COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	07/06	2184
1310.0	COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	08/06	5670
1256.0	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	07/06	3100
1230.0	COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	07/06	3232
1233.0	COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	07/06	3440
975.0	COREY ROAD	EAST OF McLOUGHLIN DRIVE	08/05	1973

Loc #	Road Name	Location	Date	Count
969.0	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	07/05	2971
472.0	COVERED BRIDGE ROAD	100 YDS. NORTH OF EAST EVANS CREEK ROAD	08/94	526
645.0	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	08/05	321
639.0	CROWFOOT ROAD	SOUTH OF HIGHWAY 62	08/05	338
1129.0	CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	06/06	1581
1246.0	DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	07/06	479
1296.0	DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/06	811
1295.0	DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	08/06	1705
1309.0	DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	07/06	2555
1170.0	DEAD INDIAN MEMORIAL ROAD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	09/06	659
1169.0	DEAD INDIAN MEMORIAL ROAD	100 YDS. WEST OF HYATT PRAIRIE ROAD	08/06	834
1168.0	DEAD INDIAN MEMORIAL ROAD	200 YDS. SOUTHWEST OF COVE ROAD	08/06	1086
1144.0	DEAD INDIAN MEMORIAL ROAD	350 YDS. NORTH OF HIGHWAY 66	08/06	2350
422.0	DEPOT STREET	@ END BRIDGE 286	09/05	9992
932.0	DIVISION ROAD	SOUTH OF ANTELOPE ROAD	08/05	969
940.0	DIVISION ROAD	50 YDS. SOUTH OF AVENUE "G"	07/05	1524
933.0	DIVISION ROAD	75 YDS. NORTH OF ANTELOPE ROAD	08/05	3969
525.0	DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	07/05	348
526.0	DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	07/05	626
530.0	DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	08/05	1233
821.0	DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	08/05	1234
1088.0	EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	07/06	1405
1087.0	EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	06/06	3991
1057.0	EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	08/06	4200
820.0	EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	07/05	922
826.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	08/05	2284
830.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	08/05	2679
507.0	EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	08/05	258
475.0	EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	07/05	585
471.0	EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	07/05	1167
470.0	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	08/05	1486
469.0	EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	08/03	2251
460.0	EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	08/03	2773
459.0	EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	08/05	2896
431.0	EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	08/05	4980
256.0	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	07/05	1635
1131.0	EAST MAIN STREET (ASHLAND)	75 YDS. WEST OF HIGHWAY 66	06/06	2520
1102.0	EAST MAIN STREET (ASHLAND)	25 YDS. WEST OF CLAY STREET	06/06	6790
159.0	EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST BOUND LANES)	07/05	14540
160.0	EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/05	15337
1064.0	EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	08/06	891
223.0	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	08/05	2199
234.0	EAST VILAS ROAD	75 YDS. WEST OF HIGHWAY 62	07/03	13259
637.0	ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	08/05	495
941.0	FALCON STREET	50 FT. EAST OF DIVISION ROAD	07/05	2359
1013.0	FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	08/06	1511
1012.0	FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	07/06	3127
1008.0	FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	07/06	12702
221.0	FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	08/05	6170
218.0	FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	08/05	7799
403.0	FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	07/05	1538
390.0	FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	07/06	1728
1226.0	FOSS ROAD	WEST OF WAGNER CREEK ROAD	07/06	1125
175.0	GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	08/05	675
318.0	GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	07/05	1159

Loc #	Road Name	Location	Date	Count
270.0	GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	08/05	2420
267.0	GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	08/05	2598
945.0	GLADSTONE AVENUE	50 FT. SOUTH OF FALCON STREET	07/05	359
958.0	GLADSTONE AVENUE	SOUTH OF ANTELOPE ROAD	08/05	654
957.0	GLADSTONE AVENUE	50 FT. NORTH OF ANTELOPE ROAD	08/05	1514
333.0	GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD (WEST END)	07/05	511
101.0	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	08/06	830
102.0	GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	08/06	998
1288.0	GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	08/06	415
1284.0	GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	08/06	1177
1278.0	GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	08/06	2746
1275.0	GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	08/06	3394
1289.0	GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	08/06	399
910.0	HALE WAY	SOUTH OF ANTELOPE ROAD	08/05	674
913.0	HALE WAY	SOUTH OF FALCON STREET	08/05	1217
909.0	HALE WAY	50 FT. NORTH OF ANTELOPE ROAD	08/05	1835
1483.0	HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	06/06	838
177.0	HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	08/05	1379
171.0	HAMRICK ROAD	50 YDS. NORTH OF BIDDLE ROAD	07/05	16177
81.0	HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	08/06	4880
86.0	HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	07/06	6513
84.0	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	08/06	6713
1260.0	HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	08/06	1752
1411.0	HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	08/06	1708
1412.0	HULL ROAD	300 FT. NORTH OF BELLINGER LANE	08/06	4904
16.0	HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	06/06	537
1171.0	HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL ROAD	08/06	443
605.0	INDIAN CREEK ROAD	100 YDS. EAST OF HIGHWAY 62	06/99	263
227.0	JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	08/05	991
858.0	KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	09/05	3896
859.0	KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	09/05	5184
1304.0	KINGS HIGHWAY	100 FT. NORTH OF STAGE ROAD, SOUTH	09/04	3019
328.0	KIRTLAND ROAD	75 YDS. WEST OF PACIFIC AVENUE	08/05	3827
306.0	KIRTLAND ROAD	100 YDS. WEST OF TABLE ROCK ROAD	08/05	4704
329.0	KIRTLAND ROAD	50 YDS. EAST OF HIGH BANKS ROAD	08/05	6876
331.0	KIRTLAND ROAD	100 FT. NORTH OF BLACKWELL ROAD	08/05	8629
799.0	LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	08/05	400
288.1	LEIGH WAY	EAST OF AGATE ROAD	08/05	3409
751.0	LINN ROAD	100 YDS. EAST OF AGATE ROAD	07/05	564
751.1	LINN ROAD	EAST OF DAHLIA TERRACE	01/20	1500
1475.0	LITTLE APPLGATE ROAD	300 FT. EAST OF APPLGATE ROAD	06/06	617
30.0	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	07/06	724
1059.0	LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	08/06	1029
1388.0	MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	08/06	961
609.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	08/05	352
608.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	07/05	722
976.0	MCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	08/05	842
981.0	MCLOUGHLIN DRIVE	250 FT. NORTH OF EAST VILAS ROAD	07/05	1162
506.0	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	08/05	285
502.0	MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	08/05	699
484.0	MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	07/05	802
833.0	MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	08/05	859
966.0	MERRY LANE	100 FT. EAST OF HIGHWAY 62	08/05	2171
655.0	MILL CREEK DRIVE	SOUTHEAST OF HIGHWAY 62	07/05	257
673.0	MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	09/05	322

Loc #	Road Name	Location	Date	Count
662.0	MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	08/05	421
665.0	MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	07/05	517
668.0	MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT ROAD	09/05	1060
669.0	MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/05	1376
457.0	MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE GROVE ROAD	08/03	877
518.0	MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	08/05	1948
519.0	MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	07/05	3888
316.0	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	07/05	4089
1151.0	NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	06/06	506
1094.0	NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	06/06	887
756.0	NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	08/05	855
20.0	NORTH APPLGATE ROAD	NORTH OF HIGHWAY 238	06/06	631
1003.0	NORTH PHOENIX ROAD	50 YDS. SOUTH OF COAL MINE ROAD	06/93	4108
411.0	NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	07/05	1173
407.0	NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	08/05	1325
1066.0	NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	08/06	1330
1089.0	OAK STREET	SOUTH OF EAGLE MILL ROAD	07/06	2970
607.0	OLD FERRY ROAD	0.5 MILES EAST OF HIGHWAY 62	06/99	668
1043.0	OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	08/06	1274
553.0	OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	07/05	419
556.0	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	07/05	849
558.0	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	07/05	1297
45.0	OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	07/06	1697
98.0	OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	07/06	2114
93.0	OLD STAGE ROAD	NORTH OF BEALL LANE	07/06	2275
366.0	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	07/06	2693
28.0	OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	07/06	2845
357.0	OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	07/06	2885
26.0	OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	08/06	3586
610.0	OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	07/05	261
1313.0	ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	08/06	784
1319.0	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	08/06	948
1381.0	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	08/06	1769
302.0	PACIFIC AVENUE	200 FT. NORTH OF ANTELOPE ROAD	07/05	2413
305.0	PACIFIC AVENUE	75 YDS. NORTH OF KIRTLAND ROAD	08/05	4596
1030.0	PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	07/06	626
1015.0	PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	07/06	672
1014.0	PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	07/06	1100
231.0	PEACE LANE	350 FT. NORTH OF VILAS ROAD	07/05	789
158.1	PENINGER ROAD	NORTH OF PINE STREET	08/05	1954
496.0	PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	08/05	397
1245.0	PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	07/06	776
1280.0	PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	08/06	805
1273.0	PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	08/06	978
1298.0	PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	08/06	1247
1243.0	PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	07/06	1300
1297.0	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	08/06	1534
1235.0	PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	07/06	1885
468.0	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/05	670
464.0	PLEASANT CREEK ROAD (W. EVANS - END)	50 FT. NORTH OF WEST EVANS CREEK ROAD INTERSECTION	06/99	733
1454.0	POORMAN CR RD	50 YDS. EAST OF STERLING CREEK ROAD	07/06	902
449.0	QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	07/05	623
448.0	QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	08/03	1042

Loc #	Road Name	Location	Date	Count
450.0	QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST EVANS CREEK	07/05	1463
612.0	RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	08/05	433
552.0	RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	07/05	513
677.0	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/05	483
778.0	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	07/05	662
775.0	REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	08/05	917
773.0	REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	08/05	1918
1145.0	REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	06/06	730
853.0	RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	08/05	608
850.0	RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	08/05	1144
851.0	RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	07/05	1217
596.0	ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	08/05	1272
602.0	ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	08/05	1686
738.0	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	07/05	2393
603.0	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	08/05	2657
604.0	ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	08/05	3317
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	07/06	810
34.0	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	07/06	3714
83.0	ROSS LANE	350 FT. WEST OF HANLEY ROAD	07/06	4463
371.0	SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY 99	07/05	851
388.0	SAVAGE CREEK ROAD	200 YDS. SOUTH OF OLD HIGHWAY 99	08/98	698
354.0	SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	07/06	1280
347.0	SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	07/06	1412
342.0	SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	08/06	1972
1061.0	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	08/06	2506
1056.0	SOUTH VALLEY VIEW ROAD	100 YDS. NORTH OF HIGHWAY 99	07/06	14077
1058.0	SOUTH VALLEY VIEW ROAD	50 YDS. SOUTH OF I-5	07/06	17566
1428.0	STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	08/06	2882
1409.0	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	08/06	3504
1402.0	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	08/06	3889
1404.0	STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	08/06	4192
1396.0	STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	08/06	4286
1391.0	STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	08/06	4973
1311.0	STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	08/06	5033
1429.0	STAGE ROAD SOUTH	75 FT. EAST OF HIGHWAY 238	08/06	5647
1307.0	STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	08/04	6572
1302.0	STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	07/06	6901
1299.0	STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	07/06	7220
1305.0	STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	08/06	7288
1457.0	STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	07/06	704
1490.0	STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	07/06	821
837.0	STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	08/05	809
838.0	STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	08/05	1447
1031.0	SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	07/06	475
1028.0	SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	08/06	617
1039.0	SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	08/06	877
1379.0	SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	08/06	802
1378.0	SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	08/06	2168
586.0	TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	07/05	1845
315.0	TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	07/05	2891
313.0	TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	07/05	7326
311.0	TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	07/05	9110
257.0	TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	06/03	15081
166.0	TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	07/03	15143

Loc #	Road Name	Location	Date	Count
242.0	TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	06/03	17532
238.0	TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	06/03	18265
638.0	TAKELMA DRIVE	NORTH OF HIGHWAY 62	08/05	478
27.0	TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	07/06	390
1219.0	TARRY LANE	100 YDS. SOUTH OF FOSS ROAD	09/98	362
100.0	TAYLOR ROAD	WEST OF GRANT ROAD	08/06	1358
19.0	THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	06/06	863
1135.0	TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	06/06	1541
1106.0	TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET (ASHLAND)	06/06	3923
349.0	TOLO ROAD	200 YDS. NORTH OF SCENIC AVENUE	07/06	777
332.0	TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	07/05	892
575.0	TRESHAM LANE	100 YDS. EAST OF HWY. 234	07/05	446
571.0	TRESHAM LANE	WEST OF TABLE ROCK ROAD	07/05	715
386.0	UPPER RIVER ROAD	75 YDS. NORTH OF BLACKWELL ROAD	06/99	525
317.0	UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	08/05	2749
249.0	UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	08/05	4291
1301.0	VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	07/06	2388
1194.0	WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	07/06	880
1193.0	WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	08/06	1673
1203.0	WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	07/06	2533
1055.0	WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	07/06	2885
4.0	WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	08/06	472
1225.0	WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	08/06	713
414.0	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	07/05	1307
308.0	WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	07/05	2833
452.0	WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	07/05	1214
453.0	WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	08/05	1385
443.0	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	08/05	1537
428.0	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	08/05	2510
426.0	WEST EVANS CREEK ROAD	@ CITY LIMITS	08/05	3088
1285.0	WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT BRIDGE #107	07/06	1602
259.1	WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	07/05	1439
1496.0	WEST MAIN STREET	EAST OF HANLEY ROAD	09/06	7381
1496.1	WEST MAIN STREET	100 FEET WEST OF RENAULT	01/20	8500
113.0	WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	08/06	5198
112.1	WEST PINE STREET	WEST OF GLENN WAY	08/06	6789
1065.0	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	08/06	816
1038.0	WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	08/06	1022
1037.0	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	08/06	1314
239.0	WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	07/05	14767
243.0	WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	07/03	2046
889.2	WILSON WAY (WHITE CITY)	NORTH OF AVENUE H	01/20	500
1195.0	YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	08/06	795
672.0	ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	07/05	587

Jackson County Traffic Volume : July 2007

Loc #	Road Name	Location	Date	Count
1232.0	ADAMS ROAD	50 FT. WEST OF COLVER ROAD	07/06	442
739.0	AGATE LOOP	WEST OF AGATE ROAD	05/07	1542
742.0	AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	05/07	2003
749.0	AGATE ROAD	50 FT. NORTH OF LINN ROAD	06/07	2482
754.0	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	05/07	2652
292.0	AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	06/07	3734
287.0	AGATE ROAD	75 YDS. NORTH OF ANTELOPE ROAD	06/07	4735
289.0	AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	06/07	4959
846.0	ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	05/07	484
844.0	ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	05/07	3338
1205.0	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	08/06	704
907.0	ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	06/07	2017
905.0	ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	05/07	2543
908.0	ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	06/07	2926
904.0	ANTELOPE ROAD	75 FT. EAST OF HALE WAY	05/07	5299
901.0	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	06/07	7847
286.0	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	05/07	9520
900.0	ANTELOPE ROAD	EAST OF HIGHWAY 62	05/07	12511
309.0	ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	06/07	12598
285.0	ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	05/07	12995
541.0	ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	06/07	922
524.0	ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	05/07	1653
521.0	ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	06/07	1960
522.0	ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	05/07	2044
1442.0	APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	07/06	916
1476.0	APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	07/06	1458
1478.0	APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	06/06	2345
1484.0	APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	06/06	3127
1492.0	APPLEGATE STREET	50 FT. SOUTH OF OREGON STREET	08/06	1378
1419.0	ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	08/06	680
1425.0	ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	08/06	1403
894.0	ATLANTIC AVENUE	100 FT. NORTH OF AVENUE "A"	05/07	622
890.0	ATLANTIC AVENUE	200 FT. NORTH OF AVENUE "G"	05/07	791
891.0	ATLANTIC AVENUE	150 FT. SOUTH OF AVENUE "G"	05/07	1145
892.0	ATLANTIC AVENUE	100 FT. NORTH OF ANTELOPE ROAD	05/07	2089
895.0	AVENUE A	150 FT. EAST OF ATLANTIC AVENUE	06/07	546
896.0	AVENUE A	50 FT. WEST OF ATLANTIC AVENUE	05/07	901
963.0	AVENUE A	50 YDS. EAST OF LAKEVIEW DRIVE	06/07	1448
959.0	AVENUE A	250 FT. EAST OF HIGHWAY 62	05/07	2081
865.0	AVENUE G	75 YDS. WEST OF ATLANTIC AVENUE	05/07	602
869.0	AVENUE G	EAST OF DIVISION	05/07	3054
870.0	AVENUE G	50 YDS. EAST OF HIGHWAY 62	05/07	4064
880.0	AVENUE G	75 YDS. WEST OF AGATE ROAD	06/07	4810
871.0	AVENUE G	150 YDS. WEST OF HIGHWAY 62	06/07	5264
887.0	AVENUE H	150 YDS. EAST OF ATLANTIC AVENUE	05/07	732
889.1	AVENUE H	EAST OF DIVISION	06/07	1167
781.0	BALL ROAD	200 FT. EAST OF HIGHWAY 62	05/07	826
240.0	BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	06/03	1149
529.0	BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	05/07	566
538.0	BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	05/07	597
71.0	BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	08/06	1658
76.0	BEALL LANE	75 FT. EAST OF FREELAND ROAD	08/06	2311
78.0	BEALL LANE	75 YDS. WEST OF HANLEY ROAD	08/06	3840

Loc #	Road Name	Location	Date	Count
79.0	BEALL LANE	50 YDS. EAST OF HANLEY ROAD	10/04	4037
119.0	BEALL LANE	75 YDS. WEST OF HIGHWAY 99	08/06	6786
173.0	BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	08/05	1517
1217.0	BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	08/06	389
1426.0	BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	08/06	3283
1413.0	BELLINGER LANE	75 FT. WEST OF HULL ROAD	08/06	3571
161.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/05	6540
162.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/05	7651
855.0	BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	05/07	2783
845.0	BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	05/07	2803
382.0	BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	05/07	3160
334.0	BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	08/05	4001
335.0	BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	07/05	4987
337.0	BLACKWELL ROAD	100 YDS. NORTH OF I-5 INTERCHANGE	06/07	8074
776.0	BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	05/07	293
770.0	BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/07	528
766.0	BROWNSBORO-EAGLE POINT ROAD	300 YDS. WEST OF HIGHWAY 140	05/07	724
768.0	BROWNSBORO-EAGLE POINT ROAD	50 FT. EAST OF BROPHY ROAD	05/07	815
771.0	BROWNSBORO-EAGLE POINT ROAD	150 FT. EAST OF REESE CREEK ROAD	05/07	1507
772.0	BROWNSBORO-EAGLE POINT ROAD	100 YDS. WEST OF REESE CREEK ROAD	06/07	3300
758.0	BROWNSBORO-EAGLE POINT	100 FT. EAST OF OLD HIGHWAY 62	05/07	4007
704.0	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	05/07	1130
722.0	BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	05/07	1166
706.0	BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	05/07	1297
726.0	BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	05/07	1616
729.0	BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	05/07	1755
734.0	BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	05/07	2065
730.0	BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	05/07	2145
684.0	BUTTE FALLS-FISH LAKE ROAD	100 FT. NORTH OF HIGHWAY 140	05/07	155
691.0	BUTTE FALLS-FISH LAKE ROAD	100 YDS. WEST OF COOK ROAD	06/07	221
693.0	BUTTE FALLS-FISH LAKE ROAD	300 YDS. EAST OF BUTTE FALLS-PROSPECT ROAD	06/07	492
703.0	BUTTE FALLS-FISH LAKE ROAD	AT CITY LIMITS	05/07	775
678.0	BUTTE FALLS-PROSPECT ROAD	0.2 MILE SOUTH OF RED BLANKET ROAD	06/07	197
695.0	BUTTE FALLS-PROSPECT ROAD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	05/07	288
674.0	BUTTE FALLS-PROSPECT ROAD	150 FT. EAST OF MILL CREEK DRIVE	06/07	1000
1486.0	CADY ROAD	100 FT. EAST OF HIGHWAY 238	08/06	538
1489.0	CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	07/06	777
1254.0	CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	07/06	983
1272.0	CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	08/06	339
1268.0	CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	07/06	664
1103.0	CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	06/06	1428
216.0	COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	08/05	1288
1240.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/06	807
1247.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	07/06	920
1265.0	COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	08/06	1399
1267.0	COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	07/06	2184
1310.0	COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	08/06	5670
1256.0	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	07/06	3100
1230.0	COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	07/06	3232
1233.0	COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	07/06	3440
975.0	COREY ROAD	EAST OF McLOUGHLIN DRIVE	08/05	1973



Loc #	Road Name	Location	Date	Count
969.0	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	05/07	2775
472.0	COVERED BRIDGE ROAD	100 YDS. NORTH OF EAST EVANS CREEK ROAD	06/07	244
645.0	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	05/07	344
639.0	CROWFOOT ROAD	SOUTH OF HIGHWAY 62	05/07	355
1129.0	CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	06/06	1581
1246.0	DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	07/06	479
1296.0	DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/06	811
1295.0	DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	08/06	1705
1309.0	DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	07/06	2555
1170.0	DEAD INDIAN MEMORIAL ROAD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	09/06	659
1169.0	DEAD INDIAN MEMORIAL ROAD	100 YDS. WEST OF HYATT PRAIRIE ROAD	08/06	834
1168.0	DEAD INDIAN MEMORIAL ROAD	200 YDS. SOUTHWEST OF COVE ROAD	08/06	1086
1144.0	DEAD INDIAN MEMORIAL ROAD	350 YDS. NORTH OF HIGHWAY 66	08/06	2350
422.0	DEPOT STREET	@ END BRIDGE 286	06/07	7677
932.0	DIVISION ROAD	SOUTH OF ANTELOPE ROAD	06/07	876
940.0	DIVISION ROAD	50 YDS. SOUTH OF AVENUE "G"	06/07	1561
933.0	DIVISION ROAD	75 YDS. NORTH OF ANTELOPE ROAD	05/07	3688
525.0	DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	06/07	401
526.0	DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	06/07	720
530.0	DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	05/07	1288
821.0	DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	06/07	1349
1088.0	EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	07/06	1405
1087.0	EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	06/06	3991
1057.0	EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	08/06	4200
820.0	EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	05/07	1010
826.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	05/07	2391
830.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	05/07	2856
507.0	EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	05/07	258
475.0	EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	06/07	613
471.0	EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	06/07	1230
470.0	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	06/07	1632
469.0	EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	06/07	2218
460.0	EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	06/07	2732
459.0	EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	06/07	3313
431.0	EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	06/07	5355
256.0	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	07/05	1635
1131.0	EAST MAIN STREET (ASHLAND)	75 YDS. WEST OF HIGHWAY 66	06/06	2520
1102.0	EAST MAIN STREET (ASHLAND)	25 YDS. WEST OF CLAY STREET	06/06	6790
159.0	EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST BOUND LANES)	07/05	14540
160.0	EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/05	15337
1064.0	EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	08/06	891
223.0	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	08/05	2199
234.0	EAST VILAS ROAD	75 YDS. WEST OF HIGHWAY 62	07/03	13259
637.0	ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	06/07	588
941.0	FALCON STREET	50 FT. EAST OF DIVISION ROAD	05/07	2217
1013.0	FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	08/06	1511
1012.0	FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	07/06	3127
1008.0	FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	07/06	12702
221.0	FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	08/05	6170
218.0	FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	08/05	7799
403.0	FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	06/07	1436
390.0	FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	06/07	1791
1226.0	FOSS ROAD	WEST OF WAGNER CREEK ROAD	07/06	1125
175.0	GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	08/05	675
318.0	GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	07/05	1159

Loc #	Road Name	Location	Date	Count
270.0	GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	08/05	2420
267.0	GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	08/05	2598
945.0	GLADSTONE AVENUE	50 FT. SOUTH OF FALCON STREET	06/07	362
958.0	GLADSTONE AVENUE	SOUTH OF ANTELOPE ROAD	06/07	574
957.0	GLADSTONE AVENUE	50 FT. NORTH OF ANTELOPE ROAD	05/07	1384
333.0	GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD	07/05	511
101.0	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	08/06	830
102.0	GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	08/06	998
1288.0	GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	08/06	415
1284.0	GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	08/06	1177
1278.0	GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	08/06	2746
1275.0	GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	08/06	3394
1289.0	GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	08/06	399
910.0	HALE WAY	SOUTH OF ANTELOPE ROAD	06/07	602
913.0	HALE WAY	SOUTH OF FALCON STREET	08/05	1217
909.0	HALE WAY	50 FT. NORTH OF ANTELOPE ROAD	06/07	1841
1483.0	HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	06/06	838
177.0	HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	08/05	1379
171.0	HAMRICK ROAD	50 YDS. NORTH OF BIDDLE ROAD	07/05	16177
81.0	HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	08/06	4880
86.0	HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	07/06	6513
84.0	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	08/06	6713
1260.0	HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	08/06	1752
1411.0	HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	08/06	1708
1412.0	HULL ROAD	300 FT. NORTH OF BELLINGER LANE	08/06	4904
16.0	HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	06/06	537
1171.0	HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL ROAD	08/06	443
605.0	INDIAN CREEK ROAD	100 YDS. EAST OF HIGHWAY 62	05/07	344
227.0	JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	08/05	991
858.0	KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	06/07	3893
859.0	KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	06/07	4993
1304.0	KINGS HIGHWAY	100 FT. NORTH OF STAGE ROAD, SOUTH	09/04	3019
328.0	KIRTLAND ROAD	75 YDS. WEST OF PACIFIC AVENUE	06/07	4380
306.0	KIRTLAND ROAD	100 YDS. WEST OF TABLE ROCK ROAD	06/07	4556
329.0	KIRTLAND ROAD	50 YDS. EAST OF HIGH BANKS ROAD	06/07	6352
331.0	KIRTLAND ROAD	100 FT. NORTH OF BLACKWELL ROAD	06/07	7745
799.0	LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	05/07	414
288.1	LEIGH WAY	EAST OF AGATE ROAD	05/07	3603
751.0	LINN ROAD	100 YDS. EAST OF AGATE ROAD	06/07	699
751.1	LINN ROAD	EAST OF DAHLIA TERRACE	05/07	1263
1475.0	LITTLE APPELGATE ROAD	300 FT. EAST OF APPELGATE ROAD	06/06	617
30.0	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	07/06	724
1059.0	LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	08/06	1029
1388.0	MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	08/06	961
609.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	05/07	375
608.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	05/07	744
976.0	MCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	08/05	842
981.0	MCLOUGHLIN DRIVE	250 FT. NORTH OF EAST VILAS ROAD	07/05	1162
506.0	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	06/07	340
502.0	MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	05/07	653
484.0	MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	05/07	776
833.0	MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	06/07	594
966.0	MERRY LANE	100 FT. EAST OF HIGHWAY 62	06/07	1609
655.0	MILL CREEK DRIVE	SOUTHEAST OF HIGHWAY 62	06/07	206
662.0	MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	06/07	330

Loc #	Road Name	Location	Date	Count
673.0	MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	06/07	395
665.0	MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	06/07	402
668.0	MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT ROAD	06/07	812
669.0	MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	06/07	1151
457.0	MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE GROVE ROAD	06/07	772
518.0	MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	06/07	1786
519.0	MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	06/07	3634
316.0	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	06/07	3926
1151.0	NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	06/06	506
1094.0	NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	06/06	887
756.0	NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	05/07	880
20.0	NORTH APPLGATE ROAD	NORTH OF HIGHWAY 238	06/06	631
1003.0	NORTH PHOENIX ROAD	50 YDS. SOUTH OF COAL MINE ROAD	06/93	4108
407.0	NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	06/07	1281
411.0	NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	06/07	1447
1066.0	NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	08/06	1330
1089.0	OAK STREET	SOUTH OF EAGLE MILL ROAD	07/06	2970
607.0	OLD FERRY ROAD	0.5 MILES EAST OF HIGHWAY 62	05/07	743
1043.0	OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	08/06	1274
553.0	OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	06/07	426
556.0	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	06/07	880
558.0	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	06/07	1329
45.0	OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	07/06	1697
98.0	OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	07/06	2114
93.0	OLD STAGE ROAD	NORTH OF BEALL LANE	07/06	2275
28.0	OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	07/06	2845
366.0	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	05/07	2881
357.0	OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	07/06	2885
26.0	OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	08/06	3586
610.0	OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	05/07	270
1313.0	ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	08/06	784
1319.0	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	08/06	948
1381.0	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	08/06	1769
302.0	PACIFIC AVENUE	200 FT. NORTH OF ANTELOPE ROAD	06/07	2445
305.0	PACIFIC AVENUE	75 YDS. NORTH OF KIRTLAND ROAD	06/07	5073
1030.0	PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	07/06	626
1015.0	PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	07/06	672
1014.0	PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	07/06	1100
231.0	PEACE LANE	350 FT. NORTH OF VILAS ROAD	07/05	789
158.1	PENINGER ROAD	NORTH OF PINE STREET	08/05	1954
496.0	PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	06/07	378
1245.0	PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	07/06	776
1280.0	PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	08/06	805
1273.0	PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	08/06	978
1298.0	PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	08/06	1247
1243.0	PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	07/06	1300
1297.0	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	08/06	1534
1235.0	PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	07/06	1885
468.0	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	06/07	697
464.0	PLEASANT CREEK ROAD (W. EVANS - END)	50 FT. NORTH OF WEST EVANS CREEK ROAD INTERSECTION	06/07	648
1454.0	POORMAN CR RD	50 YDS. EAST OF STERLING CREEK ROAD	07/06	902
449.0	QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	06/07	668
448.0	QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	06/07	1135

Loc #	Road Name	Location	Date	Count
450.0	QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST EVANS CREEK	06/07	1345
612.0	RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	05/07	476
552.0	RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	06/07	466
677.0	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	06/07	375
778.0	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	05/07	734
775.0	REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	05/07	904
773.0	REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/07	2605
1145.0	REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	06/06	730
853.0	RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	05/07	582
850.0	RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	06/07	882
851.0	RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	06/07	1070
596.0	ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	05/07	1153
602.0	ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	05/07	1500
738.0	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	05/07	2272
603.0	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	06/07	2420
604.0	ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	06/07	3036
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	07/06	810
34.0	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	07/06	3714
83.0	ROSS LANE	350 FT. WEST OF HANLEY ROAD	07/06	4463
371.0	SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY 99	05/07	772
388.0	SAVAGE CREEK ROAD	200 YDS. SOUTH OF OLD HIGHWAY 99	06/07	663
354.0	SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	07/06	1280
347.0	SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	07/06	1412
342.0	SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	08/06	1972
1061.0	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	08/06	2506
1056.0	SOUTH VALLEY VIEW ROAD	100 YDS. NORTH OF HIGHWAY 99	07/06	14077
1058.0	SOUTH VALLEY VIEW ROAD	50 YDS. SOUTH OF I-5	07/06	17566
1428.0	STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	08/06	2882
1409.0	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	08/06	3504
1402.0	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	08/06	3889
1404.0	STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	08/06	4192
1396.0	STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	08/06	4286
1391.0	STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	08/06	4973
1311.0	STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	08/06	5033
1429.0	STAGE ROAD SOUTH	75 FT. EAST OF HIGHWAY 238	08/06	5647
1307.0	STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	08/04	6572
1302.0	STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	07/06	6901
1299.0	STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	07/06	7220
1305.0	STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	08/06	7288
1457.0	STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	07/06	704
1490.0	STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	07/06	821
837.0	STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	05/07	796
838.0	STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	06/07	1140
1031.0	SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	07/06	475
1028.0	SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	08/06	617
1039.0	SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	08/06	877
1379.0	SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	08/06	802
1378.0	SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	08/06	2168
586.0	TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	06/07	1971
315.0	TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	06/07	3048
313.0	TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	06/07	7015
311.0	TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	06/07	8637
257.0	TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	06/03	15081
166.0	TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	07/03	15143

Loc #	Road Name	Location	Date	Count
242.0	TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	06/03	17532
238.0	TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	06/03	18265
638.0	TAKELMA DRIVE	NORTH OF HIGHWAY 62	06/07	772
27.0	TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	07/06	390
100.0	TAYLOR ROAD	WEST OF GRANT ROAD	08/06	1358
19.0	THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	06/06	863
1135.0	TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	06/06	1541
1106.0	TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET (ASHLAND)	06/06	3923
349.0	TOLO ROAD	200 YDS. NORTH OF SCENIC AVENUE	07/06	777
332.0	TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	07/05	892
575.0	TRESHAM LANE	100 YDS. EAST OF HWY. 234	05/07	497
571.0	TRESHAM LANE	WEST OF TABLE ROCK ROAD	05/07	760
386.0	UPPER RIVER ROAD	75 YDS. NORTH OF BLACKWELL ROAD	05/07	583
317.0	UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	08/05	2749
249.0	UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	08/05	4291
1301.0	VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	07/06	2388
1194.0	WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	07/06	880
1193.0	WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	08/06	1673
1203.0	WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	07/06	2533
1055.0	WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	07/06	2885
4.0	WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	08/06	472
1225.0	WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	08/06	713
414.0	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	06/07	1424
308.0	WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	06/07	3615
453.0	WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	06/07	960
452.0	WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	06/07	1091
443.0	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	06/07	1132
428.0	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	06/07	1961
426.0	WEST EVANS CREEK ROAD	@ CITY LIMITS	06/07	2662
1285.0	WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT BRIDGE #107	07/06	1602
259.1	WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	07/05	1439
1496.0	WEST MAIN STREET	EAST OF HANLEY ROAD	09/06	7381
1496.1	WEST MAIN STREET	100 FEET WEST OF RENAULT	01/20	8500
113.0	WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	08/06	5198
112.1	WEST PINE STREET	WEST OF GLENN WAY	08/06	6789
1065.0	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	08/06	816
1038.0	WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	08/06	1022
1037.0	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	08/06	1314
239.0	WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	07/05	14767
243.0	WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	07/03	2046
889.2	WILSON WAY (WHITE CITY)	NORTH OF AVENUE H	05/07	489
1195.0	YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	08/06	795
672.0	ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	05/07	628

Jackson County Traffic Volume : November 2008

Loc #	Road Name	Location	Date	Count
1232.0	ADAMS ROAD	50 FT. WEST OF COLVER ROAD	09/08	446
739.0	AGATE LOOP	WEST OF AGATE ROAD	05/07	1542
742.0	AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	05/07	2003
749.0	AGATE ROAD	50 FT. NORTH OF LINN ROAD	06/07	2482
754.0	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	05/07	2652
292.0	AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	06/07	3734
287.0	AGATE ROAD	75 YDS. NORTH OF ANTELOPE ROAD	06/07	4735
289.0	AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	06/07	4959
846.0	ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	05/07	484
844.0	ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	05/07	3338
1205.0	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	08/08	658
907.0	ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	06/07	2017
905.0	ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	05/07	2543
908.0	ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	06/07	2926
904.0	ANTELOPE ROAD	75 FT. EAST OF HALE WAY	05/07	5299
901.0	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	06/07	7847
286.0	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	05/07	9520
900.0	ANTELOPE ROAD	EAST OF HIGHWAY 62	05/07	12511
309.0	ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	06/07	12598
285.0	ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	05/07	12995
541.0	ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	06/07	922
524.0	ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	05/07	1653
521.0	ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	06/07	1960
522.0	ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	05/07	2044
1442.0	APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	09/08	420
1476.0	APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	07/08	1250
1478.0	APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	09/08	1626
1484.0	APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	09/08	2267
1492.0	APPLEGATE STREET	50 FT. SOUTH OF OREGON STREET	07/08	1334
1419.0	ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	09/08	795
1425.0	ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	09/08	1176
894.0	ATLANTIC AVENUE	100 FT. NORTH OF AVENUE "A"	05/07	622
890.0	ATLANTIC AVENUE	200 FT. NORTH OF AVENUE "G"	05/07	791
891.0	ATLANTIC AVENUE	150 FT. SOUTH OF AVENUE "G"	05/07	1145
892.0	ATLANTIC AVENUE	100 FT. NORTH OF ANTELOPE ROAD	05/07	2089
895.0	AVENUE A	150 FT. EAST OF ATLANTIC AVENUE	06/07	546
896.0	AVENUE A	50 FT. WEST OF ATLANTIC AVENUE	05/07	901
963.0	AVENUE A	50 YDS. EAST OF LAKEVIEW DRIVE	06/07	1448
959.0	AVENUE A	250 FT. EAST OF HIGHWAY 62	05/07	2081
865.0	AVENUE G	75 YDS. WEST OF ATLANTIC AVENUE	05/07	602
869.0	AVENUE G	EAST OF DIVISION	05/07	3054
870.0	AVENUE G	50 YDS. EAST OF HIGHWAY 62	05/07	4064
880.0	AVENUE G	75 YDS. WEST OF AGATE ROAD	06/07	4810
871.0	AVENUE G	150 YDS. WEST OF HIGHWAY 62	06/07	5264
887.0	AVENUE H	150 YDS. EAST OF ATLANTIC AVENUE	05/07	732
781.0	BALL ROAD	200 FT. EAST OF HIGHWAY 62	05/07	826
240.0	BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	09/08	1680
529.0	BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	05/07	566
538.0	BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	05/07	597
71.0	BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	08/08	1738
76.0	BEALL LANE	75 FT. EAST OF FREELAND ROAD	08/08	2426
78.0	BEALL LANE	75 YDS. WEST OF HANLEY ROAD	09/08	2997
79.0	BEALL LANE	50 YDS. EAST OF HANLEY ROAD	10/04	4037

Loc #	Road Name	Location	Date	Count
119.0	BEALL LANE	75 YDS. WEST OF HIGHWAY 99	08/08	6714
173.0	BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	08/08	1633
1217.0	BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	09/08	346
1426.0	BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	09/08	2526
1413.0	BELLINGER LANE	75 FT. WEST OF HULL ROAD	07/08	3219
161.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/05	6540
162.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/08	7211
855.0	BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	05/07	2783
845.0	BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	05/07	2803
382.0	BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	05/07	3160
334.0	BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	08/05	4001
335.0	BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	07/05	4987
337.0	BLACKWELL ROAD	100 YDS. NORTH OF I-5 INTERCHANGE	06/07	8074
776.0	BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	05/07	293
770.0	BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/07	528
766.0	BROWNSBORO-EAGLE POINT ROAD	300 YDS. WEST OF HIGHWAY 140	05/07	724
768.0	BROWNSBORO-EAGLE POINT ROAD	50 FT. EAST OF BROPHY ROAD	05/07	815
771.0	BROWNSBORO-EAGLE POINT ROAD	150 FT. EAST OF REESE CREEK ROAD	05/07	1507
772.0	BROWNSBORO-EAGLE POINT ROAD	100 YDS. WEST OF REESE CREEK ROAD	06/07	3300
758.0	BROWNSBORO-EAGLE POINT ROAD	100 FT. EAST OF OLD HIGHWAY 62	05/07	4007
704.0	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	05/07	1130
722.0	BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	05/07	1166
706.0	BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	05/07	1297
726.0	BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	05/07	1616
729.0	BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	05/07	1755
734.0	BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	05/07	2065
730.0	BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	05/07	2145
684.0	BUTTE FALLS-FISH LAKE ROAD	100 FT. NORTH OF HIGHWAY 140	05/07	155
691.0	BUTTE FALLS-FISH LAKE ROAD	100 YDS. WEST OF COOK ROAD	06/07	221
693.0	BUTTE FALLS-FISH LAKE ROAD	300 YDS. EAST OF BUTTE FALLS-PROSPECT ROAD	06/07	492
703.0	BUTTE FALLS-FISH LAKE ROAD	AT CITY LIMITS	05/07	775
678.0	BUTTE FALLS-PROSPECT ROAD	0.2 MILE SOUTH OF RED BLANKET ROAD	06/07	197
695.0	BUTTE FALLS-PROSPECT ROAD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	05/07	288
674.0	BUTTE FALLS-PROSPECT ROAD	150 FT. EAST OF MILL CREEK DRIVE	06/07	1000
1486.0	CADY ROAD	100 FT. EAST OF HIGHWAY 238	09/08	503
1489.0	CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	07/08	698
1254.0	CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	08/08	980
1272.0	CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	08/08	356
1268.0	CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	08/08	733
1103.0	CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	09/08	1762
216.0	COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	08/08	1226
1240.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/08	826
1247.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	08/08	908
1265.0	COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	08/08	1353
1267.0	COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	09/08	2050
1310.0	COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	08/08	4592
1230.0	COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	08/08	3087
1256.0	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	08/08	3090
1233.0	COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	08/08	3437
975.0	COREY ROAD	EAST OF McLOUGHLIN DRIVE	08/08	1809
969.0	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	05/07	2775
472.0	COVERED BRIDGE ROAD	100 YDS. NORTH OF EAST EVANS CREEK ROAD	06/07	244
645.0	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	05/07	344
639.0	CROWFOOT ROAD	SOUTH OF HIGHWAY 62	05/07	355
1129.0	CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	08/08	1459

Loc #	Road Name	Location	Date	Count
1246.0	DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	08/08	491
1296.0	DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/08	767
1295.0	DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	08/08	1643
1309.0	DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	09/08	2138
1170.0	DEAD INDIAN MEMORIAL ROAD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	08/08	621
1169.0	DEAD INDIAN MEMORIAL ROAD	100 YDS. WEST OF HYATT PRAIRIE ROAD	08/08	765
1168.0	DEAD INDIAN MEMORIAL ROAD	200 YDS. SOUTHWEST OF COVE ROAD	08/08	1038
1144.0	DEAD INDIAN MEMORIAL ROAD	350 YDS. NORTH OF HIGHWAY 66	08/08	2087
422.0	DEPOT STREET	@ END BRIDGE 286	06/07	7677
932.0	DIVISION ROAD	SOUTH OF ANTELOPE ROAD	06/07	876
940.0	DIVISION ROAD	50 YDS. SOUTH OF AVENUE "G"	06/07	1561
933.0	DIVISION ROAD	75 YDS. NORTH OF ANTELOPE ROAD	05/07	3688
525.0	DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	06/07	401
526.0	DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	06/07	720
530.0	DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	05/07	1288
821.0	DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	06/07	1349
1088.0	EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	09/08	1311
1057.0	EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	08/08	3779
1087.0	EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	08/08	3834
820.0	EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	05/07	1010
826.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	05/07	2391
830.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	05/07	2856
507.0	EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	05/07	258
475.0	EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	06/07	613
471.0	EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	06/07	1230
470.0	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	06/07	1632
469.0	EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	06/07	2218
460.0	EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	06/07	2732
459.0	EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	06/07	3313
431.0	EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	06/07	5355
256.0	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	09/08	1384
1131.0	EAST MAIN STREET (ASHLAND)	75 YDS. WEST OF HIGHWAY 66	09/08	2413
1102.0	EAST MAIN STREET (ASHLAND)	25 YDS. WEST OF CLAY STREET	08/08	6167
160.0	EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/08	14347
159.0	EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST BOUND LANES)	08/08	14370
1064.0	EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	09/08	439
223.0	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	09/08	1849
234.0	EAST VILAS ROAD	75 YDS. WEST OF HIGHWAY 62	08/08	13453
637.0	ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	06/07	588
941.0	FALCON STREET	50 FT. EAST OF DIVISION ROAD	05/07	2217
1013.0	FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	07/08	1350
1012.0	FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	09/08	2754
1008.0	FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	08/08	12562
221.0	FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	09/08	4770
218.0	FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	09/08	6320
403.0	FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	06/07	1436
390.0	FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	06/07	1791
1226.0	FOSS ROAD	WEST OF WAGNER CREEK ROAD	09/08	826
175.0	GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	09/08	556
318.0	GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	08/08	1021
267.0	GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	09/08	1482
270.0	GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	09/08	1798
945.0	GLADSTONE AVENUE	50 FT. SOUTH OF FALCON STREET	06/07	362
958.0	GLADSTONE AVENUE	SOUTH OF ANTELOPE ROAD	06/07	574
957.0	GLADSTONE AVENUE	50 FT. NORTH OF ANTELOPE ROAD	05/07	1384



Loc #	Road Name	Location	Date	Count
333.0	GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD (EAST END)	07/07	493
101.0	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	08/08	851
102.0	GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	08/08	1048
1288.0	GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	08/08	423
1284.0	GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	08/08	1124
1278.0	GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	08/08	2514
1275.0	GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	08/08	3268
1289.0	GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	09/08	294
910.0	HALE WAY	SOUTH OF ANTELOPE ROAD	06/07	602
913.0	HALE WAY	SOUTH OF FALCON STREET	08/05	1217
909.0	HALE WAY	50 FT. NORTH OF ANTELOPE ROAD	06/07	1841
1483.0	HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	09/08	604
177.0	HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	09/08	836
171.0	HAMRICK ROAD	50 YDS. NORTH OF BIDDLE ROAD	08/08	15012
81.0	HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	08/08	4421
86.0	HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	08/08	5992
84.0	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	08/08	6136
1260.0	HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	08/08	1599
1411.0	HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	07/08	1573
1412.0	HULL ROAD	300 FT. NORTH OF BELLINGER LANE	09/08	4748
16.0	HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	07/08	464
1171.0	HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL ROAD	08/08	422
605.0	INDIAN CREEK ROAD	100 YDS. EAST OF HIGHWAY 62	05/07	344
227.0	JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	09/08	658
858.0	KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	06/07	3893
859.0	KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	06/07	4993
1304.0	KINGS HIGHWAY	100 FT. NORTH OF STAGE ROAD, SOUTH	09/08	2693
328.0	KIRTLAND ROAD	75 YDS. WEST OF PACIFIC AVENUE	06/07	4380
306.0	KIRTLAND ROAD	100 YDS. WEST OF TABLE ROCK ROAD	06/07	4556
329.0	KIRTLAND ROAD	50 YDS. EAST OF HIGH BANKS ROAD	06/07	6352
331.0	KIRTLAND ROAD	100 FT. NORTH OF BLACKWELL ROAD	06/07	7745
799.0	LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	05/07	414
288.1	LEIGH WAY	EAST OF AGATE ROAD	05/07	3603
751.0	LINN ROAD	100 YDS. EAST OF AGATE ROAD	06/07	699
1475.0	LITTLE APPLGATE ROAD	300 FT. EAST OF APPLGATE ROAD	07/08	567
30.0	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	09/08	501
1059.0	LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	08/08	929
1388.0	MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	07/08	930
609.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	05/07	375
608.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	05/07	744
976.0	MCCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	08/08	852
981.0	MCCLOUGHLIN DRIVE	250 FT. NORTH OF VILAS ROAD	08/08	1170
506.0	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	06/07	340
502.0	MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	05/07	653
484.0	MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	05/07	776
833.0	MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	06/07	594
966.0	MERRY LANE	100 FT. EAST OF HIGHWAY 62	06/07	1609
655.0	MILL CREEK DRIVE	SOUTHEAST OF HIGHWAY 62	06/07	206
662.0	MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	06/07	330
673.0	MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	06/07	395
665.0	MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	06/07	402
668.0	MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT ROAD	06/07	812
669.0	MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	06/07	1151
457.0	MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE GROVE ROAD	06/07	772
518.0	MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	06/07	1786

Loc #	Road Name	Location	Date	Count
519.0	MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	06/07	3634
316.0	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	06/07	3926
1151.0	NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	08/08	509
1094.0	NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	08/08	780
756.0	NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	05/07	880
20.0	NORTH APPLGATE ROAD	NORTH OF HIGHWAY 238	08/08	631
1003.0	NORTH PHOENIX ROAD	50 YDS. SOUTH OF COAL MINE ROAD	09/08	8602
407.0	NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	06/07	1281
411.0	NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	06/07	1447
1066.0	NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	08/08	1193
1089.0	OAK STREET	SOUTH OF EAGLE MILL ROAD	08/08	3036
607.0	OLD FERRY ROAD	0.5 MILES EAST OF HIGHWAY 62	05/07	743
1043.0	OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	09/08	693
553.0	OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	06/07	426
556.0	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	06/07	880
558.0	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	06/07	1329
45.0	OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	08/08	1674
98.0	OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	08/08	2040
93.0	OLD STAGE ROAD	NORTH OF BEALL LANE	08/08	2066
28.0	OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	09/08	2253
357.0	OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	09/08	2342
26.0	OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	09/08	2377
366.0	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	05/07	2881
610.0	OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	05/07	270
1313.0	ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	08/08	787
1319.0	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	08/08	937
1381.0	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	07/08	1700
302.0	PACIFIC AVENUE	200 FT. NORTH OF ANTELOPE ROAD	06/07	2445
305.0	PACIFIC AVENUE	75 YDS. NORTH OF KIRTLAND ROAD	06/07	5073
1015.0	PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	09/08	570
1030.0	PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	07/08	577
1014.0	PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	07/08	966
231.0	PEACE LANE	350 FT. NORTH OF VILAS ROAD	08/08	764
158.1	PENINGER ROAD	NORTH OF PINE STREET	08/08	1733
496.0	PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	06/07	378
1245.0	PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	08/08	757
1280.0	PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	08/08	844
1273.0	PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	08/08	967
1243.0	PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	08/08	1177
1298.0	PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	08/08	1247
1297.0	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	08/08	1439
1235.0	PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	08/08	1995
468.0	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	06/07	697
464.0	PLEASANT CREEK ROAD (W. EVANS - END)	50 FT. NORTH OF WEST EVANS CREEK ROAD INTERSECTION	06/07	648
1454.0	POORMAN CR RD	50 YDS. EAST OF STERLING CREEK ROAD	09/08	612
449.0	QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	06/07	668
448.0	QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	06/07	1135
450.0	QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST EVANS CREEK ROAD	06/07	1345
612.0	RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	05/07	476
552.0	RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	06/07	466
677.0	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	06/07	375
778.0	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	05/07	734
775.0	REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	05/07	904

Loc #	Road Name	Location	Date	Count
773.0	REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/07	2605
1145.0	REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	09/08	638
853.0	RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	05/07	582
850.0	RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	06/07	882
851.0	RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	06/07	1070
596.0	ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	05/07	1153
602.0	ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	05/07	1500
738.0	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	05/07	2272
603.0	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	06/07	2420
604.0	ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	06/07	3036
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	08/08	744
34.0	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	09/08	3031
83.0	ROSS LANE	350 FT. WEST OF HANLEY ROAD	09/08	3879
371.0	SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY 99	05/07	772
388.0	SAVAGE CREEK ROAD	200 YDS. SOUTH OF OLD HIGHWAY 99	06/07	663
354.0	SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	09/08	1044
347.0	SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	09/08	1136
342.0	SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	08/08	1736
1061.0	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	07/08	2300
1056.0	SOUTH VALLEY VIEW ROAD	100 YDS. NORTH OF HIGHWAY 99	07/06	14077
1058.0	SOUTH VALLEY VIEW ROAD	50 YDS. SOUTH OF I-5	07/06	17566
1409.0	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	09/08	3290
1396.0	STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	08/08	3999
1404.0	STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	09/08	4390
1402.0	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	09/08	4738
1391.0	STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	09/08	5239
1428.0	STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	09/08	5294
1311.0	STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	09/08	5306
1429.0	STAGE ROAD SOUTH	75 FT. EAST OF HIGHWAY 238	07/08	5599
1307.0	STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	08/04	6572
1302.0	STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	08/08	6620
1299.0	STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	08/08	6975
1305.0	STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	07/08	7727
1457.0	STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	09/08	615
1490.0	STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	07/08	769
837.0	STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	05/07	796
838.0	STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	06/07	1140
1028.0	SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	09/08	381
1031.0	SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	09/08	506
1039.0	SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	09/08	606
1379.0	SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	07/08	721
1378.0	SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	07/08	2051
586.0	TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	06/07	1971
315.0	TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	06/07	3048
313.0	TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	06/07	7015
311.0	TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	06/07	8637
257.0	TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	08/08	15290
166.0	TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	08/08	16544
242.0	TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	08/08	17085
238.0	TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	08/08	18524
638.0	TAKELMA DRIVE	NORTH OF HIGHWAY 62	06/07	772
27.0	TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	08/08	347
100.0	TAYLOR ROAD	WEST OF GRANT ROAD	09/08	1204
19.0	THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	07/08	815
1135.0	TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	08/08	1467

Loc #	Road Name	Location	Date	Count
1106.0	TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET (ASHLAND)	08/08	3752
349.0	TOLO ROAD	Z00 YDS. NORTH OF SCENIC AVENUE	09/08	677
332.0	TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	07/05	892
575.0	TRESHAM LANE	100 YDS. EAST OF HWY. 234	05/07	497
571.0	TRESHAM LANE	WEST OF TABLE ROCK ROAD	05/07	760
386.0	UPPER RIVER ROAD	75 YDS. NORTH OF BLACKWELL ROAD (WEST END)	07/07	510
317.0	UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	09/08	1473
249.0	UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	09/08	2862
1301.0	VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	08/08	2246
1194.0	WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	08/08	789
1193.0	WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	09/08	1490
1203.0	WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	08/08	2284
1055.0	WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	08/08	2630
4.0	WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	07/08	404
1225.0	WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	09/08	758
414.0	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	06/07	1424
308.0	WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	06/07	3615
453.0	WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	06/07	960
452.0	WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	06/07	1091
443.0	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	06/07	1132
428.0	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	06/07	1961
426.0	WEST EVANS CREEK ROAD	@ CITY LIMITS	06/07	2662
1285.0	WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT BRIDGE #107	08/08	1429
259.1	WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	08/08	1384
1496.0	WEST MAIN STREET	EAST OF HANLEY ROAD	08/08	6956
113.0	WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	08/08	4814
112.1	WEST PINE STREET	WEST OF GLENN WAY	08/08	6567
1065.0	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	09/08	607
1037.0	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	09/08	820
1038.0	WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	09/08	870
239.0	WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	08/08	14013
243.0	WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	08/08	1816
1195.0	YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	09/08	627
672.0	ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	05/07	628

Loc #	Road Name	Location	Date	Count
1232.0	ADAMS ROAD	50 FT. WEST OF COLVER ROAD	09/08	446
739.0	AGATE LOOP	WEST OF AGATE ROAD	07/09	1,472
742.0	AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	07/09	1,816
749.0	AGATE ROAD	50 FT. NORTH OF LINN ROAD	06/09	2,187
754.0	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	06/09	2,249
292.0	AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	06/09	3,322
289.0	AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	07/09	3,948
289.1	AGATE ROAD	NORTH OF GREGORY ROAD	06/09	4,302
846.0	ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	07/09	418
844.0	ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	07/09	2,904
1205.0	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	08/08	658
907.0	ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	05/09	1,935
905.0	ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	07/09	2,459
908.0	ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	05/09	2,713
904.0	ANTELOPE ROAD	75 FT. EAST OF HALE WAY	06/09	5,071
901.0	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	06/09	7,489
286.0	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	07/09	8,544
900.0	ANTELOPE ROAD	EAST OF HIGHWAY 62	06/09	11,616
309.0	ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	06/09	12,139
285.0	ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	07/09	12,538
541.0	ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	06/09	897
524.0	ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	06/09	1,489
521.0	ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	07/09	1,862
522.0	ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	06/09	1,873
1442.0	APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	09/08	420
1476.0	APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	07/08	1,250
1478.0	APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	09/08	1,626
1484.0	APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	09/08	2,267
1492.0	APPLEGATE STREET	50 FT. SOUTH OF OREGON STREET	07/08	1,334
1419.0	ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	09/08	795
1425.0	ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	09/08	1,176
894.0	ATLANTIC AVENUE	100 FT. NORTH OF AVENUE "A"	05/09	560
890.0	ATLANTIC AVENUE	200 FT. NORTH OF AVENUE "G"	05/07	791
891.0	ATLANTIC AVENUE	150 FT. SOUTH OF AVENUE "G"	05/09	1,055
892.0	ATLANTIC AVENUE	100 FT. NORTH OF ANTELOPE ROAD	05/09	1,916
895.0	AVENUE A	150 FT. EAST OF ATLANTIC AVENUE	05/09	526
896.0	AVENUE A	50 FT. WEST OF ATLANTIC AVENUE	05/09	896
963.0	AVENUE A	50 YDS. EAST OF LAKEVIEW DRIVE	05/09	1,468
959.0	AVENUE A	250 FT. EAST OF HIGHWAY 62	06/09	2,019
865.0	AVENUE G	75 YDS. WEST OF ATLANTIC AVENUE	05/07	602
869.0	AVENUE G	EAST OF DIVISION	07/09	2,924
870.0	AVENUE G	50 YDS. EAST OF HIGHWAY 62	06/09	4,252
871.0	AVENUE G	150 YDS. WEST OF HIGHWAY 62	07/09	4,696
887.0	AVENUE H	150 YDS. EAST OF ATLANTIC AVENUE	07/09	579
781.0	BALL ROAD	200 FT. EAST OF HIGHWAY 62	06/09	801
240.0	BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	09/08	1,680
538.0	BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	05/09	502
529.0	BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	05/09	548
71.0	BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	08/08	1,738
76.0	BEALL LANE	75 FT. EAST OF FREELAND ROAD	08/08	2,426
78.0	BEALL LANE	75 YDS. WEST OF HANLEY ROAD	09/08	2,997

Loc #	Road Name	Location	Date	Count
79.0	BEALL LANE	50 YDS. EAST OF HANLEY ROAD	10/04	4,037
119.0	BEALL LANE	75 YDS. WEST OF HIGHWAY 99	08/08	6,714
173.0	BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	08/08	1,633
1217.0	BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	09/08	346
1426.0	BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	09/08	2,526
1413.0	BELLINGER LANE	75 FT. WEST OF HULL ROAD	07/08	3,219
161.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/05	6,540
162.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/08	7,211
855.0	BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	07/09	2,530
845.0	BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	05/09	2,600
382.0	BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	06/09	3,231
334.0	BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	06/09	4,056
335.0	BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	06/09	4,704
776.0	BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	06/09	270
770.0	BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/09	461
766.0	BROWNSBORO-EAGLE POINT ROAD	300 YDS. WEST OF HIGHWAY 140	05/09	740
768.0	BROWNSBORO-EAGLE POINT ROAD	50 FT. EAST OF BROPHY ROAD	06/09	759
771.0	BROWNSBORO-EAGLE POINT ROAD	150 FT. EAST OF REESE CREEK ROAD	05/09	1,433
772.0	BROWNSBORO-EAGLE POINT ROAD	100 YDS. WEST OF REESE CREEK ROAD	07/09	3,378
758.0	BROWNSBORO-EAGLE POINT ROAD	100 FT. EAST OF OLD HIGHWAY 62	07/09	3,897
704.0	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	07/09	1,165
722.0	BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	07/09	1,268
706.0	BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	06/09	1,295
726.0	BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	07/09	1,702
729.0	BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	06/09	1,853
734.0	BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	06/09	2,023
730.0	BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	06/09	2,157
684.0	BUTTE FALLS-FISH LAKE ROAD	100 FT. NORTH OF HIGHWAY 140	07/09	183
691.0	BUTTE FALLS-FISH LAKE ROAD	100 YDS. WEST OF COOK ROAD	05/09	291
693.0	BUTTE FALLS-FISH LAKE ROAD	300 YDS. EAST OF BUTTE FALLS-PROSPECT ROAD	05/09	568
703.0	BUTTE FALLS-FISH LAKE ROAD	AT CITY LIMITS	06/09	808
678.0	BUTTE FALLS-PROSPECT ROAD	0.2 MILE SOUTH OF RED BLANKET ROAD	06/09	340
695.0	BUTTE FALLS-PROSPECT ROAD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	05/09	387
674.0	BUTTE FALLS-PROSPECT ROAD	150 FT. EAST OF MILL CREEK DRIVE	06/09	1,053
1486.0	CADY ROAD	100 FT. EAST OF HIGHWAY 238	09/08	503
1489.0	CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	07/08	698
1254.0	CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	08/08	980
1272.0	CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	08/08	356
1268.0	CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	08/08	733
1103.0	CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	09/08	1,762
216.0	COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	08/08	1,226
1240.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/08	826
1247.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	08/08	908
1265.0	COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	08/08	1,353
1267.0	COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	09/08	2,050
1310.0	COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	08/08	4,592
1230.0	COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	08/08	3,087
1256.0	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	08/08	3,090
1233.0	COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	08/08	3,437
975.0	COREY ROAD	EAST OF McLOUGHLIN DRIVE	08/08	1,809
969.0	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	06/09	2,566
472.0	COVERED BRIDGE ROAD	100 YDS. NORTH OF EAST EVANS CREEK ROAD	05/09	498
645.0	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	06/09	315

Loc #	Road Name	Location	Date	Count
639.0	CROWFOOT ROAD	SOUTH OF HIGHWAY 62	08/09	337
1129.0	CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	08/08	1,459
1246.0	DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	08/08	491
1296.0	DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/08	767
1295.0	DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	08/08	1,643
1309.0	DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	09/08	2,138
1170.0	DEAD INDIAN MEMORIAL ROAD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	08/08	621
1169.0	DEAD INDIAN MEMORIAL ROAD	100 YDS. WEST OF HYATT PRAIRIE ROAD	08/08	765
1168.0	DEAD INDIAN MEMORIAL ROAD	200 YDS. SOUTHWEST OF COVE ROAD	08/08	1,038
1144.0	DEAD INDIAN MEMORIAL ROAD	350 YDS. NORTH OF HIGHWAY 66	08/08	2,087
932.0	DIVISION ROAD	SOUTH OF ANTELOPE ROAD	07/09	854
940.0	DIVISION ROAD	50 YDS. SOUTH OF AVENUE "G"	06/09	1,762
933.0	DIVISION ROAD	75 YDS. NORTH OF ANTELOPE ROAD	06/09	3,888
525.0	DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	05/09	333
526.0	DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	06/09	636
530.0	DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	05/09	1,174
821.0	DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	06/09	842
1088.0	EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	09/08	1,311
1057.0	EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	08/08	3,779
1087.0	EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	08/08	3,834
820.0	EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	05/09	951
826.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	05/09	1,747
830.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	05/09	2,111
507.0	EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	06/09	234
475.0	EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	05/09	636
471.0	EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	05/09	1,248
470.0	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	06/09	1,309
469.0	EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	07/09	1,688
460.0	EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	05/09	2,662
459.0	EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	05/09	3,221
431.0	EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	05/09	4,878
256.0	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	09/08	1,384
1131.0	EAST MAIN STREET (ASHLAND)	75 YDS. WEST OF HIGHWAY 66	09/08	2,413
1102.0	EAST MAIN STREET (ASHLAND)	25 YDS. WEST OF CLAY STREET	08/08	6,167
160.0	EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/08	14,347
159.0	EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST BOUND LANES)	08/08	14,370
1064.0	EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	09/08	439
223.0	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	09/08	1,849
234.0	EAST VILAS ROAD	75 YDS. WEST OF HIGHWAY 62	08/08	13,453
637.0	ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	07/09	502
941.0	FALCON STREET	50 FT. EAST OF DIVISION ROAD	06/09	2,335
1013.0	FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	07/08	1,350
1012.0	FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	09/08	2,754
1008.0	FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	08/08	12,562
221.0	FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	09/08	4,770
218.0	FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	09/08	6,320
403.0	FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	05/09	1,328
390.0	FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	07/09	1,629
1226.0	FOSS ROAD	WEST OF WAGNER CREEK ROAD	09/08	826
175.0	GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	09/08	556
318.0	GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	08/08	1,021
267.0	GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	09/08	1,482
270.0	GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	09/08	1,798

Loc #	Road Name	Location	Date	Count
945.0	GLADSTONE AVENUE	50 FT. SOUTH OF FALCON STREET	06/09	385
958.0	GLADSTONE AVENUE	SOUTH OF ANTELOPE ROAD	06/09	601
957.0	GLADSTONE AVENUE	50 FT. NORTH OF ANTELOPE ROAD	06/09	1,262
333.0	GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD (EAST END)	06/09	516
101.0	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	08/08	851
102.0	GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	08/08	1,048
1288.0	GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	08/08	423
1284.0	GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	08/08	1,124
1278.0	GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	08/08	2,514
1275.0	GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	08/08	3,268
1289.0	GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	09/08	294
910.0	HALE WAY	SOUTH OF ANTELOPE ROAD	08/09	522
913.0	HALE WAY	SOUTH OF FALCON STREET	06/09	1,006
909.0	HALE WAY	50 FT. NORTH OF ANTELOPE ROAD	07/09	1,579
1483.0	HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	09/08	604
177.0	HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	09/08	836
81.0	HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	08/08	4,421
86.0	HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	08/08	5,992
84.0	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	08/08	6,136
1260.0	HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	08/08	1,599
1411.0	HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	07/08	1,573
1412.0	HULL ROAD	300 FT. NORTH OF BELLINGER LANE	09/08	4,748
16.0	HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	07/08	464
1171.0	HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL ROAD	08/08	422
605.0	INDIAN CREEK ROAD	100 YDS. EAST OF HIGHWAY 62	07/09	287
227.0	JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	09/08	658
858.0	KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	05/09	3,848
859.0	KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	05/09	4,792
1304.0	KINGS HIGHWAY	100 FT. NORTH OF STAGE ROAD, SOUTH	09/08	2,693
799.0	LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	06/09	427
751.0	LINN ROAD	100 YDS. EAST OF AGATE ROAD	06/09	726
1475.0	LITTLE APPLGATE ROAD	300 FT. EAST OF APPLGATE ROAD	07/08	567
30.0	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	09/08	501
1059.0	LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	08/08	929
1388.0	MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	07/08	930
609.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	06/09	350
608.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	06/09	699
976.0	MCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	08/08	852
981.0	MCLOUGHLIN DRIVE	250 FT. NORTH OF VILAS ROAD	08/08	1,170
506.0	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	05/09	289
502.0	MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	06/09	530
484.0	MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	06/09	709
833.0	MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	05/09	582
966.0	MERRY LANE	100 FT. EAST OF HIGHWAY 62	06/09	1,593
673.0	MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	06/09	399
662.0	MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	07/09	405
665.0	MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	06/09	478
668.0	MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT ROAD	07/09	927
669.0	MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/09	1,349
457.0	MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE GROVE ROAD	05/09	778
518.0	MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	06/09	1,458
519.0	MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	06/09	3,053
316.0	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	05/09	3,317



Loc #	Road Name	Location	Date	Count
1151.0	NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	08/08	509
1094.0	NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	08/08	780
756.0	NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	06/09	1,129
20.0	NORTH APPLGATE ROAD	NORTH OF HIGHWAY 238	08/08	631
1003.0	NORTH PHOENIX ROAD	50 YDS. SOUTH OF COAL MINE ROAD	09/08	8,602
407.0	NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	06/09	1,185
411.0	NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	07/09	1,431
1066.0	NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	08/08	1,193
1089.0	OAK STREET	SOUTH OF EAGLE MILL ROAD	08/08	3,036
607.0	OLD FERRY ROAD	0.5 MILES EAST OF HIGHWAY 62	06/09	731
1043.0	OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	09/08	693
553.0	OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	06/09	439
556.0	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	06/09	803
558.0	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	07/09	1,247
45.0	OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	08/08	1,674
98.0	OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	08/08	2,040
93.0	OLD STAGE ROAD	NORTH OF BEALL LANE	08/08	2,066
28.0	OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	09/08	2,253
357.0	OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	09/08	2,342
366.0	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	07/09	2,372
26.0	OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	09/08	2,377
610.0	OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	06/09	245
1313.0	ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	08/08	787
1319.0	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	08/08	937
1381.0	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	07/08	1,700
302.0	PACIFIC AVENUE	200 FT. NORTH OF ANTELOPE ROAD	06/09	2,480
1015.0	PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	09/08	570
1030.0	PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	07/08	577
1014.0	PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	07/08	966
231.0	PEACE LANE	350 FT. NORTH OF VILAS ROAD	08/08	764
158.1	PENINGER ROAD	NORTH OF PINE STREET	08/08	1,733
496.0	PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	07/09	338
1245.0	PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	08/08	757
1280.0	PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	08/08	844
1273.0	PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	08/08	967
1243.0	PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	08/08	1,177
1298.0	PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	08/08	1,247
1297.0	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	08/08	1,439
1235.0	PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	08/08	1,995
468.0	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	06/09	678
464.0	PLEASANT CREEK ROAD (W. EVANS - END)	50 FT. NORTH OF WEST EVANS CREEK ROAD INTERSECTION	06/09	675
1454.0	POORMAN CR RD	50 YDS. EAST OF STERLING CREEK ROAD	09/08	612
449.0	QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	06/09	743
448.0	QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	06/09	1,148
450.0	QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST EVANS CREEK ROAD	06/09	1,376
612.0	RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	06/09	485
552.0	RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	06/09	453
677.0	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/09	423
778.0	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	05/07	734
775.0	REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	07/09	826
773.0	REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	05/09	2,103

Loc #	Road Name	Location	Date	Count
1145.0	REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	09/08	638
853.0	RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	05/09	579
850.0	RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	05/09	946
851.0	RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	05/09	1,058
596.0	ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	06/09	1,241
602.0	ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	06/09	1,561
738.0	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	07/09	2,101
603.0	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	07/09	2,273
604.0	ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	06/09	2,916
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	08/08	744
34.0	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	09/08	3,031
83.0	ROSS LANE	350 FT. WEST OF HANLEY ROAD	09/08	3,879
371.0	SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY 99	07/09	753
388.0	SAVAGE CREEK ROAD	200 YDS. SOUTH OF OLD HIGHWAY 99	05/09	690
354.0	SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	09/08	1,044
347.0	SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	09/08	1,136
342.0	SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	08/08	1,736
1061.0	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	07/08	2,300
1409.0	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	09/08	3,290
1396.0	STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	08/08	3,999
1404.0	STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	09/08	4,390
1402.0	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	09/08	4,738
1391.0	STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	09/08	5,239
1428.0	STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	09/08	5,294
1311.0	STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	09/08	5,306
1429.0	STAGE ROAD SOUTH	75 FT. EAST OF HIGHWAY 238	07/08	5,599
1307.0	STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	08/04	6,572
1302.0	STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	08/08	6,620
1299.0	STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	08/08	6,975
1305.0	STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	07/08	7,727
1457.0	STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	09/08	615
1490.0	STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	07/08	769
837.0	STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	05/09	849
838.0	STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	05/09	1,218
1028.0	SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	09/08	381
1031.0	SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	09/08	506
1039.0	SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	09/08	606
1379.0	SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	07/08	721
1378.0	SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	07/08	2,051
586.0	TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	05/09	1,784
315.0	TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	06/09	2,898
313.0	TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	06/09	6,444
311.0	TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	07/09	8,924
257.0	TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	08/08	15,290
166.0	TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	08/08	16,544
242.0	TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	08/08	17,085
238.0	TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	08/08	18,524
638.0	TAKELMA DRIVE	NORTH OF HIGHWAY 62	07/09	813
27.0	TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	08/08	347
100.0	TAYLOR ROAD	WEST OF GRANT ROAD	09/08	1,204
19.0	THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	07/08	815
1135.0	TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	08/08	1,467
1106.0	TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET (ASHLAND)	08/08	3,752

Loc #	Road Name	Location	Date	Count
349.0	TOLO ROAD	Z00 YDS. NORTH OF SCENIC AVENUE	09/08	677
332.0	TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	06/09	796
575.0	TRESHAM LANE	100 YDS. EAST OF HWY. 234	07/09	420
571.0	TRESHAM LANE	WEST OF TABLE ROCK ROAD	06/09	709
386.0	UPPER RIVER ROAD	75 YDS. NORTH OF BLACKWELL ROAD (WEST END)	07/09	514
317.0	UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	09/08	1,473
249.0	UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	09/08	2,862
1301.0	VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	08/08	2,246
1194.0	WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	08/08	789
1193.0	WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	09/08	1,490
1203.0	WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	08/08	2,284
1055.0	WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	08/08	2,630
4.0	WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	07/08	404
1225.0	WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	09/08	758
414.0	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	05/09	1,370
308.0	WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	06/09	3,150
453.0	WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	06/09	1,016
452.0	WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	06/09	1,173
443.0	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	05/09	1,233
428.0	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	05/09	1,999
426.0	WEST EVANS CREEK ROAD	@ CITY LIMITS	05/09	2,696
1285.0	WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT BRIDGE #107	08/08	1,429
259.1	WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	08/08	1,384
1496.0	WEST MAIN STREET	EAST OF HANLEY ROAD	08/08	6,956
113.0	WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	08/08	4,814
112.1	WEST PINE STREET	WEST OF GLENN WAY	08/08	6,567
1065.0	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	09/08	607
1037.0	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	09/08	820
1038.0	WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	09/08	870
239.0	WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	08/08	14,013
243.0	WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	08/08	1,816
1195.0	YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	09/08	627
672.0	ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	06/09	675

Jackson County Traffic Volume : November 2010

Loc #	Road Name	Location	Date	Count
1232.0	ADAMS ROAD	50 FT. WEST OF COLVER ROAD	08/10	379
742.0	AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	07/09	1,816
749.0	AGATE ROAD	50 FT. NORTH OF LINN ROAD	06/09	2,187
754.0	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	06/09	2,249
292.0	AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	06/09	3,322
289.0	AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	07/09	3,948
289.1	AGATE ROAD	NORTH OF GREGORY ROAD	06/09	4,302
846.0	ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	07/09	418
844.0	ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	07/09	2,904
1205.0	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	06/10	719
907.0	ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	05/09	1,935
905.0	ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	07/09	2,459
908.0	ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	05/09	2,713
904.0	ANTELOPE ROAD	75 FT. EAST OF HALE WAY	06/09	5,071
901.0	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	06/09	7,489
286.0	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	07/09	8,544
900.0	ANTELOPE ROAD	EAST OF HIGHWAY 62	06/09	11,616
309.0	ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	06/09	12,139
285.0	ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	07/09	12,538
541.0	ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	06/09	897
524.0	ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	06/09	1,489
521.0	ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	07/09	1,862
522.0	ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	06/09	1,873
1442.0	APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	08/10	892
1476.0	APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	08/10	1,538
1478.0	APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	08/10	2,240
1484.0	APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	08/10	2,838
1419.0	ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	08/10	859
1425.0	ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	07/10	1,213
894.0	ATLANTIC AVENUE (WC)	100 FT. NORTH OF AVENUE "A"	05/09	560
890.0	ATLANTIC AVENUE (WC)	200 FT. NORTH OF AVENUE "G"	05/07	791
891.0	ATLANTIC AVENUE (WC)	150 FT. SOUTH OF AVENUE "G"	05/09	1,055
892.0	ATLANTIC AVENUE (WC)	100 FT. NORTH OF ANTELOPE ROAD	05/09	1,916
895.0	AVENUE A (WC)	150 FT. EAST OF ATLANTIC AVENUE	05/09	526
896.0	AVENUE A (WC)	50 FT. WEST OF ATLANTIC AVENUE	05/09	896
963.0	AVENUE A (WC)	50 YDS. EAST OF LAKEVIEW DRIVE	05/09	1,468
959.0	AVENUE A (WC)	250 FT. EAST OF HIGHWAY 62	06/09	2,019
865.0	AVENUE G (WC)	75 YDS. WEST OF ATLANTIC AVENUE	05/07	602
869.0	AVENUE G (WC)	EAST OF DIVISION	07/09	2,924
870.0	AVENUE G (WC)	50 YDS. EAST OF HIGHWAY 62	06/09	4,252
871.0	AVENUE G (WC)	150 YDS. WEST OF HIGHWAY 62	07/09	4,696
887.0	AVENUE H (WC)	150 YDS. EAST OF ATLANTIC AVENUE	07/09	579
889.1	AVENUE H (WC)	EAST OF DIVISION	07/09	1,067
781.0	BALL ROAD	200 FT. EAST OF HIGHWAY 62	06/09	801
240.0	BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	08/10	1,490
538.0	BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	05/09	502
529.0	BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	05/09	548
71.0	BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	07/10	1,610
76.0	BEALL LANE	75 FT. EAST OF FREELAND ROAD	07/10	2,290
79.0	BEALL LANE	50 YDS. EAST OF HANLEY ROAD	07/10	3,833
78.0	BEALL LANE	75 YDS. WEST OF HANLEY ROAD	08/10	3,940

Loc #	Road Name	Location	Date	Count
119.0	BEALL LANE	75 YDS. WEST OF HIGHWAY 99	07/10	7,201
173.0	BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	08/10	1,556
1217.0	BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	06/10	358
1426.0	BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	07/10	2,634
1413.0	BELLINGER LANE	75 FT. WEST OF HULL ROAD	07/10	3,310
162.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/10	7,958
161.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/10	8,013
855.0	BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	07/09	2,530
845.0	BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	05/09	2,600
382.0	BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	06/09	3,231
334.0	BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	06/09	4,056
335.0	BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	06/09	4,704
776.0	BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	06/09	270
770.0	BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/09	461
766.0	BROWNSBORO-EAGLE POINT RD	300 YDS. WEST OF HIGHWAY 140	05/09	740
768.0	BROWNSBORO-EAGLE POINT RD	50 FT. EAST OF BROPHY ROAD	06/09	759
771.0	BROWNSBORO-EAGLE POINT RD	150 FT. EAST OF REESE CREEK ROAD	05/09	1,433
772.0	BROWNSBORO-EAGLE POINT RD	100 YDS. WEST OF REESE CREEK ROAD	07/09	3,378
758.0	BROWNSBORO-EAGLE POINT RD	100 FT. EAST OF OLD HIGHWAY 62	07/09	3,897
704.0	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	07/09	1,165
722.0	BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	07/09	1,268
706.0	BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	06/09	1,295
726.0	BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	07/09	1,702
729.0	BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	06/09	1,853
734.0	BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	06/09	2,023
730.0	BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	06/09	2,157
684.0	BUTTE FALLS-FISH LAKE RD	100 FT. NORTH OF HIGHWAY 140	07/09	183
691.0	BUTTE FALLS-FISH LAKE RD	100 YDS. WEST OF COOK ROAD	05/09	291
693.0	BUTTE FALLS-FISH LAKE RD	300 YDS. EAST OF BUTTE FALLS-PROSPECT ROAD	05/09	568
703.0	BUTTE FALLS-FISH LAKE RD	AT CITY LIMITS	06/09	808
678.0	BUTTE FALLS-PROSPECT RD	0.2 MILE SOUTH OF RED BLANKET ROAD	06/09	340
695.0	BUTTE FALLS-PROSPECT RD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	05/09	387
674.0	BUTTE FALLS-PROSPECT RD	150 FT. EAST OF MILL CREEK DRIVE	06/09	1,053
1486.0	CADY ROAD	100 FT. EAST OF HIGHWAY 238	07/10	547
1489.0	CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	07/10	747
1254.0	CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	06/10	968
1272.0	CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	07/10	391
1268.0	CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	07/10	798
1103.0	CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	07/10	2,848
216.0	COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	07/10	1,149
1240.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	06/10	855
1247.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	06/10	991
1265.0	COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	07/10	1,446
1267.0	COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	06/10	2,238
1310.0	COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	07/10	3,633
1256.0	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	08/10	2,570
1230.0	COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	06/10	3,013
1233.0	COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	06/10	3,180
975.0	COREY ROAD	EAST OF McLOUGHLIN DRIVE	07/10	1,856
969.0	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	06/09	2,566
472.0	COVERED BRIDGE ROAD	100 YDS. NORTH OF EAST EVANS CREEK ROAD	05/09	498
645.0	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	06/09	315
639.0	CROWFOOT ROAD	SOUTH OF HIGHWAY 62	08/09	337

Loc #	Road Name	Location	Date	Count
1129.0	CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	07/10	1,545
1246.0	DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	06/10	538
1296.0	DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	06/10	827
1295.0	DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	06/10	1,664
1309.0	DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	06/10	2,199
1170.0	DEAD INDIAN MEMORIAL RD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	07/10	718
1169.0	DEAD INDIAN MEMORIAL RD	100 YDS. WEST OF HYATT PRAIRIE ROAD	07/10	862
1168.0	DEAD INDIAN MEMORIAL RD	200 YDS. SOUTHWEST OF COVE ROAD	07/10	1,156
1144.0	DEAD INDIAN MEMORIAL RD	350 YDS. NORTH OF HIGHWAY 66	07/10	2,388
932.0	DIVISION ROAD (WC)	SOUTH OF ANTELOPE ROAD	07/09	854
940.0	DIVISION ROAD (WC)	50 YDS. SOUTH OF AVENUE "G"	06/09	1,762
933.0	DIVISION ROAD (WC)	75 YDS. NORTH OF ANTELOPE ROAD	06/09	3,888
525.0	DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	05/09	333
526.0	DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	06/09	636
530.0	DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	05/09	1,174
821.0	DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	06/09	842
1088.0	EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	07/10	1,232
1057.0	EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	06/10	4,167
1087.0	EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	06/10	4,178
820.0	EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	05/09	951
826.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	05/09	1,747
830.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	05/09	2,111
507.0	EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	06/09	234
475.0	EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	05/09	636
471.0	EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	05/09	1,248
470.0	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	06/09	1,309
469.0	EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	07/09	1,688
460.0	EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	05/09	2,662
459.0	EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	05/09	3,221
431.0	EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	05/09	4,878
256.0	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	07/10	1,424
1131.0	EAST MAIN STREET (ASH)	75 YDS. WEST OF HIGHWAY 66	07/10	2,554
1102.0	EAST MAIN STREET (ASH)	25 YDS. WEST OF CLAY STREET	07/10	6,839
160.0	EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST BOUND LANES)	07/10	13,630
159.0	EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST BOUND LANES)	08/10	14,901
1064.0	EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	07/10	472
223.0	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	07/10	1,797
234.0	EAST VILAS ROAD	75 YDS. WEST OF HIGHWAY 62	07/10	13,790
637.0	ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	07/09	502
941.0	FALCON STREET (WC)	50 FT. EAST OF DIVISION ROAD	06/09	2,335
1013.0	FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	06/10	1,411
1012.0	FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	06/10	2,815
1008.0	FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	06/10	11,925
221.0	FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	07/10	5,136
218.0	FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	07/10	6,472
403.0	FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	05/09	1,328
390.0	FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	07/09	1,629
1226.0	FOSS ROAD	WEST OF WAGNER CREEK ROAD	07/10	678
175.0	GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	07/10	578
318.0	GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	07/10	1,032
267.0	GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	08/10	1,619
270.0	GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	08/10	1,940
945.0	GLADSTONE AVENUE (WC)	50 FT. SOUTH OF FALCON STREET	06/09	385

Loc #	Road Name	Location	Date	Count
958.0	GLADSTONE AVENUE (WC)	SOUTH OF ANTELOPE ROAD	06/09	601
957.0	GLADSTONE AVENUE (WC)	50 FT. NORTH OF ANTELOPE ROAD	06/09	1,262
333.0	GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD	06/09	516
101.0	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	07/10	860
102.0	GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	07/10	1,090
1288.0	GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	06/10	441
1284.0	GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	06/10	1,141
1278.0	GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	06/10	2,648
1275.0	GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	06/10	3,597
1289.0	GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	07/10	304
910.0	HALE WAY (WC)	SOUTH OF ANTELOPE ROAD	08/09	522
913.0	HALE WAY (WC)	SOUTH OF FALCON STREET	06/09	1,006
909.0	HALE WAY (WC)	50 FT. NORTH OF ANTELOPE ROAD	07/09	1,579
1483.0	HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	08/10	829
177.0	HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	08/10	703
81.0	HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	07/10	5,052
84.0	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	07/10	6,249
86.0	HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	07/10	6,503
1260.0	HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	08/10	1,710
1411.0	HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	07/10	1,514
1412.0	HULL ROAD	300 FT. NORTH OF BELLINGER LANE	07/10	4,728
16.0	HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	08/10	528
1171.0	HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL ROAD	07/10	584
605.0	INDIAN CREEK ROAD	100 YDS. EAST OF HIGHWAY 62	07/09	287
1505.0	IRONWOOD DRIVE	100 FT. NORTHWEST OF REDWING DRIVE	05/09	78
1504.0	IRONWOOD DRIVE	100 FT. WEST OF WEDGEWOOD DRIVE	05/09	227
1503.0	IRONWOOD DRIVE	400 FT. WEST OF ROGUE RIVER DRIVE	07/09	371
227.0	JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	07/10	608
858.0	KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	05/09	3,848
859.0	KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	05/09	4,792
1304.0	KINGS HIGHWAY	100 FT. NORTH OF STAGE ROAD, SOUTH	06/10	2,549
799.0	LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	06/09	427
1508.0	LAMPMAN ROAD	500' EAST OF ROGUE RIVER HIGHWAY	09/09	723
1509.0	LAMPMAN ROAD	200' WEST OF GOLD HILL 99 SPUR	09/09	899
751.0	LINN ROAD	100 YDS. EAST OF AGATE ROAD	06/09	726
751.1	LINN ROAD	EAST OF DAHLIA TERRACE	05/09	954
1475.0	LITTLE APPLGATE ROAD	300 FT. EAST OF APPLGATE ROAD	07/10	573
30.0	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	07/10	534
1059.0	LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	06/10	1,000
1388.0	MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	07/10	870
609.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	06/09	350
608.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	06/09	699
976.0	MCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	07/10	809
981.0	MCLOUGHLIN DRIVE	250 FT. NORTH OF EAST VILAS ROAD	07/10	1,254
506.0	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	05/09	289
502.0	MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	06/09	530
484.0	MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	06/09	709
833.0	MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	05/09	582
966.0	MERRY LANE	100 FT. EAST OF HIGHWAY 62	06/09	1,593
673.0	MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	06/09	399
662.0	MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	07/09	405
665.0	MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	06/09	478
655.1	MILL CREEK DRIVE	400' SOUTH OF HWY 62 OR AT GORGE MARKET	06/09	526

Loc #	Road Name	Location	Date	Count
668.0	MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT ROAD	07/09	927
669.0	MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/09	1,349
457.0	MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE GROVE ROAD	05/09	778
518.0	MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	06/09	1,458
519.0	MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	06/09	3,053
316.0	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	05/09	3,317
1151.0	NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	07/10	526
1094.0	NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	06/10	815
756.0	NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	06/09	1,129
20.0	NORTH APPLGATE ROAD	NORTH OF HIGHWAY 238	07/10	694
1003.0	NORTH PHOENIX ROAD	50 YDS. SOUTH OF COAL MINE ROAD	06/10	9,242
407.0	NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	06/09	1,185
411.0	NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	07/09	1,431
1066.0	NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	06/10	1,268
1089.0	OAK STREET	SOUTH OF EAGLE MILL ROAD	06/10	3,261
607.0	OLD FERRY ROAD	0.5 MILES EAST OF HIGHWAY 62	06/09	731
739.0	OLD HWY 234	WEST OF AGATE ROAD	07/09	1,472
1043.0	OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	08/10	840
553.0	OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	06/09	439
556.0	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	06/09	803
558.0	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	07/09	1,247
1507.0	OLD STAGE ROAD	550' EAST OF OLD STAGE/LAMPMAN CONNECTOR	09/09	241
1506.0	OLD STAGE ROAD	125' WEST OF GOLD HILL 99 SPUR	09/09	946
45.0	OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	07/10	1,698
93.0	OLD STAGE ROAD	NORTH OF BEALL LANE	07/10	2,171
98.0	OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	07/10	2,178
366.0	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	07/09	2,372
28.0	OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	07/10	2,374
357.0	OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	07/10	2,379
26.0	OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	07/10	2,504
610.0	OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	06/09	245
1313.0	ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	06/10	790
1319.0	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	06/10	886
1381.0	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	06/10	1,721
302.0	PACIFIC AVENUE (WC)	200 FT. NORTH OF ANTELOPE ROAD	06/09	2,480
1015.0	PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	06/10	603
1030.0	PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	06/10	633
1014.0	PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	06/10	1,092
231.0	PEACE LANE	350 FT. NORTH OF VILAS ROAD	07/10	798
158.1	PENINGER ROAD	NORTH OF PINE STREET	08/10	1,983
496.0	PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	07/09	338
1245.0	PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	06/10	803
1280.0	PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	06/10	919
1273.0	PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	06/10	999
1298.0	PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	06/10	1,271
1243.0	PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	07/10	1,286
1297.0	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	06/10	1,504
1235.0	PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	08/10	1,801
468.0	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	06/09	678
464.0	PLEASANT CREEK ROAD (W. EVANS - END)	50 FT. NORTH OF WEST EVANS CREEK ROAD INTERSECTION	06/09	675
1454.0	POORMAN CREEK ROAD	50 YDS. EAST OF STERLING CREEK ROAD	07/10	725
449.0	QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	06/09	743



Loc #	Road Name	Location	Date	Count
448.0	QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	06/09	1,148
450.0	QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST EVANS CREEK ROAD	06/09	1,376
612.0	RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	06/09	485
552.0	RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	06/09	453
677.0	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/09	423
778.0	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	05/07	734
775.0	REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	07/09	826
773.0	REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	05/09	2,103
1145.0	REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	07/10	660
853.0	RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	05/09	579
850.0	RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	05/09	946
851.0	RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	05/09	1,058
596.0	ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	06/09	1,241
602.0	ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	06/09	1,561
738.0	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	07/09	2,101
603.0	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	07/09	2,273
604.0	ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	06/09	2,916
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	07/10	724
34.0	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	07/10	3,225
83.0	ROSS LANE	350 FT. WEST OF HANLEY ROAD	07/10	3,710
371.0	SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY 99	07/09	753
388.0	SAVAGE CREEK ROAD	200 YDS. SOUTH OF OLD HIGHWAY 99	05/09	690
354.0	SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	07/10	1,152
347.0	SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	07/10	1,204
342.0	SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	07/10	1,679
1061.0	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	06/10	2,288
1409.0	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	07/10	3,497
1402.0	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	07/10	3,865
1396.0	STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	06/10	4,020
1404.0	STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	07/10	4,387
1311.0	STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	07/10	4,865
1391.0	STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	06/10	4,895
1428.0	STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	07/10	5,526
1307.0	STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	06/10	6,112
1305.0	STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	07/10	6,391
1302.0	STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	06/10	6,730
1299.0	STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	06/10	7,220
1457.0	STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	07/10	673
1490.0	STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	07/10	845
837.0	STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	05/09	849
838.0	STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	05/09	1,218
1028.0	SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	07/10	443
1031.0	SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	07/10	566
1039.0	SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	06/10	641
1379.0	SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	07/10	792
1378.0	SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	06/10	2,186
586.0	TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	05/09	1,784
315.0	TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	06/09	2,898
313.0	TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	06/09	6,444
311.0	TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	07/09	8,924
257.0	TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	07/10	14,718
242.0	TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	08/10	16,829

Loc #	Road Name	Location	Date	Count
166.0	TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	08/10	18,461
238.0	TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	07/10	18,482
638.0	TAKELMA DRIVE	NORTH OF HIGHWAY 62	07/09	813
27.0	TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	07/10	368
100.0	TAYLOR ROAD	WEST OF GRANT ROAD	08/10	1,329
19.0	THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	07/10	837
1502.0	TILLER TRAIL HIGHWAY	900 FT. SOUTH RAGSDALE BUTTE ROAD	08/09	476
1501.0	TILLER TRAIL HIGHWAY	100 FT. SOUTH OF SWINGLE ROAD	08/09	575
1500.0	TILLER TRAIL HIGHWAY	NORTH OF OLD 62	08/09	1,353
1135.0	TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	07/10	1,509
1106.0	TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET (ASHLAND)	07/10	4,081
349.0	TOLO ROAD	Z00 YDS. NORTH OF SCENIC AVENUE	08/10	772
332.0	TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	06/09	796
575.0	TRESHAM LANE	100 YDS. EAST OF HWY. 234	07/09	420
571.0	TRESHAM LANE	WEST OF TABLE ROCK ROAD	06/09	709
386.0	UPPER RIVER ROAD	75 YDS. NORTH OF BLACKWELL ROAD	07/09	514
317.0	UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	08/10	1,623
249.0	UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	08/10	3,163
1301.0	VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	07/10	2,503
1194.0	WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	07/10	899
1193.0	WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	06/10	1,483
1203.0	WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	06/10	2,480
1055.0	WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	06/10	2,815
4.0	WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	07/10	442
1225.0	WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	07/10	486
414.0	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	05/09	1,370
308.0	WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	06/09	3,150
453.0	WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	06/09	1,016
452.0	WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	06/09	1,173
443.0	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	05/09	1,233
428.0	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	05/09	1,999
426.0	WEST EVANS CREEK ROAD	@ CITY LIMITS	05/09	2,696
1285.0	WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT BRIDGE #107	06/10	1,486
259.1	WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	08/10	1,074
1496.0	WEST MAIN STREET	EAST OF HANLEY ROAD	07/10	7,613
1496.1	WEST MAIN STREET	100 FEET WEST OF RENAULT	07/10	8,815
113.0	WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	07/10	5,084
112.1	WEST PINE STREET	WEST OF GLENN WAY	07/10	6,709
1065.0	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	07/10	683
1037.0	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	06/10	881
1038.0	WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	06/10	912
239.0	WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	08/10	11,389
243.0	WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	08/10	1,985
889.2	WILSON WAY (WC)	NORTH OF AVENUE H	07/09	555
1195.0	YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	08/10	656
672.0	ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	06/09	675

Loc #	Road Name	Location	Date	Count
1232.0	ADAMS ROAD	100 FT. WEST OF COLVER ROAD	08/10	379
742.0	AGATE ROAD	200 FT. NORTH OF MOUNTAIN VIEW DRIVE	06/11	1,720
749.0	AGATE ROAD	50 FT. NORTH OF LINN ROAD	06/11	2,231
754.0	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	06/11	2,345
292.0	AGATE ROAD	900 FT. NORTH OF AVENUE "H"	06/11	3,520
289.0	AGATE ROAD	50 FT. SOUTH GREGORY ROAD	08/11	3,719
289.1	AGATE ROAD	450 FT. NORTH OF GREGORY ROAD	05/11	4,124
846.0	ALTA VISTA ROAD	450 FT. WEST OF RILEY ROAD	06/11	405
844.0	ALTA VISTA ROAD	200 FT. EAST OF BIGHAM-BROWN ROAD	06/11	3,046
1205.0	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	06/10	719
907.0	ANTELOPE ROAD	275 FT. WEST OF KERSHAW ROAD	06/11	1,847
905.0	ANTELOPE ROAD	175 FT. WEST OF ATLANTIC AVENUE	06/11	2,227
908.0	ANTELOPE ROAD	275 FT. EAST OF KERSHAW ROAD	06/11	2,534
904.0	ANTELOPE ROAD	150 FT. EAST OF HALE WAY	06/11	5,144
901.0	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	06/11	7,538
286.0	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	05/11	8,052
900.0	ANTELOPE ROAD	150 FT. EAST OF HIGHWAY 62	09/11	11,995
285.0	ANTELOPE ROAD	300 FT. WEST OF AGATE ROAD	06/11	12,186
309.0	ANTELOPE ROAD	450 FT. EAST OF TABLE ROCK ROAD	09/11	12,928
541.0	ANTIOCH ROAD	500 FT. NORTH OF BEAGLE ROAD	08/11	809
524.0	ANTIOCH ROAD	300 FT. NORTH OF DODGE ROAD	06/11	1,376
521.0	ANTIOCH ROAD	150 FT. NORTHWEST OF MODOC ROAD	06/11	1,750
522.0	ANTIOCH ROAD	300 FT. NORTH OF HIGHWAY 234	09/11	1,821
1442.0	APPLEGATE ROAD	300 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	08/10	892
1476.0	APPLEGATE ROAD	550 FT. SOUTH OF LITTLE APPLEGATE ROAD	08/10	1,538
1478.0	APPLEGATE ROAD	150 FT. SOUTH OF HAMILTON ROAD	08/10	2,240
1484.0	APPLEGATE ROAD	1050 FT. SOUTH OF HIGHWAY 238	08/10	2,838
1419.0	ARNOLD LANE	125 FT. SOUTH OF BELLINGER LANE	08/10	859
1425.0	ARNOLD LANE	200 FT. SOUTH OF WEST MAIN STREET	07/10	1,213
894.0	ATLANTIC AVENUE (WC)	100 FT. NORTH OF AVENUE "A"	09/11	501
890.0	ATLANTIC AVENUE (WC)	120 FT. NORTH OF AVENUE "G"	06/11	723
891.0	ATLANTIC AVENUE (WC)	150 FT. SOUTH OF AVENUE "G"	09/11	1,039
892.0	ATLANTIC AVENUE (WC)	100 FT. NORTH OF ANTELOPE ROAD	09/11	1,707
895.0	AVENUE A (WC)	150 FT. EAST OF ATLANTIC AVENUE	06/11	481
896.0	AVENUE A (WC)	300 FT. WEST OF ATLANTIC AVENUE	09/11	827
963.0	AVENUE A (WC)	100 FT. EAST OF LAKEVIEW DRIVE	06/11	1,450
959.0	AVENUE A (WC)	250 FT. EAST OF HIGHWAY 62	06/11	2,034
865.0	AVENUE G (WC)	150 FT. WEST OF ATLANTIC AVENUE	06/11	562
869.0	AVENUE G (WC)	250 FT. EAST OF DIVISION	09/11	2,697
871.0	AVENUE G (WC)	450 FT. WEST OF HIGHWAY 62	09/11	3,825
870.0	AVENUE G (WC)	250 FT. EAST OF HIGHWAY 62	09/11	3,927
887.0	AVENUE H (WC)	450 FT. EAST OF ATLANTIC AVENUE	09/11	573
889.1	AVENUE H (WC)	200 FT. EAST OF DIVISION	06/11	1,070
781.0	BALL ROAD	200 FT. EAST OF HIGHWAY 62	07/11	737
240.0	BATEMAN DRIVE	50 FT. EAST OF TABLE ROCK ROAD	08/10	1,490
538.0	BEAGLE ROAD	300 FT. EAST OF ANTIOCH ROAD	06/11	505
529.0	BEAGLE ROAD	375 FT. NORTH OF DODGE ROAD	06/11	512
71.0	BEALL LANE	150 FT. EAST OF OLD STAGE ROAD	07/10	1,610
76.0	BEALL LANE	125 FT. EAST OF FREELAND ROAD	07/10	2,290
79.0	BEALL LANE	300 FT. EAST OF HANLEY ROAD	07/10	3,833
78.0	BEALL LANE	150 FT. WEST OF HANLEY ROAD	08/10	3,940

Loc #	Road Name	Location	Date	Count
119.0	BEALL LANE	200 FT. WEST OF HIGHWAY 99	07/10	7,201
173.0	BEEBE ROAD	50 FT. WEST OF HAMRICK ROAD	08/10	1,556
1217.0	BEESON LANE	200 FT. WEST OF WAGNER CREEK ROAD	06/10	358
1426.0	BELLINGER LANE	150 FT. EAST OF STAGE ROAD SOUTH	07/10	2,634
1413.0	BELLINGER LANE	150 FT. WEST OF HULL ROAD	07/10	3,310
162.0	BIDDLE ROAD	450 FT. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/10	7,958
161.0	BIDDLE ROAD	450 FT. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/10	8,013
855.0	BIGHAM BROWN ROAD	350 FT. NORTH OF ANTELOPE ROAD	05/11	2,260
845.0	BIGHAM BROWN ROAD	175 FT. SOUTH OF ALTA VISTA ROAD	06/11	2,447
382.0	BLACKWELL ROAD	300 FT. EAST OF UPPER RIVER ROAD	06/11	2,939
334.0	BLACKWELL ROAD	300 FT. WEST OF TOLO ROAD	08/11	3,377
335.0	BLACKWELL ROAD	450 FT. EAST OF TOLO ROAD	07/11	4,410
776.0	BROPHY ROAD	300 FT. EAST OF REESE CREEK ROAD	07/11	264
770.0	BROPHY ROAD	150 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/11	418
766.0	BROWNSBORO-EAGLE POINT RD	300 FT. WEST OF HIGHWAY 140	08/11	606
768.0	BROWNSBORO-EAGLE POINT RD	50 FT. EAST OF BROPHY ROAD	07/11	685
771.0	BROWNSBORO-EAGLE POINT RD	150 FT. EAST OF REESE CREEK ROAD	06/11	1,292
772.0	BROWNSBORO-EAGLE POINT RD	200 FT. WEST OF REESE CREEK ROAD	07/11	2,543
758.0	BROWNSBORO-EAGLE POINT RD	100 FT. EAST OF OLD HIGHWAY 62	06/11	3,511
722.0	BUTTE FALLS ROAD	300 FT. WEST OF COBLEIGH ROAD	09/11	1,063
704.0	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	07/11	1,156
706.0	BUTTE FALLS ROAD	225 FT. WEST OF FIR STREET	07/11	1,172
726.0	BUTTE FALLS ROAD	900 FT. WEST OF CROWFOOT ROAD	07/11	1,631
729.0	BUTTE FALLS ROAD	1320 FT. SOUTHWEST OF MIDWAY STORE	07/11	1,821
734.0	BUTTE FALLS ROAD	300 FT. EAST OF HIGHWAY 62	07/11	1,929
730.0	BUTTE FALLS ROAD	50 FT. EAST OF REESE CREEK ROAD	07/11	2,020
684.0	BUTTE FALLS-FISH LAKE RD	100 FT. NORTH OF HIGHWAY 140	08/11	190
691.0	BUTTE FALLS-FISH LAKE RD	300 FT. WEST OF COOK ROAD	09/11	258
693.0	BUTTE FALLS-FISH LAKE RD	900 FT. EAST OF BUTTE FALLS-PROSPECT ROAD	09/11	432
703.0	BUTTE FALLS-FISH LAKE RD	240 FT. SOUTHEAST OF LAUREL AVENUE	07/11	858
695.0	BUTTE FALLS-PROSPECT RD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	09/11	322
678.0	BUTTE FALLS-PROSPECT RD	1050 FT. SOUTH OF RED BLANKET ROAD	07/11	356
674.0	BUTTE FALLS-PROSPECT RD	150 FT. EAST OF MILL CREEK DRIVE	07/11	1,067
1486.0	CADY ROAD	100 FT. EAST OF HIGHWAY 238	07/10	547
1489.0	CADY ROAD	100 FT. NORTHEAST OF STERLING CREEK ROAD	07/10	747
1254.0	CAMP BAKER ROAD	75 FT. WEST OF COLVER ROAD	06/10	968
1272.0	CARPENTER HILL ROAD	100 FT. EAST OF PIONEER ROAD	07/10	391
1268.0	CARPENTER HILL ROAD	100 FT. WEST OF VOORHIES ROAD	07/10	798
1103.0	CLAY STREET (NORTH)	50 FT. NORTH OF ASHLAND STREET	07/10	2,848
216.0	COKER BUTTE ROAD	300 FT. WEST OF FOOTHILL ROAD	07/10	1,149
1240.0	COLEMAN CREEK ROAD	150 FT. SOUTH OF PIONEER ROAD	06/10	855
1247.0	COLEMAN CREEK ROAD	150 FT. SOUTH OF CAMP BAKER ROAD	06/10	991
1265.0	COLEMAN CREEK ROAD	150 FT. SOUTH OF HOUSTON ROAD	07/10	1,446
1267.0	COLEMAN CREEK ROAD	EAST OF VOORHIES ROAD (EAST OF BRIDGE #83)	06/10	2,238
1310.0	COLUMBUS AVENUE	75 FT. NORTH OF STAGE ROAD SOUTH	07/10	3,633
1256.0	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	08/10	2,570
1230.0	COLVER ROAD	100 FT. SOUTH OF ADAMS ROAD	06/10	3,013
1233.0	COLVER ROAD	150 FT. SOUTH OF PIONEER ROAD	06/10	3,180
975.0	COREY ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	07/10	1,856
969.0	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	05/11	2,354
472.0	COVERED BRIDGE ROAD	300 FT. NORTH OF EAST EVANS CREEK ROAD	08/11	391
645.0	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	08/11	288
639.0	CROWFOOT ROAD	500 FT. SOUTH OF HIGHWAY 62	07/11	307

Loc #	Road Name	Location	Date	Count
1129.0	CROWSON ROAD	150 FT. NORTH OF SISKIYOU BLVD.	07/10	1,545
1246.0	DARK HOLLOW ROAD	300 FT. WEST OF PIONEER ROAD	06/10	538
1296.0	DARK HOLLOW ROAD	100 FT. SOUTH OF PIONEER ROAD	06/10	827
1295.0	DARK HOLLOW ROAD	300 FT. NORTH OF PIONEER ROAD	06/10	1,664
1309.0	DARK HOLLOW ROAD	50 FT. SOUTH OF STAGE ROAD SOUTH	06/10	2,199
1170.0	DEAD INDIAN MEMORIAL RD	500 FT. NORTHEAST OF HYATT PRAIRIE ROAD	07/10	718
1169.0	DEAD INDIAN MEMORIAL RD	150 YDS. WEST OF HYATT PRAIRIE ROAD	07/10	862
1168.0	DEAD INDIAN MEMORIAL RD	200 YDS. SOUTHWEST OF COVE ROAD	07/10	1,156
1144.0	DEAD INDIAN MEMORIAL RD	350 YDS. NORTH OF HIGHWAY 66	07/10	2,388
932.0	DIVISION ROAD (WC)	100 FT. SOUTH OF ANTELOPE ROAD	06/11	938
940.0	DIVISION ROAD (WC)	150 FT. SOUTH OF AVENUE "G"	09/11	1,775
933.0	DIVISION ROAD (WC)	225 FT. NORTH OF ANTELOPE ROAD	06/11	3,727
525.0	DODGE ROAD	300 FT. WEST OF ANTIOCH ROAD	06/11	322
526.0	DODGE ROAD	375 FT. EAST OF ANTIOCH ROAD	06/11	635
530.0	DODGE ROAD	600 FT. WEST OF HIGHWAY 234	06/11	1,225
821.0	DRY CREEK ROAD	250 FT. SOUTHWEST OF ANTELOPE ROAD	06/11	826
1088.0	EAGLE MILL ROAD	300 FT. NORTHEAST OF OAK STREET	07/10	1,232
1057.0	EAGLE MILL ROAD	150 FT. EAST OF SOUTH VALLEY VIEW ROAD	06/10	4,167
1087.0	EAGLE MILL ROAD	200 FT. WEST OF OAK STREET	06/10	4,178
820.0	EAST ANTELOPE ROAD	500 FT. EAST OF DRY CREEK ROAD	06/11	861
826.0	EAST ANTELOPE ROAD	400 FT. SOUTH OF YANKEE CREEK ROAD	05/11	1,583
830.0	EAST ANTELOPE ROAD	300 FT. SOUTH OF HIGHWAY 140	06/11	2,079
507.0	EAST EVANS CREEK ROAD	300 FT. WEST OF MEADOWS ROAD	08/11	216
475.0	EAST EVANS CREEK ROAD	150 FT. EAST OF SYKES CREEK ROAD	07/11	576
471.0	EAST EVANS CREEK ROAD	425 FT. EAST OF COVERED BRIDGE ROAD	08/11	1,012
470.0	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	08/11	1,236
469.0	EAST EVANS CREEK ROAD	300 FT. SOUTH OF PLEASANT CREEK ROAD	07/11	1,603
460.0	EAST EVANS CREEK ROAD	150 FT. NORTH OF MINTHORNE ROAD	07/11	2,479
459.0	EAST EVANS CREEK ROAD	150 FT. SOUTH OF MINTHORNE ROAD	07/11	3,148
431.0	EAST EVANS CREEK ROAD	2,800 FT. NORTH OF SHORT STREET	07/11	4,696
256.0	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	07/10	1,424
1131.0	EAST MAIN STREET (ASH)	75 YDS. NORTHWEST OF HIGHWAY 66	07/10	2,554
1102.0	EAST MAIN STREET (ASH)	75 YDS. WEST OF CLAY STREET	07/10	6,839
160.0	EAST PINE STREET	825 FT. WEST OF HAMRICK ROAD (WEST BOUND LANES)	07/10	13,630
159.0	EAST PINE STREET	525 FT. WEST OF HAMRICK ROAD (EAST BOUND LANES)	08/10	14,901
1064.0	EAST VALLEY VIEW ROAD	225 FT. EAST OF NORTH VALLEY VIEW ROAD	07/10	472
223.0	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	07/10	1,797
234.0	EAST VILAS ROAD	225 FT. WEST OF HIGHWAY 62	07/10	13,790
637.0	ELK CREEK ROAD	1000 FT. NORTH OF HIGHWAY 62	07/11	331
941.0	FALCON STREET (WC)	50 FT. EAST OF DIVISION ROAD	08/11	2,126
1013.0	FERN VALLEY ROAD	150 FT. WEST OF PAYNE ROAD	06/10	1,411
1012.0	FERN VALLEY ROAD	300 FT. EAST OF NORTH PHOENIX ROAD	06/10	2,815
1008.0	FERN VALLEY ROAD	225 FT. EAST OF HIGHWAY 99	06/10	11,925
221.0	FOOTHILL ROAD	225 FT. NORTH OF EAST VILAS ROAD	07/10	5,136
218.0	FOOTHILL ROAD	225 FT. NORTH OF COKER BUTTE ROAD	07/10	6,472
403.0	FOOTHILLS BOULEVARD	600 FT. EAST OF FIELDER LANE	07/11	1,200
390.0	FOOTS CREEK ROAD	600 FT. SOUTH OF HIGHWAY 99	07/11	1,439
1226.0	FOSS ROAD	170 FT. WEST OF PEGGY LANE	07/10	678
175.0	GEBHARD ROAD	150 FT. SOUTH OF WILSON ROAD	07/10	578
318.0	GIBBON ROAD	50 FT. WEST OF UPTON ROAD	07/10	1,032
267.0	GIBBON ROAD	150 FT. WEST OF DOWNING ROAD	08/10	1,619
270.0	GIBBON ROAD	150 FT. WEST OF TABLE ROCK ROAD	08/10	1,940
958.0	GLADSTONE AVENUE (WC)	150 FT. SOUTH OF ANTELOPE ROAD	06/11	556

Loc #	Road Name	Location	Date	Count
945.0	GLADSTONE AVENUE (WC)	50 FT. SOUTH OF FALCON STREET	09/11	721
957.0	GLADSTONE AVENUE (WC)	50 FT. NORTH OF ANTELOPE ROAD	06/11	1,266
333.0	GOLD RAY ROAD	450 FT. NORTH OF BLACKWELL ROAD	08/11	475
101.0	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	07/10	860
102.0	GRANT ROAD	150 FT. SOUTH OF TAYLOR ROAD	07/10	1,090
1288.0	GRIFFIN CREEK ROAD	225 FT. SOUTH OF GRIFFIN LANE	06/10	441
1284.0	GRIFFIN CREEK ROAD	300 FT. SOUTH OF WEST GRIFFIN CREEK ROAD	06/10	1,141
1278.0	GRIFFIN CREEK ROAD	50 FT. NORTH OF PIONEER ROAD	06/10	2,648
1275.0	GRIFFIN CREEK ROAD	50 FT. SOUTH OF STAGE ROAD SOUTH	06/10	3,597
1289.0	GRIFFIN LANE	300 FT. WEST OF GRIFFIN CREEK ROAD	07/10	304
910.0	HALE WAY (WC)	50 FT. SOUTH OF ANTELOPE ROAD	06/11	560
913.0	HALE WAY (WC)	40 FT. SOUTH OF FALCON STREET	09/11	870
909.0	HALE WAY (WC)	50 FT. NORTH OF ANTELOPE ROAD	06/11	1,529
1483.0	HAMILTON ROAD	600 FT. SOUTH OF HIGHWAY 238	08/10	829
177.0	HAMRICK ROAD	150 FT. WEST OF TABLE ROCK ROAD	08/10	703
81.0	HANLEY ROAD	150 FT. SOUTH OF BEALL LANE	07/10	5,052
84.0	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	07/10	6,249
86.0	HANLEY ROAD	75 FT. NORTH OF ROSSANLEY DRIVE	07/10	6,503
1260.0	HOUSTON ROAD	200 FT. WEST OF COLVER ROAD	08/10	1,710
1411.0	HULL ROAD	100 FT. SOUTH OF BELLINGER LANE	07/10	1,514
1412.0	HULL ROAD	75 FT. NORTH OF BELLINGER LANE	07/10	4,728
16.0	HUMBUG CREEK ROAD	300 FT. NORTH OF HIGHWAY 238	08/10	528
1171.0	HYATT PRAIRIE ROAD	200 FT. SOUTH OF DEAD INDIAN MEMORIAL ROAD	07/10	584
605.0	INDIAN CREEK ROAD	300 FT. EAST OF HIGHWAY 62	07/11	297
1505.0	IRONWOOD DRIVE	400 FT. NORTHWEST OF REDWING DRIVE	09/11	94
1504.0	IRONWOOD DRIVE	100 FT. WEST OF WEDGEWOOD DRIVE	06/11	241
1503.0	IRONWOOD DRIVE	300 FT. WEST OF ROGUE RIVER DRIVE	06/11	382
227.0	JUSTICE ROAD	50 FT. WEST OF HIGHWAY 62	07/10	608
858.0	KERSHAW ROAD	300 FT. SOUTH OF ANTELOPE ROAD	05/11	3,999
859.0	KERSHAW ROAD	375 FT. SOUTH OF HIGHWAY 140	06/11	4,487
1304.0	KINGS HIGHWAY	150 FT. NORTH OF STAGE ROAD, SOUTH	06/10	2,549
799.0	LAKE CREEK LOOP	300 FT. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	08/11	393
1508.0	LAMPMAN ROAD	500 FT. EAST OF ROGUE RIVER HIGHWAY	07/11	505
1509.0	LAMPMAN ROAD	200 FT. WEST OF GOLD HILL 99 SPUR	08/11	539
751.0	LINN ROAD	275 FT. EAST OF AGATE ROAD	08/11	826
751.1	LINN ROAD	500 FT. EAST OF DAHLIA TERRACE	06/11	966
1475.0	LITTLE APPLGATE ROAD	500 FT. EAST OF APPLGATE ROAD	07/10	573
30.0	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	07/10	534
1059.0	LOWE ROAD	150 FT. WEST OF SOUTH VALLEY VIEW ROAD	06/10	1,000
1388.0	MADRONA LANE	75 FT. WEST OF OAK GROVE ROAD	07/10	870
609.0	MAIN STREET (TRAIL)	150 FT. WEST OF HIGHWAY 227	07/11	300
608.0	MAIN STREET (TRAIL)	500 FT. WEST OF HIGHWAY 62	06/11	647
976.0	MCLOUGHLIN DRIVE	25 FT. SOUTH OF COREY ROAD	07/10	809
981.0	MCLOUGHLIN DRIVE	350 FT. NORTH OF EAST VILAS ROAD	07/10	1,254
506.0	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	07/11	262
502.0	MEADOWS ROAD	1600 FT. NORTH OF SWEET LANE	06/11	551
484.0	MEADOWS ROAD	300 FT. NORTH OF HIGHWAY 234	06/11	690
833.0	MERIDIAN ROAD	615 FT. NORTH OF HIGHWAY 140	06/11	535
966.0	MERRY LANE	100 FT. EAST OF HIGHWAY 62	05/11	1,531
655.1	MILL CREEK DRIVE	400 FT. SOUTH OF HWY 62 OR AT GORGE MARKET	09/11	249
673.0	MILL CREEK DRIVE	250 FT. SOUTH OF HIGHWAY 62	07/11	420
665.0	MILL CREEK DRIVE	150 FT. EAST OF HIGHWAY 62 ACCESS ROAD	09/11	443
662.0	MILL CREEK DRIVE	150 FT. EAST OF ULRICH ROAD	07/11	444

Loc #	Road Name	Location	Date	Count
668.0	MILL CREEK DRIVE	300 FT. SOUTH OF BUTTE FALLS-PROSPECT ROAD	07/11	916
669.0	MILL CREEK DRIVE	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/11	1,298
457.0	MINTHORNE ROAD	850 FT. WEST OF EAST EVANS CREEK ROAD	08/11	735
518.0	MODOC ROAD	600 FT. NORTH OF ANTIOCH ROAD	06/11	1,409
519.0	MODOC ROAD	150 FT. SOUTH OF ANTIOCH ROAD	06/11	3,081
316.0	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	06/11	3,602
1151.0	NEIL CREEK ROAD	50 YDS. SOUTHWEST OF HIGHWAY 66	07/10	526
1094.0	NEVADA STREET	100 FT. EAST OF MOUNTAIN AVENUE	06/10	815
756.0	NICK YOUNG ROAD	300 FT. EAST OF AGATE ROAD	08/11	1,263
20.0	NORTH APPLGATE ROAD	150 FT. NORTH OF HIGHWAY 238	07/10	694
1003.0	NORTH PHOENIX ROAD	225 FT. SOUTH OF COAL MINE ROAD	06/10	9,242
411.0	NORTH RIVER ROAD	400 FT. WEST OF HIGHWAY 99 AND HIGHWAY 234	07/11	1,174
407.0	NORTH RIVER ROAD	4,600 FT. SOUTHEAST OF WARDS CREEK ROAD	07/11	1,242
1066.0	NORTH VALLEY VIEW ROAD	75 FT. NORTH OF WEST VALLEY VIEW ROAD	06/10	1,268
1089.0	OAK STREET	300 FT. SOUTH OF EAGLE MILL ROAD	06/10	3,261
607.0	OLD FERRY ROAD	2640 FT. EAST OF HIGHWAY 62	07/11	585
739.0	OLD HWY 234	300 FT. WEST OF AGATE ROAD	06/11	1,333
1043.0	OLD PACIFIC HIGHWAY (TAL)	450 FT. WEST OF HIGHWAY 99	08/10	840
553.0	OLD SAMS VALLEY ROAD	500 FT. EAST OF RAMSEY ROAD	06/11	472
556.0	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	06/11	879
558.0	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	06/11	1,323
1507.0	OLD STAGE ROAD	550 FT. EAST OF OLD STAGE/LAMPMAN CONNECTOR	07/11	265
1506.0	OLD STAGE ROAD	125 FT. WEST OF GOLD HILL 99 SPUR	06/11	856
45.0	OLD STAGE ROAD	50 FT. NORTH OF ROSS LANE	07/10	1,698
93.0	OLD STAGE ROAD	150 FT. NORTH OF BEALL LANE	07/10	2,171
98.0	OLD STAGE ROAD	300 FT. NORTH OF TAYLOR ROAD	07/10	2,178
366.0	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE/ACCESS ROADS	06/11	2,209
28.0	OLD STAGE ROAD	150 FT. NORTH OF TAMI LANE	07/10	2,374
357.0	OLD STAGE ROAD	50 FT. NORTH OF SCENIC AVENUE	07/10	2,379
26.0	OLD STAGE ROAD	225 FT. SOUTH OF AUTUMN LANE (CITY LIMITS)	07/10	2,504
610.0	OLD TRAIL CREEK ROAD	900 FT. NORTH OF RAGSDALE ROAD	07/11	171
1313.0	ORCHARD HOME DRIVE	120 FT. SOUTH OF STAGE ROAD SOUTH	06/10	790
1319.0	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	06/10	886
1381.0	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	06/10	1,721
302.0	PACIFIC AVENUE (WC)	200 FT. NORTH OF ANTELOPE ROAD	06/11	2,448
1015.0	PAYNE ROAD	100 FT. NORTH OF FERN VALLEY ROAD	06/10	603
1030.0	PAYNE ROAD	150 FT. NORTH OF SUNCREST ROAD	06/10	633
1014.0	PAYNE ROAD	150 FT. SOUTH OF FERN VALLEY ROAD	06/10	1,092
231.0	PEACE LANE	200 FT. NORTH OF EAST VILAS ROAD	07/10	798
158.1	PENINGER ROAD	600 FT. NORTH OF EAST PINE STREET	08/10	1,983
496.0	PERRY ROAD	150 FT. NORTH OF OLD SAMS VALLEY ROAD	06/11	340
1245.0	PIONEER ROAD	100 FT. NORTH OF DARK HOLLOW ROAD	06/10	803
1280.0	PIONEER ROAD	100 FT. EAST OF GRIFFIN CREEK ROAD	06/10	919
1273.0	PIONEER ROAD	200 FT. SOUTH OF CARPENTER HILL ROAD	06/10	999
1298.0	PIONEER ROAD	100 FT. EAST OF DARK HOLLOW ROAD	06/10	1,271
1243.0	PIONEER ROAD	100 FT. WEST OF COLEMAN CREEK ROAD	07/10	1,286
1297.0	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	06/10	1,504
1235.0	PIONEER ROAD	150 FT. WEST OF COLVER ROAD	08/10	1,801
468.0	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/11	677
464.0	PLEASANT CREEK ROAD (W. EVANS - END)	50 FT. NORTH OF WEST EVANS CREEK ROAD INTERSECTION	07/11	672
1454.0	POORMAN CREEK ROAD	75 FT. EAST OF STERLING CREEK ROAD	07/10	725
449.0	QUEENS BRANCH ROAD (EAST)	150 FT. EAST OF WEST EVANS CREEK ROAD	07/11	765

Loc #	Road Name	Location	Date	Count
448.0	QUEENS BRANCH ROAD (EAST)	300 FT. WEST OF EAST EVANS CREEK ROAD	07/11	1,107
450.0	QUEENS BRANCH ROAD (EAST)	300 FT. WEST OF EAST INTERSECTION OF W EVANS CREEK RD	07/11	1,342
612.0	RAGSDALE ROAD	900 FT. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	07/11	489
552.0	RAMSEY ROAD	125 FT. NORTH OF HIGHWAY 234	09/11	403
677.0	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/11	424
778.0	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	08/11	633
775.0	REESE CREEK ROAD	300 FT. WEST OF BROPHY ROAD	08/11	715
773.0	REESE CREEK ROAD	175 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/11	1,591
1145.0	REITEN DRIVE	200 YDS. SOUTHWEST OF HIGHWAY 66	07/10	660
853.0	RILEY ROAD	100 FT. SOUTH OF STEVENS ROAD	07/11	444
850.0	RILEY ROAD	1200 FT. NORTH OF ALTA VISTA ROAD	07/11	737
851.0	RILEY ROAD	400 FT. NORTH OF HIGHWAY 140	09/11	895
596.0	ROGUE RIVER DRIVE	700 FT. SOUTH OF LONG BRANCH ROAD	07/11	1,124
602.0	ROGUE RIVER DRIVE	100 FT. WEST OF DEER PARK LANE	07/11	1,427
738.0	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	06/11	1,963
603.0	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	07/11	2,169
604.0	ROGUE RIVER DRIVE	100 FT. WEST OF HIGHWAY 62	06/11	2,660
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	07/10	724
34.0	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	07/10	3,225
83.0	ROSS LANE	350 FT. WEST OF HANLEY ROAD	07/10	3,710
371.0	SARDINE CREEK ROAD	75 FT. NORTH OF HIGHWAY 99	06/11	774
388.0	SAVAGE CREEK ROAD	600 FT. SOUTH OF OLD HIGHWAY 99	08/11	605
354.0	SCENIC AVENUE	50 FT. WEST OF TOLO ROAD	07/10	1,152
347.0	SCENIC AVENUE	175 FT. WEST OF SEVEN OAKS ROAD	07/10	1,204
342.0	SCENIC AVENUE	200 FT. WEST OF HIGHWAY 99	07/10	1,679
1061.0	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF EAST ASHLAND LANE	06/10	2,288
1409.0	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	07/10	3,497
1402.0	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	07/10	3,865
1396.0	STAGE ROAD SOUTH	225 FT. EAST OF GRIFFIN CREEK ROAD	06/10	4,020
1404.0	STAGE ROAD SOUTH	100 FT. WEST OF HULL ROAD	07/10	4,387
1311.0	STAGE ROAD SOUTH	150 FT. EAST OF ORCHARD HOME DRIVE	07/10	4,865
1391.0	STAGE ROAD SOUTH	125 FT. SOUTH OF SUNSET DRIVE	06/10	4,895
1428.0	STAGE ROAD SOUTH	300 FT. WEST OF BELLINGER LANE	07/10	5,526
1307.0	STAGE ROAD SOUTH	100 FT. EAST OF COLUMBUS AVENUE	06/10	6,112
1305.0	STAGE ROAD SOUTH	225 FT. EAST OF KINGS HIGHWAY	07/10	6,391
1302.0	STAGE ROAD SOUTH	300 FT. WEST OF VOORHIES ROAD	06/10	6,730
1299.0	STAGE ROAD SOUTH	225 FT. WEST OF HIGHWAY 99	06/10	7,220
1457.0	STERLING CREEK ROAD	100 FT. SOUTH OF POORMAN CREEK ROAD	07/10	673
1490.0	STERLING CREEK ROAD	50 FT. SOUTHEAST OF CADY ROAD	07/10	845
837.0	STEVENS ROAD	100 FT. EAST OF RILEY ROAD	06/11	862
838.0	STEVENS ROAD	100 FT. WEST OF RILEY ROAD	07/11	1,106
1028.0	SUNCREST ROAD	100 FT. EAST OF PAYNE ROAD	07/10	443
1031.0	SUNCREST ROAD	300 FT. SOUTH OF PAYNE ROAD	07/10	566
1039.0	SUNCREST ROAD	150 FT. NORTH OF WEST VALLEY VIEW ROAD	06/10	641
1379.0	SUNSET DRIVE	50 FT. EAST OF THOMAS ROAD	07/10	792
1378.0	SUNSET DRIVE	150 FT. WEST OF THOMAS ROAD	06/10	2,186
586.0	TABLE ROCK ROAD	300 FT. SOUTH OF HIGHWAY 234	06/11	1,778
315.0	TABLE ROCK ROAD	325 FT. WEST OF MODOC ROAD	06/11	2,874
313.0	TABLE ROCK ROAD	800 FT. NORTH OF KIRTLAND ROAD	06/11	7,002
311.0	TABLE ROCK ROAD	1060 FT. NORTH OF ANTELOPE ROAD	06/11	8,812
257.0	TABLE ROCK ROAD	225 FT. NORTH OF WEST GREGORY ROAD	07/10	14,718
242.0	TABLE ROCK ROAD	600 FT. NORTH OF WILSON ROAD	08/10	16,829
166.0	TABLE ROCK ROAD	750 FT. NORTH OF BIDDLE ROAD	08/10	18,461



Loc #	Road Name	Location	Date	Count
238.0	TABLE ROCK ROAD	150 FT. NORTH OF EAST VILAS ROAD	07/10	18,482
638.0	TAKELMA DRIVE	300 FT. NORTH OF HIGHWAY 62	07/11	534
27.0	TAMI LANE	150 FT. WEST OF OLD STAGE ROAD	07/10	368
100.0	TAYLOR ROAD	100 FT. WEST OF GRANT ROAD (WEST, NORTH LEG)	08/10	1,329
19.0	THOMPSON CREEK ROAD	300 FT. SOUTH OF HIGHWAY 238	07/10	837
1502.0	TILLER TRAIL HIGHWAY	900 FT. SOUTH RAGSDALE BUTTE ROAD	07/11	307
1501.0	TILLER TRAIL HIGHWAY	100 FT. SOUTH OF SWINGLE ROAD	07/11	396
1500.0	TILLER TRAIL HIGHWAY	300 FT. NORTH OF OLD 62	07/11	1,124
1135.0	TOLMAN CREEK ROAD	150 FT. SOUTH OF SISKIYOU BOULEVARD	07/10	1,509
332.0	TOLO ROAD	300 FT. SOUTH OF BLACKWELL ROAD	07/11	735
349.0	TOLO ROAD	100 FT. NORTH OF SCENIC AVENUE	08/10	772
575.0	TRESHAM LANE	400 FT. EAST OF HWY. 234	06/11	393
571.0	TRESHAM LANE	400 FT. WEST OF TABLE ROCK ROAD	06/11	660
386.0	UPPER RIVER ROAD	225 FT. NORTH OF BLACKWELL ROAD	06/11	479
317.0	UPTON ROAD	50 FT. SOUTH OF GIBBON ROAD	08/10	1,623
249.0	UPTON ROAD	150 FT. SOUTH OF WILSON ROAD	08/10	3,163
1301.0	VOORHIES ROAD	150 FT. SOUTH OF STAGE ROAD SOUTH	07/10	2,503
1194.0	WAGNER CREEK ROAD	50 FT. SOUTH OF YANK GULCH ROAD	07/10	899
1193.0	WAGNER CREEK ROAD	50 FT. NORTH OF YANK GULCH ROAD	06/10	1,483
1203.0	WAGNER CREEK ROAD	75 YDS. NORTH OF ANDERSON CREEK ROAD	06/10	2,480
1055.0	WAGNER CREEK ROAD	150 YDS. WEST OF RAPP ROAD	06/10	2,815
4.0	WAGON TRAIL DRIVE	300 FT. WEST OF HIGHWAY 238	07/10	442
1225.0	WALDEN LANE	100 FT. SOUTH OF COLVER ROAD	07/10	486
414.0	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	08/11	1,597
308.0	WEST ANTELOPE ROAD	350 FT. WEST OF TABLE ROCK ROAD	06/11	3,228
453.0	WEST EVANS CREEK ROAD	900 FT. SOUTH OF QUEENS BRANCH ROAD	07/11	911
452.0	WEST EVANS CREEK ROAD	300 FT. NORTH OF QUEENS BRANCH ROAD	08/11	1,050
443.0	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	07/11	1,137
428.0	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	07/11	1,971
426.0	WEST EVANS CREEK ROAD	1,060 FT. NORTH OF WALNUT DRIVE	08/11	2,291
1285.0	WEST FORK GRIFFIN CR RD	300 FT. WEST OF GRIFFIN CREEK RD AT BRIDGE #107	06/10	1,486
259.1	WEST GREGORY ROAD	300 FT. WEST OF TABLE ROCK ROAD	08/10	1,074
1496.0	WEST MAIN STREET	200 FT. SOUTHEAST OF HANLEY ROAD	07/10	7,613
1496.1	WEST MAIN STREET	200 FT. WEST OF RENAULT AVENUE	07/10	8,815
113.0	WEST PINE STREET	100 FT. NORTHEAST OF RACHEL DRIVE	07/10	5,084
112.1	WEST PINE STREET	100 FT. SOUTHWEST OF GLENN WAY	07/10	6,709
1065.0	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	07/10	683
1037.0	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	06/10	881
1038.0	WEST VALLEY VIEW ROAD	125 FT. SOUTH OF SUNCREST ROAD	06/10	912
239.0	WEST VILAS ROAD	400 FT. WEST OF TABLE ROCK ROAD	08/10	11,389
243.0	WILSON ROAD (MEDFORD)	300 FT. WEST OF TABLE ROCK ROAD	08/10	1,985
889.3	WILSON WAY (WC)	70 FT. SOUTH OF AVENUE F	09/11	530
889.2	WILSON WAY (WC)	50 FT. NORTH OF AVENUE H	09/11	722
1195.0	YANK GULCH ROAD	150 FT. WEST OF WAGNER CREEK ROAD	08/10	656
672.0	ZZ 01ST STREET (PROSPECT)	450 FT. WEST OF MILL CREEK DRIVE	07/11	526

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Road Name	MilePost	Location Description	Date	Count
1st ST	0.21	450 FT. WEST OF MILL CREEK DRIVE	07/18/2011	526
Adams RD	0.02	100 FT. WEST OF COLVER ROAD	07/23/2012	409
Agate RD	0.09	50 FT. SOUTH GREGORY ROAD	08/22/2011	3,719
Agate RD	0.19	450 FT. NORTH OF GREGORY ROAD	05/31/2011	4,124
Agate RD	1.75	900 FT. NORTH OF AVENUE "H"	06/07/2011	3,520
Agate RD	3.13	50 FT. NORTH OF NICK YOUNG ROAD	06/06/2011	2,345
Agate RD	3.99	50 FT. NORTH OF LINN ROAD	06/06/2011	2,231
Agate RD	7.00	200 FT. NORTH OF MOUNTAIN VIEW DRIVE	06/13/2011	1,720
Alta Vista RD	0.98	200 FT. EAST OF BIGHAM-BROWN ROAD	06/20/2011	3,046
Alta Vista RD	2.00	450 FT. WEST OF RILEY ROAD	06/01/2011	405
Anderson Creek RD	0.03	100 FT. WEST OF WAGNER CREEK ROAD	07/23/2012	680
Antelope RD	0.09	450 FT. EAST OF TABLE ROCK ROAD	09/06/2011	12,928
Antelope RD	1.45	300 FT. WEST OF AGATE ROAD	06/14/2011	12,186
Antelope RD	1.53	100 FT. EAST OF AGATE ROAD	05/24/2011	8,052
Antelope RD	1.86	150 FT. EAST OF HIGHWAY 62	09/12/2011	11,995
Antelope RD	2.03	200 FT. EAST OF DIVISION ROAD	06/14/2011	7,538
Antelope RD	2.48	150 FT. EAST OF HALE WAY	06/14/2011	5,144
Antelope RD	3.39	175 FT. WEST OF ATLANTIC AVENUE	06/21/2011	2,227
Antelope RD	3.97	275 FT. WEST OF KERSHAW ROAD	06/20/2011	1,847
Antelope RD	4.07	275 FT. EAST OF KERSHAW ROAD	06/20/2011	2,534
Antioch RD	0.03	150 FT. NORTHWEST OF MODOC ROAD	06/06/2011	1,750
Antioch RD	2.78	300 FT. NORTH OF HIGHWAY 234	09/07/2011	1,821
Antioch RD	4.00	300 FT. NORTH OF DODGE ROAD	06/13/2011	1,376
Antioch RD	4.98	500 FT. NORTH OF BEAGLE ROAD	08/22/2011	809
Applegate RD	0.20	1050 FT. SOUTH OF HIGHWAY 238	06/29/2012	2,902
Applegate RD	1.76	150 FT. SOUTH OF HAMILTON ROAD	07/24/2012	2,115
Applegate RD	2.91	550 FT. SOUTH OF LITTLE APPLGATE ROAD	06/29/2012	1,432
Applegate RD	9.13	300 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE RD	06/29/2012	900
Arnold LN	0.04	200 FT. SOUTH OF WEST MAIN STREET	07/24/2012	1,262
Arnold LN	1.05	125 FT. SOUTH OF BELLINGER LANE	06/26/2012	868
Atlantic AV	0.20	100 FT. NORTH OF AVENUE "A"	09/06/2011	501
Atlantic AV	0.31	100 FT. NORTH OF ANTELOPE ROAD	09/12/2011	1,707
Atlantic AV	0.93	150 FT. SOUTH OF AVENUE "G"	09/06/2011	1,039
Atlantic AV	0.98	120 FT. NORTH OF AVENUE "G"	06/21/2011	723
Avenue A	0.05	250 FT. EAST OF HIGHWAY 62	06/14/2011	2,034
Avenue A	0.99	100 FT. EAST OF LAKEVIEW DRIVE	06/21/2011	1,450
Avenue A	1.57	300 FT. WEST OF ATLANTIC AVENUE	09/06/2011	827
Avenue A	1.66	150 FT. EAST OF ATLANTIC AVENUE	06/21/2011	481
Avenue G	2.11	450 FT. WEST OF HIGHWAY 62	09/12/2011	3,825
Avenue G	2.25	250 FT. EAST OF HIGHWAY 62	09/06/2011	3,927

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Road Name	MilePost	Location Description	Date	Count
Avenue G	2.38	250 FT. EAST OF DIVISION	09/06/2011	2,697
Avenue G	3.30	150 FT. WEST OF ATLANTIC AVENUE	06/21/2011	562
Avenue H	0.75	450 FT. EAST OF ATLANTIC AVENUE	09/06/2011	573
Avenue H	1.63	200 FT. EAST OF DIVISION	06/21/2011	1,070
Ball RD	3.05	200 FT. EAST OF HIGHWAY 62	07/19/2011	737
Bateman DR	0.01	50 FT. EAST OF TABLE ROCK ROAD	08/20/2012	1,389
Beagle RD	0.07	375 FT. NORTH OF DODGE ROAD	06/13/2011	512
Beagle RD	2.40	300 FT. EAST OF ANTIOCH ROAD	06/13/2011	505
Beall LN	1.55	200 FT. WEST OF HIGHWAY 99	07/10/2012	7,065
Beall LN	2.56	300 FT. EAST OF HANLEY ROAD	07/10/2012	3,821
Beall LN	2.65	150 FT. WEST OF HANLEY ROAD	07/10/2012	3,980
Beall LN	3.17	125 FT. EAST OF FREELAND ROAD	07/10/2012	2,465
Beall LN	3.50	150 FT. EAST OF OLD STAGE ROAD	07/10/2012	1,461
Beebe RD	0.01	50 FT. WEST OF HAMRICK ROAD	08/14/2012	1,621
Beeson LN	0.04	200 FT. WEST OF WAGNER CREEK ROAD	07/23/2012	387
Bellinger LN	0.03	150 FT. WEST OF HULL ROAD	06/26/2012	3,266
Bellinger LN	1.93	150 FT. EAST OF STAGE ROAD SOUTH	06/26/2012	2,463
Biddle RD	1.48	450 FT. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/20/2012	7,528
Biddle RD	1.481	450 FT. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/20/2012	7,536
Bigham Brown RD	0.07	350 FT. NORTH OF ANTELOPE ROAD	05/31/2011	2,260
Bigham Brown RD	1.87	175 FT. SOUTH OF ALTA VISTA ROAD	06/20/2011	2,447
Blackwell RD	1.47	450 FT. EAST OF TOLO ROAD	07/12/2011	4,410
Blackwell RD	1.62	300 FT. WEST OF TOLO ROAD	08/29/2011	3,377
Blackwell RD	6.03	300 FT. EAST OF UPPER RIVER ROAD	06/06/2011	2,939
Brophy RD	0.03	150 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/19/2011	418
Brophy RD	5.02	300 FT. EAST OF REESE CREEK ROAD	07/19/2011	264
Brownsboro-Eagle Point RD	0.35	100 FT. EAST OF OLD HIGHWAY 62	06/20/2011	3,511
Brownsboro-Eagle Point RD	1.61	200 FT. WEST OF REESE CREEK ROAD	07/06/2011	2,543
Brownsboro-Eagle Point RD	1.68	150 FT. EAST OF REESE CREEK ROAD	06/20/2011	1,292
Brownsboro-Eagle Point RD	2.89	50 FT. EAST OF BROPHY ROAD	07/19/2011	685
Brownsboro-Eagle Point RD	5.91	300 FT. WEST OF HIGHWAY 140	08/30/2011	606
Butte Falls - Prospect RD	0.01	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	09/07/2011	322
Butte Falls - Prospect RD	22.65	1050 FT. SOUTH OF RED BLANKET ROAD	07/05/2011	356
Butte Falls - Prospect RD	23.90	150 FT. EAST OF MILL CREEK DRIVE	07/05/2011	1,067
Butte Falls RD	0.06	300 FT. EAST OF HIGHWAY 62	07/19/2011	1,929
Butte Falls RD	0.95	50 FT. EAST OF REESE CREEK ROAD	07/19/2011	2,020
Butte Falls RD	5.02	1320 FT. SOUTHWEST OF MIDWAY STORE	07/19/2011	1,821
Butte Falls RD	7.43	900 FT. WEST OF CROWFOOT ROAD	07/19/2011	1,631
Butte Falls RD	12.50	300 FT. WEST OF COBLEIGH ROAD	09/12/2011	1,063
Butte Falls RD	15.26	20 FT. EAST OF CATTLE GUARD #606	07/19/2011	1,156
Butte Falls RD	15.73	225 FT. WEST OF FIR STREET	07/19/2011	1,172
Butte Falls-Fish Lake RD	16.10	240 FT. SOUTHEAST OF LAUREL AVENUE	07/19/2011	858
Butte Falls-Fish Lake RD	16.87	900 FT. EAST OF BUTTE FALLS-PROSPECT ROAD	09/12/2011	432

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Road Name	MilePost	Location Description	Date	Count
Butte Falls-Fish Lake RD	22.09	300 FT. WEST OF COOK ROAD	09/12/2011	258
Butte Falls-Fish Lake RD	34.31	100 FT. NORTH OF HIGHWAY 140	08/30/2011	190
Cady RD	0.02	100 FT. EAST OF HIGHWAY 238	06/26/2012	515
Cady RD	0.54	100 FT. NORTHEAST OF STERLING CREEK ROAD	06/26/2012	722
Camp Baker RD	0.01	75 FT. WEST OF COLVER ROAD	07/23/2012	906
Carpenter Hill RD	0.02	100 FT. WEST OF VOORHIES ROAD	07/31/2012	737
Carpenter Hill RD	2.22	100 FT. EAST OF PIONEER ROAD	08/07/2012	371
Clay ST	0.01	50 FT. NORTH OF ASHLAND STREET	07/30/2012	2,762
Coker Butte RD	1.64	300 FT. WEST OF FOOTHILL ROAD	07/30/2012	1,129
Coleman Creek RD	0.12	EAST OF VOORHIES ROAD (EAST OF BRIDGE #83)	07/31/2012	2,073
Coleman Creek RD	0.61	150 FT. SOUTH OF HOUSTON ROAD	07/30/2012	1,333
Coleman Creek RD	1.26	150 FT. SOUTH OF CAMP BAKER ROAD	07/30/2012	918
Coleman Creek RD	1.82	150 FT. SOUTH OF PIONEER ROAD	07/31/2012	776
Columbus AV	1.29	75 FT. NORTH OF STAGE ROAD SOUTH	08/14/2012	3,337
Colver RD	1.48	100 FT. SOUTH OF ADAMS ROAD	07/30/2012	2,996
Colver RD	2.14	150 FT. SOUTH OF PIONEER ROAD	07/23/2012	2,894
Colver RD	2.58	100 FT. NORTH OF CAMP BAKER ROAD	07/23/2012	2,468
Corey RD	0.03	50 FT. EAST OF CRATER LAKE AVENUE	05/31/2011	2,354
Corey RD	1.02	50 FT. EAST OF McLOUGHLIN DRIVE	07/30/2012	1,835
Covered Bridge RD	0.06	300 FT. NORTH OF EAST EVANS CREEK ROAD	08/29/2011	391
Crowfoot RD	0.09	500 FT. SOUTH OF HIGHWAY 62	07/18/2011	307
Crowfoot RD	7.70	100 FT. NORTH OF BUTTE FALLS ROAD	08/30/2011	288
Crowson RD	0.03	150 FT. NORTH OF SISKIYOU BLVD.	07/30/2012	1,657
Dark Hollow RD	0.01	50 FT. SOUTH OF STAGE ROAD SOUTH	08/13/2012	1,992
Dark Hollow RD	1.08	300 FT. NORTH OF PIONEER ROAD	08/13/2012	1,625
Dark Hollow RD	1.16	100 FT. SOUTH OF PIONEER ROAD	08/13/2012	759
Dark Hollow RD	4.63	300 FT. WEST OF PIONEER ROAD	07/31/2012	490
Dead Indian Memorial RD	0.20	350 YDS. NORTH OF HIGHWAY 66	07/16/2012	2,223
Dead Indian Memorial RD	7.09	200 YDS. SOUTHWEST OF COVE ROAD	07/16/2012	1,249
Dead Indian Memorial RD	17.08	150 YDS. WEST OF HYATT PRAIRIE ROAD	07/16/2012	831
Dead Indian Memorial RD	17.23	500 FT. NORTHEAST OF HYATT PRAIRIE ROAD	07/16/2012	682
Division RD	0.19	100 FT. SOUTH OF ANTELOPE ROAD	06/14/2011	938
Division RD	0.25	225 FT. NORTH OF ANTELOPE ROAD	06/14/2011	3,727
Division RD	1.03	150 FT. SOUTH OF AVENUE "G"	09/06/2011	1,775
Dodge RD	0.11	600 FT. WEST OF HIGHWAY 234	06/13/2011	1,225
Dodge RD	2.61	375 FT. EAST OF ANTIOCH ROAD	06/13/2011	635
Dodge RD	2.74	300 FT. WEST OF ANTIOCH ROAD	06/13/2011	322
Dry Creek RD	5.85	250 FT. SOUTHWEST OF ANTELOPE ROAD	06/01/2011	826
Eagle Mill RD	0.03	150 FT. EAST OF SOUTH VALLEY VIEW ROAD	07/09/2012	4,447
Eagle Mill RD	1.70	200 FT. WEST OF OAK STREET	07/09/2012	4,457
Eagle Mill RD	1.80	300 FT. NORTHEAST OF OAK STREET	07/24/2012	1,306
East Antelope RD	4.66	300 FT. SOUTH OF HIGHWAY 140	06/20/2011	2,079
East Antelope RD	6.12	400 FT. SOUTH OF YANKEE CREEK ROAD	05/31/2011	1,583

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Road Name	MilePost	Location Description	Date	Count
East Antelope RD	6.63	500 FT. EAST OF DRY CREEK ROAD	06/01/2011	861
East Evans Creek RD	8.04	300 FT. WEST OF MEADOWS ROAD	08/29/2011	216
East Evans Creek RD	20.45	150 FT. EAST OF SYKES CREEK ROAD	07/12/2011	576
East Evans Creek RD	21.97	425 FT. EAST OF COVERED BRIDGE ROAD	08/29/2011	1,012
East Evans Creek RD	22.60	100 FT. EAST OF PLEASANT CREEK ROAD	08/29/2011	1,236
East Evans Creek RD	22.68	300 FT. SOUTH OF PLEASANT CREEK ROAD	07/12/2011	1,603
East Evans Creek RD	23.98	150 FT. NORTH OF MINTHORNE ROAD	07/11/2011	2,479
East Evans Creek RD	24.04	150 FT. SOUTH OF MINTHORNE ROAD	07/11/2011	3,148
East Evans Creek RD	29.13	2,800 FT. NORTH OF SHORT STREET	07/11/2011	4,696
East Gregory RD	0.01	75 FT. EAST OF TABLE ROCK ROAD	08/13/2012	1,396
East Main ST	0.04	75 YDS. NORTHWEST OF HIGHWAY 66	07/16/2012	2,596
East Main ST	1.19	75 YDS. WEST OF CLAY STREET	07/30/2012	7,035
East Pine ST	1.23	825 FT. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/14/2012	13,929
East Pine ST	1.29	525 FT. WEST OF HAMRICK ROAD (EAST BOUND LANES)	08/14/2012	15,291
East Valley View RD	0.04	225 FT. EAST OF NORTH VALLEY VIEW ROAD	07/24/2012	496
East Vilas RD	1.47	225 FT. WEST OF HIGHWAY 62	06/29/2012	13,271
East Vilas RD	2.54	50 FT. EAST OF McLOUGHLIN DRIVE	06/26/2012	1,868
Elk Creek RD	0.19	1000 FT. NORTH OF HIGHWAY 62	07/05/2011	331
Falcon ST	0.01	50 FT. EAST OF DIVISION ROAD	08/22/2011	2,126
Fern Valley RD	0.04	225 FT. EAST OF HIGHWAY 99	08/06/2012	12,894
Fern Valley RD	0.75	300 FT. EAST OF NORTH PHOENIX ROAD	08/06/2012	2,630
Fern Valley RD	2.18	150 FT. WEST OF PAYNE ROAD	07/24/2012	1,380
Foothill RD	3.12	225 FT. NORTH OF COKER BUTTE ROAD	06/26/2012	6,277
Foothill RD	4.24	225 FT. NORTH OF EAST VILAS ROAD	06/22/2012	5,232
Foothills BL	6.70	600 FT. EAST OF FIELDER LANE	07/11/2011	1,200
Foots Creek RD	0.11	600 FT. SOUTH OF HIGHWAY 99	07/12/2011	1,439
Foss RD	0.11	170 FT. WEST OF PEGGY LANE	07/23/2012	620
Gebhard RD	1.28	150 FT. SOUTH OF WILSON ROAD	07/26/2010	578
Gebhard RD	1.28	150 FT. SOUTH OF WILSON ROAD	08/14/2012	595
Gibbon RD	0.03	150 FT. WEST OF TABLE ROCK ROAD	08/03/2010	1,940
Gibbon RD	0.03	150 FT. WEST OF TABLE ROCK ROAD	08/13/2012	1,819
Gibbon RD	0.79	150 FT. WEST OF DOWNING ROAD	08/03/2010	1,619
Gibbon RD	0.79	150 FT. WEST OF DOWNING ROAD	08/13/2012	1,615
Gibbon RD	1.22	50 FT. WEST OF UPTON ROAD	09/13/2012	972
Gladstone AV	0.18	150 FT. SOUTH OF ANTELOPE ROAD	06/14/2011	556
Gladstone AV	0.22	50 FT. NORTH OF ANTELOPE ROAD	06/14/2011	1,266
Gladstone AV	0.77	50 FT. SOUTH OF FALCON STREET	09/12/2011	721
Gold Ray RD	6.99	450 FT. NORTH OF BLACKWELL ROAD	08/29/2011	475
Grant RD	0.81	150 FT. SOUTH OF TAYLOR ROAD	08/07/2012	996
Grant RD	0.85	50 FT. NORTH OF TAYLOR ROAD	08/07/2012	838
Griffin Creek RD	0.01	50 FT. SOUTH OF STAGE ROAD SOUTH	08/20/2012	3,420
Griffin Creek RD	1.00	50 FT. NORTH OF PIONEER ROAD	08/06/2012	2,434
Griffin Creek RD	1.31	300 FT. SOUTH OF WEST GRIFFIN CREEK ROAD	08/06/2012	1,043

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Road Name	MilePost	Location Description	Date	Count
Griffin Creek RD	2.32	225 FT. SOUTH OF GRIFFIN LANE	08/06/2012	424
Griffin LN	0.06	300 FT. WEST OF GRIFFIN CREEK ROAD	08/06/2012	292
Hale WY	0.20	50 FT. SOUTH OF ANTELOPE ROAD	06/14/2011	560
Hale WY	0.22	50 FT. NORTH OF ANTELOPE ROAD	06/14/2011	1,529
Hale WY	0.72	40 FT. SOUTH OF FALCON STREET	09/12/2011	870
Hamilton RD	0.11	600 FT. SOUTH OF HIGHWAY 238	07/24/2012	770
Hamrick RD	1.60	150 FT. WEST OF TABLE ROCK ROAD	08/20/2012	739
Hanley RD	1.10	150 FT. SOUTH OF BEALL LANE	07/10/2012	4,814
Hanley RD	2.31	BETWEEN ROSS LANE INTERSECTIONS	07/17/2012	6,090
Hanley RD	2.58	75 FT. NORTH OF ROSSANLEY DRIVE	07/17/2012	6,214
Houston RD	0.04	200 FT. WEST OF COLVER ROAD	07/30/2012	1,818
Hull RD	3.12	75 FT. NORTH OF BELLINGER LANE	06/26/2012	4,748
Hull RD	3.15	100 FT. SOUTH OF BELLINGER LANE	07/30/2012	1,520
Humbug Creek RD	0.06	300 FT. NORTH OF HIGHWAY 238	06/29/2012	486
Hyatt Prairie RD	0.04	200 FT. SOUTH OF DEAD INDIAN MEMORIAL ROAD	07/16/2012	546
Indian Creek RD	0.06	300 FT. EAST OF HIGHWAY 62	07/18/2011	297
Ironwood DR	0.06	300 FT. WEST OF ROGUE RIVER DRIVE	06/13/2011	382
Ironwood DR	0.31	100 FT. WEST OF WEDGEWOOD DRIVE	06/13/2011	241
Ironwood DR	1.37	400 FT. NORTHWEST OF REDWING DRIVE	09/07/2011	94
Justice RD	0.01	50 FT. WEST OF HIGHWAY 62	06/22/2012	584
Kershaw RD	3.08	375 FT. SOUTH OF HIGHWAY 140	06/20/2011	4,487
Kershaw RD	3.33	300 FT. SOUTH OF ANTELOPE ROAD	05/31/2011	3,999
Kings Highway	1.37	150 FT. NORTH OF STAGE ROAD, SOUTH	06/22/2012	2,448
Lake Creek LP	0.06	300 FT. SOUTHEAST OF HWY 140 (WEST INTERSECTION)	08/30/2011	393
Lampman RD	0.04	200 FT. WEST OF GOLD HILL 99 SPUR	08/29/2011	539
Lampman RD	2.69	500 FT. EAST OF ROGUE RIVER HIGHWAY	07/12/2011	505
Linn RD	0.46	500 FT. EAST OF DAHLIA TERRACE	06/20/2011	966
Linn RD	2.02	275 FT. EAST OF AGATE ROAD	08/22/2011	826
Little Applegate RD	0.09	500 FT. EAST OF APPLGATE ROAD	06/29/2012	606
Livingston RD	0.01	75 FT. WEST OF OLD STAGE ROAD	07/17/2012	499
Lowe RD	0.03	150 FT. WEST OF SOUTH VALLEY VIEW ROAD	07/30/2012	924
Madrona LN	0.01	75 FT. WEST OF OAK GROVE ROAD	06/26/2012	948
Main ST	0.09	500 FT. WEST OF HIGHWAY 62	06/27/2011	647
Main ST	0.31	150 FT. WEST OF HIGHWAY 227	07/05/2011	300
McLoughlin DR	0.01	25 FT. SOUTH OF COREY ROAD	06/22/2012	754
McLoughlin DR	1.69	350 FT. NORTH OF EAST VILAS ROAD	07/30/2012	1,185
Meadows RD	0.06	300 FT. NORTH OF HIGHWAY 234	06/13/2011	690
Meadows RD	3.55	1600 FT. NORTH OF SWEET LANE	06/13/2011	551
Meadows RD	7.77	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	07/12/2011	262
Meridian RD	1.25	615 FT. NORTH OF HIGHWAY 140	06/01/2011	535
Merry LN	0.02	100 FT. EAST OF HIGHWAY 62	05/31/2011	1,531
Mill Creek DR	0.08	400 FT. SOUTH OF HWY 62 OR AT GORGE MARKET	09/07/2011	249
Mill Creek DR	1.03	150 FT. EAST OF ULRICH ROAD	07/05/2011	444

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Road Name	MilePost	Location Description	Date	Count
Mill Creek DR	4.73	150 FT. EAST OF HIGHWAY 62 ACCESS ROAD	09/12/2011	443
Mill Creek DR	6.17	300 FT. SOUTH OF BUTTE FALLS-PROSPECT ROAD	07/18/2011	916
Mill Creek DR	6.25	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/05/2011	1,298
Mill Creek DR	6.84	250 FT. SOUTH OF HIGHWAY 62	07/05/2011	420
Minthorne RD	0.16	850 FT. WEST OF EAST EVANS CREEK ROAD	08/29/2011	735
Modoc RD	0.03	150 FT. NORTH OF TABLE ROCK ROAD	06/07/2011	3,602
Modoc RD	1.80	150 FT. SOUTH OF ANTIOCH ROAD	06/06/2011	3,081
Modoc RD	1.94	600 FT. NORTH OF ANTIOCH ROAD	06/06/2011	1,409
Neil Creek RD	0.03	50 YDS. SOUTHWEST OF HIGHWAY 66	07/16/2012	505
Nevada ST	2.62	100 FT. EAST OF MOUNTAIN AVENUE	07/09/2012	840
Nick Young RD	2.10	300 FT. EAST OF AGATE ROAD	08/22/2011	1,263
North Applegate RD	11.69	150 FT. NORTH OF HIGHWAY 238	06/29/2012	655
North Phoenix RD	1.78	225 FT. SOUTH OF COAL MINE ROAD	08/06/2012	8,437
North River RD	0.08	400 FT. WEST OF HIGHWAY 99 AND HIGHWAY 234	07/12/2011	1,174
North River RD	4.73	4,600 FT. SOUTHEAST OF WARDS CREEK ROAD	07/11/2011	1,242
North Valley View RD	1.02	75 FT. NORTH OF WEST VALLEY VIEW ROAD	07/24/2012	1,184
Oak ST	0.06	300 FT. SOUTH OF EAGLE MILL ROAD	07/09/2012	3,384
Old Ferry RD	0.50	2640 FT. EAST OF HIGHWAY 62	07/06/2011	585
Old Hwy 234	0.10	300 FT. WEST OF AGATE ROAD	06/13/2011	1,333
Old Pacific Highway	0.09	450 FT. WEST OF HIGHWAY 99	07/23/2012	781
Old Sams Valley RD	0.32	100 FT. EAST OF PERRY ROAD	06/13/2011	1,323
Old Sams Valley RD	0.54	150 FT. WEST OF DUGGAN ROAD	06/13/2011	879
Old Sams Valley RD	2.42	500 FT. EAST OF RAMSEY ROAD	06/13/2011	472
Old Stage RD	0.47	225 FT. SOUTH OF AUTUMN LANE (CITY LIMITS)	06/26/2012	2,363
Old Stage RD	1.49	150 FT. NORTH OF TAMI LANE	07/17/2012	2,228
Old Stage RD	2.62	50 FT. NORTH OF ROSS LANE	07/17/2012	1,551
Old Stage RD	3.91	150 FT. NORTH OF BEALL LANE	07/10/2012	1,986
Old Stage RD	4.79	300 FT. NORTH OF TAYLOR ROAD	08/07/2012	2,138
Old Stage RD	6.13	50 FT. NORTH OF SCENIC AVENUE	08/07/2012	2,530
Old Stage RD	10.76	300 FT. SOUTH OF OLD STAGE/ACCESS ROADS	06/06/2011	2,209
Old Stage RD	10.84	125 FT. WEST OF GOLD HILL 99 SPUR	06/06/2011	856
Old Stage RD	12.99	550 FT. EAST OF OLD STAGE/LAMPMAN CONNECTOR	07/12/2011	265
Old Trail Creek RD	0.17	900 FT. NORTH OF RAGSDALE ROAD	07/05/2011	171
Orchard Home DR	0.72	100 FT. SOUTH OF SUNSET DRIVE	07/24/2012	1,802
Orchard Home DR	1.19	75 FT. NORTH OF STAGE ROAD SOUTH	08/14/2012	958
Orchard Home DR	1.22	120 FT. SOUTH OF STAGE ROAD SOUTH	08/14/2012	4,436
Pacific AV	0.04	200 FT. NORTH OF ANTELOPE ROAD	06/07/2011	2,448
Payne RD	0.03	150 FT. NORTH OF SUNCREST ROAD	07/30/2012	574
Payne RD	1.71	150 FT. SOUTH OF FERN VALLEY ROAD	07/24/2012	990
Payne RD	1.76	100 FT. NORTH OF FERN VALLEY ROAD	07/09/2012	580
Peace LN	0.04	200 FT. NORTH OF EAST VILAS ROAD	06/22/2012	782
Peninger RD	0.11	600 FT. NORTH OF EAST PINE STREET	08/14/2012	2,097
Perry RD	0.03	150 FT. NORTH OF OLD SAMS VALLEY ROAD	06/13/2011	340

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Road Name	MilePost	Location Description	Date	Count
Pioneer RD	0.03	150 FT. WEST OF COLVER ROAD	07/23/2012	1,655
Pioneer RD	1.27	100 FT. WEST OF COLEMAN CREEK ROAD	07/31/2012	1,195
Pioneer RD	1.93	100 FT. NORTH OF DARK HOLLOW ROAD	07/31/2012	739
Pioneer RD	4.08	200 FT. SOUTH OF CARPENTER HILL ROAD	08/07/2012	967
Pioneer RD	4.50	100 FT. EAST OF DARK HOLLOW ROAD	08/07/2012	1,231
Pioneer RD	4.54	100 FT. WEST OF DARK HOLLOW ROAD	08/20/2012	1,576
Pioneer RD	5.37	100 FT. EAST OF GRIFFIN CREEK ROAD	08/06/2012	897
Pleasant Creek RD	0.01	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/12/2011	677
Pleasant Creek RD	10.27	50 FT. NORTH OF W EVANS CREEK ROAD INTERSECTION	07/11/2011	672
Poorman Creek RD	4.03	75 FT. EAST OF STERLING CREEK ROAD	08/06/2012	698
Queens Branch RD	0.06	300 FT. WEST OF EAST EVANS CREEK ROAD	07/11/2011	1,107
Queens Branch RD	1.29	150 FT. EAST OF WEST EVANS CREEK ROAD	07/11/2011	765
Ragsdale RD	0.17	900 FT. SOUTH OF INTERSECTION WITH OLD TRAIL CR	07/05/2011	489
Ramsey RD	0.02	125 FT. NORTH OF HIGHWAY 234	09/07/2011	403
Red Blanket RD	0.02	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/05/2011	424
Reese Creek RD	0.03	175 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/06/2011	1,591
Reese Creek RD	1.19	300 FT. WEST OF BROPHY ROAD	08/30/2011	715
Reese Creek RD	2.82	100 FT. NORTH OF BALL ROAD	08/30/2011	633
Reiten DR	0.11	200 YDS. SOUTHWEST OF HIGHWAY 66	07/16/2012	674
Riley RD	0.08	400 FT. NORTH OF HIGHWAY 140	09/06/2011	895
Riley RD	1.28	1200 FT. NORTH OF ALTA VISTA ROAD	07/19/2011	737
Riley RD	2.80	100 FT. SOUTH OF STEVENS ROAD	07/06/2011	444
Rogue River DR	0.03	150 FT. NORTH OF HIGHWAY 234	06/13/2011	1,963
Rogue River DR	5.58	700 FT. SOUTH OF LONG BRANCH ROAD	07/18/2011	1,124
Rogue River DR	6.16	100 FT. WEST OF DEER PARK LANE	07/18/2011	1,427
Rogue River DR	7.22	100 FT. WEST OF SHADY COVE PARK	07/18/2011	2,169
Rogue River DR	7.29	100 FT. WEST OF HIGHWAY 62	06/27/2011	2,660
Ross LN	1.21	350 FT. WEST OF HANLEY ROAD	07/17/2012	3,499
Ross LN	1.98	100 FT. EAST OF HILLSIDE DRIVE	07/17/2012	2,944
Ross LN	2.02	100 FT. WEST OF HILLSIDE DRIVE	07/17/2012	699
Sardine Creek RD	0.01	75 FT. NORTH OF HIGHWAY 99	06/06/2011	774
Savage Creek RD	0.11	600 FT. SOUTH OF OLD HIGHWAY 99	08/29/2011	605
Scenic AV	0.76	200 FT. WEST OF HIGHWAY 99	08/07/2012	1,819
Scenic AV	1.14	175 FT. WEST OF SEVEN OAKS ROAD	08/07/2012	1,281
Scenic AV	2.54	50 FT. WEST OF TOLO ROAD	08/07/2012	1,173
South Stage RD	0.04	225 FT. WEST OF HIGHWAY 99	07/31/2012	6,787
South Stage RD	0.30	300 FT. WEST OF VOORHIES ROAD	07/31/2012	6,278
South Stage RD	1.89	225 FT. EAST OF KINGS HIGHWAY	06/22/2012	6,056
South Stage RD	2.48	100 FT. EAST OF COLUMBUS AVENUE	08/14/2012	5,960
South Stage RD	2.90	150 FT. EAST OF ORCHARD HOME DRIVE	08/14/2012	4,436
South Stage RD	3.40	225 FT. EAST OF GRIFFIN CREEK ROAD	08/14/2012	3,688
South Stage RD	3.70	125 FT. SOUTH OF SUNSET DRIVE	06/22/2012	4,960
South Stage RD	3.80	75 FT. EAST OF FAIRLANE DRIVE	06/22/2012	3,917



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Road Name	MilePost	Location Description	Date	Count
South Stage RD	3.98	100 FT. WEST OF HULL ROAD	06/26/2012	4,263
South Stage RD	5.11	250 FT. WEST OF ARNOLD LANE	06/26/2012	3,379
South Stage RD	6.09	300 FT. WEST OF BELLINGER LANE	07/24/2012	5,416
South Valley View RD	0.65	200 FT. NORTH OF EAST ASHLAND LANE	07/09/2012	2,188
Sterling Creek RD	0.01	50 FT. SOUTHEAST OF CADY ROAD	07/24/2012	784
Sterling Creek RD	1.27	100 FT. SOUTH OF POORMAN CREEK ROAD	08/06/2012	616
Stevens RD	4.76	100 FT. EAST OF RILEY ROAD	06/20/2011	862
Stevens RD	4.80	100 FT. WEST OF RILEY ROAD	07/06/2011	1,106
Suncrest RD	0.83	300 FT. SOUTH OF PAYNE ROAD	07/09/2012	530
Suncrest RD	0.91	100 FT. EAST OF PAYNE ROAD	07/09/2012	401
Suncrest RD	2.33	150 FT. NORTH OF WEST VALLEY VIEW ROAD	07/09/2012	586
Sunset DR	0.25	150 FT. WEST OF THOMAS ROAD	06/22/2012	2,359
Sunset DR	0.29	50 FT. EAST OF THOMAS ROAD	06/22/2012	764
Table Rock RD	2.42	750 FT. NORTH OF BIDDLE ROAD	08/20/2012	19,662
Table Rock RD	3.07	150 FT. NORTH OF EAST VILAS ROAD	08/22/2012	18,266
Table Rock RD	3.66	600 FT. NORTH OF WILSON ROAD	08/22/2012	16,933
Table Rock RD	4.59	225 FT. NORTH OF WEST GREGORY ROAD	08/13/2012	14,545
Table Rock RD	5.87	1060 FT. NORTH OF ANTELOPE ROAD	06/07/2011	8,812
Table Rock RD	6.36	800 FT. NORTH OF KIRTLAND ROAD	06/07/2011	7,002
Table Rock RD	7.52	325 FT. WEST OF MODOC ROAD	06/06/2011	2,874
Table Rock RD	11.94	300 FT. SOUTH OF HIGHWAY 234	06/13/2011	1,778
Takelma DR	0.06	300 FT. NORTH OF HIGHWAY 62	07/18/2011	534
Tami LN	0.03	150 FT. WEST OF OLD STAGE ROAD	07/12/2012	346
Taylor RD	0.84	100 FT. WEST OF GRANT ROAD (WEST, NORTH LEG)	08/07/2012	1,307
Thompson Creek RD	0.06	300 FT. SOUTH OF HIGHWAY 238	07/16/2012	804
Tiller-Trail HY	41.79	900 FT. SOUTH RAGSDALE BUTTE ROAD	07/18/2011	307
Tiller-Trail HY	46.28	100 FT. SOUTH OF SWINGLE ROAD	07/18/2011	396
Tiller-Trail HY	52.65	300 FT. NORTH OF OLD 62	07/18/2011	1,124
Tolman Creek RD	1.25	150 FT. SOUTH OF SISKIYOU BOULEVARD	07/10/2012	1,588
Tolo RD	0.02	100 FT. NORTH OF SCENIC AVENUE	08/07/2012	733
Tolo RD	2.25	300 FT. SOUTH OF BLACKWELL ROAD	07/12/2011	735
Tresham LN	0.08	400 FT. WEST OF TABLE ROCK ROAD	06/13/2011	660
Tresham LN	1.46	400 FT. EAST OF HWY. 234	06/13/2011	393
Upper River RD	0.04	225 FT. NORTH OF BLACKWELL ROAD	06/06/2011	479
Upton RD	1.04	150 FT. SOUTH OF WILSON ROAD	08/13/2012	3,165
Upton RD	1.83	50 FT. SOUTH OF GIBBON ROAD	08/13/2012	1,612
Voorhies RD	0.03	150 FT. SOUTH OF STAGE ROAD SOUTH	07/31/2012	2,394
Wagner Creek RD	1.04	150 YDS. WEST OF RAPP ROAD	07/23/2012	2,660
Wagner Creek RD	1.81	75 YDS. NORTH OF ANDERSON CREEK ROAD	07/23/2012	2,267
Wagner Creek RD	2.46	50 FT. NORTH OF YANK GULCH ROAD	07/23/2012	1,365
Wagner Creek RD	2.48	50 FT. SOUTH OF YANK GULCH ROAD	07/23/2012	833
Wagon Trail DR	0.06	300 FT. WEST OF HIGHWAY 238	06/26/2012	424
Walden LN	0.02	100 FT. SOUTH OF COLVER ROAD	07/23/2012	478

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Road Name	MilePost	Location Description	Date	Count
Wards Creek RD	0.17	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	08/29/2011	1,597
West Antelope RD	0.07	350 FT. WEST OF TABLE ROCK ROAD	06/07/2011	3,228
West Evans Creek RD	0.33	1,060 FT. NORTH OF WALNUT DRIVE	08/29/2011	2,291
West Evans Creek RD	0.78	100 FT. NORTH OF LLOYELEN DRIVE	07/11/2011	1,971
West Evans Creek RD	5.50	500 FT. SOUTH OF PINE GROVE ROAD	07/11/2011	1,137
West Evans Creek RD	7.23	900 FT. SOUTH OF QUEENS BRANCH ROAD	07/11/2011	911
West Evans Creek RD	7.64	300 FT. NORTH OF QUEENS BRANCH ROAD	08/29/2011	1,050
West Fork Griffin Creek RD	0.06	300 FT. WEST OF GRIFFIN CREEK RD AT BRIDGE #107	08/06/2012	1,366
West Gregory RD	0.68	300 FT. WEST OF TABLE ROCK ROAD	08/13/2012	1,092
West Main ST	0.90	200 FT. WEST OF RENAULT AVENUE	07/17/2012	8,504
West Main ST	2.52	200 FT. SOUTHEAST OF HANLEY ROAD	07/30/2012	7,388
West Pine ST	0.24	100 FT. SOUTHWEST OF GLENN WAY	07/16/2012	6,849
West Pine ST	0.58	100 FT. NORTHEAST OF RACHEL DRIVE	07/30/2012	4,997
West Valley View RD	0.93	75 FT. WEST OF SUNCREST ROAD	07/09/2012	878
West Valley View RD	0.96	125 FT. SOUTH OF SUNCREST ROAD	07/09/2012	919
West Valley View RD	2.47	150 FT. WEST OF NORTH VALLEY VIEW ROAD	07/09/2012	705
West Vilas RD	0.06	400 FT. WEST OF TABLE ROCK ROAD	08/20/2012	12,347
Wilson RD	0.06	300 FT. WEST OF TABLE ROCK ROAD	08/20/2012	1,965
Wilson WY	0.63	70 FT. SOUTH OF AVENUE F	09/12/2011	530
Wilson WY	0.91	50 FT. NORTH OF AVENUE H	09/12/2011	722
Yank Gulch RD	0.03	150 FT. WEST OF WAGNER CREEK ROAD	07/23/2012	599

## ADT Web Report

### Jackson County - October 2013

Road Name	MilePost	Location Description	Date	Count
1st ST	0.21	450 FT. WEST OF MILL CREEK DRIVE	07/18/2011	526
1st ST	0.21	450 FT. WEST OF MILL CREEK DRIVE	08/13/2013	567
Adams RD	0.02	100 FT. WEST OF COLVER ROAD	07/23/2012	409
Agate RD	0.09	50 FT. SOUTH GREGORY ROAD	08/22/2011	3,719
Agate RD	0.09	50 FT. SOUTH GREGORY ROAD	08/19/2013	3,740
Agate RD	0.19	450 FT. NORTH OF GREGORY ROAD	08/19/2013	4,482
Agate RD	0.19	450 FT. NORTH OF GREGORY ROAD	05/31/2011	4,124
Agate RD	1.75	900 FT. NORTH OF AVENUE "H"	06/07/2011	3,520
Agate RD	1.75	900 FT. NORTH OF AVENUE "H"	08/06/2013	3,756
Agate RD	3.13	50 FT. NORTH OF NICK YOUNG ROAD	06/19/2013	2,271
Agate RD	3.13	50 FT. NORTH OF NICK YOUNG ROAD	06/06/2011	2,345
Agate RD	3.99	50 FT. NORTH OF LINN ROAD	06/06/2011	2,231
Agate RD	3.99	50 FT. NORTH OF LINN ROAD	06/19/2013	2,427
Agate RD	7	200 FT. NORTH OF MOUNTAIN VIEW DRIVE	06/25/2013	1,802
Agate RD	7	200 FT. NORTH OF MOUNTAIN VIEW DRIVE	06/13/2011	1,720
Alta Vista RD	0.98	200 FT. EAST OF BIGHAM-BROWN ROAD	07/16/2013	3,037
Alta Vista RD	0.98	200 FT. EAST OF BIGHAM-BROWN ROAD	06/20/2011	3,046
Alta Vista RD	2	450 FT. WEST OF RILEY ROAD	06/01/2011	405
Alta Vista RD	2	450 FT. WEST OF RILEY ROAD	07/29/2013	435
Anderson Creek RD	0.03	100 FT. WEST OF WAGNER CREEK ROAD	07/23/2012	680
Antelope RD	0.09	450 FT. EAST OF TABLE ROCK ROAD	09/06/2011	12,928
Antelope RD	0.09	450 FT. EAST OF TABLE ROCK ROAD	08/12/2013	13,550
Antelope RD	1.45	300 FT. WEST OF AGATE ROAD	06/14/2011	12,186
Antelope RD	1.45	300 FT. WEST OF AGATE ROAD	06/18/2013	12,119
Antelope RD	1.53	100 FT. EAST OF AGATE ROAD	05/24/2011	8,052
Antelope RD	1.53	100 FT. EAST OF AGATE ROAD	06/18/2013	8,703
Antelope RD	1.86	150 FT. EAST OF HIGHWAY 62	09/12/2011	11,995
Antelope RD	1.86	150 FT. EAST OF HIGHWAY 62	06/18/2013	10,799
Antelope RD	2.03	200 FT. EAST OF DIVISION ROAD	06/14/2011	7,538
Antelope RD	2.03	200 FT. EAST OF DIVISION ROAD	06/18/2013	7,452
Antelope RD	2.48	150 FT. EAST OF HALE WAY	06/18/2013	4,999
Antelope RD	2.48	150 FT. EAST OF HALE WAY	06/14/2011	5,144
Antelope RD	3.39	175 FT. WEST OF ATLANTIC AVENUE	06/21/2011	2,227
Antelope RD	3.39	175 FT. WEST OF ATLANTIC AVENUE	08/06/2013	2,162
Antelope RD	3.97	275 FT. WEST OF KERSHAW ROAD	06/20/2011	1,847
Antelope RD	3.97	275 FT. WEST OF KERSHAW ROAD	08/26/2013	1,828
Antelope RD	4.07	275 FT. EAST OF KERSHAW ROAD	08/12/2013	2,367
Antelope RD	4.07	275 FT. EAST OF KERSHAW ROAD	06/20/2011	2,534
Antioch RD	0.03	150 FT. NORTHWEST OF MODOC ROAD	06/06/2011	1,750
Antioch RD	0.03	150 FT. NORTHWEST OF MODOC ROAD	06/19/2013	1,734

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Road Name	MilePost	Location Description	Date	Count
Antioch RD	2.78	300 FT. NORTH OF HIGHWAY 234	07/23/2013	1,684
Antioch RD	2.78	300 FT. NORTH OF HIGHWAY 234	09/07/2011	1,821
Antioch RD	4	300 FT. NORTH OF DODGE ROAD	06/13/2011	1,376
Antioch RD	4	300 FT. NORTH OF DODGE ROAD	07/23/2013	1,374
Antioch RD	4.98	500 FT. NORTH OF BEAGLE ROAD	08/22/2011	809
Antioch RD	4.98	500 FT. NORTH OF BEAGLE ROAD	06/24/2013	788
Applegate RD	0.2	1050 FT. SOUTH OF HIGHWAY 238	06/29/2012	2,902
Applegate RD	1.76	150 FT. SOUTH OF HAMILTON ROAD	07/24/2012	2,115
Applegate RD	2.91	550 FT. SOUTH OF LITTLE APPLGATE ROAD	06/29/2012	1,432
Applegate RD	9.13	300 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE RD	06/29/2012	900
Arnold LN	0.04	200 FT. SOUTH OF WEST MAIN STREET	07/24/2012	1,262
Arnold LN	1.05	125 FT. SOUTH OF BELLINGER LANE	06/26/2012	868
Atlantic AV	0.2	100 FT. NORTH OF AVENUE "A"	09/06/2011	501
Atlantic AV	0.2	100 FT. NORTH OF AVENUE "A"	08/26/2013	470
Atlantic AV	0.31	100 FT. NORTH OF ANTELOPE ROAD	08/26/2013	1,688
Atlantic AV	0.31	100 FT. NORTH OF ANTELOPE ROAD	09/12/2011	1,707
Atlantic AV	0.93	150 FT. SOUTH OF AVENUE "G"	09/06/2011	1,039
Atlantic AV	0.93	150 FT. SOUTH OF AVENUE "G"	08/26/2013	1,016
Atlantic AV	0.98	120 FT. NORTH OF AVENUE "G"	08/26/2013	764
Atlantic AV	0.98	120 FT. NORTH OF AVENUE "G"	06/21/2011	723
Avenue A	0.05	250 FT. EAST OF HIGHWAY 62	06/14/2011	2,034
Avenue A	0.05	250 FT. EAST OF HIGHWAY 62	08/19/2013	2,063
Avenue A	0.99	100 FT. EAST OF LAKEVIEW DRIVE	08/27/2013	1,392
Avenue A	0.99	100 FT. EAST OF LAKEVIEW DRIVE	06/21/2011	1,450
Avenue A	1.57	300 FT. WEST OF ATLANTIC AVENUE	09/06/2011	827
Avenue A	1.57	300 FT. WEST OF ATLANTIC AVENUE	08/27/2013	835
Avenue A	1.66	150 FT. EAST OF ATLANTIC AVENUE	08/27/2013	484
Avenue A	1.66	150 FT. EAST OF ATLANTIC AVENUE	06/21/2011	481
Avenue G	2.11	450 FT. WEST OF HIGHWAY 62	09/12/2011	3,825
Avenue G	2.11	450 FT. WEST OF HIGHWAY 62	08/06/2013	4,049
Avenue G	2.25	250 FT. EAST OF HIGHWAY 62	08/06/2013	3,942
Avenue G	2.25	250 FT. EAST OF HIGHWAY 62	09/06/2011	3,927
Avenue G	2.38	250 FT. EAST OF DIVISION	09/06/2011	2,697
Avenue G	2.38	250 FT. EAST OF DIVISION	08/06/2013	2,717
Avenue G	3.3	150 FT. WEST OF ATLANTIC AVENUE	06/21/2011	562
Avenue G	3.3	150 FT. WEST OF ATLANTIC AVENUE	08/27/2013	545
Avenue H	0.5	450 FT. EAST OF ATLANTIC AVENUE	08/27/2013	557
Avenue H	0.5	450 FT. EAST OF ATLANTIC AVENUE	09/06/2011	573
Avenue H	1.4	200 FT. EAST OF DIVISION	06/21/2011	1,070
Avenue H	1.4	200 FT. EAST OF DIVISION	08/27/2013	1,095
Ball RD	3.05	200 FT. EAST OF HIGHWAY 62	07/19/2011	737
Ball RD	3.05	200 FT. EAST OF HIGHWAY 62	07/15/2013	805
Bateman DR	0.01	50 FT. EAST OF TABLE ROCK ROAD	08/20/2012	1,389

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Road Name	MilePost	Location Description	Date	Count
Beagle RD	0.07	375 FT. NORTH OF DODGE ROAD	06/13/2011	512
Beagle RD	0.07	375 FT. NORTH OF DODGE ROAD	07/23/2013	497
Beagle RD	2.4	300 FT. EAST OF ANTIOCH ROAD	04/23/2013	496
Beagle RD	2.4	300 FT. EAST OF ANTIOCH ROAD	06/13/2011	505
Beall LN	1.55	200 FT. WEST OF HIGHWAY 99	07/10/2012	7,065
Beall LN	2.56	300 FT. EAST OF HANLEY ROAD	07/10/2012	3,821
Beall LN	2.65	150 FT. WEST OF HANLEY ROAD	07/10/2012	3,980
Beall LN	3.17	125 FT. EAST OF FREELAND ROAD	07/10/2012	2,465
Beall LN	3.5	150 FT. EAST OF OLD STAGE ROAD	07/10/2012	1,461
Beebe RD	0.01	50 FT. WEST OF HAMRICK ROAD	08/14/2012	1,621
Beeson LN	0.04	200 FT. WEST OF WAGNER CREEK ROAD	07/23/2012	387
Bellinger LN	0.03	150 FT. WEST OF HULL ROAD	06/26/2012	3,266
Bellinger LN	1.93	150 FT. EAST OF STAGE ROAD SOUTH	06/26/2012	2,463
Biddle RD	1.48	450 FT. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/20/2012	7,528
Biddle RD	1.481	450 FT. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/20/2012	7,536
Bigham Brown RD	0.07	350 FT. NORTH OF ANTELOPE ROAD	05/31/2011	2,260
Bigham Brown RD	0.07	350 FT. NORTH OF ANTELOPE ROAD	08/27/2013	2,341
Bigham Brown RD	1.87	175 FT. SOUTH OF ALTA VISTA ROAD	07/30/2013	2,225
Bigham Brown RD	1.87	175 FT. SOUTH OF ALTA VISTA ROAD	06/20/2011	2,447
Blackwell RD	1.47	450 FT. EAST OF TOLO ROAD	08/29/2013	4,446
Blackwell RD	1.47	450 FT. EAST OF TOLO ROAD	07/12/2011	4,410
Blackwell RD	1.62	300 FT. WEST OF TOLO ROAD	08/06/2013	3,457
Blackwell RD	1.62	300 FT. WEST OF TOLO ROAD	08/29/2011	3,377
Blackwell RD	6.03	300 FT. EAST OF UPPER RIVER ROAD	06/06/2011	2,939
Blackwell RD	6.03	300 FT. EAST OF UPPER RIVER ROAD	08/05/2013	2,765
Brophy RD	0.03	150 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/19/2011	418
Brophy RD	0.03	150 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/15/2013	438
Brophy RD	5.02	300 FT. EAST OF REESE CREEK ROAD	07/15/2013	289
Brophy RD	5.02	300 FT. EAST OF REESE CREEK ROAD	07/19/2011	264
Brownsboro-Eagle Point RD	0.35	100 FT. EAST OF OLD HIGHWAY 62	06/20/2011	3,511
Brownsboro-Eagle Point RD	0.35	100 FT. EAST OF OLD HIGHWAY 62	07/30/2013	3,585
Brownsboro-Eagle Point RD	1.61	200 FT. WEST OF REESE CREEK ROAD	07/30/2013	2,350
Brownsboro-Eagle Point RD	1.61	200 FT. WEST OF REESE CREEK ROAD	07/06/2011	2,543
Brownsboro-Eagle Point RD	1.68	150 FT. EAST OF REESE CREEK ROAD	07/30/2013	1,187
Brownsboro-Eagle Point RD	1.68	150 FT. EAST OF REESE CREEK ROAD	06/20/2011	1,292
Brownsboro-Eagle Point RD	2.89	50 FT. EAST OF BROPHY ROAD	07/19/2011	685
Brownsboro-Eagle Point RD	2.89	50 FT. EAST OF BROPHY ROAD	07/15/2013	668
Brownsboro-Eagle Point RD	5.91	300 FT. WEST OF HIGHWAY 140	07/09/2013	612
Brownsboro-Eagle Point RD	5.91	300 FT. WEST OF HIGHWAY 140	08/30/2011	606
Butte Falls - Prospect RD	0.01	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	09/07/2011	322
Butte Falls - Prospect RD	0.01	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	07/09/2013	337
Butte Falls - Prospect RD	22.65	1050 FT. SOUTH OF RED BLANKET ROAD	08/13/2013	375
Butte Falls - Prospect RD	22.65	1050 FT. SOUTH OF RED BLANKET ROAD	07/05/2011	356

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Road Name	MilePost	Location Description	Date	Count
Butte Falls - Prospect RD	23.9	150 FT. EAST OF MILL CREEK DRIVE	07/05/2011	1,067
Butte Falls - Prospect RD	23.9	150 FT. EAST OF MILL CREEK DRIVE	08/13/2013	1,098
Butte Falls RD	0.06	300 FT. EAST OF HIGHWAY 62	07/19/2011	1,929
Butte Falls RD	0.06	300 FT. EAST OF HIGHWAY 62	08/29/2013	2,065
Butte Falls RD	0.95	50 FT. EAST OF REESE CREEK ROAD	07/15/2013	2,074
Butte Falls RD	0.95	50 FT. EAST OF REESE CREEK ROAD	07/19/2011	2,020
Butte Falls RD	5.02	1320 FT. SOUTHWEST OF MIDWAY STORE	07/15/2013	1,768
Butte Falls RD	5.02	1320 FT. SOUTHWEST OF MIDWAY STORE	07/19/2011	1,821
Butte Falls RD	7.43	900 FT. WEST OF CROWFOOT ROAD	07/19/2011	1,631
Butte Falls RD	7.43	900 FT. WEST OF CROWFOOT ROAD	07/15/2013	1,746
Butte Falls RD	12.5	300 FT. WEST OF COBLEIGH ROAD	07/15/2013	1,182
Butte Falls RD	12.5	300 FT. WEST OF COBLEIGH ROAD	09/12/2011	1,063
Butte Falls RD	15.26	20 FT. EAST OF CATTLE GUARD #606	07/19/2011	1,156
Butte Falls RD	15.26	20 FT. EAST OF CATTLE GUARD #606	07/15/2013	1,237
Butte Falls RD	15.73	225 FT. WEST OF FIR STREET	08/29/2013	1,202
Butte Falls RD	15.73	225 FT. WEST OF FIR STREET	07/19/2011	1,172
Butte Falls-Fish Lake RD	16.1	240 FT. SOUTHEAST OF LAUREL AVENUE	07/19/2011	858
Butte Falls-Fish Lake RD	16.1	240 FT. SOUTHEAST OF LAUREL AVENUE	07/09/2013	922
Butte Falls-Fish Lake RD	16.87	900 FT. EAST OF BUTTE FALLS-PROSPECT ROAD	07/09/2013	472
Butte Falls-Fish Lake RD	16.87	900 FT. EAST OF BUTTE FALLS-PROSPECT ROAD	09/12/2011	432
Butte Falls-Fish Lake RD	22.09	300 FT. WEST OF COOK ROAD	09/12/2011	258
Butte Falls-Fish Lake RD	22.09	300 FT. WEST OF COOK ROAD	07/09/2013	279
Butte Falls-Fish Lake RD	34.31	100 FT. NORTH OF HIGHWAY 140	07/09/2013	175
Butte Falls-Fish Lake RD	34.31	100 FT. NORTH OF HIGHWAY 140	08/30/2011	190
Cady RD	0.02	100 FT. EAST OF HIGHWAY 238	06/26/2012	515
Cady RD	0.54	100 FT. NORTHEAST OF STERLING CREEK ROAD	06/26/2012	722
Camp Baker RD	0.01	75 FT. WEST OF COLVER ROAD	07/23/2012	906
Carpenter Hill RD	0.02	100 FT. WEST OF VOORHIES ROAD	07/31/2012	737
Carpenter Hill RD	2.22	100 FT. EAST OF PIONEER ROAD	08/07/2012	371
Clay ST	0.01	50 FT. NORTH OF ASHLAND STREET	07/30/2012	2,762
Coker Butte RD	1.64	300 FT. WEST OF FOOTHILL ROAD	07/30/2012	1,129
Coleman Creek RD	0.12	EAST OF VOORHIES ROAD (EAST OF BRIDGE #83)	07/31/2012	2,073
Coleman Creek RD	0.61	150 FT. SOUTH OF HOUSTON ROAD	07/30/2012	1,333
Coleman Creek RD	1.26	150 FT. SOUTH OF CAMP BAKER ROAD	07/30/2012	918
Coleman Creek RD	1.82	150 FT. SOUTH OF PIONEER ROAD	07/31/2012	776
Columbus AV	1.29	75 FT. NORTH OF STAGE ROAD SOUTH	08/14/2012	3,337
Colver RD	1.48	100 FT. SOUTH OF ADAMS ROAD	07/30/2012	2,996
Colver RD	2.14	150 FT. SOUTH OF PIONEER ROAD	07/23/2012	2,894
Colver RD	2.58	100 FT. NORTH OF CAMP BAKER ROAD	07/23/2012	2,468
Corey RD	0.03	50 FT. EAST OF CRATER LAKE AVENUE	05/31/2011	2,354
Corey RD	0.03	50 FT. EAST OF CRATER LAKE AVENUE	06/18/2013	2,481
Corey RD	1.02	50 FT. EAST OF McLOUGHLIN DRIVE	07/30/2012	1,835
Covered Bridge RD	0.06	300 FT. NORTH OF EAST EVANS CREEK ROAD	08/29/2011	391

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Road Name	MilePost	Location Description	Date	Count
Covered Bridge RD	0.06	300 FT. NORTH OF EAST EVANS CREEK ROAD	07/29/2013	393
Crowfoot RD	0.09	500 FT. SOUTH OF HIGHWAY 62	06/24/2013	344
Crowfoot RD	0.09	500 FT. SOUTH OF HIGHWAY 62	07/18/2011	307
Crowfoot RD	0.09	500 FT. SOUTH OF HIGHWAY 62	06/24/2013	344
Crowfoot RD	7.7	100 FT. NORTH OF BUTTE FALLS ROAD	07/15/2013	307
Crowfoot RD	7.7	100 FT. NORTH OF BUTTE FALLS ROAD	08/30/2011	288
Crowson RD	0.03	150 FT. NORTH OF SISKIYOU BLVD.	07/30/2012	1,657
Dark Hollow RD	0.01	50 FT. SOUTH OF STAGE ROAD SOUTH	08/13/2012	1,992
Dark Hollow RD	1.08	300 FT. NORTH OF PIONEER ROAD	08/13/2012	1,625
Dark Hollow RD	1.16	100 FT. SOUTH OF PIONEER ROAD	08/13/2012	759
Dark Hollow RD	4.63	300 FT. WEST OF PIONEER ROAD	07/31/2012	490
Dead Indian Memorial RD	0.2	1050 FT. NORTH OF HIGHWAY 66	07/16/2012	2,223
Dead Indian Memorial RD	7.09	600 FT. SOUTHWEST OF COVE ROAD	07/16/2012	1,249
Dead Indian Memorial RD	17.08	450 FT. WEST OF HYATT PRAIRIE ROAD	07/16/2012	831
Dead Indian Memorial RD	17.23	500 FT. NORTHEAST OF HYATT PRAIRIE ROAD	07/16/2012	682
Division RD	0.19	100 FT. SOUTH OF ANTELOPE ROAD	06/14/2011	938
Division RD	0.19	100 FT. SOUTH OF ANTELOPE ROAD	06/18/2013	882
Division RD	0.25	225 FT. NORTH OF ANTELOPE ROAD	06/18/2013	3,494
Division RD	0.25	225 FT. NORTH OF ANTELOPE ROAD	06/14/2011	3,727
Division RD	1.03	150 FT. SOUTH OF AVENUE "G"	09/06/2011	1,775
Division RD	1.03	150 FT. SOUTH OF AVENUE "G"	08/12/2013	1,666
Dodge RD	0.11	600 FT. WEST OF HIGHWAY 234	06/13/2011	1,225
Dodge RD	0.11	600 FT. WEST OF HIGHWAY 234	06/25/2013	1,219
Dodge RD	2.61	375 FT. EAST OF ANTIOCH ROAD	06/13/2011	635
Dodge RD	2.61	375 FT. EAST OF ANTIOCH ROAD	07/22/2013	629
Dodge RD	2.74	300 FT. WEST OF ANTIOCH ROAD	06/13/2011	322
Dodge RD	2.74	300 FT. WEST OF ANTIOCH ROAD	06/25/2013	321
Dry Creek RD	5.85	250 FT. SOUTHWEST OF ANTELOPE ROAD	06/01/2011	826
Dry Creek RD	5.85	250 FT. SOUTHWEST OF ANTELOPE ROAD	08/20/2013	748
Eagle Mill RD	0.03	150 FT. EAST OF SOUTH VALLEY VIEW ROAD	07/09/2012	4,447
Eagle Mill RD	1.7	200 FT. WEST OF OAK STREET	07/09/2012	4,457
Eagle Mill RD	1.8	300 FT. NORTHEAST OF OAK STREET	07/24/2012	1,306
East Antelope RD	4.66	300 FT. SOUTH OF HIGHWAY 140	08/20/2013	2,095
East Antelope RD	4.66	300 FT. SOUTH OF HIGHWAY 140	06/20/2011	2,079
East Antelope RD	6.12	400 FT. SOUTH OF YANKEE CREEK ROAD	05/31/2011	1,583
East Antelope RD	6.12	400 FT. SOUTH OF YANKEE CREEK ROAD	08/20/2013	1,606
East Antelope RD	6.63	500 FT. EAST OF DRY CREEK ROAD	06/01/2011	861
East Antelope RD	6.63	500 FT. EAST OF DRY CREEK ROAD	08/20/2013	901
East Evans Creek RD	8.04	300 FT. WEST OF MEADOWS ROAD	08/29/2011	216
East Evans Creek RD	8.04	300 FT. WEST OF MEADOWS ROAD	07/16/2013	211
East Evans Creek RD	20.45	150 FT. EAST OF SYKES CREEK ROAD	07/10/2013	570
East Evans Creek RD	20.45	150 FT. EAST OF SYKES CREEK ROAD	07/12/2011	576
East Evans Creek RD	21.97	425 FT. EAST OF COVERED BRIDGE ROAD	07/22/2013	1,040

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Road Name	MilePost	Location Description	Date	Count
East Evans Creek RD	21.97	425 FT. EAST OF COVERED BRIDGE ROAD	08/29/2011	1,012
East Evans Creek RD	22.6	100 FT. EAST OF PLEASANT CREEK ROAD	07/22/2013	1,284
East Evans Creek RD	22.6	100 FT. EAST OF PLEASANT CREEK ROAD	08/29/2011	1,236
East Evans Creek RD	22.68	300 FT. SOUTH OF PLEASANT CREEK ROAD	07/12/2011	1,603
East Evans Creek RD	22.68	300 FT. SOUTH OF PLEASANT CREEK ROAD	07/29/2013	1,780
East Evans Creek RD	23.98	150 FT. NORTH OF MINTHORNE ROAD	07/29/2013	2,503
East Evans Creek RD	23.98	150 FT. NORTH OF MINTHORNE ROAD	07/11/2011	2,479
East Evans Creek RD	24.04	150 FT. SOUTH OF MINTHORNE ROAD	07/11/2011	3,148
East Evans Creek RD	24.04	150 FT. SOUTH OF MINTHORNE ROAD	07/22/2013	2,968
East Evans Creek RD	29.13	2,800 FT. NORTH OF SHORT STREET	07/10/2013	4,715
East Evans Creek RD	29.13	2,800 FT. NORTH OF SHORT STREET	07/11/2011	4,696
East Gregory RD	0.01	75 FT. EAST OF TABLE ROCK ROAD	08/13/2012	1,396
East Main ST	0.04	225 FT. NORTHWEST OF HIGHWAY 66	07/16/2012	2,596
East Main ST	1.19	225 FT. WEST OF CLAY STREET	07/30/2012	7,035
East Pine ST	1.23	825 FT. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/14/2012	13,929
East Pine ST	1.29	525 FT. WEST OF HAMRICK ROAD (EAST BOUND LANES)	08/14/2012	15,291
East Valley View RD	0.04	225 FT. EAST OF NORTH VALLEY VIEW ROAD	07/24/2012	496
East Vilas RD	1.47	225 FT. WEST OF HIGHWAY 62	06/29/2012	13,271
East Vilas RD	2.54	50 FT. EAST OF McLOUGHLIN DRIVE	06/26/2012	1,868
Elk Creek RD	0.19	1000 FT. NORTH OF HIGHWAY 62	07/05/2011	331
Elk Creek RD	0.19	1000 FT. NORTH OF HIGHWAY 62	06/19/2013	329
Falcon ST	0.01	50 FT. EAST OF DIVISION ROAD	08/22/2011	2,126
Falcon ST	0.01	50 FT. EAST OF DIVISION ROAD	08/12/2013	2,102
Fern Valley RD	0.04	225 FT. EAST OF HIGHWAY 99	08/06/2012	12,894
Fern Valley RD	0.75	300 FT. EAST OF NORTH PHOENIX ROAD	08/06/2012	2,630
Fern Valley RD	2.18	150 FT. WEST OF PAYNE ROAD	07/24/2012	1,380
Foothill RD	3.12	225 FT. NORTH OF COKER BUTTE ROAD	06/26/2012	6,277
Foothill RD	4.24	225 FT. NORTH OF EAST VILAS ROAD	06/22/2012	5,232
Foothills BL	6.7	600 FT. EAST OF FIELDER LANE	07/11/2011	1,200
Foothills BL	6.7	600 FT. EAST OF FIELDER LANE	07/09/2013	1,189
Foots Creek RD	0.11	600 FT. SOUTH OF HIGHWAY 99	07/12/2011	1,439
Foots Creek RD	0.11	600 FT. SOUTH OF HIGHWAY 99	06/19/2013	1,466
Foss RD	0.11	170 FT. WEST OF PEGGY LANE	07/23/2012	620
Gebhard RD	1.28	150 FT. SOUTH OF WILSON ROAD	07/26/2010	578
Gebhard RD	1.28	150 FT. SOUTH OF WILSON ROAD	08/14/2012	595
Gibbon RD	0.03	150 FT. WEST OF TABLE ROCK ROAD	08/03/2010	1,940
Gibbon RD	0.03	150 FT. WEST OF TABLE ROCK ROAD	08/13/2012	1,819
Gibbon RD	0.79	150 FT. WEST OF DOWNING ROAD	08/13/2012	1,615
Gibbon RD	0.79	150 FT. WEST OF DOWNING ROAD	08/03/2010	1,619
Gibbon RD	1.22	50 FT. WEST OF UPTON ROAD	09/13/2012	972
Gladstone AV	0.18	150 FT. SOUTH OF ANTELOPE ROAD	06/14/2011	556
Gladstone AV	0.18	150 FT. SOUTH OF ANTELOPE ROAD	08/06/2013	567
Gladstone AV	0.22	50 FT. NORTH OF ANTELOPE ROAD	08/06/2013	1,297



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Road Name	MilePost	Location Description	Date	Count
Gladstone AV	0.22	50 FT. NORTH OF ANTELOPE ROAD	06/14/2011	1,266
Gladstone AV	0.77	50 FT. SOUTH OF FALCON STREET	09/12/2011	721
Gladstone AV	0.77	50 FT. SOUTH OF FALCON STREET	08/06/2013	749
Gold Ray RD	6.99	450 FT. NORTH OF BLACKWELL ROAD	08/29/2011	475
Gold Ray RD	6.99	450 FT. NORTH OF BLACKWELL ROAD	08/06/2013	435
Grant RD	0.81	150 FT. SOUTH OF TAYLOR ROAD	08/07/2012	996
Grant RD	0.85	50 FT. NORTH OF TAYLOR ROAD	08/07/2012	838
Griffin Creek RD	0.01	50 FT. SOUTH OF STAGE ROAD SOUTH	08/20/2012	3,420
Griffin Creek RD	1	50 FT. NORTH OF PIONEER ROAD	08/06/2012	2,434
Griffin Creek RD	1.31	300 FT. SOUTH OF WEST GRIFFIN CREEK ROAD	08/06/2012	1,043
Griffin Creek RD	2.32	225 FT. SOUTH OF GRIFFIN LANE	08/06/2012	424
Griffin LN	0.06	300 FT. WEST OF GRIFFIN CREEK ROAD	08/06/2012	292
Hale WY	0.2	50 FT. SOUTH OF ANTELOPE ROAD	06/14/2011	560
Hale WY	0.2	50 FT. SOUTH OF ANTELOPE ROAD	08/12/2013	545
Hale WY	0.22	50 FT. NORTH OF ANTELOPE ROAD	08/12/2013	1,551
Hale WY	0.22	50 FT. NORTH OF ANTELOPE ROAD	06/14/2011	1,529
Hale WY	0.72	40 FT. SOUTH OF FALCON STREET	08/12/2013	859
Hale WY	0.72	40 FT. SOUTH OF FALCON STREET	09/12/2011	870
Hamilton RD	0.11	600 FT. SOUTH OF HIGHWAY 238	07/24/2012	770
Hamrick RD	1.6	150 FT. WEST OF TABLE ROCK ROAD	08/20/2012	739
Hanley RD	1.1	150 FT. SOUTH OF BEALL LANE	07/10/2012	4,814
Hanley RD	2.31	BETWEEN ROSS LANE INTERSECTIONS	07/17/2012	6,090
Hanley RD	2.58	75 FT. NORTH OF ROSSANLEY DRIVE	07/17/2012	6,214
Houston RD	0.04	200 FT. WEST OF COLVER ROAD	07/30/2012	1,818
Hull RD	3.12	75 FT. NORTH OF BELLINGER LANE	06/26/2012	4,748
Hull RD	3.15	100 FT. SOUTH OF BELLINGER LANE	07/30/2012	1,520
Humbug Creek RD	0.06	300 FT. NORTH OF HIGHWAY 238	06/29/2012	486
Hyatt Prairie RD	0.04	200 FT. SOUTH OF DEAD INDIAN MEMORIAL ROAD	07/16/2012	546
Indian Creek RD	0.06	300 FT. EAST OF HIGHWAY 62	07/18/2011	297
Indian Creek RD	0.06	300 FT. EAST OF HIGHWAY 62	06/24/2013	315
Ironwood DR	0.06	300 FT. WEST OF ROGUE RIVER DRIVE	06/13/2011	382
Ironwood DR	0.06	300 FT. WEST OF ROGUE RIVER DRIVE	07/23/2013	392
Ironwood DR	0.31	100 FT. WEST OF WEDGEWOOD DRIVE	07/23/2013	256
Ironwood DR	0.31	100 FT. WEST OF WEDGEWOOD DRIVE	06/13/2011	241
Ironwood DR	1.37	400 FT. NORTHWEST OF REDWING DRIVE	09/07/2011	94
Ironwood DR	1.37	400 FT. NORTHWEST OF REDWING DRIVE	07/23/2013	98
Justice RD	0.01	50 FT. WEST OF HIGHWAY 62	06/22/2012	584
Kershaw RD	3.08	375 FT. SOUTH OF HIGHWAY 140	06/20/2011	4,487
Kershaw RD	3.08	375 FT. SOUTH OF HIGHWAY 140	08/20/2013	4,488
Kershaw RD	3.33	300 FT. SOUTH OF ANTELOPE ROAD	08/20/2013	4,036
Kershaw RD	3.33	300 FT. SOUTH OF ANTELOPE ROAD	05/31/2011	3,999
Kings Highway	1.37	150 FT. NORTH OF STAGE ROAD, SOUTH	06/22/2012	2,448
Lake Creek LP	0.06	300 FT. SOUTHEAST OF HWY 140 (WEST INTERSECTION)	08/30/2011	393

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Road Name	MilePost	Location Description	Date	Count
Lake Creek LP	0.06	300 FT. SOUTHEAST OF HWY 140 (WEST INTERSECTION)	07/09/2013	402
Lampman RD	0.04	200 FT. WEST OF GOLD HILL 99 SPUR	08/29/2011	539
Lampman RD	0.04	200 FT. WEST OF GOLD HILL 99 SPUR	08/05/2013	546
Lampman RD	2.69	500 FT. EAST OF ROGUE RIVER HIGHWAY	08/05/2013	523
Lampman RD	2.69	500 FT. EAST OF ROGUE RIVER HIGHWAY	07/12/2011	505
Linn RD	0.46	500 FT. EAST OF DAHLIA TERRACE	06/20/2011	966
Linn RD	0.46	500 FT. EAST OF DAHLIA TERRACE	07/30/2013	986
Linn RD	2.02	275 FT. EAST OF AGATE ROAD	08/22/2011	826
Linn RD	2.02	275 FT. EAST OF AGATE ROAD	06/19/2013	861
Little Applegate RD	0.09	500 FT. EAST OF APPLGATE ROAD	06/29/2012	606
Livingston RD	0.01	75 FT. WEST OF OLD STAGE ROAD	07/17/2012	499
Lowe RD	0.03	150 FT. WEST OF SOUTH VALLEY VIEW ROAD	07/30/2012	924
Madrona LN	0.01	75 FT. WEST OF OAK GROVE ROAD	06/26/2012	948
Main ST	0.09	500 FT. WEST OF HIGHWAY 62	06/27/2011	647
Main ST	0.09	500 FT. WEST OF HIGHWAY 62	08/13/2013	655
Main ST	0.31	150 FT. WEST OF HIGHWAY 227	08/13/2013	318
Main ST	0.31	150 FT. WEST OF HIGHWAY 227	07/05/2011	300
McLoughlin DR	0.01	25 FT. SOUTH OF COREY ROAD	06/22/2012	754
McLoughlin DR	1.69	350 FT. NORTH OF EAST VILAS ROAD	07/30/2012	1,185
Meadows RD	0.06	300 FT. NORTH OF HIGHWAY 234	07/22/2013	723
Meadows RD	0.06	300 FT. NORTH OF HIGHWAY 234	06/13/2011	690
Meadows RD	3.55	1600 FT. NORTH OF SWEET LANE	06/13/2011	551
Meadows RD	3.55	1600 FT. NORTH OF SWEET LANE	06/25/2013	549
Meadows RD	7.77	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	07/22/2013	255
Meadows RD	7.77	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	07/12/2011	262
Meridian RD	1.25	615 FT. NORTH OF HIGHWAY 140	06/01/2011	535
Meridian RD	1.25	615 FT. NORTH OF HIGHWAY 140	07/16/2013	495
Merry LN	0.02	100 FT. EAST OF HIGHWAY 62	05/31/2011	1,531
Merry LN	0.02	100 FT. EAST OF HIGHWAY 62	08/12/2013	1,395
Mill Creek DR	0.08	400 FT. SOUTH OF HWY 62 OR AT GORGE MARKET	09/07/2011	249
Mill Creek DR	0.08	400 FT. SOUTH OF HWY 62 OR AT GORGE MARKET	06/24/2013	232
Mill Creek DR	1.03	150 FT. EAST OF ULRICH ROAD	06/24/2013	427
Mill Creek DR	1.03	150 FT. EAST OF ULRICH ROAD	07/05/2011	444
Mill Creek DR	4.73	150 FT. EAST OF HIGHWAY 62 ACCESS ROAD	09/12/2011	443
Mill Creek DR	4.73	150 FT. EAST OF HIGHWAY 62 ACCESS ROAD	06/24/2013	418
Mill Creek DR	6.17	300 FT. SOUTH OF BUTTE FALLS-PROSPECT ROAD	08/13/2013	883
Mill Creek DR	6.17	300 FT. SOUTH OF BUTTE FALLS-PROSPECT ROAD	07/18/2011	916
Mill Creek DR	6.25	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/05/2011	1,298
Mill Creek DR	6.25	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	08/13/2013	1,233
Mill Creek DR	6.84	250 FT. SOUTH OF HIGHWAY 62	06/24/2013	445
Mill Creek DR	6.84	250 FT. SOUTH OF HIGHWAY 62	07/05/2011	420
Minthorne RD	0.16	850 FT. WEST OF EAST EVANS CREEK ROAD	08/29/2011	735
Minthorne RD	0.16	850 FT. WEST OF EAST EVANS CREEK ROAD	07/09/2013	736

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Road Name	MilePost	Location Description	Date	Count
Modoc RD	0.03	150 FT. NORTH OF TABLE ROCK ROAD	06/07/2011	3,602
Modoc RD	0.03	150 FT. NORTH OF TABLE ROCK ROAD	06/18/2013	3,322
Modoc RD	1.8	150 FT. SOUTH OF ANTIOCH ROAD	06/06/2011	3,081
Modoc RD	1.8	150 FT. SOUTH OF ANTIOCH ROAD	06/18/2013	3,020
Modoc RD	1.94	600 FT. NORTH OF ANTIOCH ROAD	06/19/2013	1,407
Modoc RD	1.94	600 FT. NORTH OF ANTIOCH ROAD	06/06/2011	1,409
Neil Creek RD	0.03	150 FT. SOUTHWEST OF HIGHWAY 66	07/16/2012	505
Nevada ST	2.62	100 FT. EAST OF MOUNTAIN AVENUE	07/09/2012	840
Nick Young RD	2.1	300 FT. EAST OF AGATE ROAD	08/22/2011	1,263
Nick Young RD	2.1	300 FT. EAST OF AGATE ROAD	06/19/2013	1,211
North Applegate RD	11.69	150 FT. NORTH OF HIGHWAY 238	06/29/2012	655
North Phoenix RD	2.05	225 FT. SOUTH OF COAL MINE ROAD	08/06/2012	8,437
North River RD	0.08	400 FT. WEST OF HIGHWAY 99 AND HIGHWAY 234	07/12/2011	1,174
North River RD	0.08	400 FT. WEST OF HIGHWAY 99 AND HIGHWAY 234	06/19/2013	1,209
North River RD	4.73	4,600 FT. SOUTHEAST OF WARDS CREEK ROAD	07/09/2013	1,303
North River RD	4.73	4,600 FT. SOUTHEAST OF WARDS CREEK ROAD	07/11/2011	1,242
North Valley View RD	1.02	75 FT. NORTH OF WEST VALLEY VIEW ROAD	07/24/2012	1,184
Oak ST	0.06	300 FT. SOUTH OF EAGLE MILL ROAD	07/09/2012	3,384
Old Ferry RD	0.5	2640 FT. EAST OF HIGHWAY 62	07/06/2011	585
Old Ferry RD	0.5	2640 FT. EAST OF HIGHWAY 62	08/13/2013	596
Old Hwy 234	0.1	300 FT. WEST OF AGATE ROAD	06/13/2011	1,333
Old Hwy 234	0.1	300 FT. WEST OF AGATE ROAD	07/23/2013	1,348
Old Pacific Highway	0.09	450 FT. WEST OF HIGHWAY 99	07/23/2012	781
Old Sams Valley RD	0.32	100 FT. EAST OF PERRY ROAD	06/13/2011	1,323
Old Sams Valley RD	0.32	100 FT. EAST OF PERRY ROAD	07/16/2013	1,214
Old Sams Valley RD	0.54	150 FT. WEST OF DUGGAN ROAD	07/16/2013	814
Old Sams Valley RD	0.54	150 FT. WEST OF DUGGAN ROAD	06/13/2011	879
Old Sams Valley RD	2.42	500 FT. EAST OF RAMSEY ROAD	06/13/2011	472
Old Sams Valley RD	2.42	500 FT. EAST OF RAMSEY ROAD	07/16/2013	495
Old Stage RD	0.47	225 FT. SOUTH OF AUTUMN LANE (CITY LIMITS)	06/26/2012	2,363
Old Stage RD	1.49	150 FT. NORTH OF TAMI LANE	07/17/2012	2,228
Old Stage RD	2.37	50 FT. NORTH OF ROSS LANE	07/17/2012	1,551
Old Stage RD	3.66	150 FT. NORTH OF BEALL LANE	07/10/2012	1,986
Old Stage RD	4.54	300 FT. NORTH OF TAYLOR ROAD	08/07/2012	2,138
Old Stage RD	5.88	50 FT. NORTH OF SCENIC AVENUE	08/07/2012	2,530
Old Stage RD	10.48	300 FT. SOUTH OF OLD STAGE/ACCESS ROADS	08/05/2013	2,166
Old Stage RD	10.48	300 FT. SOUTH OF OLD STAGE/ACCESS ROADS	06/06/2011	2,209
Old Stage RD	10.56	125 FT. WEST OF GOLD HILL 99 SPUR	06/06/2011	856
Old Stage RD	10.56	125 FT. WEST OF GOLD HILL 99 SPUR	08/05/2013	807
Old Stage RD	12.71	550 FT. EAST OF OLD STAGE/LAMPMAN CONNECTOR	08/05/2013	287
Old Stage RD	12.71	550 FT. EAST OF OLD STAGE/LAMPMAN CONNECTOR	07/12/2011	265
Old Trail Creek RD	0.17	900 FT. NORTH OF RAGSDALE ROAD	07/05/2011	171
Old Trail Creek RD	0.17	900 FT. NORTH OF RAGSDALE ROAD	08/13/2013	162

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Road Name	MilePost	Location Description	Date	Count
Orchard Home DR	0.72	100 FT. SOUTH OF SUNSET DRIVE	07/24/2012	1,802
Orchard Home DR	1.19	75 FT. NORTH OF STAGE ROAD SOUTH	08/14/2012	958
Orchard Home DR	1.22	120 FT. SOUTH OF STAGE ROAD SOUTH	08/14/2012	4,436
Pacific AV	0.04	200 FT. NORTH OF ANTELOPE ROAD	06/07/2011	2,448
Pacific AV	0.04	200 FT. NORTH OF ANTELOPE ROAD	08/06/2013	2,446
Payne RD	0.03	150 FT. NORTH OF SUNCREST ROAD	07/30/2012	574
Payne RD	1.71	150 FT. SOUTH OF FERN VALLEY ROAD	07/24/2012	990
Payne RD	1.76	100 FT. NORTH OF FERN VALLEY ROAD	07/09/2012	580
Peace LN	0.04	200 FT. NORTH OF EAST VILAS ROAD	06/22/2012	782
Peninger RD	0.11	600 FT. NORTH OF EAST PINE STREET	08/14/2012	2,097
Perry RD	0.03	150 FT. NORTH OF OLD SAMS VALLEY ROAD	06/13/2011	340
Perry RD	0.03	150 FT. NORTH OF OLD SAMS VALLEY ROAD	07/16/2013	329
Pioneer RD	0.03	150 FT. WEST OF COLVER ROAD	07/23/2012	1,655
Pioneer RD	1.27	100 FT. WEST OF COLEMAN CREEK ROAD	07/31/2012	1,195
Pioneer RD	1.93	100 FT. NORTH OF DARK HOLLOW ROAD	07/31/2012	739
Pioneer RD	4.08	200 FT. SOUTH OF CARPENTER HILL ROAD	08/07/2012	967
Pioneer RD	4.5	100 FT. EAST OF DARK HOLLOW ROAD	08/07/2012	1,231
Pioneer RD	4.54	100 FT. WEST OF DARK HOLLOW ROAD	08/20/2012	1,576
Pioneer RD	5.37	100 FT. EAST OF GRIFFIN CREEK ROAD	08/06/2012	897
Pleasant Creek RD	0.01	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/12/2011	677
Pleasant Creek RD	0.01	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/09/2013	711
Pleasant Creek RD	10.27	50 FT. NORTH OF W EVANS CREEK ROAD INTERSECTION	07/11/2011	672
Pleasant Creek RD	10.27	50 FT. NORTH OF W EVANS CREEK ROAD INTERSECTION	07/09/2013	707
Poorman Creek RD	4.03	75 FT. EAST OF STERLING CREEK ROAD	08/06/2012	698
Queens Branch RD	0.06	300 FT. WEST OF EAST EVANS CREEK ROAD	07/09/2013	1,078
Queens Branch RD	0.06	300 FT. WEST OF EAST EVANS CREEK ROAD	07/11/2011	1,107
Queens Branch RD	1.29	150 FT. EAST OF WEST EVANS CREEK ROAD	07/11/2011	765
Queens Branch RD	1.29	150 FT. EAST OF WEST EVANS CREEK ROAD	07/09/2013	734
Queens Branch RD	1.39	300 FT. WEST OF EAST INTERSECT OF W EVANS CR RD	07/09/2013	1,366
Queens Branch RD	1.39	300 FT. WEST OF EAST INTERSECT OF W EVANS CR RD	07/11/2011	1,342
Ragsdale RD	0.17	900 FT. SOUTH OF INTERSECTION WITH OLD TRAIL CR	07/05/2011	489
Ragsdale RD	0.17	900 FT. SOUTH OF INTERSECTION WITH OLD TRAIL CR	08/13/2013	462
Ramsey RD	0.02	125 FT. NORTH OF HIGHWAY 234	09/07/2011	403
Ramsey RD	0.02	125 FT. NORTH OF HIGHWAY 234	06/25/2013	415
Red Blanket RD	0.02	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/05/2011	424
Red Blanket RD	0.02	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	08/13/2013	420
Reese Creek RD	0.03	175 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/06/2011	1,591
Reese Creek RD	0.03	175 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/30/2013	1,597
Reese Creek RD	1.19	300 FT. WEST OF BROPHY ROAD	07/15/2013	780
Reese Creek RD	1.19	300 FT. WEST OF BROPHY ROAD	08/30/2011	715
Reese Creek RD	2.82	100 FT. NORTH OF BALL ROAD	08/30/2011	633
Reese Creek RD	2.82	100 FT. NORTH OF BALL ROAD	07/09/2013	669
Reiten DR	0.11	600 FT. SOUTHWEST OF HIGHWAY 66	07/16/2012	674

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Road Name	MilePost	Location Description	Date	Count
Riley RD	0.08	400 FT. NORTH OF HIGHWAY 140	08/26/2013	915
Riley RD	0.08	400 FT. NORTH OF HIGHWAY 140	09/06/2011	895
Riley RD	1.28	1200 FT. NORTH OF ALTA VISTA ROAD	07/19/2011	737
Riley RD	1.28	1200 FT. NORTH OF ALTA VISTA ROAD	07/29/2013	709
Riley RD	2.8	100 FT. SOUTH OF STEVENS ROAD	07/29/2013	472
Riley RD	2.8	100 FT. SOUTH OF STEVENS ROAD	07/06/2011	444
Rogue River DR	0.03	150 FT. NORTH OF HIGHWAY 234	07/23/2013	1,970
Rogue River DR	0.03	150 FT. NORTH OF HIGHWAY 234	06/13/2011	1,963
Rogue River DR	5.58	700 FT. SOUTH OF LONG BRANCH ROAD	08/13/2013	1,202
Rogue River DR	5.58	700 FT. SOUTH OF LONG BRANCH ROAD	07/18/2011	1,124
Rogue River DR	6.16	100 FT. WEST OF DEER PARK LANE	07/18/2011	1,427
Rogue River DR	6.16	100 FT. WEST OF DEER PARK LANE	08/13/2013	1,368
Rogue River DR	7.22	100 FT. WEST OF SHADY COVE PARK	08/13/2013	2,204
Rogue River DR	7.22	100 FT. WEST OF SHADY COVE PARK	07/18/2011	2,169
Rogue River DR	7.29	100 FT. WEST OF HIGHWAY 62	06/27/2011	2,660
Rogue River DR	7.29	100 FT. WEST OF HIGHWAY 62	02/13/2013	2,506
Ross LN	1.21	350 FT. WEST OF HANLEY ROAD	07/17/2012	3,499
Ross LN	2.23	100 FT. EAST OF HILLSIDE DRIVE	07/17/2012	2,944
Ross LN	2.27	100 FT. WEST OF HILLSIDE DRIVE	07/17/2012	699
Sardine Creek RD	0.01	75 FT. NORTH OF HIGHWAY 99	06/06/2011	774
Sardine Creek RD	0.01	75 FT. NORTH OF HIGHWAY 99	06/19/2013	795
Savage Creek RD	0.11	600 FT. SOUTH OF OLD HIGHWAY 99	08/29/2011	605
Savage Creek RD	0.11	600 FT. SOUTH OF OLD HIGHWAY 99	08/26/2013	585
Scenic AV	0.76	200 FT. WEST OF HIGHWAY 99	08/07/2012	1,819
Scenic AV	1.14	175 FT. WEST OF SEVEN OAKS ROAD	08/07/2012	1,281
Scenic AV	2.54	50 FT. WEST OF TOLO ROAD	08/07/2012	1,173
South Stage RD	0.04	225 FT. WEST OF HIGHWAY 99	07/31/2012	6,787
South Stage RD	0.3	300 FT. WEST OF VOORHIES ROAD	07/31/2012	6,278
South Stage RD	1.89	225 FT. EAST OF KINGS HIGHWAY	06/22/2012	6,056
South Stage RD	2.48	100 FT. EAST OF COLUMBUS AVENUE	08/14/2012	5,960
South Stage RD	2.9	150 FT. EAST OF ORCHARD HOME DRIVE	08/14/2012	4,436
South Stage RD	3.4	225 FT. EAST OF GRIFFIN CREEK ROAD	08/14/2012	3,688
South Stage RD	3.7	125 FT. SOUTH OF SUNSET DRIVE	06/22/2012	4,960
South Stage RD	3.8	75 FT. EAST OF FAIRLANE DRIVE	06/22/2012	3,917
South Stage RD	3.98	100 FT. WEST OF HULL ROAD	06/26/2012	4,263
South Stage RD	5.11	250 FT. WEST OF ARNOLD LANE	06/26/2012	3,379
South Stage RD	6.09	300 FT. WEST OF BELLINGER LANE	07/24/2012	5,416
South Valley View RD	0.65	200 FT. NORTH OF EAST ASHLAND LANE	07/09/2012	2,188
Sterling Creek RD	0.01	50 FT. SOUTHEAST OF CADY ROAD	07/24/2012	784
Sterling Creek RD	1.27	100 FT. SOUTH OF POORMAN CREEK ROAD	08/06/2012	616
Stevens RD	4.76	100 FT. EAST OF RILEY ROAD	06/20/2011	862
Stevens RD	4.76	100 FT. EAST OF RILEY ROAD	07/30/2013	827
Stevens RD	4.8	100 FT. WEST OF RILEY ROAD	07/29/2013	1,021

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Road Name	MilePost	Location Description	Date	Count
Stevens RD	4.8	100 FT. WEST OF RILEY ROAD	07/06/2011	1,106
Suncrest RD	0.83	300 FT. SOUTH OF PAYNE ROAD	07/09/2012	530
Suncrest RD	0.91	100 FT. EAST OF PAYNE ROAD	07/09/2012	401
Suncrest RD	2.33	150 FT. NORTH OF WEST VALLEY VIEW ROAD	07/09/2012	586
Sunset DR	0.25	150 FT. WEST OF THOMAS ROAD	06/22/2012	2,359
Sunset DR	0.29	50 FT. EAST OF THOMAS ROAD	06/22/2012	764
Table Rock RD	2.42	750 FT. NORTH OF BIDDLE ROAD	08/20/2012	19,662
Table Rock RD	3.07	150 FT. NORTH OF EAST VILAS ROAD	08/22/2012	18,266
Table Rock RD	3.66	600 FT. NORTH OF WILSON ROAD	08/22/2012	16,933
Table Rock RD	4.59	225 FT. NORTH OF WEST GREGORY ROAD	08/13/2012	14,545
Table Rock RD	5.87	1060 FT. NORTH OF ANTELOPE ROAD	08/06/2013	8,434
Table Rock RD	5.87	1060 FT. NORTH OF ANTELOPE ROAD	06/07/2011	8,812
Table Rock RD	6.36	800 FT. NORTH OF KIRTLAND ROAD	06/07/2011	7,002
Table Rock RD	6.36	800 FT. NORTH OF KIRTLAND ROAD	06/19/2013	7,291
Table Rock RD	7.52	325 FT. WEST OF MODOC ROAD	06/19/2013	2,703
Table Rock RD	7.52	325 FT. WEST OF MODOC ROAD	06/06/2011	2,874
Table Rock RD	11.94	300 FT. SOUTH OF HIGHWAY 234	06/13/2011	1,778
Table Rock RD	11.94	300 FT. SOUTH OF HIGHWAY 234	07/23/2013	1,787
Takelma DR	0.06	300 FT. NORTH OF HIGHWAY 62	07/18/2011	534
Takelma DR	0.06	300 FT. NORTH OF HIGHWAY 62	06/24/2013	567
Tami LN	0.03	150 FT. WEST OF OLD STAGE ROAD	07/12/2012	346
Taylor RD	0.84	100 FT. WEST OF GRANT ROAD (WEST, NORTH LEG)	08/07/2012	1,307
Thompson Creek RD	0.06	300 FT. SOUTH OF HIGHWAY 238	07/16/2012	804
Tiller-Trail HY	41.79	900 FT. SOUTH RAGSDALE BUTTE ROAD	07/18/2011	307
Tiller-Trail HY	41.79	900 FT. SOUTH RAGSDALE BUTTE ROAD	08/13/2013	307
Tiller-Trail HY	46.28	100 FT. SOUTH OF SWINGLE ROAD	08/13/2013	390
Tiller-Trail HY	46.28	100 FT. SOUTH OF SWINGLE ROAD	07/18/2011	396
Tiller-Trail HY	52.65	300 FT. NORTH OF OLD 62	08/13/2013	1,148
Tiller-Trail HY	52.65	300 FT. NORTH OF OLD 62	07/18/2011	1,124
Tolman Creek RD	1.25	150 FT. SOUTH OF SISKIYOU BOULEVARD	07/10/2012	1,588
Tolo RD	0.02	100 FT. NORTH OF SCENIC AVENUE	08/07/2012	733
Tolo RD	2.25	300 FT. SOUTH OF BLACKWELL ROAD	08/26/2013	671
Tolo RD	2.25	300 FT. SOUTH OF BLACKWELL ROAD	07/12/2011	735
Tresham LN	0.08	400 FT. WEST OF TABLE ROCK ROAD	06/25/2013	703
Tresham LN	0.08	400 FT. WEST OF TABLE ROCK ROAD	06/13/2011	660
Tresham LN	1.46	400 FT. EAST OF HWY. 234	06/13/2011	393
Tresham LN	1.46	400 FT. EAST OF HWY. 234	06/25/2013	374
Upper River RD	0.04	225 FT. NORTH OF BLACKWELL ROAD	06/06/2011	479
Upper River RD	0.04	225 FT. NORTH OF BLACKWELL ROAD	07/09/2013	487
Upton RD	1.04	150 FT. SOUTH OF WILSON ROAD	08/13/2012	3,165
Upton RD	1.83	50 FT. SOUTH OF GIBBON ROAD	08/13/2012	1,612
Voorhies RD	0.03	150 FT. SOUTH OF STAGE ROAD SOUTH	07/31/2012	2,394
Wagner Creek RD	1.04	450 FT. WEST OF RAPP ROAD	07/23/2012	2,660

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Road Name	MilePost	Location Description	Date	Count
Wagner Creek RD	1.81	225 FT. NORTH OF ANDERSON CREEK ROAD	07/23/2012	2,267
Wagner Creek RD	2.46	50 FT. NORTH OF YANK GULCH ROAD	07/23/2012	1,365
Wagner Creek RD	2.48	50 FT. SOUTH OF YANK GULCH ROAD	07/23/2012	833
Wagon Trail DR	0.06	300 FT. WEST OF HIGHWAY 238	06/26/2012	424
Walden LN	0.02	100 FT. SOUTH OF COLVER ROAD	07/23/2012	478
Wards Creek RD	0.17	100 FT. NORTH OF NORTH RIVER ROAD	08/29/2011	1,597
Wards Creek RD	0.17	100 FT. NORTH OF NORTH RIVER ROAD	08/26/2013	1,578
West Antelope RD	0.07	350 FT. WEST OF TABLE ROCK ROAD	06/07/2011	3,228
West Antelope RD	0.07	350 FT. WEST OF TABLE ROCK ROAD	08/26/2013	3,040
West Evans Creek RD	0.33	1,060 FT. NORTH OF WALNUT DRIVE	08/29/2011	2,291
West Evans Creek RD	0.33	1,060 FT. NORTH OF WALNUT DRIVE	08/26/2013	2,315
West Evans Creek RD	0.78	100 FT. NORTH OF LLOYELEN DRIVE	07/29/2013	1,962
West Evans Creek RD	0.78	100 FT. NORTH OF LLOYELEN DRIVE	07/11/2011	1,971
West Evans Creek RD	5.5	500 FT. SOUTH OF PINE GROVE ROAD	07/11/2011	1,137
West Evans Creek RD	5.5	500 FT. SOUTH OF PINE GROVE ROAD	07/09/2013	1,209
West Evans Creek RD	7.23	900 FT. SOUTH OF QUEENS BRANCH ROAD	02/09/2013	967
West Evans Creek RD	7.23	900 FT. SOUTH OF QUEENS BRANCH ROAD	07/11/2011	911
West Evans Creek RD	7.64	300 FT. NORTH OF QUEENS BRANCH ROAD	07/09/2013	1,089
West Evans Creek RD	7.64	300 FT. NORTH OF QUEENS BRANCH ROAD	08/29/2011	1,050
West Fork Griffin Creek RD	0.06	300 FT. WEST OF GRIFFIN CREEK RD AT BRIDGE #107	08/06/2012	1,366
West Gregory RD	0.68	300 FT. WEST OF TABLE ROCK ROAD	08/13/2012	1,092
West Main ST	0.9	200 FT. WEST OF RENAULT AVENUE	07/17/2012	8,504
West Main ST	2.52	200 FT. SOUTHEAST OF HANLEY ROAD	07/30/2012	7,388
West Pine ST	0.24	100 FT. SOUTHWEST OF GLENN WAY	07/16/2012	6,849
West Pine ST	0.58	100 FT. NORTHEAST OF RACHEL DRIVE	07/30/2012	4,997
West Valley View RD	0.93	75 FT. WEST OF SUNCREST ROAD	07/09/2012	878
West Valley View RD	0.96	125 FT. SOUTH OF SUNCREST ROAD	07/09/2012	919
West Valley View RD	2.47	150 FT. WEST OF NORTH VALLEY VIEW ROAD	07/09/2012	705
West Vilas RD	0.06	400 FT. WEST OF TABLE ROCK ROAD	08/20/2012	12,347
Wilson RD	0.06	300 FT. WEST OF TABLE ROCK ROAD	08/20/2012	1,965
Wilson WY	0.63	70 FT. SOUTH OF AVENUE F	09/12/2011	530
Wilson WY	0.63	70 FT. SOUTH OF AVENUE F	08/20/2013	557
Wilson WY	0.91	50 FT. NORTH OF AVENUE H	08/20/2013	741
Wilson WY	0.91	50 FT. NORTH OF AVENUE H	09/12/2011	722
Yank Gulch RD	0.03	150 FT. WEST OF WAGNER CREEK ROAD	07/23/2012	599

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Road Name	MilePost	Location Description	Date	Count
1st ST	0.21	450 FT. WEST OF MILL CREEK DRIVE	08/13/2013	567.00
Adams RD	0.02	100 FT. WEST OF COLVER ROAD	08/18/2014	471.00
Agate RD	0.09	50 FT. SOUTH GREGORY ROAD	08/19/2013	3,740.00
Agate RD	0.19	450 FT. NORTH OF GREGORY ROAD	08/19/2013	4,482.00
Agate RD	1.75	900 FT. NORTH OF AVENUE "H"	08/06/2013	3,756.00
Agate RD	3.13	50 FT. NORTH OF NICK YOUNG ROAD	06/19/2013	2,271.00
Agate RD	3.99	50 FT. NORTH OF LINN ROAD	06/19/2013	2,427.00
Agate RD	7.00	200 FT. NORTH OF MOUNTAIN VIEW DRIVE	06/25/2013	1,802.00
Alta Vista RD	0.98	200 FT. EAST OF BIGHAM-BROWN ROAD	07/16/2013	3,037.00
Alta Vista RD	2.00	450 FT. WEST OF RILEY ROAD	07/29/2013	435.00
Anderson Creek RD	0.03	100 FT. WEST OF WAGNER CREEK ROAD	08/18/2014	701.00
Antelope RD	0.09	450 FT. EAST OF TABLE ROCK ROAD	08/12/2013	13,550.00
Antelope RD	1.45	300 FT. WEST OF AGATE ROAD	06/18/2013	12,119.00
Antelope RD	1.53	100 FT. EAST OF AGATE ROAD	06/18/2013	8,703.00
Antelope RD	1.86	150 FT. EAST OF HIGHWAY 62	06/18/2013	10,799.00
Antelope RD	2.03	200 FT. EAST OF DIVISION ROAD	06/18/2013	7,452.00
Antelope RD	2.48	150 FT. EAST OF HALE WAY	06/18/2013	4,999.00
Antelope RD	3.39	175 FT. WEST OF ATLANTIC AVENUE	08/06/2013	2,162.00
Antelope RD	3.97	275 FT. WEST OF KERSHAW ROAD	08/26/2013	1,828.00
Antelope RD	4.07	275 FT. EAST OF KERSHAW ROAD	08/12/2013	2,367.00
Antioch RD	0.03	150 FT. NORTHWEST OF MODOC ROAD	06/19/2013	1,734.00
Antioch RD	2.78	300 FT. NORTH OF HIGHWAY 234	07/23/2013	1,684.00
Antioch RD	4.00	300 FT. NORTH OF DODGE ROAD	07/23/2013	1,374.00
Antioch RD	4.98	500 FT. NORTH OF BEAGLE ROAD	06/24/2013	788.00
Applegate RD	0.20	1050 FT. SOUTH OF HIGHWAY 238	07/21/2014	2,685.00
Applegate RD	1.76	150 FT. SOUTH OF HAMILTON ROAD	06/30/2014	2,302.00
Applegate RD	2.91	550 FT. SOUTH OF LITTLE APPLGATE ROAD	07/21/2014	1,441.00
Applegate RD	9.13	300 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE RD	07/08/2014	846.00
Arnold LN	0.04	200 FT. SOUTH OF WEST MAIN STREET	06/30/2014	1,224.00
Arnold LN	1.05	125 FT. SOUTH OF BELLINGER LANE	07/08/2014	719.00
Atlantic AV	0.20	100 FT. NORTH OF AVENUE "A"	08/26/2013	470.00
Atlantic AV	0.31	100 FT. NORTH OF ANTELOPE ROAD	08/26/2013	1,688.00
Atlantic AV	0.93	150 FT. SOUTH OF AVENUE "G"	08/26/2013	1,016.00
Atlantic AV	0.98	120 FT. NORTH OF AVENUE "G"	08/26/2013	764.00
Avenue A	0.05	250 FT. EAST OF HIGHWAY 62	08/19/2013	2,063.00
Avenue A	0.99	100 FT. EAST OF LAKEVIEW DRIVE	08/27/2013	1,392.00
Avenue A	1.57	300 FT. WEST OF ATLANTIC AVENUE	08/27/2013	835.00
Avenue A	1.66	150 FT. EAST OF ATLANTIC AVENUE	08/27/2013	484.00
Avenue G	2.11	450 FT. WEST OF HIGHWAY 62	08/06/2013	4,049.00
Avenue G	2.25	250 FT. EAST OF HIGHWAY 62	08/06/2013	3,942.00



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Road Name	MilePost	Location Description	Date	Count
Avenue G	2.38	250 FT. EAST OF DIVISION	08/06/2013	2,717.00
Avenue G	3.30	150 FT. WEST OF ATLANTIC AVENUE	08/27/2013	545.00
Avenue H	0.50	450 FT. EAST OF ATLANTIC AVENUE	08/27/2013	557.00
Avenue H	1.40	200 FT. EAST OF DIVISION	08/27/2013	1,095.00
Ball RD	3.05	200 FT. EAST OF HIGHWAY 62	07/15/2013	805.00
Bateman DR	0.01	50 FT. EAST OF TABLE ROCK ROAD	08/11/2014	1,537.00
Beagle RD	0.07	375 FT. NORTH OF DODGE ROAD	07/23/2013	497.00
Beagle RD	2.40	300 FT. EAST OF ANTIOCH ROAD	04/23/2013	496.00
Beall LN	1.55	200 FT. WEST OF HIGHWAY 99	07/07/2014	6,946.00
Beall LN	2.56	300 FT. EAST OF HANLEY ROAD	07/07/2014	3,813.00
Beall LN	2.65	150 FT. WEST OF HANLEY ROAD	07/07/2014	3,883.00
Beall LN	3.17	125 FT. EAST OF FREELAND ROAD	07/07/2014	2,241.00
Beall LN	3.50	150 FT. EAST OF OLD STAGE ROAD	07/22/2014	1,670.00
Beebe RD	0.01	50 FT. WEST OF HAMRICK ROAD	08/11/2014	1,700.00
Beeson LN	0.04	200 FT. WEST OF WAGNER CREEK ROAD	08/18/2014	407.00
Bellinger LN	0.03	150 FT. WEST OF HULL ROAD	06/30/2014	3,255.00
Bellinger LN	1.93	150 FT. EAST OF STAGE ROAD SOUTH	06/30/2014	2,486.00
Biddle RD	1.48	450 FT. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/20/2012	7,528.00
Biddle RD	1.481	450 FT. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/25/2014	7,430.00
Bigham Brown RD	0.07	350 FT. NORTH OF ANTELOPE ROAD	08/27/2013	2,341.00
Bigham Brown RD	1.87	175 FT. SOUTH OF ALTA VISTA ROAD	07/30/2013	2,225.00
Blackwell RD	0.29	450 FT. EAST OF TOLO ROAD	08/29/2013	4,446.00
Blackwell RD	0.44	300 FT. WEST OF TOLO ROAD	08/06/2013	3,457.00
Blackwell RD	4.82	300 FT. EAST OF UPPER RIVER ROAD	08/05/2013	2,765.00
Brophy RD	0.03	150 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/15/2013	438.00
Brophy RD	5.02	300 FT. EAST OF REESE CREEK ROAD	07/15/2013	289.00
Brownsboro-Eagle Point RD	0.32	100 FT. EAST OF OLD HIGHWAY 62	07/30/2013	3,585.00
Brownsboro-Eagle Point RD	1.58	200 FT. WEST OF REESE CREEK ROAD	07/30/2013	2,350.00
Brownsboro-Eagle Point RD	1.65	150 FT. EAST OF REESE CREEK ROAD	07/30/2013	1,187.00
Brownsboro-Eagle Point RD	2.86	50 FT. EAST OF BROPHY ROAD	07/15/2013	668.00
Brownsboro-Eagle Point RD	5.88	300 FT. WEST OF HIGHWAY 140	07/09/2013	612.00
Butte Falls - Prospect RD	0.01	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	07/09/2013	337.00
Butte Falls - Prospect RD	22.65	1050 FT. SOUTH OF RED BLANKET ROAD	08/13/2013	375.00
Butte Falls - Prospect RD	23.90	150 FT. EAST OF MILL CREEK DRIVE	08/13/2013	1,098.00
Butte Falls RD	0.06	300 FT. EAST OF HIGHWAY 62	08/29/2013	2,065.00
Butte Falls RD	0.95	50 FT. EAST OF REESE CREEK ROAD	07/15/2013	2,074.00
Butte Falls RD	5.02	1320 FT. SOUTHWEST OF MIDWAY STORE	07/15/2013	1,768.00
Butte Falls RD	7.43	900 FT. WEST OF CROWFOOT ROAD	07/15/2013	1,746.00
Butte Falls RD	12.50	300 FT. WEST OF COBLEIGH ROAD	07/15/2013	1,182.00
Butte Falls RD	15.26	20 FT. EAST OF CATTLE GUARD #606	07/15/2013	1,237.00
Butte Falls RD	15.73	225 FT. WEST OF FIR STREET	08/29/2013	1,202.00
Butte Falls-Fish Lake RD	16.10	240 FT. SOUTHEAST OF LAUREL AVENUE	07/09/2013	922.00
Butte Falls-Fish Lake RD	16.87	900 FT. EAST OF BUTTE FALLS-PROSPECT ROAD	07/09/2013	472.00

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Road Name	MilePost	Location Description	Date	Count
Butte Falls-Fish Lake RD	22.09	300 FT. WEST OF COOK ROAD	07/09/2013	279.00
Butte Falls-Fish Lake RD	34.31	100 FT. NORTH OF HIGHWAY 140	07/09/2013	175.00
Cady RD	0.02	100 FT. EAST OF HIGHWAY 238	06/30/2014	492.00
Cady RD	0.54	100 FT. NORTHEAST OF STERLING CREEK ROAD	07/08/2014	713.00
Camp Baker RD	0.01	75 FT. WEST OF COLVER ROAD	07/28/2014	845.00
Carpenter Hill RD	0.02	100 FT. WEST OF VOORHIES ROAD	07/15/2014	699.00
Carpenter Hill RD	2.22	100 FT. EAST OF PIONEER ROAD	07/29/2014	339.00
Clay ST	0.01	50 FT. NORTH OF ASHLAND STREET	08/18/2014	1,890.00
Coker Butte RD	1.64	300 FT. WEST OF FOOTHILL ROAD	08/25/2014	924.00
Coleman Creek RD	0.12	EAST OF VOORHIES ROAD (EAST OF BRIDGE #83)	07/22/2014	2,188.00
Coleman Creek RD	0.61	150 FT. SOUTH OF HOUSTON ROAD	08/12/2014	1,479.00
Coleman Creek RD	1.26	150 FT. SOUTH OF CAMP BAKER ROAD	07/22/2014	1,018.00
Coleman Creek RD	1.82	150 FT. SOUTH OF PIONEER ROAD	07/15/2014	722.00
Columbus AV	1.29	75 FT. NORTH OF STAGE ROAD SOUTH	07/29/2014	2,966.00
Colver RD	1.48	100 FT. SOUTH OF ADAMS ROAD	07/29/2014	2,845.00
Colver RD	2.14	150 FT. SOUTH OF PIONEER ROAD	07/28/2014	3,054.00
Colver RD	2.58	100 FT. NORTH OF CAMP BAKER ROAD	07/28/2014	2,466.00
Corey RD	0.03	50 FT. EAST OF CRATER LAKE AVENUE	06/18/2013	2,481.00
Corey RD	1.02	50 FT. EAST OF McLOUGHLIN DRIVE	08/25/2014	1,345.00
Covered Bridge RD	0.06	300 FT. NORTH OF EAST EVANS CREEK ROAD	07/29/2013	393.00
Crowfoot RD	0.09	500 FT. SOUTH OF HIGHWAY 62	06/24/2013	344.00
Crowfoot RD	7.70	100 FT. NORTH OF BUTTE FALLS ROAD	07/15/2013	307.00
Crowson RD	0.03	150 FT. NORTH OF SISKIYOU BLVD.	07/28/2014	1,450.00
Dark Hollow RD	0.01	50 FT. SOUTH OF STAGE ROAD SOUTH	07/15/2014	1,985.00
Dark Hollow RD	1.08	300 FT. NORTH OF PIONEER ROAD	07/22/2014	1,511.00
Dark Hollow RD	1.16	100 FT. SOUTH OF PIONEER ROAD	07/22/2014	729.00
Dark Hollow RD	4.63	300 FT. WEST OF PIONEER ROAD	07/15/2014	450.00
Dead Indian Memorial RD	0.20	1050 FT. NORTH OF HIGHWAY 66	07/28/2014	2,201.00
Dead Indian Memorial RD	7.09	600 FT. SOUTHWEST OF COVE ROAD	08/12/2014	953.00
Dead Indian Memorial RD	17.08	450 FT. WEST OF HYATT PRAIRIE ROAD	08/12/2014	677.00
Dead Indian Memorial RD	17.23	500 FT. NORTHEAST OF HYATT PRAIRIE ROAD	07/28/2014	620.00
Division RD	0.19	100 FT. SOUTH OF ANTELOPE ROAD	06/18/2013	882.00
Division RD	0.25	225 FT. NORTH OF ANTELOPE ROAD	06/18/2013	3,494.00
Division RD	1.03	150 FT. SOUTH OF AVENUE "G"	08/12/2013	1,666.00
Dodge RD	0.11	600 FT. WEST OF HIGHWAY 234	06/25/2013	1,219.00
Dodge RD	2.61	375 FT. EAST OF ANTIOCH ROAD	07/22/2013	629.00
Dodge RD	2.74	300 FT. WEST OF ANTIOCH ROAD	06/25/2013	321.00
Dry Creek RD	5.85	250 FT. SOUTHWEST OF ANTELOPE ROAD	08/20/2013	748.00
Eagle Mill RD	0.03	150 FT. EAST OF SOUTH VALLEY VIEW ROAD	06/25/2014	4,496.00
Eagle Mill RD	1.70	200 FT. WEST OF OAK STREET	07/28/2014	4,489.00
Eagle Mill RD	1.80	300 FT. NORTHEAST OF OAK STREET	06/24/2014	1,426.00
East Antelope RD	4.66	300 FT. SOUTH OF HIGHWAY 140	08/20/2013	2,095.00
East Antelope RD	6.12	400 FT. SOUTH OF YANKEE CREEK ROAD	08/20/2013	1,606.00

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Road Name	MilePost	Location Description	Date	Count
East Antelope RD	6.63	500 FT. EAST OF DRY CREEK ROAD	06/01/2011	861.00
East Antelope RD	6.63	500 FT. EAST OF DRY CREEK ROAD	08/20/2013	901.00
East Evans Creek RD	8.04	300 FT. WEST OF MEADOWS ROAD	07/16/2013	211.00
East Evans Creek RD	20.45	150 FT. EAST OF SYKES CREEK ROAD	07/10/2013	570.00
East Evans Creek RD	21.97	425 FT. EAST OF COVERED BRIDGE ROAD	07/22/2013	1,040.00
East Evans Creek RD	22.60	100 FT. EAST OF PLEASANT CREEK ROAD	07/22/2013	1,284.00
East Evans Creek RD	22.68	300 FT. SOUTH OF PLEASANT CREEK ROAD	07/29/2013	1,780.00
East Evans Creek RD	23.98	150 FT. NORTH OF MINTHORNE ROAD	07/29/2013	2,503.00
East Evans Creek RD	24.04	150 FT. SOUTH OF MINTHORNE ROAD	07/22/2013	2,968.00
East Evans Creek RD	29.13	2,800 FT. NORTH OF SHORT STREET	07/10/2013	4,715.00
East Gregory RD	0.01	75 FT. EAST OF TABLE ROCK ROAD	08/13/2012	1,396.00
East Main ST	0.04	225 FT. NORTHWEST OF HIGHWAY 66	07/28/2014	2,605.00
East Main ST	1.19	225 FT. WEST OF CLAY STREET	08/18/2014	6,816.00
East Pine ST	1.23	825 FT. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/27/2014	14,032.00
East Pine ST	1.29	525 FT. WEST OF HAMRICK ROAD (EAST BOUND LANES)	08/27/2014	13,690.00
East Valley View RD	0.04	225 FT. EAST OF NORTH VALLEY VIEW ROAD	06/25/2014	465.00
East Vilas RD	1.47	225 FT. WEST OF HIGHWAY 62	08/25/2014	14,471.00
East Vilas RD	2.54	50 FT. EAST OF McLOUGHLIN DRIVE	08/11/2014	1,941.00
Elk Creek RD	0.19	1000 FT. NORTH OF HIGHWAY 62	06/19/2013	329.00
Falcon ST	0.01	50 FT. EAST OF DIVISION ROAD	08/12/2013	2,102.00
Fern Valley RD	0.04	225 FT. EAST OF HIGHWAY 99	08/06/2012	12,894.00
Fern Valley RD	0.75	300 FT. EAST OF NORTH PHOENIX ROAD	07/15/2014	2,557.00
Fern Valley RD	2.18	150 FT. WEST OF PAYNE ROAD	06/25/2014	1,255.00
Foothill RD	3.12	225 FT. NORTH OF COKER BUTTE ROAD	08/11/2014	6,228.00
Foothill RD	4.24	225 FT. NORTH OF EAST VILAS ROAD	08/11/2014	4,879.00
Foothills BL	6.70	600 FT. EAST OF FIELDER LANE	07/09/2013	1,189.00
Foots Creek RD	0.11	600 FT. SOUTH OF HIGHWAY 99	06/19/2013	1,466.00
Foss RD	0.11	170 FT. WEST OF PEGGY LANE	07/29/2014	609.00
Gebhard RD	1.28	150 FT. SOUTH OF WILSON ROAD	08/11/2014	651.00
Gibbon RD	0.03	150 FT. WEST OF TABLE ROCK ROAD	08/13/2012	1,819.00
Gibbon RD	0.79	150 FT. WEST OF DOWNING ROAD	08/11/2014	1,525.00
Gibbon RD	1.22	50 FT. WEST OF UPTON ROAD	08/11/2014	915.00
Gladstone AV	0.18	150 FT. SOUTH OF ANTELOPE ROAD	08/06/2013	567.00
Gladstone AV	0.22	50 FT. NORTH OF ANTELOPE ROAD	08/06/2013	1,297.00
Gladstone AV	0.77	50 FT. SOUTH OF FALCON STREET	08/06/2013	749.00
Gold Ray RD	6.99	450 FT. NORTH OF BLACKWELL ROAD	08/06/2013	435.00
Grant RD	0.81	150 FT. SOUTH OF TAYLOR ROAD	08/18/2014	976.00
Grant RD	0.85	50 FT. NORTH OF TAYLOR ROAD	07/22/2014	885.00
Griffin Creek RD	0.02	125 FT. SOUTH OF SUNSET DRIVE	07/15/2014	4,756.00
Griffin Creek RD	0.29	50 FT. SOUTH OF STAGE ROAD SOUTH	07/15/2014	3,077.00
Griffin Creek RD	1.25	50 FT. NORTH OF PIONEER ROAD	07/15/2014	2,395.00
Griffin Creek RD	1.57	300 FT. SOUTH OF WEST GRIFFIN CREEK ROAD	07/22/2014	1,039.00
Griffin Creek RD	2.57	225 FT. SOUTH OF GRIFFIN LANE	07/29/2014	324.00

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Road Name	MilePost	Location Description	Date	Count
Griffin LN	0.06	300 FT. WEST OF GRIFFIN CREEK ROAD	07/22/2014	308.00
Hale WY	0.20	50 FT. SOUTH OF ANTELOPE ROAD	08/12/2013	545.00
Hale WY	0.22	50 FT. NORTH OF ANTELOPE ROAD	08/12/2013	1,551.00
Hale WY	0.72	40 FT. SOUTH OF FALCON STREET	08/12/2013	859.00
Hamilton RD	0.11	600 FT. SOUTH OF HIGHWAY 238	07/24/2012	770.00
Hamrick RD	1.60	150 FT. WEST OF TABLE ROCK ROAD	08/11/2014	799.00
Hanley RD	1.10	150 FT. SOUTH OF BEALL LANE	07/07/2014	4,848.00
Hanley RD	2.31	BETWEEN ROSS LANE INTERSECTIONS	07/26/2014	5,997.00
Hanley RD	2.58	75 FT. NORTH OF ROSSANLEY DRIVE	07/07/2014	5,920.00
Houston RD	0.04	200 FT. WEST OF COLVER ROAD	08/12/2014	1,105.00
Hull RD	3.12	75 FT. NORTH OF BELLINGER LANE	06/30/2014	4,489.00
Hull RD	3.15	100 FT. SOUTH OF BELLINGER LANE	06/30/2014	1,535.00
Humbug Creek RD	0.06	300 FT. NORTH OF HIGHWAY 238	07/21/2014	515.00
Hyatt Prairie RD	0.04	200 FT. SOUTH OF DEAD INDIAN MEMORIAL ROAD	07/28/2014	331.00
Indian Creek RD	0.06	300 FT. EAST OF HIGHWAY 62	06/24/2013	315.00
Ironwood DR	0.06	300 FT. WEST OF ROGUE RIVER DRIVE	07/23/2013	392.00
Ironwood DR	0.31	100 FT. WEST OF WEDGEWOOD DRIVE	07/23/2013	256.00
Ironwood DR	1.37	400 FT. NORTHWEST OF REDWING DRIVE	07/23/2013	98.00
Justice RD	0.01	50 FT. WEST OF HIGHWAY 62	08/25/2014	602.00
Kershaw RD	3.08	375 FT. SOUTH OF HIGHWAY 140	08/20/2013	4,488.00
Kershaw RD	3.33	300 FT. SOUTH OF ANTELOPE ROAD	08/20/2013	4,036.00
Kings Highway	1.37	150 FT. NORTH OF STAGE ROAD, SOUTH	07/15/2014	2,277.00
Lake Creek LP	0.06	300 FT. SOUTHEAST OF HWY 140 (WEST INTERSECTION)	07/09/2013	402.00
Lampman RD	0.04	200 FT. WEST OF GOLD HILL 99 SPUR	08/05/2013	546.00
Lampman RD	2.69	500 FT. EAST OF ROGUE RIVER HIGHWAY	08/05/2013	523.00
Linn RD	0.46	500 FT. EAST OF DAHLIA TERRACE	07/30/2013	986.00
Linn RD	2.02	275 FT. EAST OF AGATE ROAD	06/19/2013	861.00
Little Applegate RD	0.09	500 FT. EAST OF APPLGATE ROAD	06/29/2012	606.00
Livingston RD	0.01	75 FT. WEST OF OLD STAGE ROAD	07/21/2014	548.00
Lowe RD	0.03	150 FT. WEST OF SOUTH VALLEY VIEW ROAD	06/25/2014	948.00
Madrona LN	0.01	75 FT. WEST OF OAK GROVE ROAD	07/08/2014	921.00
Main ST	0.09	500 FT. WEST OF HIGHWAY 62	08/13/2013	655.00
Main ST	0.31	150 FT. WEST OF HIGHWAY 227	08/13/2013	318.00
McLoughlin DR	0.01	25 FT. SOUTH OF COREY ROAD	08/11/2014	784.00
McLoughlin DR	1.69	350 FT. NORTH OF EAST VILAS ROAD	08/25/2014	1,093.00
Meadows RD	0.06	300 FT. NORTH OF HIGHWAY 234	07/22/2013	723.00
Meadows RD	3.55	1600 FT. NORTH OF SWEET LANE	06/25/2013	549.00
Meadows RD	7.77	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	07/22/2013	255.00
Meridian RD	1.25	615 FT. NORTH OF HIGHWAY 140	07/16/2013	495.00
Merry LN	0.02	100 FT. EAST OF HIGHWAY 62	08/12/2013	1,395.00
Mill Creek DR	0.08	400 FT. SOUTH OF HWY 62 OR AT GORGE MARKET	06/24/2013	232.00
Mill Creek DR	1.03	150 FT. EAST OF ULRICH ROAD	06/24/2013	427.00
Mill Creek DR	4.73	150 FT. EAST OF HIGHWAY 62 ACCESS ROAD	06/24/2013	418.00

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Road Name	MilePost	Location Description	Date	Count
Mill Creek DR	6.17	300 FT. SOUTH OF BUTTE FALLS-PROSPECT ROAD	08/13/2013	883.00
Mill Creek DR	6.25	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	08/13/2013	1,233.00
Mill Creek DR	6.84	250 FT. SOUTH OF HIGHWAY 62	06/24/2013	445.00
Minthorne RD	0.16	850 FT. WEST OF EAST EVANS CREEK ROAD	07/09/2013	736.00
Modoc RD	0.03	150 FT. NORTH OF TABLE ROCK ROAD	06/18/2013	3,322.00
Modoc RD	1.80	150 FT. SOUTH OF ANTIOCH ROAD	06/18/2013	3,020.00
Modoc RD	1.94	600 FT. NORTH OF ANTIOCH ROAD	06/19/2013	1,407.00
Neil Creek RD	0.03	150 FT. SOUTHWEST OF HIGHWAY 66	07/28/2014	476.00
Nevada ST	2.62	100 FT. EAST OF MOUNTAIN AVENUE	07/28/2014	793.00
Nick Young RD	2.10	300 FT. EAST OF AGATE ROAD	06/19/2013	1,211.00
North Applegate RD	11.69	150 FT. NORTH OF HIGHWAY 238	07/21/2014	730.00
North Phoenix RD	1.78	225 FT. SOUTH OF COAL MINE ROAD	07/15/2014	7,610.00
North River RD	0.08	400 FT. WEST OF HIGHWAY 99 AND HIGHWAY 234	06/19/2013	1,209.00
North River RD	4.73	4,600 FT. SOUTHEAST OF WARDS CREEK ROAD	07/09/2013	1,303.00
North Valley View RD	1.02	75 FT. NORTH OF WEST VALLEY VIEW ROAD	06/25/2014	1,098.00
Oak ST	0.06	300 FT. SOUTH OF EAGLE MILL ROAD	06/24/2014	3,328.00
Old Ferry RD	0.50	2640 FT. EAST OF HIGHWAY 62	08/13/2013	596.00
Old Hwy 234	0.10	300 FT. WEST OF AGATE ROAD	07/23/2013	1,348.00
Old Pacific Highway	0.09	450 FT. WEST OF HIGHWAY 99	07/28/2014	779.00
Old Sams Valley RD	0.32	100 FT. EAST OF PERRY ROAD	07/16/2013	1,214.00
Old Sams Valley RD	0.54	150 FT. WEST OF DUGGAN ROAD	07/16/2013	814.00
Old Sams Valley RD	2.42	500 FT. EAST OF RAMSEY ROAD	07/16/2013	495.00
Old Stage RD	0.47	225 FT. SOUTH OF AUTUMN LANE (CITY LIMITS)	06/30/2014	2,269.00
Old Stage RD	1.49	150 FT. NORTH OF TAMI LANE	07/01/2014	2,283.00
Old Stage RD	2.62	50 FT. NORTH OF ROSS LANE	07/20/2014	1,503.00
Old Stage RD	3.91	150 FT. NORTH OF BEALL LANE	07/22/2014	2,110.00
Old Stage RD	4.79	300 FT. NORTH OF TAYLOR ROAD	07/22/2014	2,227.00
Old Stage RD	6.13	50 FT. NORTH OF SCENIC AVENUE	07/07/2014	2,562.00
Old Stage RD	10.48	300 FT. SOUTH OF OLD STAGE/ACCESS ROADS	08/05/2013	2,166.00
Old Stage RD	10.56	125 FT. WEST OF GOLD HILL 99 SPUR	08/05/2013	807.00
Old Stage RD	10.56	125 FT. WEST OF GOLD HILL 99 SPUR	06/06/2011	856.00
Old Stage RD	12.71	550 FT. EAST OF OLD STAGE/LAMPMAN CONNECTOR	08/05/2013	287.00
Old Trail Creek RD	0.17	900 FT. NORTH OF RAGSDALE ROAD	08/13/2013	162.00
Orchard Home DR	0.72	100 FT. SOUTH OF SUNSET DRIVE	07/22/2014	2,177.00
Orchard Home DR	1.19	75 FT. NORTH OF STAGE ROAD SOUTH	07/22/2014	1,077.00
Orchard Home DR	1.22	120 FT. SOUTH OF STAGE ROAD SOUTH	07/29/2014	808.00
Pacific AV	0.04	200 FT. NORTH OF ANTELOPE ROAD	08/06/2013	2,446.00
Payne RD	0.03	150 FT. NORTH OF SUNCREST ROAD	06/25/2014	578.00
Payne RD	1.71	150 FT. SOUTH OF FERN VALLEY ROAD	07/28/2014	935.00
Payne RD	1.76	100 FT. NORTH OF FERN VALLEY ROAD	07/28/2014	495.00
Peace LN	0.04	200 FT. NORTH OF EAST VILAS ROAD	08/25/2014	844.00
Peninger RD	0.11	600 FT. NORTH OF EAST PINE STREET	08/25/2014	1,749.00
Perry RD	0.03	150 FT. NORTH OF OLD SAMS VALLEY ROAD	07/16/2013	329.00

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Road Name	MilePost	Location Description	Date	Count
Pioneer RD	0.03	150 FT. WEST OF COLVER ROAD	07/28/2014	1,630.00
Pioneer RD	1.27	100 FT. WEST OF COLEMAN CREEK ROAD	07/15/2014	1,237.00
Pioneer RD	1.93	100 FT. NORTH OF DARK HOLLOW ROAD	07/15/2014	747.00
Pioneer RD	4.08	200 FT. SOUTH OF CARPENTER HILL ROAD	07/22/2014	937.00
Pioneer RD	4.50	100 FT. EAST OF DARK HOLLOW ROAD	07/29/2014	1,106.00
Pioneer RD	4.54	100 FT. WEST OF DARK HOLLOW ROAD	07/29/2014	1,367.00
Pioneer RD	5.37	100 FT. EAST OF GRIFFIN CREEK ROAD	07/15/2014	818.00
Pleasant Creek RD	0.01	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/09/2013	711.00
Pleasant Creek RD	10.11	50 FT. NORTH OF W EVANS CREEK ROAD INTERSECTION	07/09/2013	707.00
Poorman Creek RD	4.03	75 FT. EAST OF STERLING CREEK ROAD	07/15/2014	633.00
Queens Branch RD E	0.06	300 FT. WEST OF EAST EVANS CREEK ROAD	07/09/2013	1,078.00
Queens Branch RD E	1.29	150 FT. EAST OF WEST EVANS CREEK ROAD	07/09/2013	734.00
Queens Branch RD E	1.39	300 FT. WEST OF EAST INTERSECT OF W EVANS CR RD	07/09/2013	1,366.00
Ragsdale RD	0.17	900 FT. SOUTH OF INTERSECTION WITH OLD TRAIL CR	08/13/2013	462.00
Ramsey RD	0.02	125 FT. NORTH OF HIGHWAY 234	06/25/2013	415.00
Red Blanket RD	0.02	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	08/13/2013	420.00
Reese Creek RD	0.03	175 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/30/2013	1,597.00
Reese Creek RD	1.19	300 FT. WEST OF BROPHY ROAD	07/15/2013	780.00
Reese Creek RD	2.82	100 FT. NORTH OF BALL ROAD	07/09/2013	669.00
Reiten DR	0.11	600 FT. SOUTHWEST OF HIGHWAY 66	06/24/2014	657.00
Riley RD	0.08	400 FT. NORTH OF HIGHWAY 140	08/26/2013	915.00
Riley RD	1.28	1200 FT. NORTH OF ALTA VISTA ROAD	07/29/2013	709.00
Riley RD	2.80	100 FT. SOUTH OF STEVENS ROAD	07/29/2013	472.00
Rogue River DR	0.03	150 FT. NORTH OF HIGHWAY 234	07/23/2013	1,970.00
Rogue River DR	5.58	700 FT. SOUTH OF LONG BRANCH ROAD	08/13/2013	1,202.00
Rogue River DR	6.16	100 FT. WEST OF DEER PARK LANE	08/13/2013	1,368.00
Rogue River DR	7.22	100 FT. WEST OF SHADY COVE PARK	08/13/2013	2,204.00
Rogue River DR	7.29	100 FT. WEST OF HIGHWAY 62	02/13/2013	2,506.00
Ross LN	1.21	350 FT. WEST OF HANLEY ROAD	07/07/2014	3,447.00
Ross LN	2.23	100 FT. EAST OF HILLSIDE DRIVE	07/01/2014	3,007.00
Ross LN	2.27	100 FT. WEST OF HILLSIDE DRIVE	07/01/2014	707.00
Sardine Creek RD	0.01	75 FT. NORTH OF HIGHWAY 99	06/19/2013	795.00
Savage Creek RD	0.11	600 FT. SOUTH OF OLD HIGHWAY 99	08/26/2013	585.00
Scenic AV	0.76	200 FT. WEST OF HIGHWAY 99	07/07/2014	1,888.00
Scenic AV	1.14	175 FT. WEST OF SEVEN OAKS ROAD	07/22/2014	1,376.00
Scenic AV	2.54	50 FT. WEST OF TOLO ROAD	07/07/2014	1,186.00
South Stage RD	0.04	225 FT. WEST OF HIGHWAY 99	07/15/2014	6,561.00
South Stage RD	0.30	300 FT. WEST OF VOORHIES ROAD	07/15/2014	5,723.00
South Stage RD	1.89	225 FT. EAST OF KINGS HIGHWAY	07/15/2014	5,633.00
South Stage RD	2.48	100 FT. EAST OF COLUMBUS AVENUE	07/15/2014	5,537.00
South Stage RD	2.90	150 FT. EAST OF ORCHARD HOME DRIVE	07/15/2014	4,438.00
South Stage RD	3.40	225 FT. EAST OF GRIFFIN CREEK ROAD	07/15/2014	3,868.00
South Stage RD	3.52	75 FT. EAST OF FAIRLANE DRIVE	07/22/2014	4,016.00

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Road Name	MilePost	Location Description	Date	Count
South Stage RD	3.70	100 FT. WEST OF HULL ROAD	06/30/2014	4,091.00
South Stage RD	4.83	250 FT. WEST OF ARNOLD LANE	06/30/2014	3,236.00
South Stage RD	5.81	300 FT. WEST OF BELLINGER LANE	06/30/2014	5,151.00
South Valley View RD	0.65	200 FT. NORTH OF EAST ASHLAND LANE	06/25/2014	2,194.00
Sterling Creek RD	0.01	50 FT. SOUTHEAST OF CADY ROAD	06/30/2014	767.00
Sterling Creek RD	1.27	100 FT. SOUTH OF POORMAN CREEK ROAD	07/15/2014	621.00
Stevens RD	4.76	100 FT. EAST OF RILEY ROAD	07/30/2013	827.00
Stevens RD	4.80	100 FT. WEST OF RILEY ROAD	07/29/2013	1,021.00
Suncrest RD	0.83	300 FT. SOUTH OF PAYNE ROAD	07/28/2014	511.00
Suncrest RD	0.91	100 FT. EAST OF PAYNE ROAD	06/25/2014	391.00
Suncrest RD	2.33	150 FT. NORTH OF WEST VALLEY VIEW ROAD	06/25/2014	611.00
Sunset DR	0.25	150 FT. WEST OF THOMAS ROAD	07/22/2014	2,444.00
Sunset DR	0.29	50 FT. EAST OF THOMAS ROAD	07/22/2014	997.00
Table Rock RD	2.42	750 FT. NORTH OF BIDDLE ROAD	08/25/2014	17,283.00
Table Rock RD	3.07	150 FT. NORTH OF EAST VILAS ROAD	08/22/2012	18,266.00
Table Rock RD	3.66	600 FT. NORTH OF WILSON ROAD	08/22/2012	16,933.00
Table Rock RD	4.59	225 FT. NORTH OF WEST GREGORY ROAD	08/13/2012	14,545.00
Table Rock RD	5.87	1060 FT. NORTH OF ANTELOPE ROAD	08/06/2013	8,434.00
Table Rock RD	6.36	800 FT. NORTH OF KIRTLAND ROAD	06/19/2013	7,291.00
Table Rock RD	7.52	325 FT. WEST OF MODOC ROAD	06/19/2013	2,703.00
Table Rock RD	11.94	300 FT. SOUTH OF HIGHWAY 234	07/23/2013	1,787.00
Takelma DR	0.06	300 FT. NORTH OF HIGHWAY 62	06/24/2013	567.00
Tami LN	0.03	150 FT. WEST OF OLD STAGE ROAD	07/29/2014	244.00
Taylor RD	0.84	100 FT. WEST OF GRANT ROAD (WEST, NORTH LEG)	07/22/2014	1,287.00
Thompson Creek RD	0.06	300 FT. SOUTH OF HIGHWAY 238	06/30/2014	763.00
Tiller-Trail HY	41.79	900 FT. SOUTH RAGSDALE BUTTE ROAD	08/13/2013	307.00
Tiller-Trail HY	46.28	100 FT. SOUTH OF SWINGLE ROAD	08/13/2013	390.00
Tiller-Trail HY	52.65	300 FT. NORTH OF OLD 62	08/13/2013	1,148.00
Tolman Creek RD	1.25	150 FT. SOUTH OF SISKIYOU BOULEVARD	06/24/2014	1,543.00
Tolo RD	0.02	100 FT. NORTH OF SCENIC AVENUE	07/07/2014	752.00
Tolo RD	2.25	300 FT. SOUTH OF BLACKWELL ROAD	08/26/2013	671.00
Tresham LN	0.08	400 FT. WEST OF TABLE ROCK ROAD	06/25/2013	703.00
Tresham LN	1.46	400 FT. EAST OF HWY. 234	06/25/2013	374.00
Upper River RD	0.04	225 FT. NORTH OF BLACKWELL ROAD	07/09/2013	487.00
Upton RD	1.04	150 FT. SOUTH OF WILSON ROAD	08/11/2014	3,113.00
Upton RD	1.83	50 FT. SOUTH OF GIBBON ROAD	08/13/2012	1,612.00
Voorhies RD	0.03	150 FT. SOUTH OF STAGE ROAD SOUTH	07/15/2014	2,529.00
Wagner Creek RD	1.04	450 FT. WEST OF RAPP ROAD	08/18/2014	2,657.00
Wagner Creek RD	1.81	225 FT. NORTH OF ANDERSON CREEK ROAD	08/18/2014	2,312.00
Wagner Creek RD	2.46	50 FT. NORTH OF YANK GULCH ROAD	08/18/2014	2,658.00
Wagner Creek RD	2.48	50 FT. SOUTH OF YANK GULCH ROAD	08/18/2014	808.00
Wagon Trail DR	0.06	300 FT. WEST OF HIGHWAY 238	06/30/2014	465.00
Walden LN	0.02	100 FT. SOUTH OF COLVER ROAD	07/29/2014	492.00

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Road Name	MilePost	Location Description	Date	Count
Wards Creek RD	0.17	100 FT. NORTH OF NORTH RIVER ROAD	08/26/2013	1,578.00
West Antelope RD	0.07	350 FT. WEST OF TABLE ROCK ROAD	08/26/2013	3,040.00
West Evans Creek RD	0.33	1,060 FT. NORTH OF WALNUT DRIVE	08/26/2013	2,315.00
West Evans Creek RD	0.78	100 FT. NORTH OF LLOYELEN DRIVE	07/29/2013	1,962.00
West Evans Creek RD	5.50	500 FT. SOUTH OF PINE GROVE ROAD	07/09/2013	1,209.00
West Evans Creek RD	7.23	900 FT. SOUTH OF QUEENS BRANCH ROAD	02/09/2013	967.00
West Evans Creek RD	7.47	300 FT. NORTH OF QUEENS BRANCH ROAD	07/09/2013	1,089.00
West Fork Griffin Creek RD	0.06	300 FT. WEST OF GRIFFIN CREEK RD AT BRIDGE #107	07/15/2014	1,385.00
West Gregory RD	0.68	300 FT. WEST OF TABLE ROCK ROAD	08/13/2012	1,092.00
West Main ST	0.90	200 FT. WEST OF RENAULT AVENUE	07/01/2014	8,415.00
West Main ST	2.52	200 FT. SOUTHEAST OF HANLEY ROAD	07/01/2014	6,977.00
West Pine ST	0.24	100 FT. SOUTHWEST OF GLENN WAY	07/07/2014	6,242.00
West Pine ST	0.58	100 FT. NORTHEAST OF RACHEL DRIVE	07/07/2014	4,812.00
West Valley View RD	0.93	75 FT. WEST OF SUNCREST ROAD	06/25/2014	804.00
West Valley View RD	0.96	125 FT. SOUTH OF SUNCREST ROAD	06/25/2014	855.00
West Valley View RD	2.47	150 FT. WEST OF NORTH VALLEY VIEW ROAD	06/25/2014	695.00
West Vilas RD	0.06	400 FT. WEST OF TABLE ROCK ROAD	08/11/2014	12,093.00
Wilson RD	0.06	300 FT. WEST OF TABLE ROCK ROAD	08/11/2014	1,901.00
Wilson WY	0.63	70 FT. SOUTH OF AVENUE F	08/20/2013	557.00
Wilson WY	0.91	50 FT. NORTH OF AVENUE H	08/20/2013	741.00
Yank Gulch RD	0.03	150 FT. WEST OF WAGNER CREEK ROAD	08/18/2014	651.00



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Road Name	MilePost	Location Description	Date	Count
1st ST	0.21	450 FT. WEST OF MILL CREEK DRIVE	08/12/2015	589.00
Adams RD	0.02	100 FT. WEST OF COLVER ROAD	08/18/2014	471.00
Agate RD	0.09	50 FT. SOUTH GREGORY ROAD	08/17/2015	4,610.00
Agate RD	0.19	450 FT. NORTH OF GREGORY ROAD	06/29/2015	5,272.00
Agate RD	1.75	900 FT. NORTH OF AVENUE "H"	06/30/2015	4,000.00
Agate RD	3.13	50 FT. NORTH OF NICK YOUNG ROAD	07/14/2015	2,641.00
Agate RD	3.99	50 FT. NORTH OF LINN ROAD	06/01/2015	2,500.00
Agate RD	7.00	200 FT. NORTH OF MOUNTAIN VIEW DRIVE	06/01/2015	2,032.00
Alta Vista RD	0.98	200 FT. EAST OF BIGHAM-BROWN ROAD	06/16/2015	3,314.00
Alta Vista RD	2.00	450 FT. WEST OF RILEY ROAD	08/03/2015	513.00
Anderson Creek RD	0.03	100 FT. WEST OF WAGNER CREEK ROAD	08/18/2014	701.00
Antelope RD	0.09	450 FT. EAST OF TABLE ROCK ROAD	06/29/2015	13,799.00
Antelope RD	1.45	300 FT. WEST OF AGATE ROAD	08/17/2015	12,850.00
Antelope RD	1.53	100 FT. EAST OF AGATE ROAD	08/17/2015	10,111.00
Antelope RD	1.86	150 FT. EAST OF HIGHWAY 62	06/30/2015	11,226.00
Antelope RD	2.03	200 FT. EAST OF DIVISION ROAD	06/29/2015	8,025.00
Antelope RD	2.48	150 FT. EAST OF HALE WAY	08/17/2015	5,423.00
Antelope RD	3.39	175 FT. WEST OF ATLANTIC AVENUE	06/29/2015	2,418.00
Antelope RD	3.97	275 FT. WEST OF KERSHAW ROAD	08/11/2015	2,011.00
Antelope RD	4.07	275 FT. EAST OF KERSHAW ROAD	08/17/2015	2,687.00
Antioch RD	0.03	150 FT. NORTHWEST OF MODOC ROAD	06/01/2015	1,776.00
Antioch RD	2.78	300 FT. NORTH OF HIGHWAY 234	07/13/2015	1,856.00
Antioch RD	4.00	300 FT. NORTH OF DODGE ROAD	07/13/2015	1,595.00
Antioch RD	4.98	500 FT. NORTH OF BEAGLE ROAD	07/20/2015	748.00
Applegate RD	0.20	1050 FT. SOUTH OF HIGHWAY 238	07/21/2014	2,685.00
Applegate RD	1.76	150 FT. SOUTH OF HAMILTON ROAD	06/30/2014	2,302.00
Applegate RD	2.91	550 FT. SOUTH OF LITTLE APPLGATE ROAD	07/21/2014	1,441.00
Applegate RD	9.13	300 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE RD	07/08/2014	846.00
Arnold LN	0.04	200 FT. SOUTH OF WEST MAIN STREET	06/30/2014	1,224.00
Arnold LN	1.05	125 FT. SOUTH OF BELLINGER LANE	07/08/2014	719.00
Atlantic AV	0.20	100 FT. SOUTH OF ANTELOPE ROAD	06/29/2015	661.00
Atlantic AV	0.31	100 FT. NORTH OF ANTELOPE ROAD	06/29/2015	1,846.00
Atlantic AV	0.93	150 FT. SOUTH OF AVENUE "G"	06/29/2015	1,230.00
Atlantic AV	0.98	120 FT. NORTH OF AVENUE "G"	06/22/2015	808.00
Avenue A	0.05	250 FT. EAST OF HIGHWAY 62	06/29/2015	2,859.00
Avenue A	0.99	100 FT. EAST OF LAKEVIEW DRIVE	07/06/2015	1,496.00
Avenue A	1.57	300 FT. WEST OF ATLANTIC AVENUE	06/22/2015	889.00
Avenue A	1.66	150 FT. EAST OF ATLANTIC AVENUE	08/24/2015	643.00
Avenue G	2.11	450 FT. WEST OF HIGHWAY 62	08/17/2015	4,544.00
Avenue G	2.25	250 FT. EAST OF HIGHWAY 62	06/22/2015	3,762.00

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Road Name	MilePost	Location Description	Date	Count
Avenue G	2.38	250 FT. EAST OF DIVISION	06/22/2015	2,991.00
Avenue G	3.30	150 FT. WEST OF ATLANTIC AVENUE	07/06/2015	548.00
Avenue H	0.50	450 FT. EAST OF ATLANTIC AVENUE	07/06/2015	705.00
Avenue H	1.40	200 FT. EAST OF DIVISION	06/22/2015	1,196.00
Ball RD	3.05	200 FT. EAST OF HIGHWAY 62	06/23/2015	808.00
Bateman DR	0.01	50 FT. EAST OF TABLE ROCK ROAD	08/11/2014	1,537.00
Beagle RD	0.07	375 FT. NORTH OF DODGE ROAD	07/23/2013	497.00
Beagle RD	2.40	300 FT. EAST OF ANTIOCH ROAD	06/02/2015	546.00
Beall LN	1.55	200 FT. WEST OF HIGHWAY 99	07/07/2014	6,946.00
Beall LN	2.56	300 FT. EAST OF HANLEY ROAD	07/07/2014	3,813.00
Beall LN	2.65	150 FT. WEST OF HANLEY ROAD	07/07/2014	3,883.00
Beall LN	3.17	125 FT. EAST OF FREELAND ROAD	07/07/2014	2,241.00
Beall LN	3.50	150 FT. EAST OF OLD STAGE ROAD	07/22/2014	1,670.00
Beebe RD	0.01	50 FT. WEST OF HAMRICK ROAD	08/11/2014	1,700.00
Beeson LN	0.04	200 FT. WEST OF WAGNER CREEK ROAD	08/18/2014	407.00
Bellinger LN	0.03	150 FT. WEST OF HULL ROAD	06/30/2014	3,255.00
Bellinger LN	1.93	150 FT. EAST OF STAGE ROAD SOUTH	06/30/2014	2,486.00
Biddle RD	1.48	450 FT. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/20/2012	7,528.00
Biddle RD	1.481	450 FT. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/25/2014	7,430.00
Bigham Brown RD	0.07	350 FT. NORTH OF ANTELOPE ROAD	08/03/2015	2,445.00
Bigham Brown RD	1.87	175 FT. SOUTH OF ALTA VISTA ROAD	08/03/2015	2,540.00
Blackwell RD	0.29	450 FT. EAST OF TOLO ROAD	06/01/2015	5,036.00
Blackwell RD	0.44	300 FT. WEST OF TOLO ROAD	07/20/2015	4,019.00
Blackwell RD	4.82	300 FT. EAST OF UPPER RIVER ROAD	07/13/2015	2,884.00
Brophy RD	0.03	150 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/16/2015	555.00
Brophy RD	5.02	300 FT. EAST OF REESE CREEK ROAD	06/23/2015	280.00
Brownsboro-Eagle Point RD	0.32	100 FT. EAST OF OLD HIGHWAY 62	06/16/2015	3,798.00
Brownsboro-Eagle Point RD	1.58	200 FT. WEST OF REESE CREEK ROAD	06/16/2015	2,525.00
Brownsboro-Eagle Point RD	1.65	150 FT. EAST OF REESE CREEK ROAD	06/16/2015	1,372.00
Brownsboro-Eagle Point RD	2.86	50 FT. EAST OF BROPHY ROAD	06/16/2015	739.00
Brownsboro-Eagle Point RD	5.88	300 FT. WEST OF HIGHWAY 140	06/16/2015	603.00
Butte Falls - Prospect RD	0.01	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	07/06/2015	370.00
Butte Falls - Prospect RD	22.65	1050 FT. SOUTH OF RED BLANKET ROAD	06/09/2015	226.00
Butte Falls - Prospect RD	23.90	150 FT. EAST OF MILL CREEK DRIVE	06/09/2015	925.00
Butte Falls RD	0.06	300 FT. EAST OF HIGHWAY 62	06/23/2015	2,082.00
Butte Falls RD	0.95	50 FT. EAST OF REESE CREEK ROAD	06/23/2015	2,185.00
Butte Falls RD	5.02	1320 FT. SOUTHWEST OF MIDWAY STORE	06/23/2015	1,758.00
Butte Falls RD	7.43	900 FT. WEST OF CROWFOOT ROAD	06/23/2015	1,628.00
Butte Falls RD	12.50	300 FT. WEST OF COBLEIGH ROAD	06/23/2015	1,220.00
Butte Falls RD	15.26	20 FT. EAST OF CATTLE GUARD #606	06/23/2015	1,145.00
Butte Falls RD	15.73	225 FT. WEST OF FIR STREET	06/23/2015	1,197.00
Butte Falls-Fish Lake RD	16.10	240 FT. SOUTHEAST OF LAUREL AVENUE	07/06/2015	729.00
Butte Falls-Fish Lake RD	16.87	900 FT. EAST OF BUTTE FALLS-PROSPECT ROAD	07/06/2015	433.00

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Road Name	MilePost	Location Description	Date	Count
Butte Falls-Fish Lake RD	22.09	300 FT. WEST OF COOK ROAD	08/18/2015	223.00
Butte Falls-Fish Lake RD	34.31	100 FT. NORTH OF HIGHWAY 140	07/06/2015	163.00
Cady RD	0.02	100 FT. EAST OF HIGHWAY 238	06/30/2014	492.00
Cady RD	0.54	100 FT. NORTHEAST OF STERLING CREEK ROAD	07/08/2014	713.00
Camp Baker RD	0.01	75 FT. WEST OF COLVER ROAD	07/28/2014	845.00
Carpenter Hill RD	0.02	100 FT. WEST OF VOORHIES ROAD	07/15/2014	699.00
Carpenter Hill RD	2.22	100 FT. EAST OF PIONEER ROAD	07/29/2014	339.00
Clay ST	0.01	50 FT. NORTH OF ASHLAND STREET	08/18/2014	1,890.00
Coker Butte RD	1.64	300 FT. WEST OF FOOTHILL ROAD	08/25/2014	924.00
Coleman Creek RD	0.12	EAST OF VOORHIES ROAD (EAST OF BRIDGE #83)	07/22/2014	2,188.00
Coleman Creek RD	0.61	150 FT. SOUTH OF HOUSTON ROAD	08/12/2014	1,479.00
Coleman Creek RD	1.26	150 FT. SOUTH OF CAMP BAKER ROAD	07/22/2014	1,018.00
Coleman Creek RD	1.82	150 FT. SOUTH OF PIONEER ROAD	07/15/2014	722.00
Columbus AV	1.29	75 FT. NORTH OF STAGE ROAD SOUTH	07/29/2014	2,966.00
Colver RD	1.48	100 FT. SOUTH OF ADAMS ROAD	07/29/2014	2,845.00
Colver RD	2.14	150 FT. SOUTH OF PIONEER ROAD	07/28/2014	3,054.00
Colver RD	2.58	100 FT. NORTH OF CAMP BAKER ROAD	07/28/2014	2,466.00
Corey RD	0.03	50 FT. EAST OF CRATER LAKE AVENUE	06/15/2015	2,653.00
Corey RD	1.02	50 FT. EAST OF McLOUGHLIN DRIVE	08/25/2014	1,345.00
Covered Bridge RD	0.06	300 FT. NORTH OF EAST EVANS CREEK ROAD	08/04/2015	459.00
Crowfoot RD	0.09	500 FT. SOUTH OF HIGHWAY 62	08/12/2015	323.00
Crowfoot RD	7.70	100 FT. NORTH OF BUTTE FALLS ROAD	06/23/2015	303.00
Crowson RD	0.03	150 FT. NORTH OF SISKIYOU BLVD.	07/28/2014	1,450.00
Dark Hollow RD	0.01	50 FT. SOUTH OF STAGE ROAD SOUTH	07/15/2014	1,985.00
Dark Hollow RD	1.08	300 FT. NORTH OF PIONEER ROAD	07/22/2014	1,511.00
Dark Hollow RD	1.16	100 FT. SOUTH OF PIONEER ROAD	07/22/2014	729.00
Dark Hollow RD	4.63	300 FT. WEST OF PIONEER ROAD	07/15/2014	450.00
Dead Indian Memorial RD	0.20	1050 FT. NORTH OF HIGHWAY 66	07/28/2014	2,201.00
Dead Indian Memorial RD	7.09	600 FT. SOUTHWEST OF COVE ROAD	08/12/2014	953.00
Dead Indian Memorial RD	17.08	450 FT. WEST OF HYATT PRAIRIE ROAD	08/12/2014	677.00
Dead Indian Memorial RD	17.23	500 FT. NORTHEAST OF HYATT PRAIRIE ROAD	07/28/2014	620.00
Division RD	0.19	100 FT. NORTH OF AVENUE "A"	06/29/2015	745.00
Division RD	0.25	225 FT. NORTH OF ANTELOPE ROAD	06/15/2015	3,442.00
Division RD	1.03	150 FT. SOUTH OF AVENUE "G"	06/22/2015	1,595.00
Dodge RD	0.11	600 FT. WEST OF HIGHWAY 234	07/14/2015	1,357.00
Dodge RD	2.61	375 FT. EAST OF ANTIOCH ROAD	07/20/2015	709.00
Dodge RD	2.74	300 FT. WEST OF ANTIOCH ROAD	06/02/2015	353.00
Dry Creek RD	5.85	250 FT. SOUTHWEST OF ANTELOPE ROAD	08/20/2015	730.00
Eagle Mill RD	0.03	150 FT. EAST OF SOUTH VALLEY VIEW ROAD	06/25/2014	4,496.00
Eagle Mill RD	1.70	200 FT. WEST OF OAK STREET	07/28/2014	4,489.00
Eagle Mill RD	1.80	300 FT. NORTHEAST OF OAK STREET	06/24/2014	1,426.00
East Antelope RD	4.66	300 FT. SOUTH OF HIGHWAY 140	08/11/2015	1,974.00
East Antelope RD	6.12	400 FT. SOUTH OF YANKEE CREEK ROAD	08/03/2015	1,615.00

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Road Name	MilePost	Location Description	Date	Count
East Antelope RD	6.63	500 FT. EAST OF DRY CREEK ROAD	08/11/2015	911.00
East Evans Creek RD	8.04	300 FT. WEST OF MEADOWS ROAD	06/02/2015	258.00
East Evans Creek RD	20.45	150 FT. EAST OF SYKES CREEK ROAD	07/21/2015	665.00
East Evans Creek RD	21.97	425 FT. EAST OF COVERED BRIDGE ROAD	07/21/2015	1,250.00
East Evans Creek RD	22.60	100 FT. EAST OF PLEASANT CREEK ROAD	07/07/2015	1,517.00
East Evans Creek RD	22.68	300 FT. SOUTH OF PLEASANT CREEK ROAD	07/21/2015	1,930.00
East Evans Creek RD	22.68	300 FT. SOUTH OF PLEASANT CREEK ROAD	07/29/2013	1,780.00
East Evans Creek RD	23.98	150 FT. NORTH OF MINTHORNE ROAD	07/27/2015	2,473.00
East Evans Creek RD	24.04	150 FT. SOUTH OF MINTHORNE ROAD	07/27/2015	2,935.00
East Evans Creek RD	29.13	2,800 FT. NORTH OF SHORT STREET	07/28/2015	4,829.00
East Gregory RD	0.01	75 FT. EAST OF TABLE ROCK ROAD	08/13/2012	1,396.00
East Main ST	0.04	225 FT. NORTHWEST OF HIGHWAY 66	07/28/2014	2,605.00
East Main ST	1.19	225 FT. WEST OF CLAY STREET	08/18/2014	6,816.00
East Pine ST	1.23	825 FT. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/27/2014	14,032.00
East Pine ST	1.29	525 FT. WEST OF HAMRICK ROAD (EAST BOUND LANES)	08/27/2014	13,690.00
East Valley View RD	0.04	225 FT. EAST OF NORTH VALLEY VIEW ROAD	06/25/2014	465.00
East Vilas RD	1.47	225 FT. WEST OF HIGHWAY 62	08/25/2014	14,471.00
East Vilas RD	2.54	50 FT. EAST OF McLOUGHLIN DRIVE	08/11/2014	1,941.00
Elk Creek RD	0.19	1000 FT. NORTH OF HIGHWAY 62	08/12/2015	427.00
Falcon ST	0.01	50 FT. EAST OF DIVISION ROAD	06/29/2015	2,235.00
Fern Valley RD	0.04	225 FT. EAST OF HIGHWAY 99	08/06/2012	12,894.00
Fern Valley RD	0.75	300 FT. EAST OF NORTH PHOENIX ROAD	07/15/2014	2,557.00
Fern Valley RD	2.18	150 FT. WEST OF PAYNE ROAD	06/25/2014	1,255.00
Foothill RD	3.12	225 FT. NORTH OF COKER BUTTE ROAD	08/11/2014	6,228.00
Foothill RD	4.24	225 FT. NORTH OF EAST VILAS ROAD	08/11/2014	4,879.00
Foothills BL	6.70	600 FT. EAST OF FIELDER LANE	07/21/2015	1,544.00
Foots Creek RD	0.11	600 FT. SOUTH OF HIGHWAY 99	07/13/2015	1,248.00
Foss RD	0.11	170 FT. WEST OF PEGGY LANE	07/29/2014	609.00
Gebhard RD	1.28	150 FT. SOUTH OF WILSON ROAD	08/11/2014	651.00
Gibbon RD	0.03	150 FT. WEST OF TABLE ROCK ROAD	08/13/2012	1,819.00
Gibbon RD	0.79	150 FT. WEST OF DOWNING ROAD	08/11/2014	1,525.00
Gibbon RD	1.22	50 FT. WEST OF UPTON ROAD	08/11/2014	915.00
Gladstone AV	0.18	150 FT. SOUTH OF ANTELOPE ROAD	06/15/2015	603.00
Gladstone AV	0.22	50 FT. NORTH OF ANTELOPE ROAD	06/15/2015	1,091.00
Gladstone AV	0.77	50 FT. SOUTH OF FALCON STREET	06/29/2015	430.00
Gold Ray RD	6.99	450 FT. NORTH OF BLACKWELL ROAD	06/01/2015	395.00
Grant RD	0.81	150 FT. SOUTH OF TAYLOR ROAD	08/18/2014	976.00
Grant RD	0.85	50 FT. NORTH OF TAYLOR ROAD	07/22/2014	885.00
Griffin Creek RD	0.02	125 FT. SOUTH OF SUNSET DRIVE	07/15/2014	4,756.00
Griffin Creek RD	0.29	50 FT. SOUTH OF STAGE ROAD SOUTH	07/15/2014	3,077.00
Griffin Creek RD	1.25	50 FT. NORTH OF PIONEER ROAD	07/15/2014	2,395.00
Griffin Creek RD	1.57	300 FT. SOUTH OF WEST GRIFFIN CREEK ROAD	07/22/2014	1,039.00
Griffin Creek RD	2.57	225 FT. SOUTH OF GRIFFIN LANE	07/29/2014	324.00

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Road Name	MilePost	Location Description	Date	Count
Griffin LN	0.06	300 FT. WEST OF GRIFFIN CREEK ROAD	07/22/2014	308.00
Hale WY	0.20	50 FT. SOUTH OF ANTELOPE ROAD	06/30/2015	601.00
Hale WY	0.22	50 FT. NORTH OF ANTELOPE ROAD	06/30/2015	1,673.00
Hale WY	0.72	40 FT. SOUTH OF FALCON STREET	06/30/2015	858.00
Hamilton RD	0.11	600 FT. SOUTH OF HIGHWAY 238	07/24/2012	770.00
Hamrick RD	1.60	150 FT. WEST OF TABLE ROCK ROAD	08/11/2014	799.00
Hanley RD	1.10	150 FT. SOUTH OF BEALL LANE	07/07/2014	4,848.00
Hanley RD	2.31	BETWEEN ROSS LANE INTERSECTIONS	07/26/2014	5,997.00
Hanley RD	2.58	75 FT. NORTH OF ROSSANLEY DRIVE	07/07/2014	5,920.00
Houston RD	0.04	200 FT. WEST OF COLVER ROAD	08/12/2014	1,105.00
Hull RD	3.12	75 FT. NORTH OF BELLINGER LANE	06/30/2014	4,489.00
Hull RD	3.15	100 FT. SOUTH OF BELLINGER LANE	06/30/2014	1,535.00
Humbug Creek RD	0.06	300 FT. NORTH OF HIGHWAY 238	07/21/2014	515.00
Hyatt Prairie RD	0.04	200 FT. SOUTH OF DEAD INDIAN MEMORIAL ROAD	07/28/2014	331.00
Indian Creek RD	0.06	300 FT. EAST OF HIGHWAY 62	06/24/2013	315.00
Indian Creek RD	0.06	300 FT. EAST OF HIGHWAY 62	08/18/2015	180.00
Ironwood DR	0.06	300 FT. WEST OF ROGUE RIVER DRIVE	07/14/2015	441.00
Ironwood DR	0.31	100 FT. WEST OF WEDGEWOOD DRIVE	07/14/2015	229.00
Ironwood DR	1.37	400 FT. NORTHWEST OF REDWING DRIVE	07/14/2015	99.00
Justice RD	0.01	50 FT. WEST OF HIGHWAY 62	08/25/2014	602.00
Kershaw RD	3.08	375 FT. SOUTH OF HIGHWAY 140	07/06/2015	5,127.00
Kershaw RD	3.33	300 FT. SOUTH OF ANTELOPE ROAD	08/11/2015	3,605.00
Kings Highway	1.37	150 FT. NORTH OF STAGE ROAD, SOUTH	07/15/2014	2,277.00
Lake Creek LP	0.06	300 FT. SOUTHEAST OF HWY 140 (WEST INTERSECTION)	08/11/2015	409.00
Lampman RD	0.04	200 FT. WEST OF GOLD HILL 99 SPUR	07/13/2015	593.00
Lampman RD	2.69	500 FT. EAST OF ROGUE RIVER HIGHWAY	08/05/2015	569.00
Linn RD	0.46	500 FT. EAST OF DAHLIA TERRACE	08/03/2015	1,118.00
Linn RD	2.02	275 FT. EAST OF AGATE ROAD	07/14/2015	929.00
Little Applegate RD	0.09	500 FT. EAST OF APPLGATE ROAD	06/29/2012	606.00
Livingston RD	0.01	75 FT. WEST OF OLD STAGE ROAD	07/21/2014	548.00
Lowe RD	0.03	150 FT. WEST OF SOUTH VALLEY VIEW ROAD	06/25/2014	948.00
Madrona LN	0.01	75 FT. WEST OF OAK GROVE ROAD	07/08/2014	921.00
Main ST	0.09	500 FT. WEST OF HIGHWAY 62	08/12/2015	624.00
Main ST	0.31	150 FT. WEST OF HIGHWAY 227	08/12/2015	305.00
McLoughlin DR	0.01	25 FT. SOUTH OF COREY ROAD	08/11/2014	784.00
McLoughlin DR	1.69	350 FT. NORTH OF EAST VILAS ROAD	08/25/2014	1,093.00
Meadows RD	0.06	300 FT. NORTH OF HIGHWAY 234	06/02/2015	836.00
Meadows RD	3.55	1600 FT. NORTH OF SWEET LANE	06/02/2015	632.00
Meadows RD	7.77	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	06/02/2015	418.00
Meridian RD	1.25	615 FT. NORTH OF HIGHWAY 140	08/03/2015	509.00
Merry LN	0.02	100 FT. EAST OF HIGHWAY 62	06/15/2015	1,463.00
Mill Creek DR	0.08	400 FT. SOUTH OF HWY 62 OR AT GORGE MARKET	08/12/2015	225.00
Mill Creek DR	1.03	150 FT. EAST OF ULRICH ROAD	08/12/2015	427.00

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Road Name	MilePost	Location Description	Date	Count
Mill Creek DR	4.73	150 FT. EAST OF HIGHWAY 62 ACCESS ROAD	08/12/2015	602.00
Mill Creek DR	6.17	300 FT. SOUTH OF BUTTE FALLS-PROSPECT ROAD	08/12/2015	896.00
Mill Creek DR	6.25	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	08/12/2015	1,286.00
Mill Creek DR	6.84	250 FT. SOUTH OF HIGHWAY 62	08/18/2015	506.00
Minthorne RD	0.16	850 FT. WEST OF EAST EVANS CREEK ROAD	07/27/2015	675.00
Modoc RD	0.03	150 FT. NORTH OF TABLE ROCK ROAD	07/20/2015	3,569.00
Modoc RD	1.80	150 FT. SOUTH OF ANTIOCH ROAD	06/01/2015	3,323.00
Modoc RD	1.94	600 FT. NORTH OF ANTIOCH ROAD	06/01/2015	1,548.00
Neil Creek RD	0.03	150 FT. SOUTHWEST OF HIGHWAY 66	07/28/2014	476.00
Nevada ST	2.62	100 FT. EAST OF MOUNTAIN AVENUE	07/28/2014	793.00
Nick Young RD	2.10	300 FT. EAST OF AGATE ROAD	07/14/2015	1,506.00
North Applegate RD	11.69	150 FT. NORTH OF HIGHWAY 238	07/21/2014	730.00
North Phoenix RD	1.78	225 FT. SOUTH OF COAL MINE ROAD	07/15/2014	7,610.00
North River RD	0.08	400 FT. WEST OF HIGHWAY 99 AND HIGHWAY 234	07/13/2015	1,299.00
North River RD	4.73	4,600 FT. SOUTHEAST OF WARDS CREEK ROAD	07/09/2015	1,496.00
North Valley View RD	1.02	75 FT. NORTH OF WEST VALLEY VIEW ROAD	06/25/2014	1,098.00
Oak ST	0.06	300 FT. SOUTH OF EAGLE MILL ROAD	06/24/2014	3,328.00
Old Ferry RD	0.50	2640 FT. EAST OF HIGHWAY 62	08/13/2015	524.00
Old Hwy 234	0.10	300 FT. WEST OF AGATE ROAD	07/14/2015	1,547.00
Old Pacific Highway	0.09	450 FT. WEST OF HIGHWAY 99	07/28/2014	779.00
Old Sams Valley RD	0.32	100 FT. EAST OF PERRY ROAD	06/02/2015	1,259.00
Old Sams Valley RD	0.54	150 FT. WEST OF DUGGAN ROAD	06/02/2015	826.00
Old Sams Valley RD	2.42	500 FT. EAST OF RAMSEY ROAD	07/14/2015	460.00
Old Stage RD	0.47	225 FT. SOUTH OF AUTUMN LANE (CITY LIMITS)	06/30/2014	2,269.00
Old Stage RD	1.49	150 FT. NORTH OF TAMI LANE	07/01/2014	2,283.00
Old Stage RD	2.62	50 FT. NORTH OF ROSS LANE	07/20/2014	1,503.00
Old Stage RD	3.91	150 FT. NORTH OF BEALL LANE	07/22/2014	2,110.00
Old Stage RD	4.79	300 FT. NORTH OF TAYLOR ROAD	07/22/2014	2,227.00
Old Stage RD	6.13	50 FT. NORTH OF SCENIC AVENUE	07/07/2014	2,562.00
Old Stage RD	10.48	300 FT. SOUTH OF OLD STAGE/ACCESS ROADS	07/27/2015	2,345.00
Old Stage RD	10.56	125 FT. WEST OF GOLD HILL 99 SPUR	07/27/2015	854.00
Old Stage RD	12.71	550 FT. EAST OF OLD STAGE/LAMPMAN CONNECTOR	07/13/2015	315.00
Old Trail Creek RD	0.17	900 FT. NORTH OF RAGSDALE ROAD	08/12/2015	166.00
Orchard Home DR	0.72	100 FT. SOUTH OF SUNSET DRIVE	07/22/2014	2,177.00
Orchard Home DR	1.19	75 FT. NORTH OF STAGE ROAD SOUTH	07/22/2014	1,077.00
Orchard Home DR	1.22	120 FT. SOUTH OF STAGE ROAD SOUTH	07/29/2014	808.00
Pacific AV	0.04	200 FT. NORTH OF ANTELOPE ROAD	08/11/2015	1,786.00
Payne RD	0.03	150 FT. NORTH OF SUNCREST ROAD	06/25/2014	578.00
Payne RD	1.71	150 FT. SOUTH OF FERN VALLEY ROAD	07/28/2014	935.00
Payne RD	1.76	100 FT. NORTH OF FERN VALLEY ROAD	07/28/2014	495.00
Peace LN	0.04	200 FT. NORTH OF EAST VILAS ROAD	08/25/2014	844.00
Peninger RD	0.11	600 FT. NORTH OF EAST PINE STREET	08/25/2014	1,749.00
Perry RD	0.03	150 FT. NORTH OF OLD SAMS VALLEY ROAD	06/02/2015	318.00

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Road Name	MilePost	Location Description	Date	Count
Pioneer RD	0.03	150 FT. WEST OF COLVER ROAD	07/28/2014	1,630.00
Pioneer RD	1.27	100 FT. WEST OF COLEMAN CREEK ROAD	07/15/2014	1,237.00
Pioneer RD	1.93	100 FT. NORTH OF DARK HOLLOW ROAD	07/15/2014	747.00
Pioneer RD	4.08	200 FT. SOUTH OF CARPENTER HILL ROAD	07/22/2014	937.00
Pioneer RD	4.50	100 FT. EAST OF DARK HOLLOW ROAD	07/29/2014	1,106.00
Pioneer RD	4.54	100 FT. WEST OF DARK HOLLOW ROAD	07/29/2014	1,367.00
Pioneer RD	5.37	100 FT. EAST OF GRIFFIN CREEK ROAD	07/15/2014	818.00
Pleasant Creek RD	0.01	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/09/2015	753.00
Pleasant Creek RD	10.11	50 FT. NORTH OF W EVANS CREEK ROAD INTERSECTION	07/09/2015	745.00
Poorman Creek RD	4.03	75 FT. EAST OF STERLING CREEK ROAD	07/15/2014	633.00
Queens Branch RD E	0.06	300 FT. WEST OF EAST EVANS CREEK ROAD	07/21/2015	1,005.00
Queens Branch RD E	1.29	150 FT. EAST OF WEST EVANS CREEK ROAD	07/21/2015	659.00
Queens Branch RD E	1.39	300 FT. WEST OF EAST INTERSECT OF W EVANS CR RD	07/21/2015	1,248.00
Ragsdale RD	0.17	900 FT. SOUTH OF INTERSECTION WITH OLD TRAIL CR	08/12/2015	479.00
Ramsey RD	0.02	125 FT. NORTH OF HIGHWAY 234	06/02/2015	431.00
Red Blanket RD	0.02	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	08/12/2015	398.00
Reese Creek RD	0.03	175 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/16/2015	1,760.00
Reese Creek RD	1.19	300 FT. WEST OF BROPHY ROAD	06/23/2015	785.00
Reese Creek RD	2.82	100 FT. NORTH OF BALL ROAD	06/23/2015	705.00
Reiten DR	0.11	600 FT. SOUTHWEST OF HIGHWAY 66	06/24/2014	657.00
Riley RD	0.08	400 FT. NORTH OF HIGHWAY 140	08/17/2015	1,043.00
Riley RD	0.08	400 FT. NORTH OF HIGHWAY 140	08/26/2013	915.00
Riley RD	1.28	1200 FT. NORTH OF ALTA VISTA ROAD (S)	07/29/2013	709.00
Riley RD	1.28	1200 FT. NORTH OF ALTA VISTA ROAD (S)	08/11/2015	872.00
Riley RD	2.80	100 FT. SOUTH OF STEVENS ROAD	06/16/2015	455.00
Rogue River DR	0.03	150 FT. NORTH OF HIGHWAY 234	07/14/2015	2,177.00
Rogue River DR	5.58	700 FT. SOUTH OF LONG BRANCH ROAD	08/12/2015	1,157.00
Rogue River DR	6.16	100 FT. WEST OF DEER PARK LANE	08/12/2015	1,511.00
Rogue River DR	7.22	100 FT. WEST OF SHADY COVE PARK	08/12/2015	2,192.00
Rogue River DR	7.29	100 FT. WEST OF HIGHWAY 62	08/12/2015	2,593.00
Ross LN	1.21	350 FT. WEST OF HANLEY ROAD	07/07/2014	3,447.00
Ross LN	2.23	100 FT. EAST OF HILLSIDE DRIVE	07/01/2014	3,007.00
Ross LN	2.27	100 FT. WEST OF HILLSIDE DRIVE	07/01/2014	707.00
Sardine Creek RD	0.01	75 FT. NORTH OF HIGHWAY 99	07/13/2015	728.00
Savage Creek RD	0.11	600 FT. SOUTH OF OLD HIGHWAY 99	07/07/2015	620.00
Scenic AV	0.76	200 FT. WEST OF HIGHWAY 99	07/07/2014	1,888.00
Scenic AV	1.14	175 FT. WEST OF SEVEN OAKS ROAD	07/22/2014	1,376.00
Scenic AV	2.54	50 FT. WEST OF TOLO ROAD	07/07/2014	1,186.00
South Stage RD	0.04	225 FT. WEST OF HIGHWAY 99	07/15/2014	6,561.00
South Stage RD	0.30	300 FT. WEST OF VOORHIES ROAD	07/15/2014	5,723.00
South Stage RD	1.89	225 FT. EAST OF KINGS HIGHWAY	07/15/2014	5,633.00
South Stage RD	2.48	100 FT. EAST OF COLUMBUS AVENUE	07/15/2014	5,537.00
South Stage RD	2.90	150 FT. EAST OF ORCHARD HOME DRIVE	07/15/2014	4,438.00

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Road Name	MilePost	Location Description	Date	Count
South Stage RD	3.40	225 FT. EAST OF GRIFFIN CREEK ROAD	07/15/2014	3,868.00
South Stage RD	3.52	75 FT. EAST OF FAIRLANE DRIVE	07/22/2014	4,016.00
South Stage RD	3.70	100 FT. WEST OF HULL ROAD	06/30/2014	4,091.00
South Stage RD	4.83	250 FT. WEST OF ARNOLD LANE	06/30/2014	3,236.00
South Stage RD	5.81	300 FT. WEST OF BELLINGER LANE	06/30/2014	5,151.00
South Valley View RD	0.65	200 FT. NORTH OF EAST ASHLAND LANE	06/25/2014	2,194.00
Sterling Creek RD	0.01	50 FT. SOUTHEAST OF CADY ROAD	06/30/2014	767.00
Sterling Creek RD	1.27	100 FT. SOUTH OF POORMAN CREEK ROAD	07/15/2014	621.00
Stevens RD	4.76	100 FT. EAST OF RILEY ROAD	06/16/2015	759.00
Stevens RD	4.80	100 FT. WEST OF RILEY ROAD	06/16/2015	1,044.00
Suncrest RD	0.83	300 FT. SOUTH OF PAYNE ROAD	07/28/2014	511.00
Suncrest RD	0.91	100 FT. EAST OF PAYNE ROAD	06/25/2014	391.00
Suncrest RD	2.33	150 FT. NORTH OF WEST VALLEY VIEW ROAD	06/25/2014	611.00
Sunset DR	0.25	150 FT. WEST OF THOMAS ROAD	07/22/2014	2,444.00
Sunset DR	0.29	50 FT. EAST OF THOMAS ROAD	07/22/2014	997.00
Table Rock RD	2.42	750 FT. NORTH OF BIDDLE ROAD	08/25/2014	17,283.00
Table Rock RD	3.07	150 FT. NORTH OF EAST VILAS ROAD	08/22/2012	18,266.00
Table Rock RD	3.66	600 FT. NORTH OF WILSON ROAD	08/22/2012	16,933.00
Table Rock RD	4.59	225 FT. NORTH OF WEST GREGORY ROAD	08/13/2012	14,545.00
Table Rock RD	5.87	1060 FT. NORTH OF ANTELOPE ROAD	07/28/2015	9,277.00
Table Rock RD	6.36	800 FT. NORTH OF KIRTLAND ROAD	07/28/2015	6,931.00
Table Rock RD	7.52	325 FT. WEST OF MODOC ROAD	08/04/2015	2,883.00
Takelma DR	0.06	300 FT. NORTH OF HIGHWAY 62	08/12/2015	461.00
Tami LN	0.03	150 FT. WEST OF OLD STAGE ROAD	07/29/2014	244.00
Taylor RD	0.84	100 FT. WEST OF GRANT ROAD (WEST, NORTH LEG)	07/22/2014	1,287.00
Thompson Creek RD	0.06	300 FT. SOUTH OF HIGHWAY 238	06/30/2014	763.00
Tiller-Trail HY	41.79	900 FT. SOUTH OF JACKSON/DOUGLAS CNTY LINE	08/18/2015	314.00
Tiller-Trail HY	46.28	100 FT. SOUTH OF SWINGLE ROAD	08/18/2015	441.00
Tiller-Trail HY	52.65	300 FT. NORTH OF OLD 62	08/12/2015	1,252.00
Tolman Creek RD	1.25	150 FT. SOUTH OF SISKIYOU BOULEVARD	06/24/2014	1,543.00
Tolo RD	0.02	100 FT. NORTH OF SCENIC AVENUE	07/07/2014	752.00
Tolo RD	2.25	300 FT. SOUTH OF BLACKWELL ROAD	07/27/2015	858.00
Tresham LN	0.08	400 FT. WEST OF TABLE ROCK ROAD	06/02/2015	648.00
Tresham LN	1.46	400 FT. EAST OF HWY. 234	06/02/2015	346.00
Upper River RD	0.04	225 FT. NORTH OF BLACKWELL ROAD	07/27/2015	559.00
Upton RD	1.04	150 FT. SOUTH OF WILSON ROAD	08/11/2014	3,113.00
Upton RD	1.83	50 FT. SOUTH OF GIBBON ROAD	08/13/2012	1,612.00
Voorhies RD	0.03	150 FT. SOUTH OF STAGE ROAD SOUTH	07/15/2014	2,529.00
Wagner Creek RD	1.04	450 FT. WEST OF RAPP ROAD	08/18/2014	2,657.00
Wagner Creek RD	1.81	225 FT. NORTH OF ANDERSON CREEK ROAD	08/18/2014	2,312.00
Wagner Creek RD	2.46	50 FT. NORTH OF YANK GULCH ROAD	08/18/2014	2,658.00
Wagner Creek RD	2.48	50 FT. SOUTH OF YANK GULCH ROAD	08/18/2014	808.00
Wagon Trail DR	0.06	300 FT. WEST OF HIGHWAY 238	06/30/2014	465.00



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Road Name	MilePost	Location Description	Date	Count
Walden LN	0.02	100 FT. SOUTH OF COLVER ROAD	07/29/2014	492.00
Wards Creek RD	0.17	100 FT. NORTH OF NORTH RIVER ROAD	07/28/2015	1,620.00
West Antelope RD	0.07	350 FT. WEST OF TABLE ROCK ROAD	08/04/2015	3,040.00
West Evans Creek RD	0.33	1,060 FT. NORTH OF WALNUT DRIVE	07/28/2015	2,552.00
West Evans Creek RD	0.78	100 FT. NORTH OF LLOYELEN DRIVE	07/07/2015	2,114.00
West Evans Creek RD	5.50	500 FT. SOUTH OF PINE GROVE ROAD	07/21/2015	1,220.00
West Evans Creek RD	7.23	900 FT. SOUTH OF QUEENS BRANCH ROAD	07/28/2015	885.00
West Evans Creek RD	7.47	300 FT. NORTH OF QUEENS BRANCH ROAD	07/07/2015	1,200.00
West Fork Griffin Creek RD	0.06	300 FT. WEST OF GRIFFIN CREEK RD AT BRIDGE #107	07/15/2014	1,385.00
West Gregory RD	0.68	300 FT. WEST OF TABLE ROCK ROAD	08/13/2012	1,092.00
West Main ST	0.90	200 FT. WEST OF RENAULT AVENUE	07/01/2014	8,415.00
West Main ST	2.52	200 FT. SOUTHEAST OF HANLEY ROAD	07/01/2014	6,977.00
West Pine ST	0.24	100 FT. SOUTHWEST OF GLENN WAY	07/07/2014	6,242.00
West Pine ST	0.58	100 FT. NORTHEAST OF RACHEL DRIVE	07/07/2014	4,812.00
West Valley View RD	0.93	75 FT. WEST OF SUNCREST ROAD	06/25/2014	804.00
West Valley View RD	0.96	125 FT. SOUTH OF SUNCREST ROAD	06/25/2014	855.00
West Valley View RD	2.47	150 FT. WEST OF NORTH VALLEY VIEW ROAD	06/25/2014	695.00
West Vilas RD	0.06	400 FT. WEST OF TABLE ROCK ROAD	08/11/2014	12,093.00
Wilson RD	0.06	300 FT. WEST OF TABLE ROCK ROAD	08/11/2014	1,901.00
Wilson WY	0.63	70 FT. SOUTH OF AVENUE F	07/06/2015	578.00
Wilson WY	0.91	50 FT. NORTH OF AVENUE H	06/22/2015	808.00
Yank Gulch RD	0.03	150 FT. WEST OF WAGNER CREEK ROAD	08/18/2014	651.00

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Road Name	MilePost	Location Description	Date	Count
1st ST	0.21	450 FT. WEST OF MILL CREEK DRIVE	08/12/2015	589.00
Adams RD	0.02	100 FT. WEST OF COLVER ROAD	05/25/2016	462.00
Agate RD	0.09	50 FT. SOUTH GREGORY ROAD	08/17/2015	4,610.00
Agate RD	0.19	450 FT. NORTH OF GREGORY ROAD	06/29/2015	5,272.00
Agate RD	1.75	900 FT. NORTH OF AVENUE "H"	06/30/2015	4,000.00
Agate RD	3.13	50 FT. NORTH OF NICK YOUNG ROAD	07/14/2015	2,641.00
Agate RD	3.99	50 FT. NORTH OF LINN ROAD	06/01/2015	2,500.00
Agate RD	7.00	200 FT. NORTH OF MOUNTAIN VIEW DRIVE	06/01/2015	2,032.00
Alta Vista RD	0.98	200 FT. EAST OF BIGHAM-BROWN ROAD	06/16/2015	3,314.00
Alta Vista RD	2.00	450 FT. WEST OF RILEY ROAD	08/03/2015	513.00
Anderson Creek RD	0.03	100 FT. WEST OF WAGNER CREEK ROAD	05/25/2016	642.00
Antelope RD	0.09	450 FT. EAST OF TABLE ROCK ROAD	06/29/2015	13,799.00
Antelope RD	1.45	300 FT. WEST OF AGATE ROAD	08/17/2015	12,850.00
Antelope RD	1.53	100 FT. EAST OF AGATE ROAD	08/17/2015	10,111.00
Antelope RD	1.86	150 FT. EAST OF HIGHWAY 62	06/30/2015	11,226.00
Antelope RD	2.03	200 FT. EAST OF DIVISION ROAD	06/29/2015	8,025.00
Antelope RD	2.48	150 FT. EAST OF HALE WAY	08/17/2015	5,423.00
Antelope RD	3.39	175 FT. WEST OF ATLANTIC AVENUE	06/29/2015	2,418.00
Antelope RD	3.97	275 FT. WEST OF KERSHAW ROAD	08/11/2015	2,011.00
Antelope RD	4.07	275 FT. EAST OF KERSHAW ROAD	08/17/2015	2,687.00
Antioch RD	0.03	150 FT. NORTHWEST OF MODOC ROAD	06/01/2015	1,776.00
Antioch RD	2.78	300 FT. NORTH OF HIGHWAY 234	07/13/2015	1,856.00
Antioch RD	4.00	300 FT. NORTH OF DODGE ROAD	07/13/2015	1,595.00
Antioch RD	4.98	500 FT. NORTH OF BEAGLE ROAD	07/20/2015	748.00
Applegate RD	0.20	1050 FT. SOUTH OF HIGHWAY 238	07/18/2016	2,698.00
Applegate RD	1.76	150 FT. SOUTH OF HAMILTON ROAD	07/18/2016	2,102.00
Applegate RD	2.91	550 FT. SOUTH OF LITTLE APPLGATE ROAD	07/18/2016	1,366.00
Applegate RD	9.13	300 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE RD	07/18/2016	791.00
Arnold LN	0.04	200 FT. SOUTH OF WEST MAIN STREET	06/21/2016	1,287.00
Arnold LN	1.05	125 FT. SOUTH OF BELLINGER LANE	06/21/2016	721.00
Atlantic AV	0.20	100 FT. SOUTH OF ANTELOPE ROAD	06/29/2015	661.00
Atlantic AV	0.31	100 FT. NORTH OF ANTELOPE ROAD	06/29/2015	1,846.00
Atlantic AV	0.93	150 FT. SOUTH OF AVENUE "G"	06/29/2015	1,230.00
Atlantic AV	0.98	120 FT. NORTH OF AVENUE "G"	06/22/2015	808.00
Avenue A	0.05	250 FT. EAST OF HIGHWAY 62	06/29/2015	2,859.00
Avenue A	0.99	100 FT. EAST OF LAKEVIEW DRIVE	07/06/2015	1,496.00
Avenue A	1.57	300 FT. WEST OF ATLANTIC AVENUE	06/22/2015	889.00
Avenue A	1.66	150 FT. EAST OF ATLANTIC AVENUE	08/24/2015	643.00
Avenue G	2.11	450 FT. WEST OF HIGHWAY 62	08/17/2015	4,544.00
Avenue G	2.25	250 FT. EAST OF HIGHWAY 62	06/22/2015	3,762.00

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Road Name	MilePost	Location Description	Date	Count
Avenue G	2.38	250 FT. EAST OF DIVISION	06/22/2015	2,991.00
Avenue G	3.30	150 FT. WEST OF ATLANTIC AVENUE	07/06/2015	548.00
Avenue H	0.50	450 FT. EAST OF ATLANTIC AVENUE	07/06/2015	705.00
Avenue H	1.40	200 FT. EAST OF DIVISION	06/22/2015	1,196.00
Ball RD	3.05	200 FT. EAST OF HIGHWAY 62	06/23/2015	808.00
Bateman DR	0.01	50 FT. EAST OF TABLE ROCK ROAD	07/19/2016	1,389.00
Beagle RD	0.07	375 FT. NORTH OF DODGE ROAD	07/23/2013	497.00
Beagle RD	2.40	300 FT. EAST OF ANTIOCH ROAD	06/02/2015	546.00
Beall LN	1.55	200 FT. WEST OF HIGHWAY 99	06/01/2016	7,592.00
Beall LN	2.56	300 FT. EAST OF HANLEY ROAD	06/01/2016	4,431.00
Beall LN	2.65	150 FT. WEST OF HANLEY ROAD	05/31/2016	4,383.00
Beall LN	3.17	125 FT. EAST OF FREELAND ROAD	05/31/2016	2,457.00
Beall LN	3.50	150 FT. EAST OF OLD STAGE ROAD	05/31/2016	1,865.00
Beebe RD	0.01	50 FT. WEST OF HAMRICK ROAD	06/14/2016	1,292.00
Beeson LN	0.04	200 FT. WEST OF WAGNER CREEK ROAD	05/25/2016	403.00
Bellinger LN	0.03	150 FT. WEST OF HULL ROAD	06/21/2016	3,842.00
Bellinger LN	1.93	150 FT. EAST OF STAGE ROAD SOUTH	06/21/2016	2,967.00
Biddle RD	1.48	450 FT. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/01/2016	7,836.00
Biddle RD	1.481	450 FT. EAST OF HAMRICK ROAD (WEST BOUND LANES)	07/26/2016	7,640.00
Bigham Brown RD	0.07	350 FT. NORTH OF ANTELOPE ROAD	08/03/2015	2,445.00
Bigham Brown RD	1.87	175 FT. SOUTH OF ALTA VISTA ROAD	08/03/2015	2,540.00
Blackwell RD	0.29	450 FT. EAST OF TOLO ROAD	06/01/2015	5,036.00
Blackwell RD	0.44	300 FT. WEST OF TOLO ROAD	07/20/2015	4,019.00
Blackwell RD	4.82	300 FT. EAST OF UPPER RIVER ROAD	07/13/2015	2,884.00
Brophy RD	0.03	150 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/16/2015	555.00
Brophy RD	5.02	300 FT. EAST OF REESE CREEK ROAD	06/23/2015	280.00
Brownsboro-Eagle Point RD	0.32	100 FT. EAST OF OLD HIGHWAY 62	06/16/2015	3,798.00
Brownsboro-Eagle Point RD	1.58	200 FT. WEST OF REESE CREEK ROAD	06/16/2015	2,525.00
Brownsboro-Eagle Point RD	1.65	150 FT. EAST OF REESE CREEK ROAD	06/16/2015	1,372.00
Brownsboro-Eagle Point RD	2.86	50 FT. EAST OF BROPHY ROAD	06/16/2015	739.00
Brownsboro-Eagle Point RD	5.88	300 FT. WEST OF HIGHWAY 140	06/16/2015	603.00
Butte Falls - Prospect RD	0.01	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	07/06/2015	370.00
Butte Falls - Prospect RD	22.65	1050 FT. SOUTH OF RED BLANKET ROAD	06/09/2015	226.00
Butte Falls - Prospect RD	23.90	150 FT. EAST OF MILL CREEK DRIVE	06/09/2015	925.00
Butte Falls RD	0.06	300 FT. EAST OF HIGHWAY 62	06/23/2015	2,082.00
Butte Falls RD	0.95	50 FT. EAST OF REESE CREEK ROAD	06/23/2015	2,185.00
Butte Falls RD	5.02	1320 FT. SOUTHWEST OF MIDWAY STORE	06/23/2015	1,758.00
Butte Falls RD	7.43	900 FT. WEST OF CROWFOOT ROAD	06/23/2015	1,628.00
Butte Falls RD	12.50	300 FT. WEST OF COBLEIGH ROAD	06/23/2015	1,220.00
Butte Falls RD	15.26	20 FT. EAST OF CATTLE GUARD #606	06/23/2015	1,145.00
Butte Falls RD	15.73	225 FT. WEST OF FIR STREET	06/23/2015	1,197.00
Butte Falls-Fish Lake RD	16.10	240 FT. SOUTHEAST OF LAUREL AVENUE	07/06/2015	729.00
Butte Falls-Fish Lake RD	16.87	900 FT. EAST OF BUTTE FALLS-PROSPECT ROAD	07/06/2015	433.00

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Road Name	MilePost	Location Description	Date	Count
Butte Falls-Fish Lake RD	22.09	300 FT. WEST OF COOK ROAD	08/18/2015	223.00
Butte Falls-Fish Lake RD	34.31	100 FT. NORTH OF HIGHWAY 140	07/06/2015	163.00
Cady RD	0.02	100 FT. EAST OF HIGHWAY 238	06/21/2016	689.00
Cady RD	0.54	100 FT. NORTHEAST OF STERLING CREEK ROAD	06/21/2016	836.00
Camp Baker RD	0.01	75 FT. WEST OF COLVER ROAD	08/09/2016	992.00
Carpenter Hill RD	0.02	100 FT. WEST OF VOORHIES ROAD	07/11/2016	637.00
Carpenter Hill RD	2.22	100 FT. EAST OF PIONEER ROAD	06/27/2016	344.00
Clay ST	0.01	50 FT. NORTH OF ASHLAND STREET	07/19/2016	1,970.00
Coker Butte RD	1.64	300 FT. WEST OF FOOTHILL ROAD	06/06/2016	1,133.00
Coleman Creek RD	0.12	EAST OF VOORHIES ROAD (EAST OF BRIDGE #83)	07/11/2016	2,685.00
Coleman Creek RD	0.61	150 FT. SOUTH OF HOUSTON ROAD	07/11/2016	1,785.00
Coleman Creek RD	1.26	150 FT. SOUTH OF CAMP BAKER ROAD	07/11/2016	1,107.00
Coleman Creek RD	1.82	150 FT. SOUTH OF PIONEER ROAD	07/12/2016	850.00
Columbus AV	1.29	75 FT. NORTH OF STAGE ROAD SOUTH	06/27/2016	3,176.00
Colver RD	1.48	100 FT. SOUTH OF ADAMS ROAD	05/25/2016	3,483.00
Colver RD	2.14	150 FT. SOUTH OF PIONEER ROAD	08/09/2016	3,602.00
Colver RD	2.58	100 FT. NORTH OF CAMP BAKER ROAD	08/09/2016	2,584.00
Corey RD	0.03	50 FT. EAST OF CRATER LAKE AVENUE	06/15/2015	2,653.00
Corey RD	1.02	50 FT. EAST OF McLOUGHLIN DRIVE	08/09/2016	2,125.00
Covered Bridge RD	0.06	300 FT. NORTH OF EAST EVANS CREEK ROAD	08/04/2015	459.00
Crowfoot RD	0.09	500 FT. SOUTH OF HIGHWAY 62	08/12/2015	323.00
Crowfoot RD	7.70	100 FT. NORTH OF BUTTE FALLS ROAD	06/23/2015	303.00
Crowson RD	0.03	150 FT. NORTH OF SISKIYOU BLVD.	06/15/2016	1,540.00
Dark Hollow RD	0.01	50 FT. SOUTH OF STAGE ROAD SOUTH	06/27/2016	2,053.00
Dark Hollow RD	1.08	300 FT. NORTH OF PIONEER ROAD	06/27/2016	1,592.00
Dark Hollow RD	1.16	100 FT. SOUTH OF PIONEER ROAD	06/27/2016	733.00
Dark Hollow RD	4.63	300 FT. WEST OF PIONEER ROAD	07/12/2016	547.00
Dead Indian Memorial RD	0.20	1050 FT. NORTH OF HIGHWAY 66	06/15/2016	2,397.00
Dead Indian Memorial RD	7.09	600 FT. SOUTHWEST OF COVE ROAD	07/19/2016	1,198.00
Dead Indian Memorial RD	17.08	450 FT. WEST OF HYATT PRAIRIE ROAD	06/15/2016	646.00
Dead Indian Memorial RD	17.23	500 FT. NORTHEAST OF HYATT PRAIRIE ROAD	06/15/2016	560.00
Division RD	0.19	100 FT. NORTH OF AVENUE "A"	06/29/2015	745.00
Division RD	0.25	225 FT. NORTH OF ANTELOPE ROAD	06/15/2015	3,442.00
Division RD	1.03	150 FT. SOUTH OF AVENUE "G"	06/22/2015	1,595.00
Dodge RD	0.11	600 FT. WEST OF HIGHWAY 234	07/14/2015	1,357.00
Dodge RD	2.61	375 FT. EAST OF ANTIOCH ROAD	07/20/2015	709.00
Dodge RD	2.74	300 FT. WEST OF ANTIOCH ROAD	06/02/2015	353.00
Dry Creek RD	5.85	250 FT. SOUTHWEST OF ANTELOPE ROAD	08/20/2015	730.00
Eagle Mill RD	0.03	150 FT. EAST OF SOUTH VALLEY VIEW ROAD	07/25/2016	4,990.00
Eagle Mill RD	1.70	200 FT. WEST OF OAK STREET	07/25/2016	5,020.00
Eagle Mill RD	1.80	300 FT. NORTHEAST OF OAK STREET	06/20/2016	1,630.00
East Antelope RD	4.66	300 FT. SOUTH OF HIGHWAY 140	08/11/2015	1,974.00
East Antelope RD	6.12	400 FT. SOUTH OF YANKEE CREEK ROAD	08/03/2015	1,615.00

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Road Name	MilePost	Location Description	Date	Count
East Antelope RD	6.63	500 FT. EAST OF DRY CREEK ROAD	08/11/2015	911.00
East Evans Creek RD	8.04	300 FT. WEST OF MEADOWS ROAD	06/02/2015	258.00
East Evans Creek RD	20.45	150 FT. EAST OF SYKES CREEK ROAD	07/21/2015	665.00
East Evans Creek RD	21.97	425 FT. EAST OF COVERED BRIDGE ROAD	07/21/2015	1,250.00
East Evans Creek RD	22.60	100 FT. EAST OF PLEASANT CREEK ROAD	07/07/2015	1,517.00
East Evans Creek RD	22.68	300 FT. SOUTH OF PLEASANT CREEK ROAD	07/21/2015	1,930.00
East Evans Creek RD	23.98	150 FT. NORTH OF MINTHORNE ROAD	07/27/2015	2,473.00
East Evans Creek RD	24.04	150 FT. SOUTH OF MINTHORNE ROAD	07/27/2015	2,935.00
East Evans Creek RD	29.13	2,800 FT. NORTH OF SHORT STREET	07/28/2015	4,829.00
East Gregory RD	0.01	75 FT. EAST OF TABLE ROCK ROAD	06/14/2016	1,692.00
East Main ST	0.04	225 FT. NORTHWEST OF HIGHWAY 66	07/19/2016	3,169.00
East Main ST	1.19	225 FT. WEST OF CLAY STREET	07/25/2016	7,770.00
East Pine ST	1.23	825 FT. WEST OF HAMRICK ROAD (WEST BOUND LANES)	07/26/2016	14,305.00
East Pine ST	1.29	525 FT. WEST OF HAMRICK ROAD (EAST BOUND LANES)	07/26/2016	14,506.00
East Valley View RD	0.04	225 FT. EAST OF NORTH VALLEY VIEW ROAD	06/20/2016	578.00
East Vilas RD	1.47	225 FT. WEST OF HIGHWAY 62	08/02/2016	14,829.00
East Vilas RD	2.54	50 FT. EAST OF McLOUGHLIN DRIVE	06/06/2016	2,215.00
Elk Creek RD	0.19	1000 FT. NORTH OF HIGHWAY 62	08/12/2015	427.00
Falcon ST	0.01	50 FT. EAST OF DIVISION ROAD	06/29/2015	2,235.00
Fern Valley RD	0.04	225 FT. EAST OF HIGHWAY 99	08/06/2012	12,894.00
Fern Valley RD	0.75	300 FT. EAST OF NORTH PHOENIX ROAD	07/15/2014	2,557.00
Fern Valley RD	2.18	150 FT. WEST OF PAYNE ROAD	07/25/2016	1,326.00
Foothill RD	3.12	225 FT. NORTH OF COKER BUTTE ROAD	08/01/2016	8,100.00
Foothill RD	4.24	225 FT. NORTH OF EAST VILAS ROAD	08/09/2016	6,451.00
Foothills BL	6.70	600 FT. EAST OF FIELDER LANE	07/21/2015	1,544.00
Foots Creek RD	0.11	600 FT. SOUTH OF HIGHWAY 99	07/13/2015	1,248.00
Foss RD	0.11	170 FT. WEST OF PEGGY LANE	05/25/2016	736.00
Gebhard RD	1.28	150 FT. SOUTH OF WILSON ROAD	06/14/2016	701.00
Gibbon RD	0.03	150 FT. WEST OF TABLE ROCK ROAD	06/14/2016	1,820.00
Gibbon RD	0.79	150 FT. WEST OF DOWNING ROAD	06/14/2016	1,681.00
Gibbon RD	1.22	50 FT. WEST OF UPTON ROAD	06/14/2016	1,085.00
Gladstone AV	0.18	150 FT. SOUTH OF ANTELOPE ROAD	06/15/2015	603.00
Gladstone AV	0.22	50 FT. NORTH OF ANTELOPE ROAD	06/15/2015	1,091.00
Gladstone AV	0.77	50 FT. SOUTH OF FALCON STREET	06/29/2015	430.00
Gold Ray RD	6.99	450 FT. NORTH OF BLACKWELL ROAD	06/01/2015	395.00
Grant RD	0.81	150 FT. SOUTH OF TAYLOR ROAD	06/06/2016	1,061.00
Grant RD	0.85	50 FT. NORTH OF TAYLOR ROAD	08/18/2016	1,029.00
Griffin Creek RD	0.02	125 FT. SOUTH OF SUNSET DRIVE	07/05/2016	5,311.00
Griffin Creek RD	0.29	50 FT. SOUTH OF STAGE ROAD SOUTH	06/28/2016	3,285.00
Griffin Creek RD	1.25	50 FT. NORTH OF PIONEER ROAD	07/15/2014	2,395.00
Griffin Creek RD	1.57	300 FT. SOUTH OF WEST GRIFFIN CREEK ROAD	07/22/2014	1,039.00
Griffin Creek RD	2.57	225 FT. SOUTH OF GRIFFIN LANE	07/29/2014	324.00
Griffin LN	0.06	300 FT. WEST OF GRIFFIN CREEK ROAD	06/28/2016	311.00

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Road Name	MilePost	Location Description	Date	Count
Hale WY	0.20	50 FT. SOUTH OF ANTELOPE ROAD	06/30/2015	601.00
Hale WY	0.22	50 FT. NORTH OF ANTELOPE ROAD	06/30/2015	1,673.00
Hale WY	0.72	40 FT. SOUTH OF FALCON STREET	06/30/2015	858.00
Hamilton RD	0.11	600 FT. SOUTH OF HIGHWAY 238	07/18/2016	902.00
Hamrick RD	1.60	150 FT. WEST OF TABLE ROCK ROAD	07/26/2016	844.00
Hanley RD	1.10	150 FT. SOUTH OF BEALL LANE	06/07/2016	5,933.00
Hanley RD	2.31	BETWEEN ROSS LANE INTERSECTIONS	05/31/2016	6,698.00
Hanley RD	2.58	75 FT. NORTH OF ROSSANLEY DRIVE	08/02/2016	6,345.00
Houston RD	0.04	200 FT. WEST OF COLVER ROAD	08/09/2016	1,641.00
Hull RD	3.12	75 FT. NORTH OF BELLINGER LANE	07/06/2016	5,014.00
Hull RD	3.15	100 FT. SOUTH OF BELLINGER LANE	07/06/2016	1,714.00
Humberg Creek RD	0.06	300 FT. NORTH OF HIGHWAY 238	07/18/2016	548.00
Hyatt Prairie RD	0.04	200 FT. SOUTH OF DEAD INDIAN MEMORIAL ROAD	06/15/2016	319.00
Indian Creek RD	0.06	300 FT. EAST OF HIGHWAY 62	08/18/2015	180.00
Ironwood DR	0.06	300 FT. WEST OF ROGUE RIVER DRIVE	07/14/2015	441.00
Ironwood DR	0.31	100 FT. WEST OF WEDGEWOOD DRIVE	07/14/2015	229.00
Ironwood DR	1.37	400 FT. NORTHWEST OF REDWING DRIVE	07/14/2015	99.00
Justice RD	0.01	50 FT. WEST OF HIGHWAY 62	08/02/2016	757.00
Kershaw RD	3.08	375 FT. SOUTH OF HIGHWAY 140	07/06/2015	5,127.00
Kershaw RD	3.33	300 FT. SOUTH OF ANTELOPE ROAD	08/11/2015	3,605.00
Kings Highway	1.37	150 FT. NORTH OF STAGE ROAD, SOUTH	07/05/2016	2,692.00
Lake Creek LP	0.06	300 FT. SOUTHEAST OF HWY 140 (WEST INTERSECTION)	08/11/2015	409.00
Lampman RD	0.04	200 FT. WEST OF GOLD HILL 99 SPUR	07/13/2015	593.00
Lampman RD	2.69	500 FT. EAST OF ROGUE RIVER HIGHWAY	08/05/2015	569.00
Linn RD	0.46	500 FT. EAST OF DAHLIA TERRACE	08/03/2015	1,118.00
Linn RD	2.02	275 FT. EAST OF AGATE ROAD	07/14/2015	929.00
Little Applegate RD	0.09	500 FT. EAST OF APPLGATE ROAD	07/18/2016	700.00
Livingston RD	0.01	75 FT. WEST OF OLD STAGE ROAD	05/31/2016	517.00
Lowe RD	0.03	150 FT. WEST OF SOUTH VALLEY VIEW ROAD	08/09/2016	799.00
Madrona LN	0.01	75 FT. WEST OF OAK GROVE ROAD	06/21/2016	1,060.00
Main ST	0.09	500 FT. WEST OF HIGHWAY 62	08/12/2015	624.00
Main ST	0.31	150 FT. WEST OF HIGHWAY 227	08/12/2015	305.00
McLoughlin DR	0.01	25 FT. SOUTH OF COREY ROAD	06/06/2016	898.00
McLoughlin DR	1.69	350 FT. NORTH OF EAST VILAS ROAD	06/06/2016	1,313.00
Meadows RD	0.06	300 FT. NORTH OF HIGHWAY 234	06/02/2015	836.00
Meadows RD	3.55	1600 FT. NORTH OF SWEET LANE	06/02/2015	632.00
Meadows RD	7.77	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	06/02/2015	418.00
Meridian RD	1.25	615 FT. NORTH OF HIGHWAY 140	08/03/2015	509.00
Merry LN	0.02	100 FT. EAST OF HIGHWAY 62	06/15/2015	1,463.00
Mill Creek DR	0.08	400 FT. SOUTH OF HWY 62 OR AT GORGE MARKET	08/12/2015	225.00
Mill Creek DR	1.03	150 FT. EAST OF ULRICH ROAD	08/12/2015	427.00
Mill Creek DR	4.73	150 FT. EAST OF HIGHWAY 62 ACCESS ROAD	08/12/2015	602.00
Mill Creek DR	6.17	300 FT. SOUTH OF BUTTE FALLS-PROSPECT ROAD	08/12/2015	896.00

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Road Name	MilePost	Location Description	Date	Count
Mill Creek DR	6.25	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	08/12/2015	1,286.00
Mill Creek DR	6.84	250 FT. SOUTH OF HIGHWAY 62	08/18/2015	506.00
Minthorne RD	0.16	850 FT. WEST OF EAST EVANS CREEK ROAD	07/27/2015	675.00
Modoc RD	0.03	150 FT. NORTH OF TABLE ROCK ROAD	07/20/2015	3,569.00
Modoc RD	1.80	150 FT. SOUTH OF ANTIOCH ROAD	06/01/2015	3,323.00
Modoc RD	1.94	600 FT. NORTH OF ANTIOCH ROAD	06/01/2015	1,548.00
Neil Creek RD	0.03	150 FT. SOUTHWEST OF HIGHWAY 66	06/15/2016	591.00
Nevada ST	2.62	100 FT. EAST OF MOUNTAIN AVENUE	06/20/2016	889.00
Nick Young RD	2.10	300 FT. EAST OF AGATE ROAD	07/14/2015	1,506.00
North Applegate RD	11.69	150 FT. NORTH OF HIGHWAY 238	07/18/2016	785.00
North Phoenix RD	1.78	225 FT. SOUTH OF COAL MINE ROAD	07/15/2014	7,610.00
North River RD	0.08	400 FT. WEST OF HIGHWAY 99 AND HIGHWAY 234	07/13/2015	1,299.00
North River RD	4.73	4,600 FT. SOUTHEAST OF WARDS CREEK ROAD	07/09/2015	1,496.00
North Valley View RD	1.02	75 FT. NORTH OF WEST VALLEY VIEW ROAD	08/09/2016	1,313.00
Oak ST	0.06	300 FT. SOUTH OF EAGLE MILL ROAD	08/09/2016	3,945.00
Old Ferry RD	0.50	2640 FT. EAST OF HIGHWAY 62	08/13/2015	524.00
Old Hwy 234	0.10	300 FT. WEST OF AGATE ROAD	07/14/2015	1,547.00
Old Pacific Highway	0.09	450 FT. WEST OF HIGHWAY 99	05/25/2016	769.00
Old Sams Valley RD	0.32	100 FT. EAST OF PERRY ROAD	06/02/2015	1,259.00
Old Sams Valley RD	0.54	150 FT. WEST OF DUGGAN ROAD	06/02/2015	826.00
Old Sams Valley RD	2.42	500 FT. EAST OF RAMSEY ROAD	07/14/2015	460.00
Old Stage RD	0.47	225 FT. SOUTH OF AUTUMN LANE (CITY LIMITS)	08/18/2016	2,568.00
Old Stage RD	1.49	150 FT. NORTH OF TAMI LANE	05/31/2016	2,606.00
Old Stage RD	2.62	50 FT. NORTH OF ROSS LANE	07/20/2014	1,503.00
Old Stage RD	3.91	150 FT. NORTH OF BEALL LANE	07/22/2014	2,110.00
Old Stage RD	4.79	300 FT. NORTH OF TAYLOR ROAD	07/22/2014	2,227.00
Old Stage RD	6.13	50 FT. NORTH OF SCENIC AVENUE	07/07/2014	2,562.00
Old Stage RD	10.48	300 FT. SOUTH OF OLD STAGE/ACCESS ROADS	07/27/2015	2,345.00
Old Stage RD	10.56	125 FT. WEST OF GOLD HILL 99 SPUR	07/27/2015	854.00
Old Stage RD	12.71	550 FT. EAST OF OLD STAGE/LAMPMAN CONNECTOR	07/13/2015	315.00
Old Trail Creek RD	0.17	900 FT. NORTH OF RAGSDALE ROAD	08/12/2015	166.00
Orchard Home DR	0.72	100 FT. SOUTH OF SUNSET DRIVE	07/05/2016	2,305.00
Orchard Home DR	1.19	75 FT. NORTH OF STAGE ROAD SOUTH	06/27/2016	1,104.00
Orchard Home DR	1.22	120 FT. SOUTH OF STAGE ROAD SOUTH	06/27/2016	731.00
Pacific AV	0.04	200 FT. NORTH OF ANTELOPE ROAD	08/11/2015	1,786.00
Payne RD	0.03	150 FT. NORTH OF SUNCREST ROAD	07/25/2016	644.00
Payne RD	1.71	150 FT. SOUTH OF FERN VALLEY ROAD	07/25/2016	1,020.00
Payne RD	1.76	100 FT. NORTH OF FERN VALLEY ROAD	07/25/2016	561.00
Peace LN	0.04	200 FT. NORTH OF EAST VILAS ROAD	06/07/2016	777.00
Peninger RD	0.11	600 FT. NORTH OF EAST PINE STREET	08/25/2014	1,749.00
Perry RD	0.03	150 FT. NORTH OF OLD SAMS VALLEY ROAD	06/02/2015	318.00
Pioneer RD	0.03	150 FT. WEST OF COLVER ROAD	08/09/2016	1,990.00
Pioneer RD	1.27	100 FT. WEST OF COLEMAN CREEK ROAD	07/12/2016	1,454.00

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Road Name	MilePost	Location Description	Date	Count
Pioneer RD	1.93	100 FT. NORTH OF DARK HOLLOW ROAD	07/12/2016	912.00
Pioneer RD	4.08	200 FT. SOUTH OF CARPENTER HILL ROAD	06/27/2016	1,076.00
Pioneer RD	4.50	100 FT. EAST OF DARK HOLLOW ROAD	06/27/2016	1,302.00
Pioneer RD	4.54	100 FT. WEST OF DARK HOLLOW ROAD	06/27/2016	1,656.00
Pioneer RD	5.37	100 FT. EAST OF GRIFFIN CREEK ROAD	06/28/2016	986.00
Pleasant Creek RD	0.01	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/09/2015	753.00
Pleasant Creek RD	10.11	50 FT. NORTH OF W EVANS CREEK ROAD INTERSECTION	07/09/2015	745.00
Poorman Creek RD	4.03	75 FT. EAST OF STERLING CREEK ROAD	06/28/2016	784.00
Queens Branch RD E	0.06	300 FT. WEST OF EAST EVANS CREEK ROAD	07/21/2015	1,005.00
Queens Branch RD E	1.29	150 FT. EAST OF WEST EVANS CREEK ROAD	07/21/2015	659.00
Queens Branch RD E	1.39	300 FT. WEST OF EAST INTERSECT OF W EVANS CR RD	07/21/2015	1,248.00
Ragsdale RD	0.17	900 FT. SOUTH OF INTERSECTION WITH OLD TRAIL CR	08/12/2015	479.00
Ramsey RD	0.02	125 FT. NORTH OF HIGHWAY 234	06/02/2015	431.00
Red Blanket RD	0.02	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	08/12/2015	398.00
Reese Creek RD	0.03	175 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/16/2015	1,760.00
Reese Creek RD	1.19	300 FT. WEST OF BROPHY ROAD	06/23/2015	785.00
Reese Creek RD	2.82	100 FT. NORTH OF BALL ROAD	06/23/2015	705.00
Reiten DR	0.11	600 FT. SOUTHWEST OF HIGHWAY 66	06/15/2016	629.00
Riley RD	0.08	400 FT. NORTH OF HIGHWAY 140	08/17/2015	1,043.00
Riley RD	1.28	1200 FT. NORTH OF ALTA VISTA ROAD (S)	08/11/2015	872.00
Riley RD	2.80	100 FT. SOUTH OF STEVENS ROAD	06/16/2015	455.00
Rogue River DR	0.03	150 FT. NORTH OF HIGHWAY 234	07/14/2015	2,177.00
Rogue River DR	5.58	700 FT. SOUTH OF LONG BRANCH ROAD	08/12/2015	1,157.00
Rogue River DR	6.16	100 FT. WEST OF DEER PARK LANE	08/12/2015	1,511.00
Rogue River DR	7.22	100 FT. WEST OF SHADY COVE PARK	08/12/2015	2,192.00
Rogue River DR	7.29	100 FT. WEST OF HIGHWAY 62	08/12/2015	2,593.00
Ross LN	1.21	350 FT. WEST OF HANLEY ROAD	08/02/2016	3,894.00
Ross LN	2.23	100 FT. EAST OF HILLSIDE DRIVE	06/07/2016	3,380.00
Ross LN	2.27	100 FT. WEST OF HILLSIDE DRIVE	05/31/2016	738.00
Sardine Creek RD	0.01	75 FT. NORTH OF HIGHWAY 99	07/13/2015	728.00
Savage Creek RD	0.11	600 FT. SOUTH OF OLD HIGHWAY 99	07/07/2015	620.00
Scenic AV	0.76	200 FT. WEST OF HIGHWAY 99	06/06/2016	2,214.00
Scenic AV	1.14	175 FT. WEST OF SEVEN OAKS ROAD	06/06/2016	1,478.00
Scenic AV	2.54	50 FT. WEST OF TOLO ROAD	06/06/2016	1,306.00
South Stage RD	0.04	225 FT. WEST OF HIGHWAY 99	07/11/2016	6,750.00
South Stage RD	0.30	300 FT. WEST OF VOORHIES ROAD	07/11/2016	6,300.00
South Stage RD	1.89	225 FT. EAST OF KINGS HIGHWAY	07/05/2016	6,141.00
South Stage RD	2.48	100 FT. EAST OF COLUMBUS AVENUE	06/27/2016	6,000.00
South Stage RD	2.90	150 FT. EAST OF ORCHARD HOME DRIVE	06/27/2016	4,685.00
South Stage RD	3.40	225 FT. EAST OF GRIFFIN CREEK ROAD	06/28/2016	4,215.00
South Stage RD	3.52	75 FT. EAST OF FAIRLANE DRIVE	07/22/2014	4,016.00
South Stage RD	3.70	100 FT. WEST OF HULL ROAD	06/30/2014	4,091.00
South Stage RD	4.83	250 FT. WEST OF ARNOLD LANE	06/30/2014	3,236.00



# ADT Web Report

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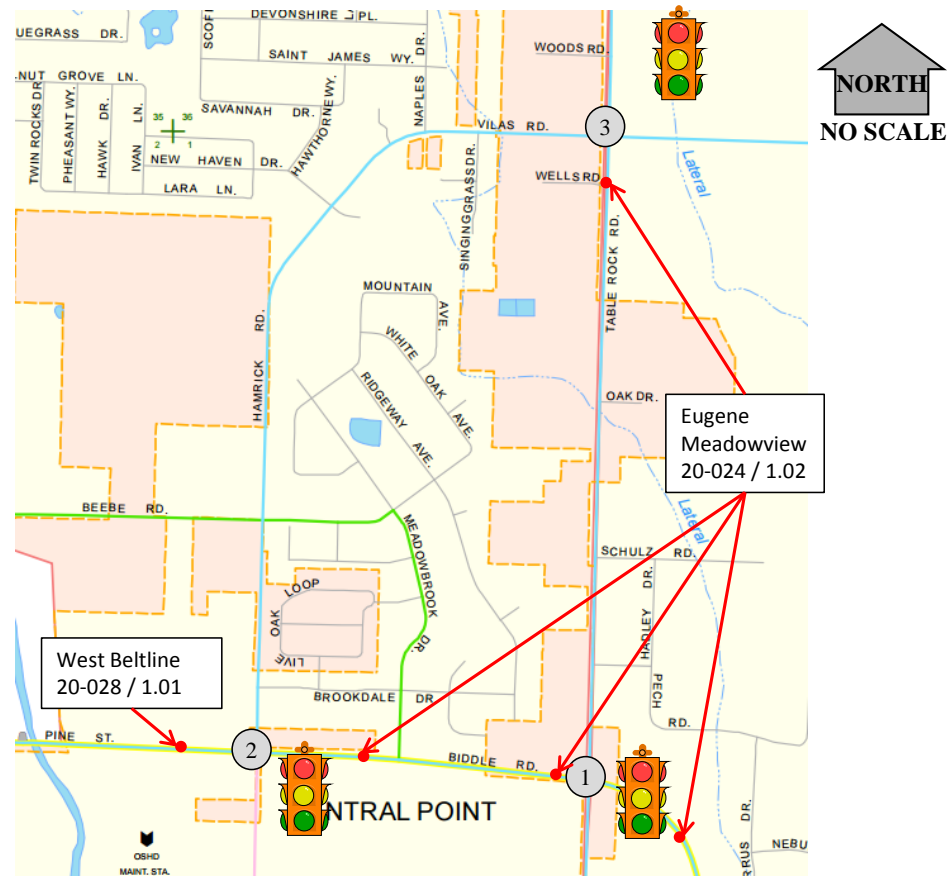
Road Name	MilePost	Location Description	Date	Count
South Stage RD	5.81	300 FT. WEST OF BELLINGER LANE	06/30/2014	5,151.00
South Valley View RD	0.65	200 FT. NORTH OF EAST ASHLAND LANE	06/20/2016	2,629.00
Sterling Creek RD	0.01	50 FT. SOUTHEAST OF CADY ROAD	08/02/2016	900.00
Sterling Creek RD	1.27	100 FT. SOUTH OF POORMAN CREEK ROAD	06/28/2016	750.00
Stevens RD	4.76	100 FT. EAST OF RILEY ROAD	06/16/2015	759.00
Stevens RD	4.80	100 FT. WEST OF RILEY ROAD	06/16/2015	1,044.00
Suncrest RD	0.83	300 FT. SOUTH OF PAYNE ROAD	07/25/2016	640.00
Suncrest RD	0.91	100 FT. EAST OF PAYNE ROAD	07/25/2016	487.00
Suncrest RD	2.33	150 FT. NORTH OF WEST VALLEY VIEW ROAD	07/25/2016	650.00
Sunset DR	0.25	150 FT. WEST OF THOMAS ROAD	07/05/2016	2,776.00
Sunset DR	0.29	50 FT. EAST OF THOMAS ROAD	07/05/2016	1,191.00
Table Rock RD	2.42	750 FT. NORTH OF BIDDLE ROAD	08/03/2016	19,356.00
Table Rock RD	3.07	150 FT. NORTH OF EAST VILAS ROAD	08/01/2016	20,349.00
Table Rock RD	3.73	925 FT. NORTH OF WILSON ROAD	08/08/2016	18,648.00
Table Rock RD	4.59	225 FT. NORTH OF WEST GREGORY ROAD	08/01/2016	15,869.00
Table Rock RD	5.87	1060 FT. NORTH OF ANTELOPE ROAD	07/28/2015	9,277.00
Table Rock RD	6.36	800 FT. NORTH OF KIRTLAND ROAD	07/28/2015	6,931.00
Table Rock RD	7.52	325 FT. WEST OF MODOC ROAD	08/04/2015	2,883.00
Takelma DR	0.06	300 FT. NORTH OF HIGHWAY 62	08/12/2015	461.00
Tami LN	0.03	150 FT. WEST OF OLD STAGE ROAD	05/31/2016	291.00
Taylor RD	0.84	100 FT. WEST OF GRANT ROAD (WEST, NORTH LEG)	07/22/2014	1,287.00
Thompson Creek RD	0.06	300 FT. SOUTH OF HIGHWAY 238	07/18/2016	917.00
Tiller-Trail HY	41.79	900 FT. SOUTH OF JACKSON/DOUGLAS CNTY LINE	08/18/2015	314.00
Tiller-Trail HY	46.28	100 FT. SOUTH OF SWINGLE ROAD	08/18/2015	441.00
Tiller-Trail HY	52.65	300 FT. NORTH OF OLD 62	08/12/2015	1,252.00
Tolman Creek RD	1.25	150 FT. SOUTH OF SISKIYOU BOULEVARD	06/15/2016	1,352.00
Tolo RD	0.02	100 FT. NORTH OF SCENIC AVENUE	06/06/2016	820.00
Tolo RD	2.25	300 FT. SOUTH OF BLACKWELL ROAD	07/27/2015	858.00
Tresham LN	0.08	400 FT. WEST OF TABLE ROCK ROAD	06/02/2015	648.00
Tresham LN	1.46	400 FT. EAST OF HWY. 234	06/02/2015	346.00
Upper River RD	0.04	225 FT. NORTH OF BLACKWELL ROAD	07/27/2015	559.00
Upton RD	1.04	150 FT. SOUTH OF WILSON ROAD	06/14/2016	3,580.00
Upton RD	1.83	50 FT. SOUTH OF GIBBON ROAD	06/14/2016	1,676.00
Voorhies RD	0.03	150 FT. SOUTH OF STAGE ROAD SOUTH	07/11/2016	2,909.00
Wagner Creek RD	1.04	450 FT. WEST OF RAPP ROAD	05/25/2016	2,946.00
Wagner Creek RD	1.81	225 FT. NORTH OF ANDERSON CREEK ROAD	05/25/2016	2,640.00
Wagner Creek RD	2.46	50 FT. NORTH OF YANK GULCH ROAD	08/09/2016	1,742.00
Wagner Creek RD	2.48	50 FT. SOUTH OF YANK GULCH ROAD	08/09/2016	1,014.00
Wagon Trail DR	0.06	300 FT. WEST OF HIGHWAY 238	07/06/2016	364.00
Walden LN	0.02	100 FT. SOUTH OF COLVER ROAD	05/25/2016	665.00
Wards Creek RD	0.17	100 FT. NORTH OF NORTH RIVER ROAD	07/28/2015	1,620.00
West Antelope RD	0.07	350 FT. WEST OF TABLE ROCK ROAD	08/04/2015	3,040.00
West Evans Creek RD	0.33	1,060 FT. NORTH OF WALNUT DRIVE	07/28/2015	2,552.00

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Road Name	MilePost	Location Description	Date	Count
West Evans Creek RD	0.78	100 FT. NORTH OF LLOYELEN DRIVE	07/07/2015	2,114.00
West Evans Creek RD	5.50	500 FT. SOUTH OF PINE GROVE ROAD	07/21/2015	1,220.00
West Evans Creek RD	7.23	900 FT. SOUTH OF QUEENS BRANCH ROAD	07/28/2015	885.00
West Evans Creek RD	7.47	300 FT. NORTH OF QUEENS BRANCH ROAD	07/07/2015	1,200.00
West Fork Griffin Creek RD	0.06	300 FT. WEST OF GRIFFIN CREEK RD AT BRIDGE #107	06/28/2016	1,540.00
West Gregory RD	0.68	300 FT. WEST OF TABLE ROCK ROAD	06/14/2016	1,136.00
West Main ST	0.90	200 FT. WEST OF RENAULT AVENUE	05/31/2016	9,119.00
West Main ST	2.52	200 FT. SOUTHEAST OF HANLEY ROAD	05/31/2016	7,798.00
West Pine ST	0.24	100 FT. SOUTHWEST OF GLENN WAY	07/07/2014	6,242.00
West Pine ST	0.58	100 FT. NORTHEAST OF RACHEL DRIVE	06/07/2016	5,784.00
West Valley View RD	0.93	75 FT. WEST OF SUNCREST ROAD	06/20/2016	905.00
West Valley View RD	0.96	125 FT. SOUTH OF SUNCREST ROAD	06/20/2016	931.00
West Valley View RD	2.47	150 FT. WEST OF NORTH VALLEY VIEW ROAD	06/20/2016	727.00
West Vilas RD	0.06	400 FT. WEST OF TABLE ROCK ROAD	07/26/2016	15,022.00
Wilson RD	0.06	300 FT. WEST OF TABLE ROCK ROAD	06/14/2016	1,879.00
Wilson WY	0.63	70 FT. SOUTH OF AVENUE F	07/06/2015	578.00
Wilson WY	0.91	50 FT. NORTH OF AVENUE H	06/22/2015	808.00
Yank Gulch RD	0.03	150 FT. WEST OF WAGNER CREEK ROAD	05/25/2016	766.00

The Seasonal Factor Table is used to calculate the commuter trend Seasonal Factor of 1.05 for most locations. 1.09 is used for Intersections 9 and 10. The approaches where it was possible to use a specific ATR, the ATR and the factor value are identified here.



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

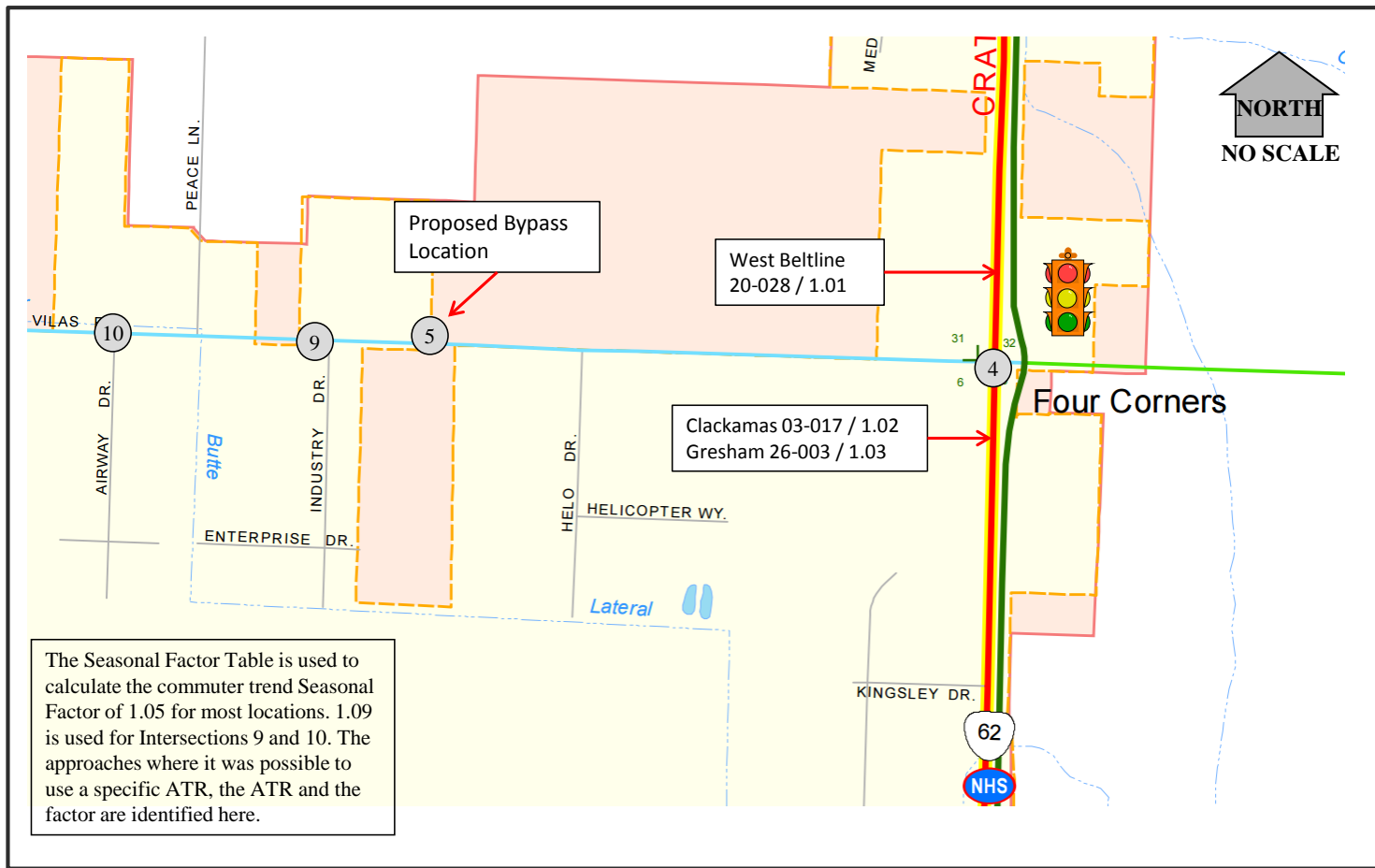
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Seasonal Adjustment Factors

File : OR62-Vilas  
Date : 6/5/17

Prepared By: Katie Brown  
Reviewed By: P. Schuytema, P.E.

FIGURE G-5



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Seasonal Adjustment Factors

File : OR62-Vilas

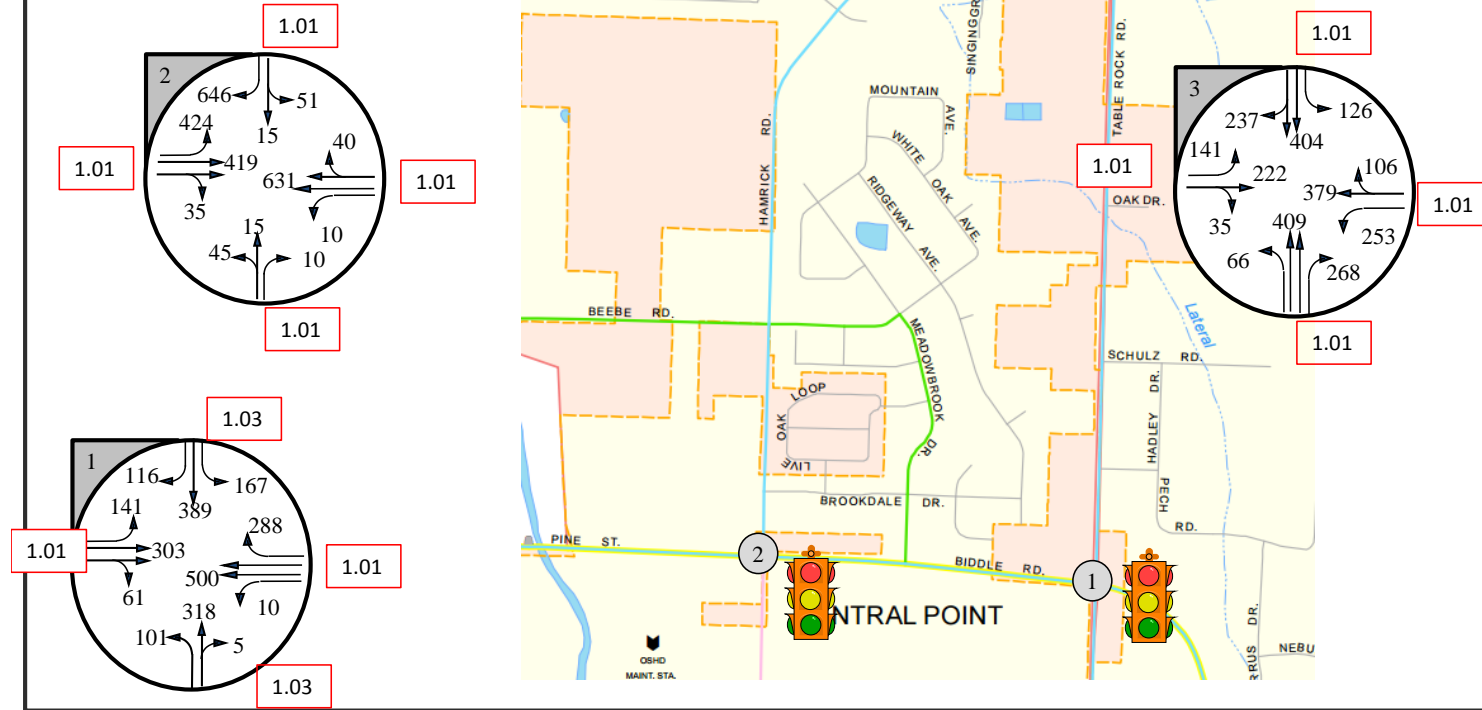
Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE G-6

Growth Adjustments by approach made to June 2014 counts to calculate 2015 DHV are identified in boxes.



OREGON DEPARTMENT OF TRANSPORTATION

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TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Historical Growth, All Vehicles

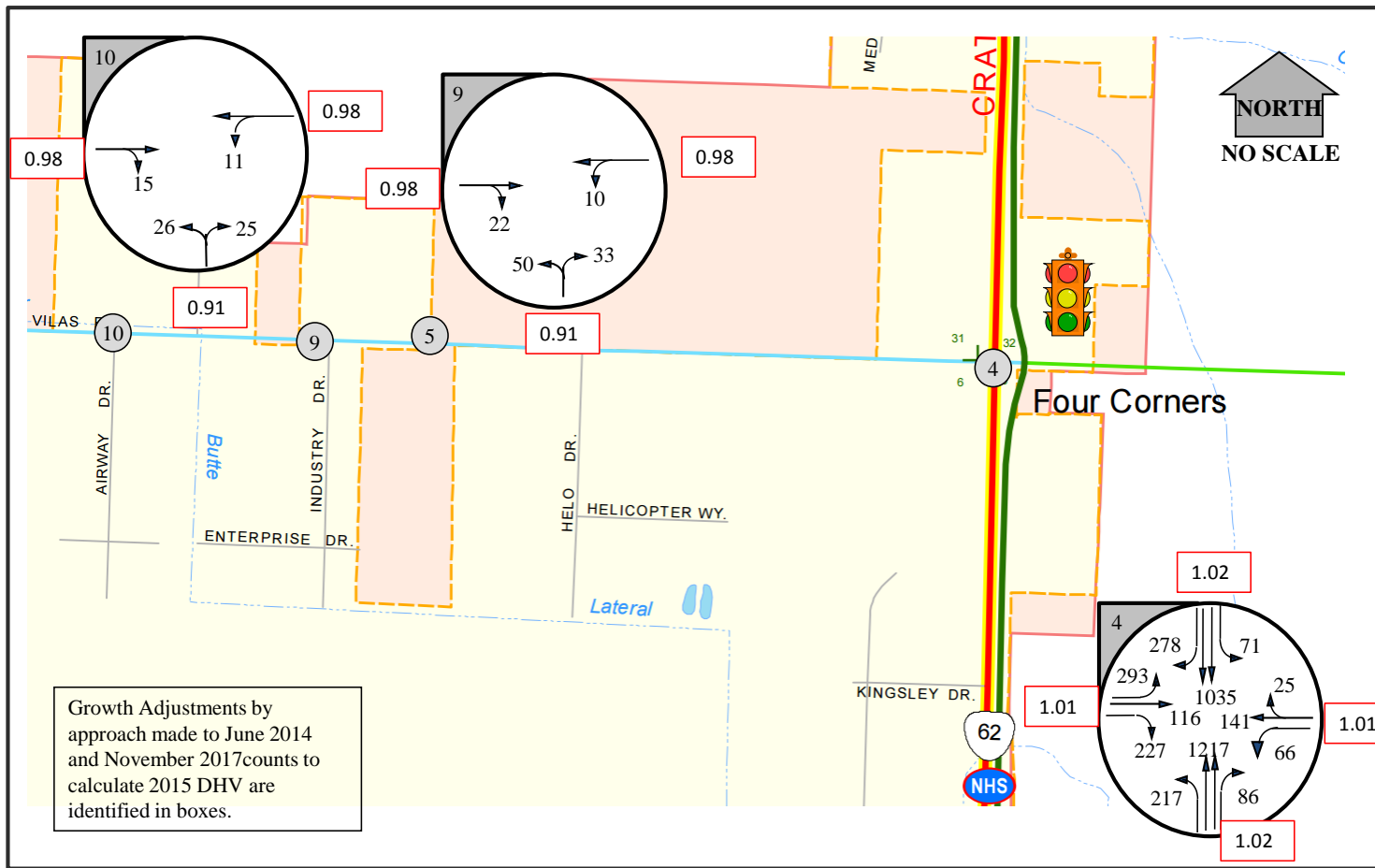
File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE G-7



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TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Historical Growth, All Vehicles

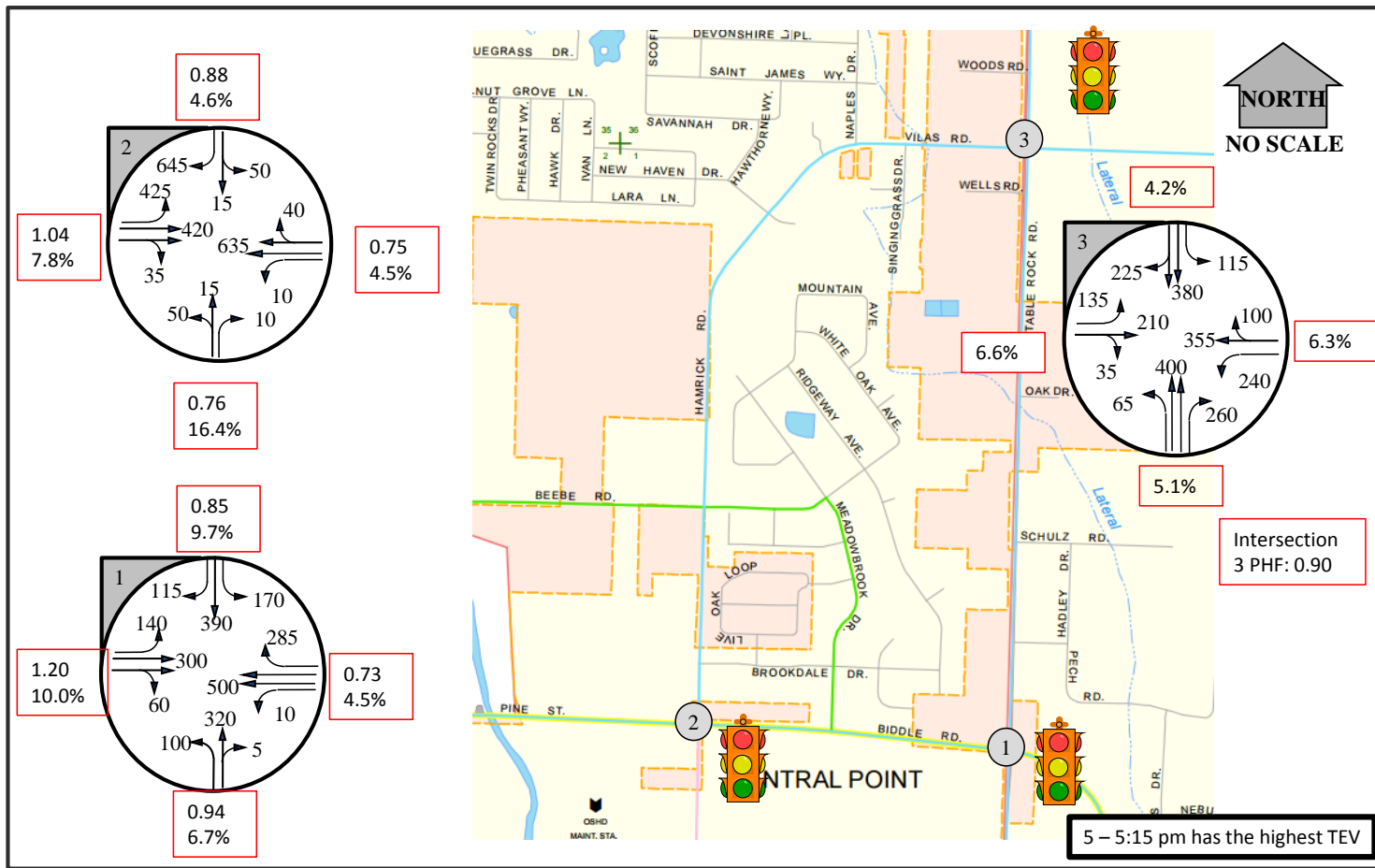
File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE G-8



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TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP - Rounded DHV. PHF and Combined Medium and Heavy Truck Percentages in boxes.

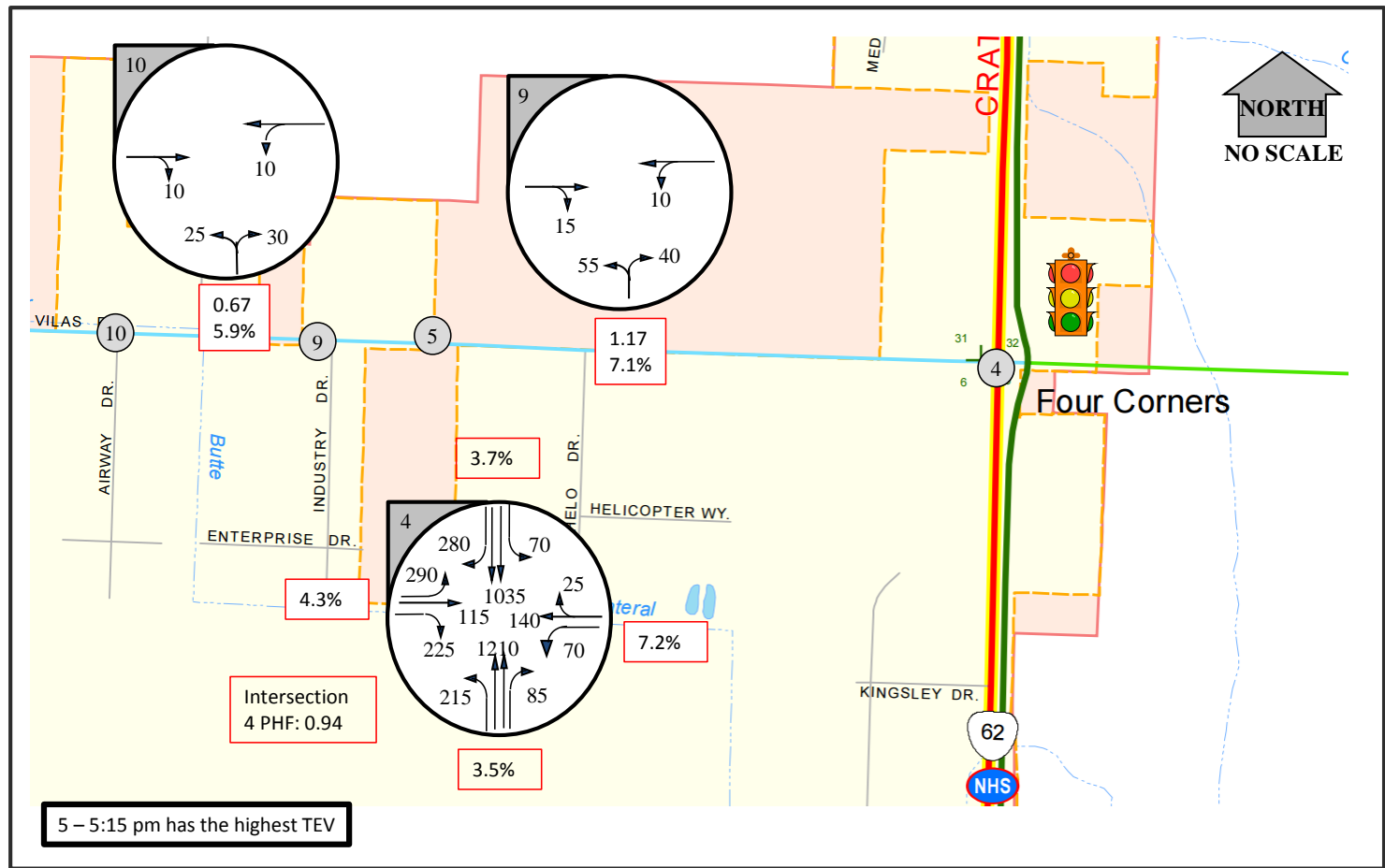
File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE G-9



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TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP - Rounded DHV, PHF and Combined Medium and Heavy Truck Percentages in boxes

File : OR62-Vilas

Prepared By: Katie Brown

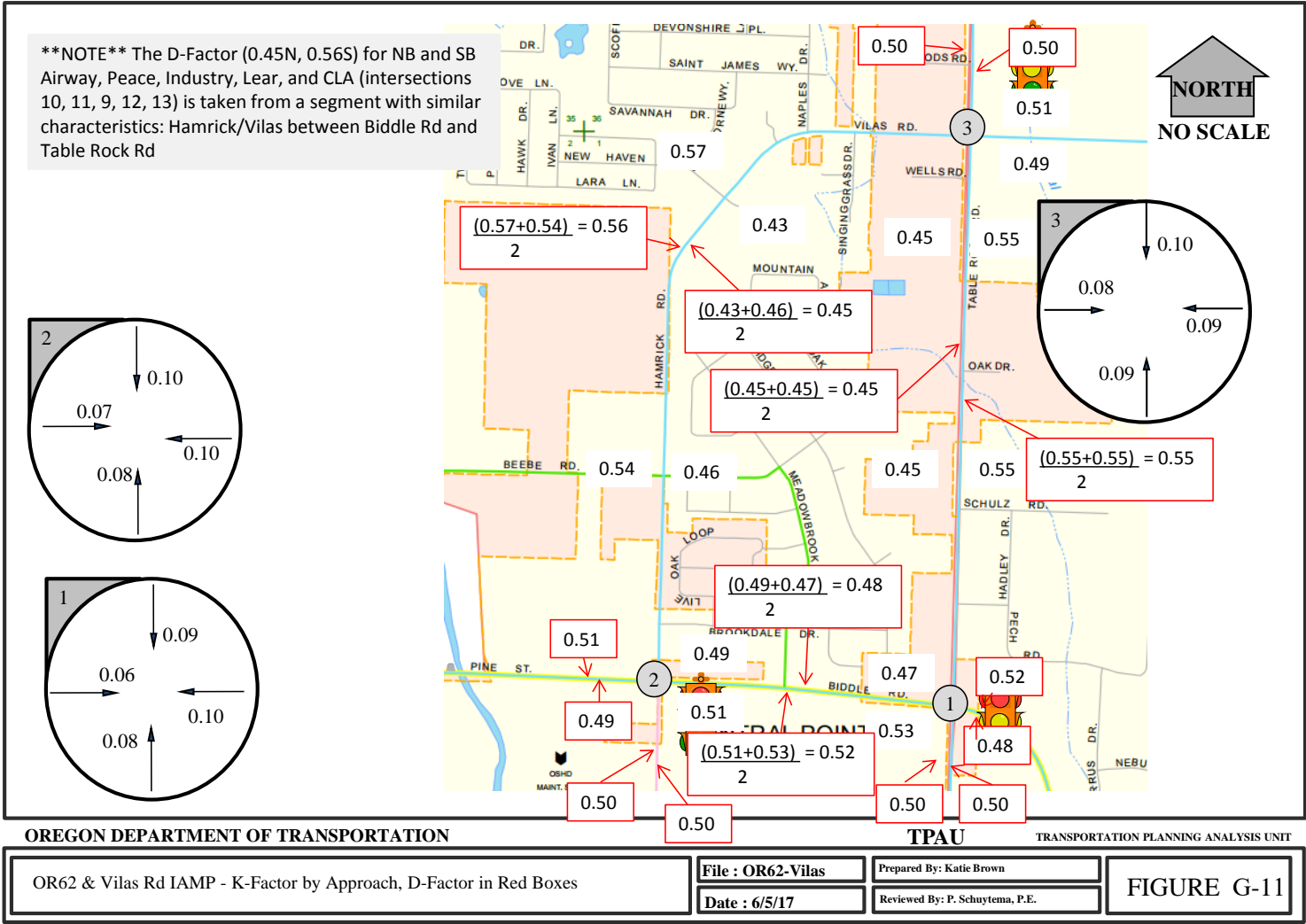
Date : 6/5/17

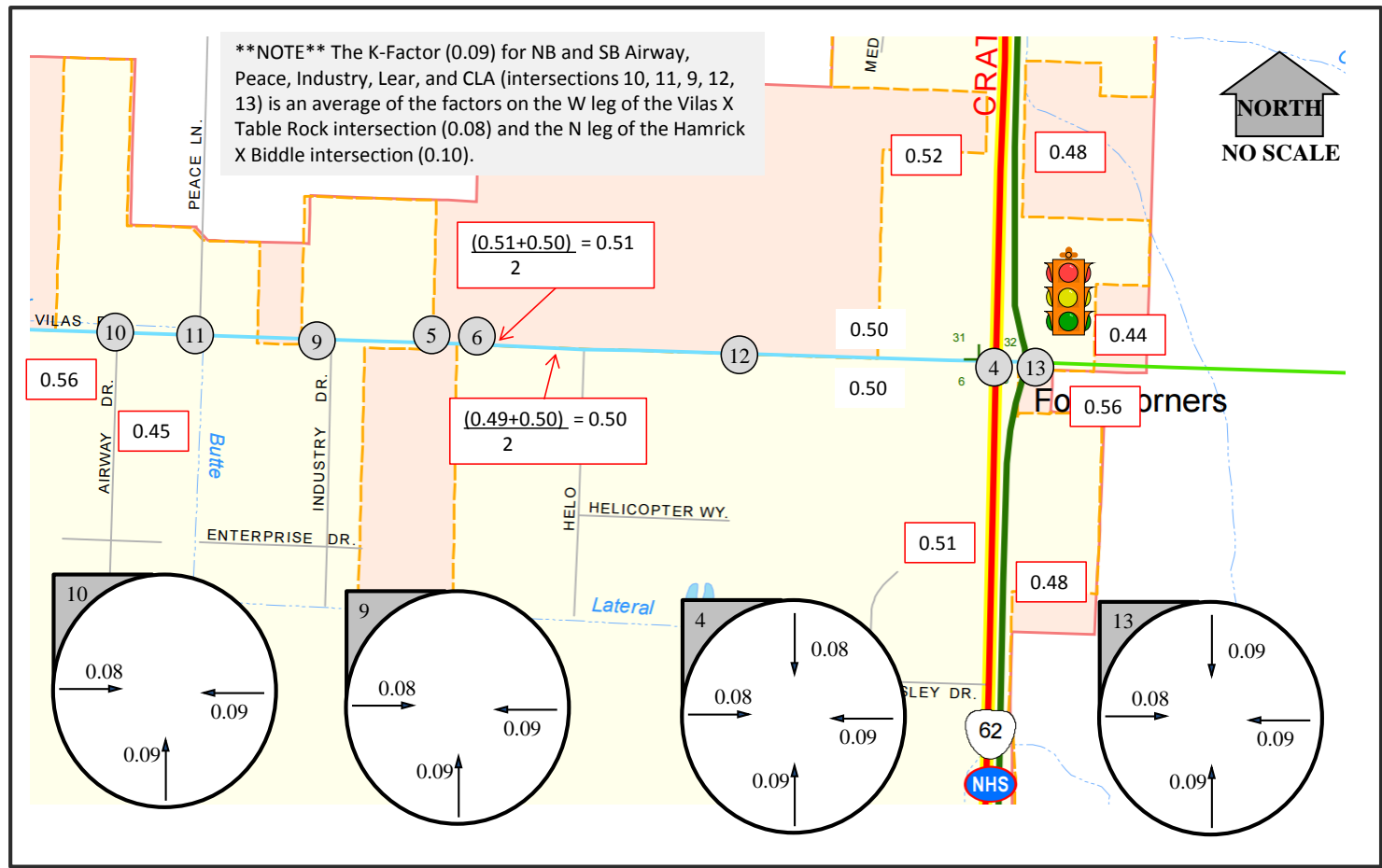
Reviewed By: P. Schuytema, P.E.

FIGURE G-10



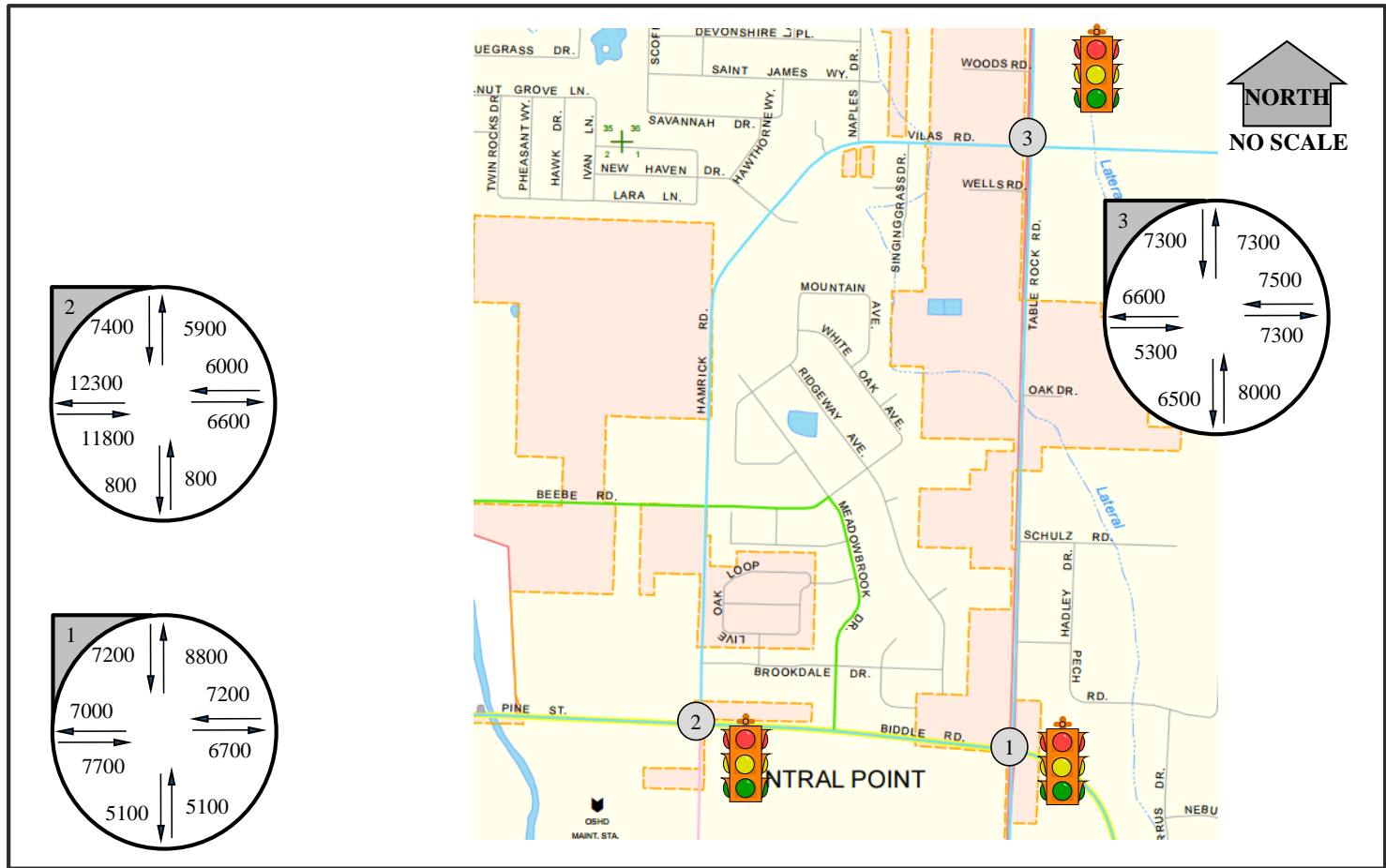
**\*\*NOTE\*\*** The D-Factor (0.45N, 0.56S) for NB and SB Airway, Peace, Industry, Lear, and CLA (intersections 10, 11, 9, 12, 13) is taken from a segment with similar characteristics: Hamrick/Vilas between Biddle Rd and Table Rock Rd





OREGON DEPARTMENT OF TRANSPORTATION TPAU TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP - K-Factor by Approach, D-Factor in Red Boxes	File : OR62-Vilas	Prepared By: Katie Brown	FIGURE G-12
	Date : 6/5/17	Reviewed By: P. Schuytema, P.E.	



OREGON DEPARTMENT OF TRANSPORTATION

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TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP - Rounded 2015 AADTs

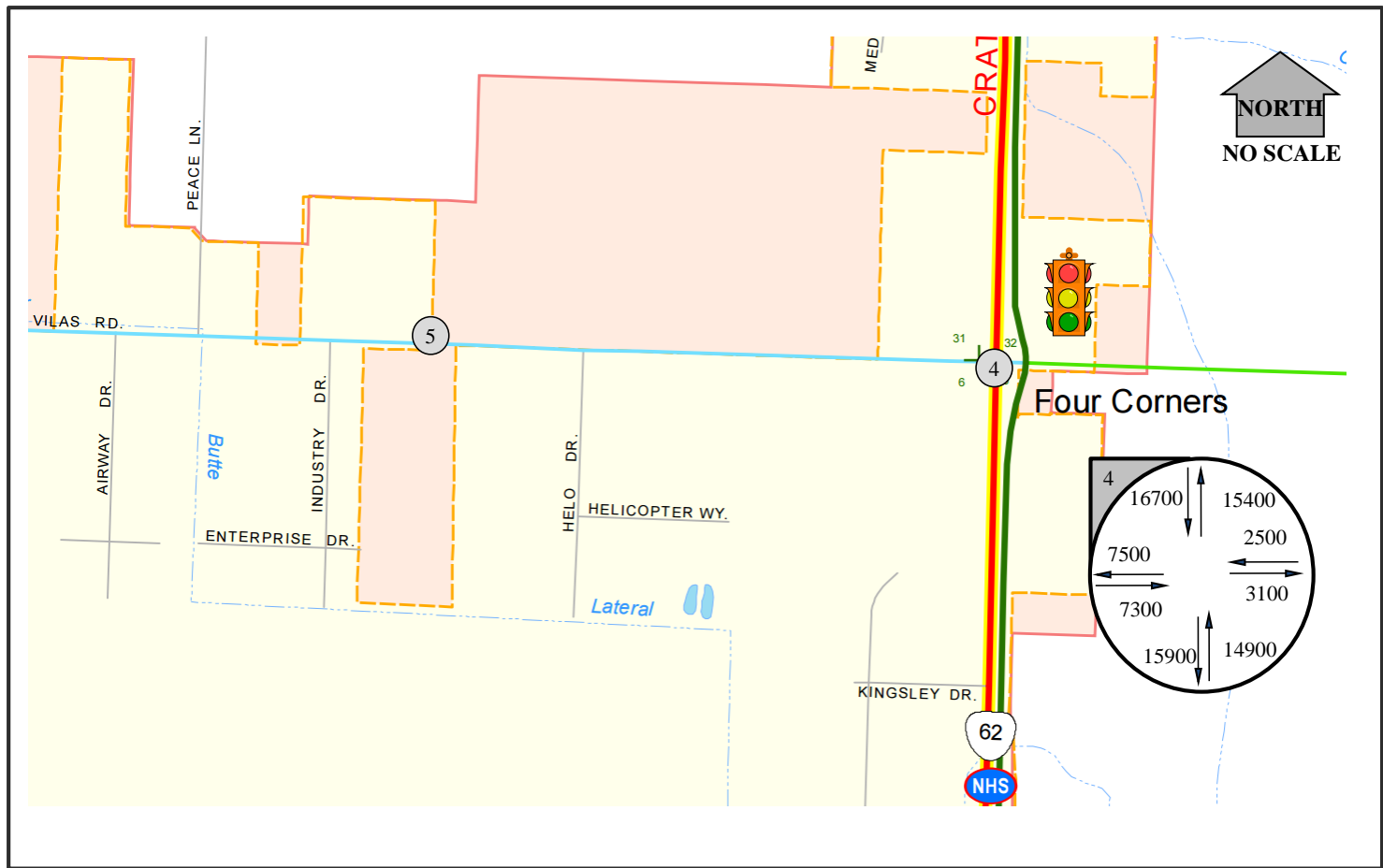
File : OR62-Vilas

Prepared By: Katie Brown

Date : 3/30/18

Reviewed By: P. Schuytema, P.E.

FIGURE G-13



OREGON DEPARTMENT OF TRANSPORTATION

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TRANSPORTATION PLANNING ANALYSIS UNIT

OR 62 & Vilas Rd IAMP - Rounded 2015 AADTs

File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E.


FIGURE G-14

## Figure G-15: Methodology Memorandum

**STATE OF OREGON**  
**Department of Transportation**  
**Transportation Development Division**

Date: May 17, 2017

---

**TO:** Peter Schuytema, Senior Transportation Analyst  
**FROM:**  Thomas Guevara Jr., Senior Transportation Planner  
**SUBJECT:** Traffic Analysis: OR 62 Expressway at Vilas Road Interchange Area Management Plan  
**EA:** 17PF320-621-P31

---

ODOT Region 3 is preparing an Interchange Area Management Plan (IAMP) for a new interchange located at Oregon 62 Expressway and Vilas Road. We will reformat the preferred alternatives for both the JTA Phase and Full Build Phase identified in the OR 62: Interstate 5 to Dutton Road Final Environmental Impact Statement (FEIS) into a long range planning document for consistency. A Planning Management Team meeting will be held this summer to review existing conditions and the FEIS preferred alternatives. An updated traffic analysis of the FEIS Build Scenarios is needed by September 2017 to include in the IAMP. ODOT Region 3 anticipates a draft plan to be available for review and adoption in January 2018.

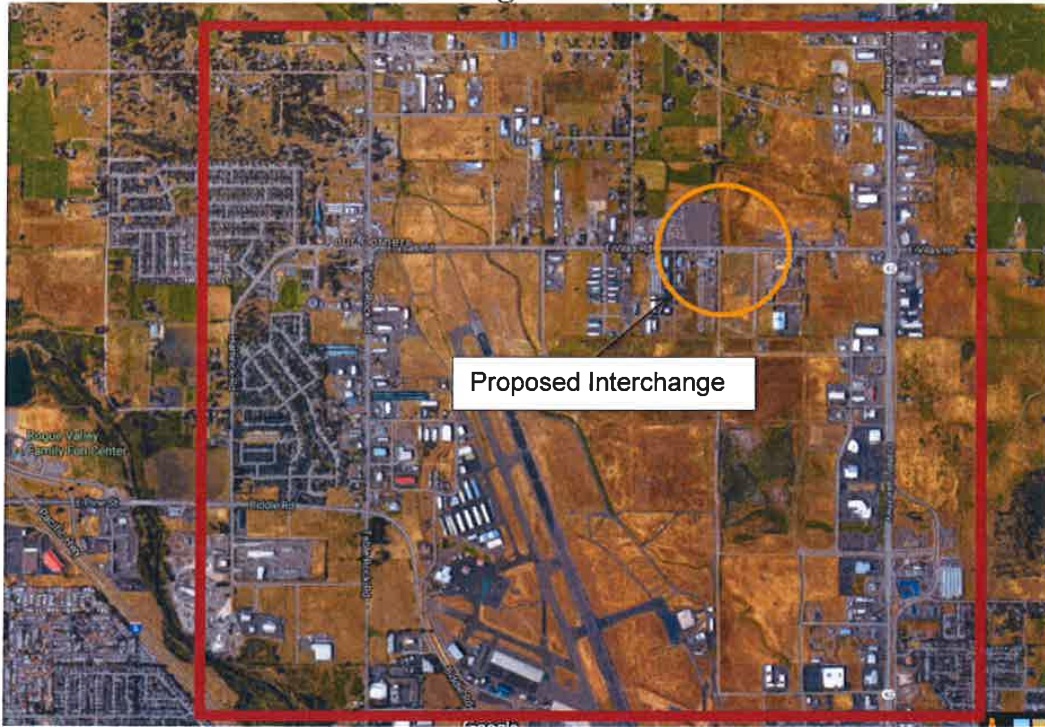
### **The updated traffic analysis is limited to:**

1. Incorporating new study area intersections from the 2017 Jackson County TSP Update (TSP) into the FEIS Build Scenarios;
2. Extrapolating the FEIS Build Scenarios traffic forecast to Year 2040; and
3. Adding a roundabout alternative at the interchange ramp terminals to the Year 2040 Build Scenarios for both a 3-lane and 5-lane cross section on East Vilas Road.

### **STUDY AREA**

The project area is bounded by Hamrick Road to the west; Crater Lake Avenue to the east; Wilson Road to the north; and Commerce Drive to the south (See Figure 1). The study area falls within the RVMPO model boundaries.

**Figure 1**



**OPERATIONAL STANDARDS**

The IAMP will use the state jurisdiction operational targets listed in the 1999 Oregon Highway Plan (OHP) and the Highway Design Manual (HDM). As shown in Table 1 below, ODOT TPAU will compare each roadway classification to its appropriate performance target.

**Table 1: V/C Ratio Targets & LOS Standards**

Intersection	Standard/Target			
	ODOT (V/C Ratio)		Local	
	OHP <sup>1</sup>	HDM <sup>2</sup>	V/C Ratio	LOS
East Vilas Road Interchange Ramps	0.85 <sup>3</sup>	0.75	NA	D <sup>4</sup>
West Vilas Road/Table Rock Road/East Vilas Road	NA	NA	0.95 <sup>4</sup>	D <sup>5</sup>
Table Rock Road/Biddle Road	NA	NA	0.95 <sup>4</sup>	D <sup>5</sup>
East Pine Street/Hamrick Road/Biddle Road	NA	NA	0.95 <sup>4</sup>	D <sup>5</sup>
Crater Lake Highway/East Vilas Road	NA	NA	0.95 <sup>4</sup>	D <sup>5</sup>

**YEAR 2015 BASELINE CONDITIONS**

The IAMP Year 2015 Baseline Conditions will incorporate the Design Year 2015 traffic conditions (i.e. volumes and analysis) documented in the FEIS and incorporate the Base Year 2015 traffic conditions (i.e. volumes and analysis) for new study area intersections documented in the 2017 Jackson County TSP Update.

New Study Area Intersections

ODOT Region 3 Traffic Section will provide traffic counts volumes for the new study area intersections to ODOT TPAU. Traffic count information will include vehicle classification shown as truck percentages.

**The new study area intersections include:**

- West Vilas Road/Table Rock Road/East Vilas Road
- Table Rock Road/Biddle Road
- East Pine Street/Hamrick Road/Biddle Road
- Crater Lake Highway/East Vilas Road

<sup>1</sup> Oregon Highway Plan. The 0.85 target applicable to most intersections is based on the classification of OR 62 as a “Freight Route on a Statewide Highway” and “Statewide Expressway” and location within a metropolitan planning organization area inside an urban growth boundary. See Table 6 of the OHP, as amended December 21, 2011.

<sup>2</sup> ODOT Highway Design Manual

<sup>3</sup> Target is based on OHP Action 1F.1

<sup>4</sup> Jackson County standard

<sup>5</sup> City of Medford standard

## **FUTURE NO BUILD SCENARIO**

The IAMP will not include a Year 2040 No Build Scenario. The IAMP will reference the FEIS No Build Scenario for consistency.

## **YEAR 2040 BUILD SCENARIOS**

The IAMP's Year 2040 Build Scenarios will include eight (8) alternatives:

1. **FEIS JTA Phase Scenario** with **traffic signals** at the interchange ramp terminals and a **3-lane cross section** on Vilas Road;
2. **FEIS JTA Phase Scenario** with **traffic signals** at the interchange ramp terminals and a **5-lane cross section** on Vilas Road;
3. **FEIS JTA Phase Scenario** with **roundabout** at the interchange ramp terminals and a **3-lane cross section** on Vilas Road;
4. **FEIS JTA Phase Scenario** with **roundabout** at the interchange ramp terminals and a **5-lane cross section** on Vilas Road;
5. **FEIS Full Build Scenario** with **traffic signals** at the interchange ramp terminals and a **3-lane cross section** on Vilas Road;
6. **FEIS Full Build Scenario** with **traffic signals** at the interchange ramp terminals and a **5-lane cross section** on Vilas Road;
7. **FEIS Full Build Scenario** with **roundabout** at the interchange ramp terminals and a **3-lane cross section** on Vilas Road; and
8. **FEIS Full Build Scenario** with **roundabout** at the interchange ramp terminals and a **5-lane cross section** on Vilas Road.

Each Build Scenario will include all approved and funded projects within the study area. Future volume data will be calculated using the RVMPO Travel Demand Model v4.2. The Year 2040 volumes calculated using the model will be post-processed according to the Analysis Procedure Manual (APM) and used for the future year analysis. The volumes will be post-processed on the link level and then turning movements will be created using select-links and turning movement count proportions (if applicable).

### Year 2040 Operational Analysis

ODOT TPAU will analyze Year 2015 traffic count information: historically adjust traffic counts to the Year 2040 planning horizon; apply adjustment factors to account for seasonal variation; and develop volumes for the 30<sup>th</sup> highest hour and the Average Daily Traffic (ADT) volume. The 95th percentile queues will be done using Synchro/SimTraffic v9.

The Year 2015 FEIS files will be converted and adapted for the IAMP operational analysis. This analysis will use Highway Capacity Manual (HCM) 2010 methods (except for HCM2000 at signalized intersections) for mainline Crater Lake Highway; merge/diverge areas, and intersection analysis to keep analysis reasonably consistent with the FEIS and 2017 Jackson County TSP Update. ODOT TPAU will also summarize non-motorized transportation movements for all count locations to include: Volume, Type, and Direction.

Operational analyses will include:

- Volume-to-Capacity (v/c) ratio
- Level of Service (LOS)
- Turning movements shown on figures
- 95th percentile queues



### Year 2040 Crash Analysis

ODOT TPAU will conduct a predictive crash analysis for each build scenario. This analysis will use HCM 2010 methods (except for HCM2000 at signalized intersections) for mainline Crater Lake Highway; merge/diverge areas, and intersection analysis to keep analysis reasonably consistent with the FEIS and 2017 Jackson County TSP Update.

### Year 2040 Qualitative MMLOS

ODOT TPAU will conduct a predictive multimodal analysis for each build scenario to analyze transit, bicycle and pedestrian operations. This qualitative analysis will use the MMLOS analysis in the APM, Chapter 14. Analysis will identify safety concerns and barriers such as system gaps or challenging topography. Transit analysis will use as much general or average data available from the FEIS and RVTD as possible.

### Widening Vilas Road

East Vilas Road between Table Rock Road and Crater Lake Highway is a Jackson County maintained road located within the City of Medford Urban Growth Boundary (UGB). The City of Medford TSP identifies East Vilas Road as a Major Arterial. The 2017 Jackson County TSP Update identifies widening East Vilas Road from Haul Road to Crater Lake Avenue (i.e. Highway 62 at East Vilas Road) to a 5-lane urban major arterial standard. This roadway widening project is identified as a Jackson County Tier 1 improvement in the City of Medford TSP.

The Year 2040 Build Scenarios will determine whether or not East Vilas Road needs to be widened from a three (3) lane roadway to a five (5) lane urban major arterial through the Vilas Interchange between Haul Road and Table Rock Road. The traffic analysis will inform the timing and design of roadway construction of Vilas Road through the interchange.

**Note:** ODOT Roadway Design and Environmental staff will need to review and approve the IAMP Build Scenarios for the roundabout and the 5-lane cross section on Vilas Road for consistency with the FEIS preferred alternative. Additionally, Jackson County and City of Medford will need to amend their TSPs to extend the five (5) lane major arterial on East Vilas Road from Haul Road and Table Rock Road for consistency.

**APPENDIX H:**

**2040 FUTURE VOLUME DEVELOPMENT**

## **Future Volume Development Methodology**

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This appendix documents the methodology and key assumptions to be used in preparation of the future conditions analyses for the OR62 – Vilas Road Interchange Area Management Plan (IAMP). The methodologies included here are based on guidance provided in ODOT’s Analysis Procedures Manual (APM).

### **2040 Future Volume Development**

The existing 2015 DHV must be processed to 2040 volumes. The current RVMPO v4.2 model is referenced to obtain volumes in order to create factors to calculate future volumes for all scenarios. At intersections where counts are not available, the 2035 SD Full Build synchro file is referenced for the link based 30HV volumes by summing the turning volumes. These 2035 volumes are also adjusted to future year 2040 to match the rest of the segments in this process.

The post-processing followed the National Cooperative Highway Research Program (NCHRP) Report 255/765 guidelines which created initial 2040 volumes for each study area roadway segment. These initial volumes were balanced at each intersection so the inflows and outflows matched. Turn movements were created using a combination of select-link analyses from the RVMPO model and a turn matrix balance application.

Finally, the demand hour volumes (DHV) were balanced across the study area trying to keep the patterns from the FEIS intact as much as possible for consistency. The 2040 DHV’s were also converted into average annual daily traffic (AADT) for use in the crash analysis. The future volume development processes are detailed in Appendix F. See Appendix G for the 2040 DHV’s.

First, the unmodified “no interchange” 2042 and 2017 model volumes are compared to create factors to adjust the existing 2015 DHV to 2040 No Interchange volumes on each link.

The post processed 2040 No Interchange volumes are converted to 2040 SD Full Bypass +4 Lane DHV by comparing the 2042 No Interchange and the 2042 SD Full Bypass +4 Lane model volumes to create a factor.

The 2035 SD Full Bypass Vilas Rd interchange DHVs from the Synchro file will be converted to 2040. A factor is created comparing the 2042 SD Full Bypass Build and No Build model volumes.

As a result, a full set of link-based 2040 No Interchange DHVs exists for the entire study area except for the new expressway. See the OR 62 Volume Development section at the end of this appendix for full methodology. Additional conversion factors are created and applied to these volumes to determine the 2040 link volumes for the rest of the scenarios.

Compare the 2042 No Build and No Build with Tier 1 scenarios together to determine the changes caused by the addition of the Tier 1 projects.

Compare the 2042 No Build with Tier 1 with the 2042 No Build with Tier 2 to create a conversion to the 2040 JTA No Build phase with the Tier 2 projects.

Compare the 2042 No Build with Tier 2 with the 2042 JTA Build with Tier 2 to create a conversion to the 2040 JTA phase with an interchange and a four-lane Vilas Road. This isolates the impact of the interchange.

Compare the 2042 JTA Build with Tier 2 and Full Build with Tier 2 scenarios together to determine the changes caused by extending OR62 to the Full design build north of White City.

For each of the 2040 scenarios:

Intersection inflows and outflows are balanced. The select-link plots (printed out from EMME/4) are used to determine initial turn movement percentages. The balanced link volumes and the turn percentages are used in the TurnsW32 program to determine initial turn movement volumes. The DHVs are balanced between intersections as necessary (see PowerPoint files). Project-area K-factors, D-factors, and seasonal adjustments are used to convert balanced 2040 hourly volumes into approach-level AADT's for use in the crash analysis (excel spreadsheets with development details are available upon request). Final volume figures include all of the standalone intersections, the interchange ramp terminals, the ramps, Lear Way, Peace Lane, Airway Drive, Industry Drive, Crater Lake Avenue, and the build "SD bypass" OR62 alignment.

## **OR 62 Expressway Volume Development**

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Table H-1 defines the volumes on OR62 with the presence of the interchange for a JTA Build with Tier 1 and 2 projects (Scenario 2001). Using a series of select links (SL) and turn percentages, these volumes will be modified to depict the 2040 volumes on OR62 for a JTA Build Scenario including the Tier 1 and 2 projects, but without an interchange.

**Table H-1: OR62 Volumes with Interchange**

				<b>2040 JTA Build Tier 1 and 2 Projects</b>	<b>No interchange</b>
OR62	NB	S End of Interchange	N End of Interchange	<b>1578</b>	
OR62	SB	N End of Interchange	S End of Interchange	<b>1265</b>	
OR62	NB	S Project Limits	S End of Interchange	<b>1694</b>	<b>1440</b>
OR62	SB	S End of Interchange	S Project Limits	<b>1293</b>	<b>1073</b>
OR62	NB	N End of Interchange	N Project Limits	<b>2380</b>	<b>1904</b>
OR62	SB	N Project Limits	N End of Interchange	<b>2017</b>	<b>1331</b>

SL 41 is SB north of the interchange where there is a volume of 2017. 34% of traffic ( $0.34 * 2017 = 686$ ) exits at the SB off ramp and is destined for Table Rock (Figures H-1 and H-2). This 34% (686) will be added to the SBR movement of Crater Lake Highway and the WBT Vilas Rd between CLH and OR62 and removed from OR62 ( $2017 - 686 = 1331$ ).

**Figure H-1: SL41 – SB OR62 North of Interchange**

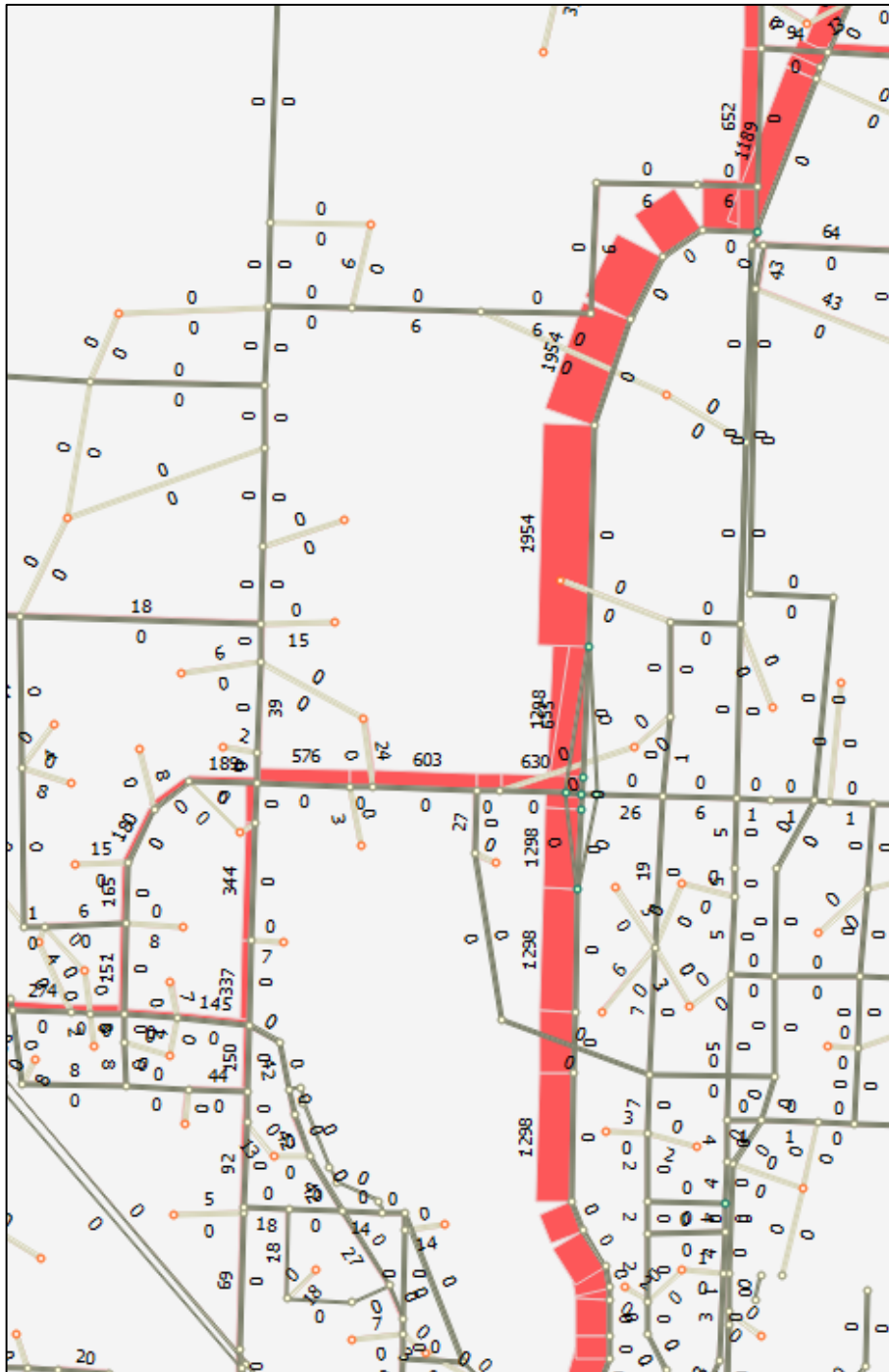
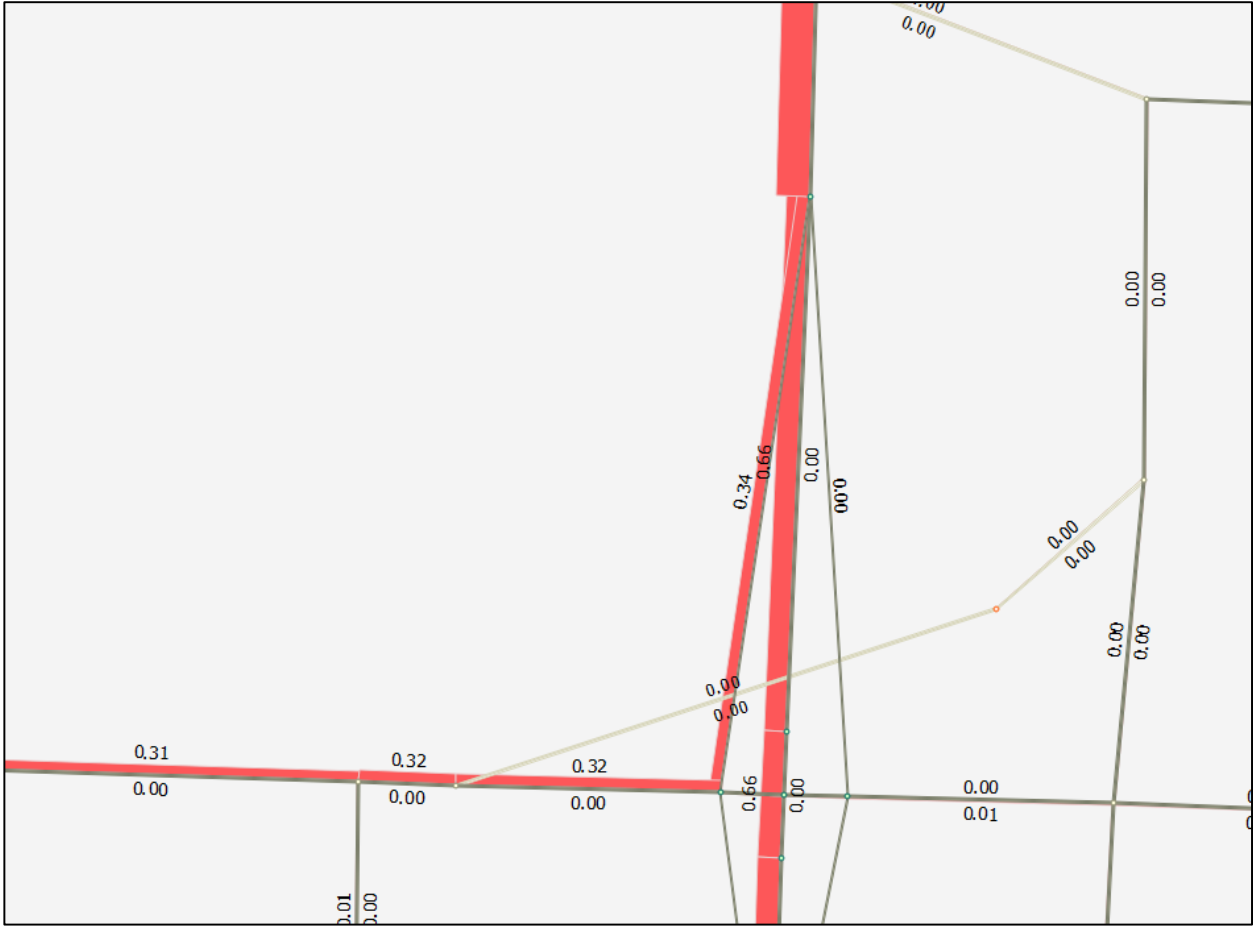


Figure H-2: SL41 Turn Percentages



SL 48 is SB south of the interchange where there is a volume of 1293 (Figures H-3 and H-4). The 17% of traffic ( $0.17 * 1293 = 220$ ) that enters at the SB on ramp will be removed from SB OR62 south of the interchange ( $1293 - 220 = 1073$ ).

**Figure H-3: SL48 – SB OR62 South of Interchange**

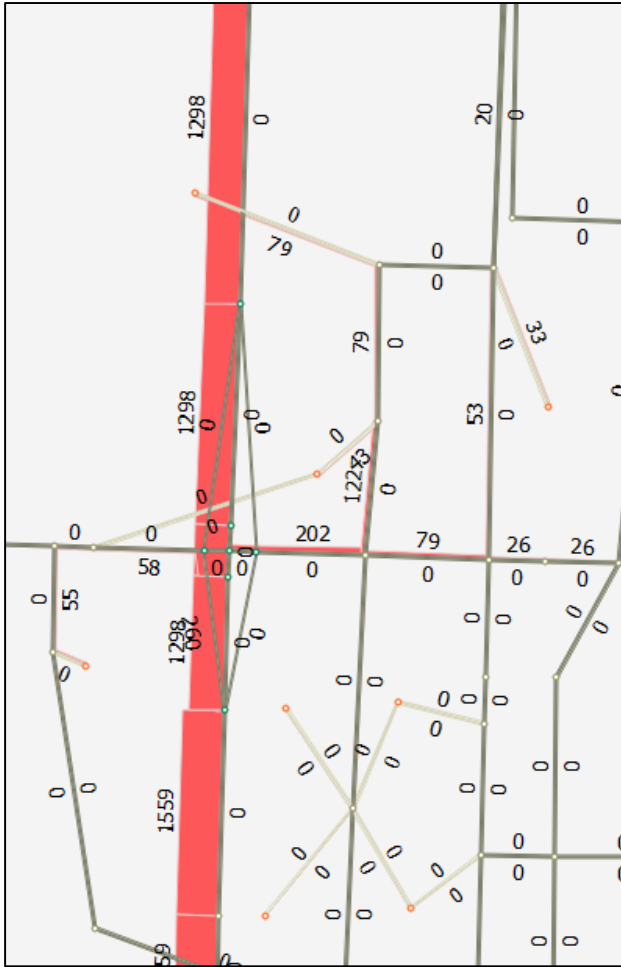
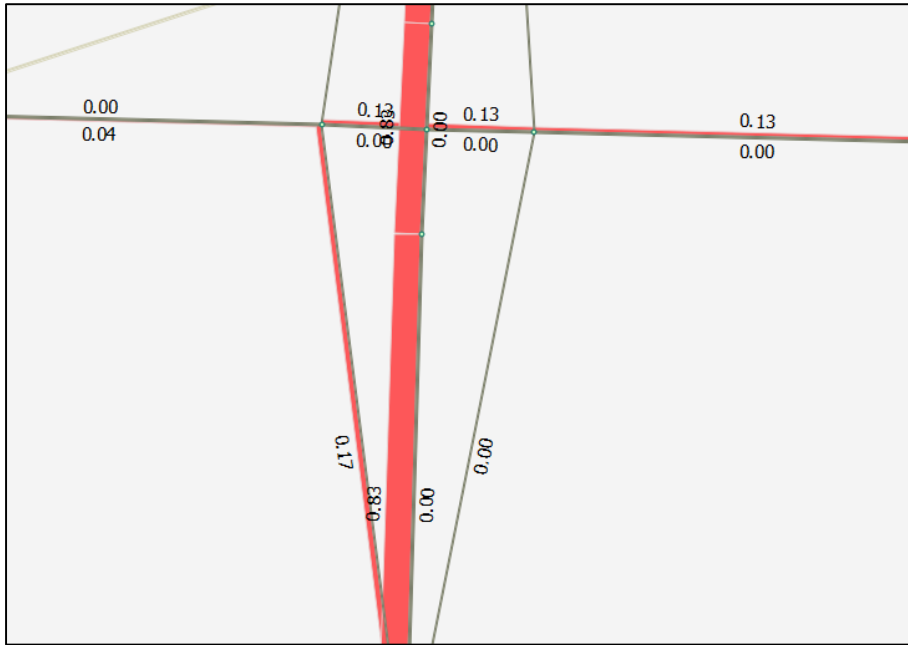


Figure H-4: SL48 Turn Percentages





This 17% (220) will need to be allocated elsewhere on the network. As demonstrated by SL4 from Scenario 1002 which is a JTA build with Tier 1 and 2, with no interchange, (Figure H-5) traffic originating on Lear Way north of Vilas Rd and headed south of the study area will use CLH, not Lear Way. Therefore the 13% of traffic ( $0.13 * 1293 = 168$ ) will be allocated to CLH.

**Figure H-5: SL 4 Scenario 1002**

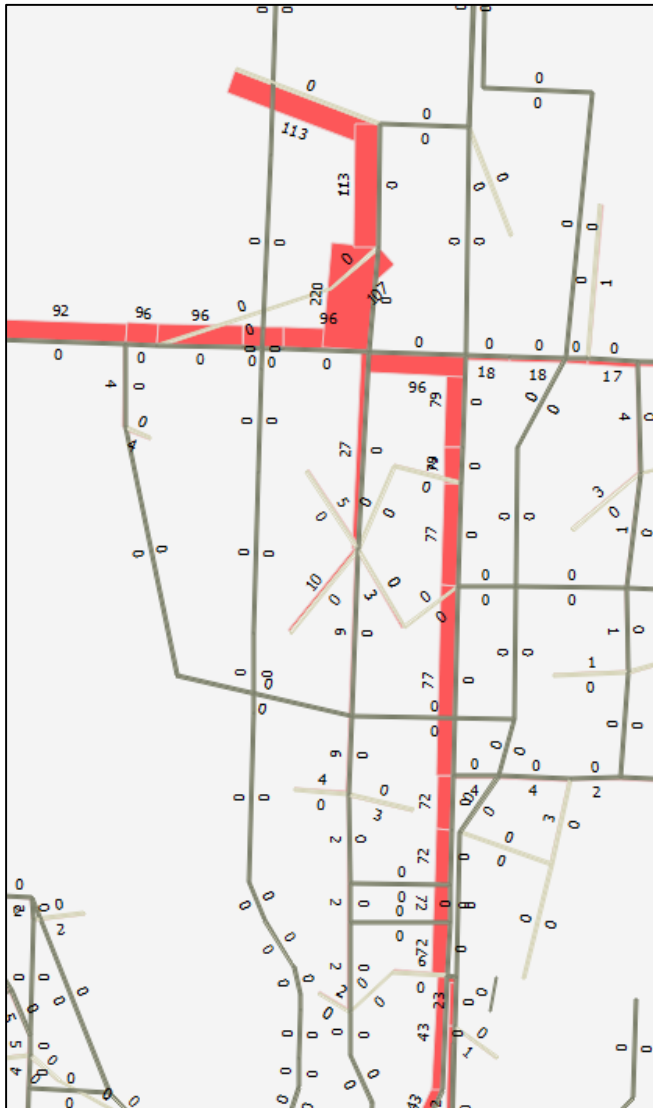
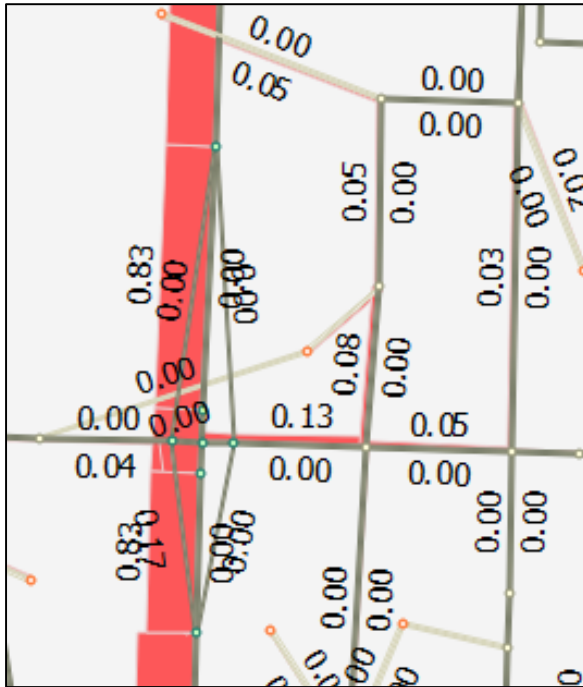
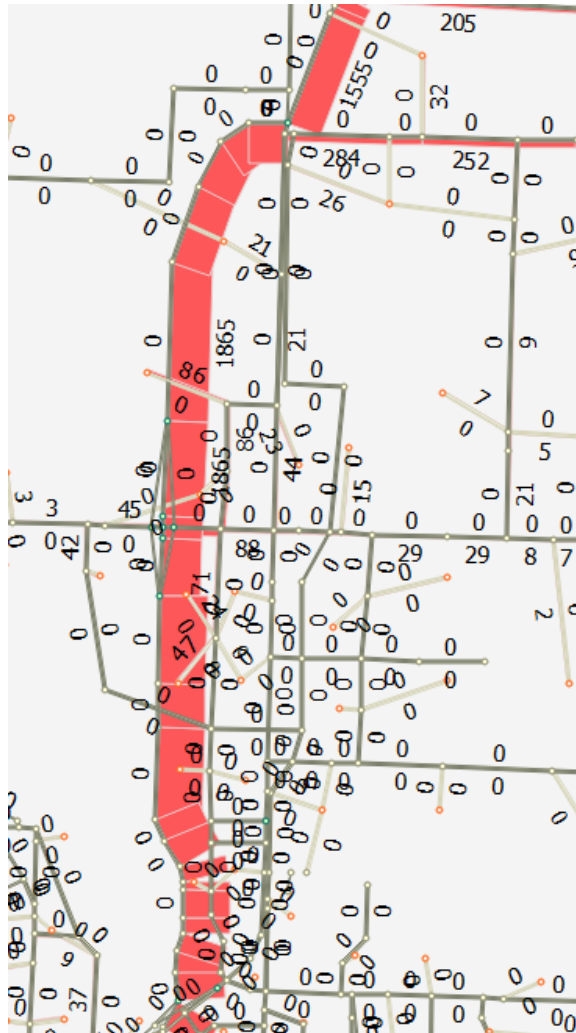


Figure H-6: SL48 Turn Percentages Scenario 2002

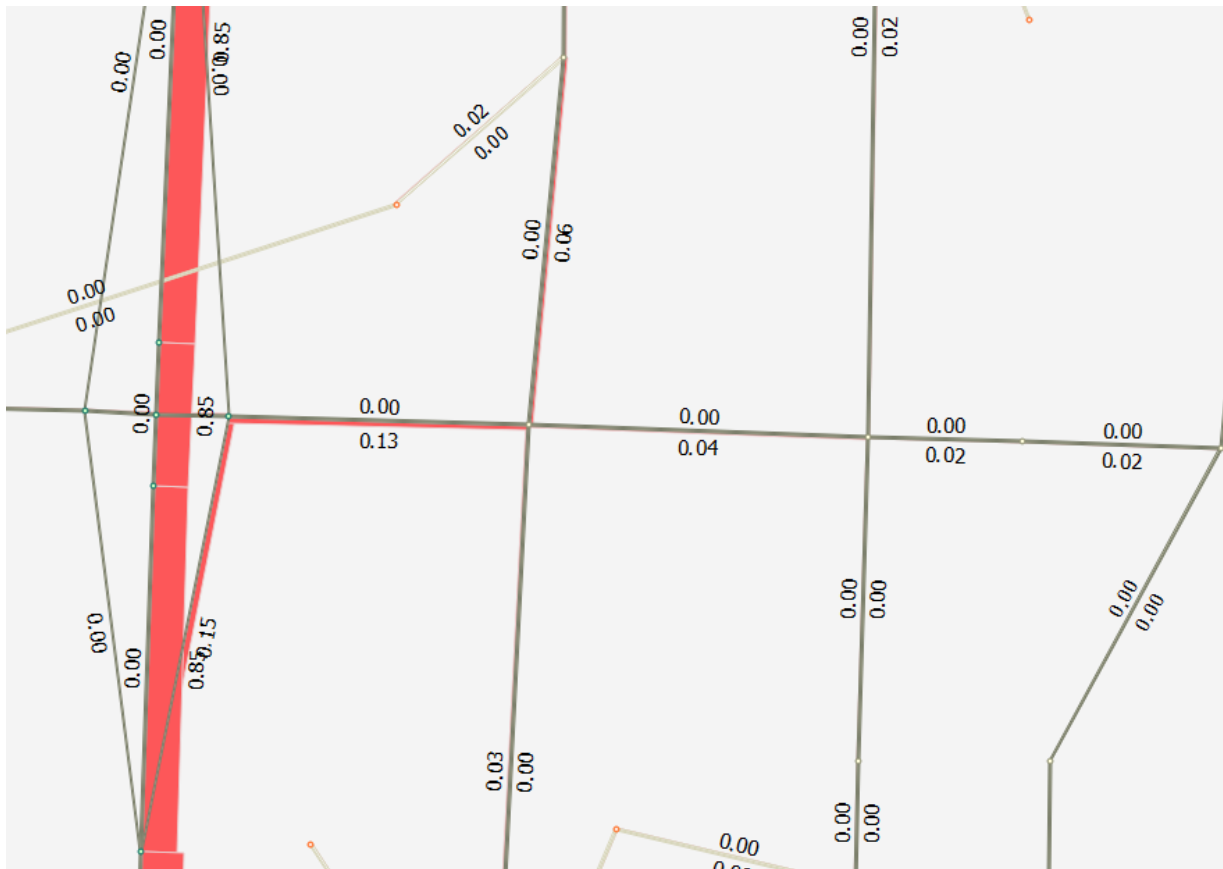


SL 43 is NB South of the interchange where there is a volume of 1694. As seen in Figure H-7, a small percentage of traffic uses the NB exit to access north and south of Vilas Road Lear Way and CLH or further east. 15% of traffic ( $0.15 * 1694 = 254$ ) exits at the NB off ramp. This 15% (254) will be added to the NBL, NBR, NBT movements of Crater Lake Highway and removed from OR62 ( $1694 - 254 = 1440$ ).

**Figure H-7: SL43 Scenario 2002**

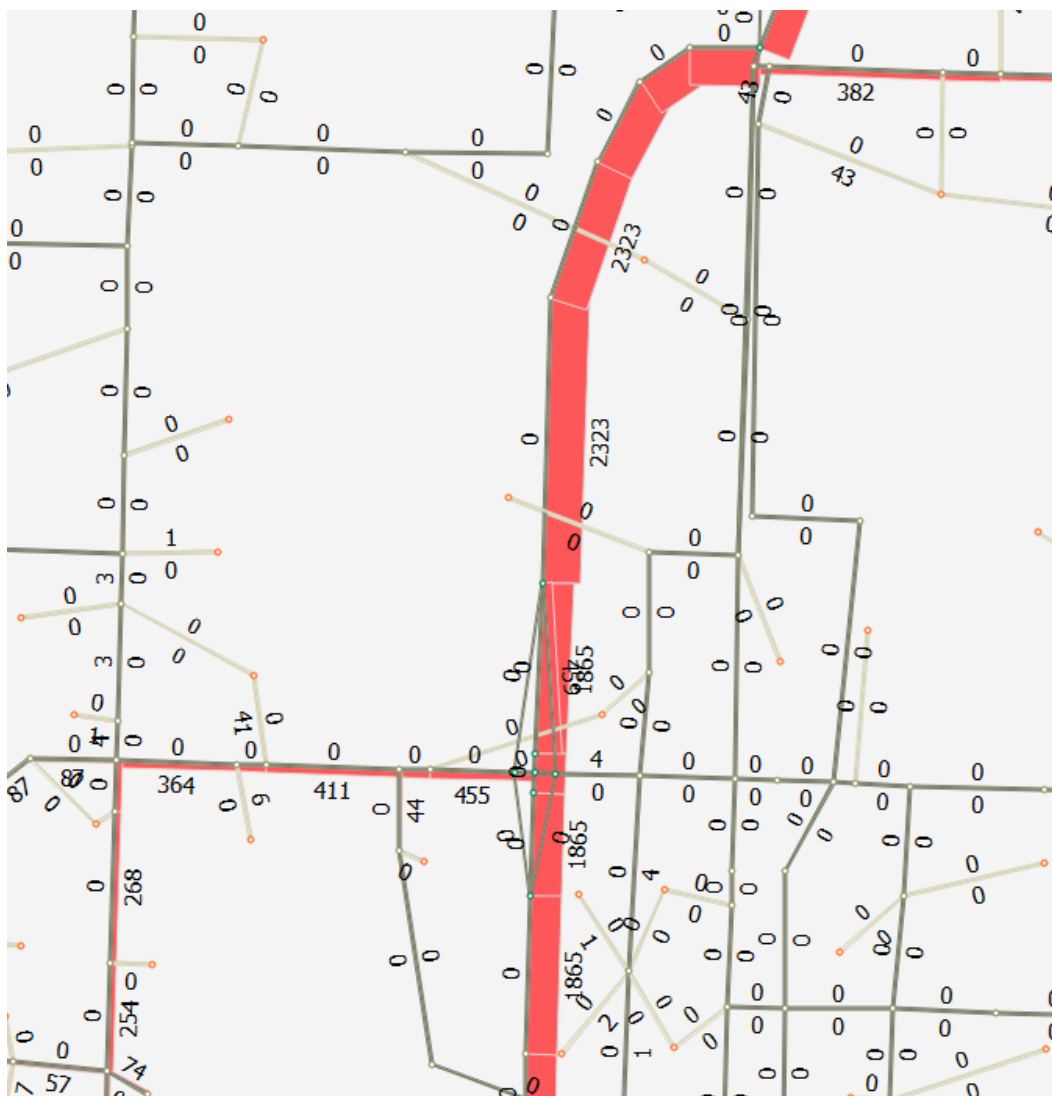


**Figure H-8: Select Link 43 Turn Percentages**

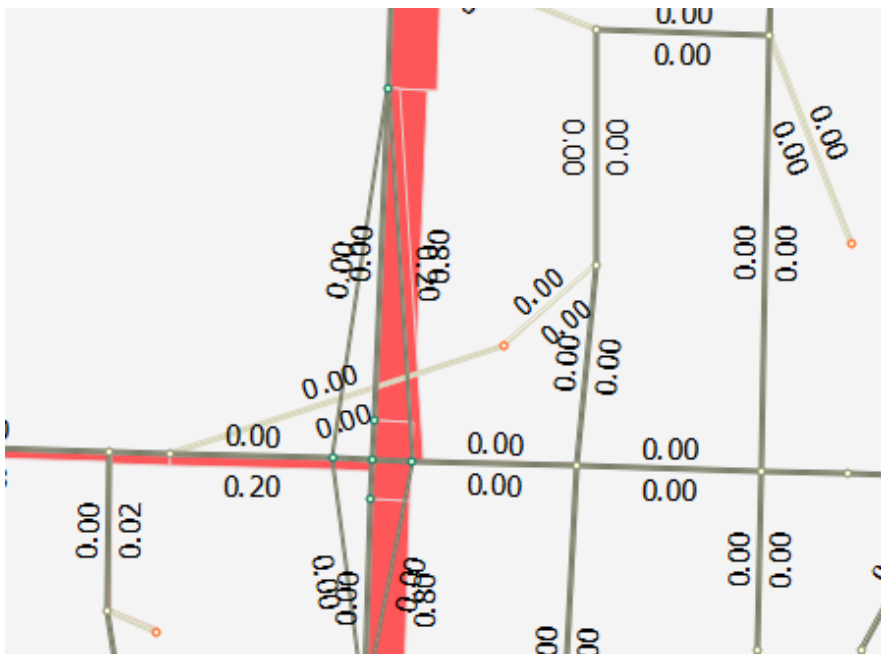


SL 60 is NB north of the interchange where there is a volume of 2380. 20% of traffic ( $0.20 * 2380 = 476$ ) enters at the NB on ramp and is destined for north of the study area. This 20% (476) will be added to the EBT movement of Vilas Rd between OR62 and CLH and added to the EBL CLH movement. It will be removed from OR62 ( $2380 - 476 = 1904$ ).

Figure H-9: SL60 Scenario 2002



**Figure H-10: SL60 Turn Percentages Scenario 2002**



There is still a discrepancy north and south of Vilas Road: a difference of 258 in the SB direction and 464 NB (see Table H-2). It is appropriate to split the difference. This causes the volumes south of Vilas Rd to be pretty similar with or without the interchange. Essentially the trips originating in White City (from the north) are interested in Vilas Rd activities, while those coming from Medford (or maybe the I5 exit at Medford) are primarily just going back and forth all the way to White City. Furthermore, trips from the south using Vilas Road would be for something local like Costco otherwise probably use the freeway would be used to get to Central Point or OR99 to access Table Rock Road.

**Table H-2: OR 62 Volumes and Balancing Values**

				<b>2040 JTA Build Tier 1 and 2 Projects</b>	<b>No interchange</b>			<b>Final</b>
OR62	NB	S End of Interchange	N End of Interchange	<b>1578</b>				
OR62	SB	N End of Interchange	S End of Interchange	<b>1265</b>				
OR62	NB	S Project Limits	S End of Interchange	<b>1694</b>	<b>1440</b>	<b>NB Diff</b>	<b>+232</b>	<b>1672</b>
OR62	SB	S End of Interchange	S Project Limits	<b>1293</b>	<b>1073</b>	<b>464</b>	<b>+129</b>	<b>1202</b>
OR62	NB	N End of Interchange	N Project Limits	<b>2380</b>	<b>1904</b>	<b>SB Diff</b>	<b>-232</b>	<b>1672</b>
OR62	SB	N Project Limits	N End of Interchange	<b>2017</b>	<b>1331</b>	<b>258</b>	<b>-129</b>	<b>1202</b>

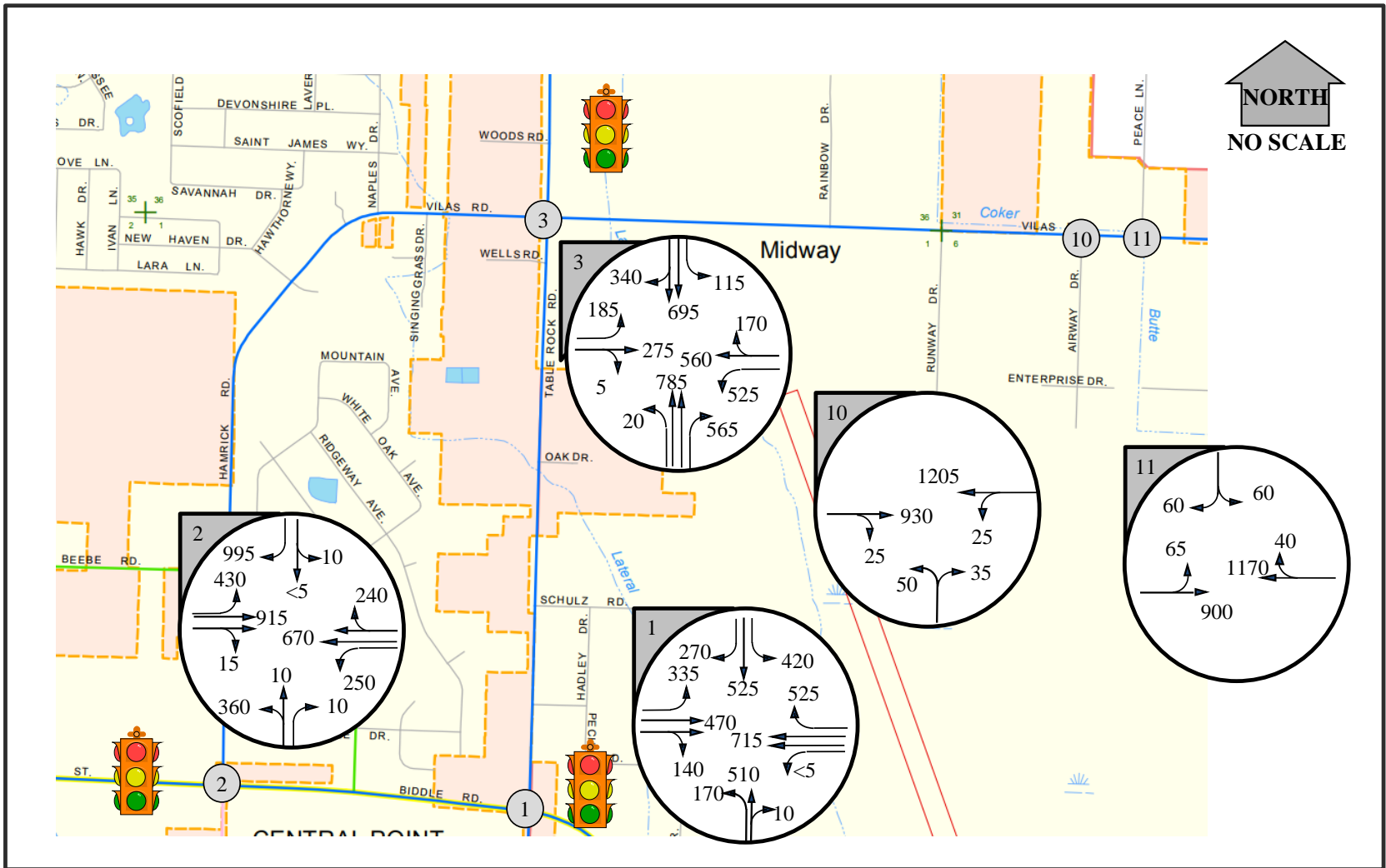
These No Interchange with T1 and T2 volumes will be further modified by the “Screenline” process because of a Tier 2 project which constructs Lear Way running North and South parallel to Crater Lake Highway. The screenlining process creates another discrepancy along OR62 north and south of Vilas Road (which is not possible when the interchange is not present). To avoid “splitting-the-difference” a second time, the screenline will use the values pre adjusted. As can be seen in the table below, the NO Build with Tier 1 and 2 projects are non-contiguous and the difference was split to balance. The pre-adjusted values below will be factored to No build with Tier 1 and be used as the input for the screenline.

After the screenline process, NB and SB north of the interchange are as listed in Table H-3.

**Table H-3: Final Post Processed OR62 Volumes**

				<b>2040 No Build Tier 1 and 2 Pre- Screenline</b>	<b>2040 No Build Tier 1 and 2 POST- Screenline</b>			<b>Final</b>
OR62	NB	S Project Limits	S End of Interchange	<b>1440</b>	<b>1440</b>	<b>NB Diff</b>	<b>+401</b>	<b>1841</b>
OR62	SB	S End of Interchange	S Project Limits	<b>1073</b>	<b>1073</b>	<b>802</b>	<b>+301</b>	<b>1374</b>
OR62	NB	N End of Interchange	N Project Limits	<b>1904</b>	<b>2242</b>	<b>SB Diff</b>	<b>-401</b>	<b>1841</b>
OR62	SB	N Project Limits	N End of Interchange	<b>1331</b>	<b>1674</b>	<b>601</b>	<b>-301</b>	<b>1374</b>





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TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes  
2040 No Interchange No Mitigation - NBNM

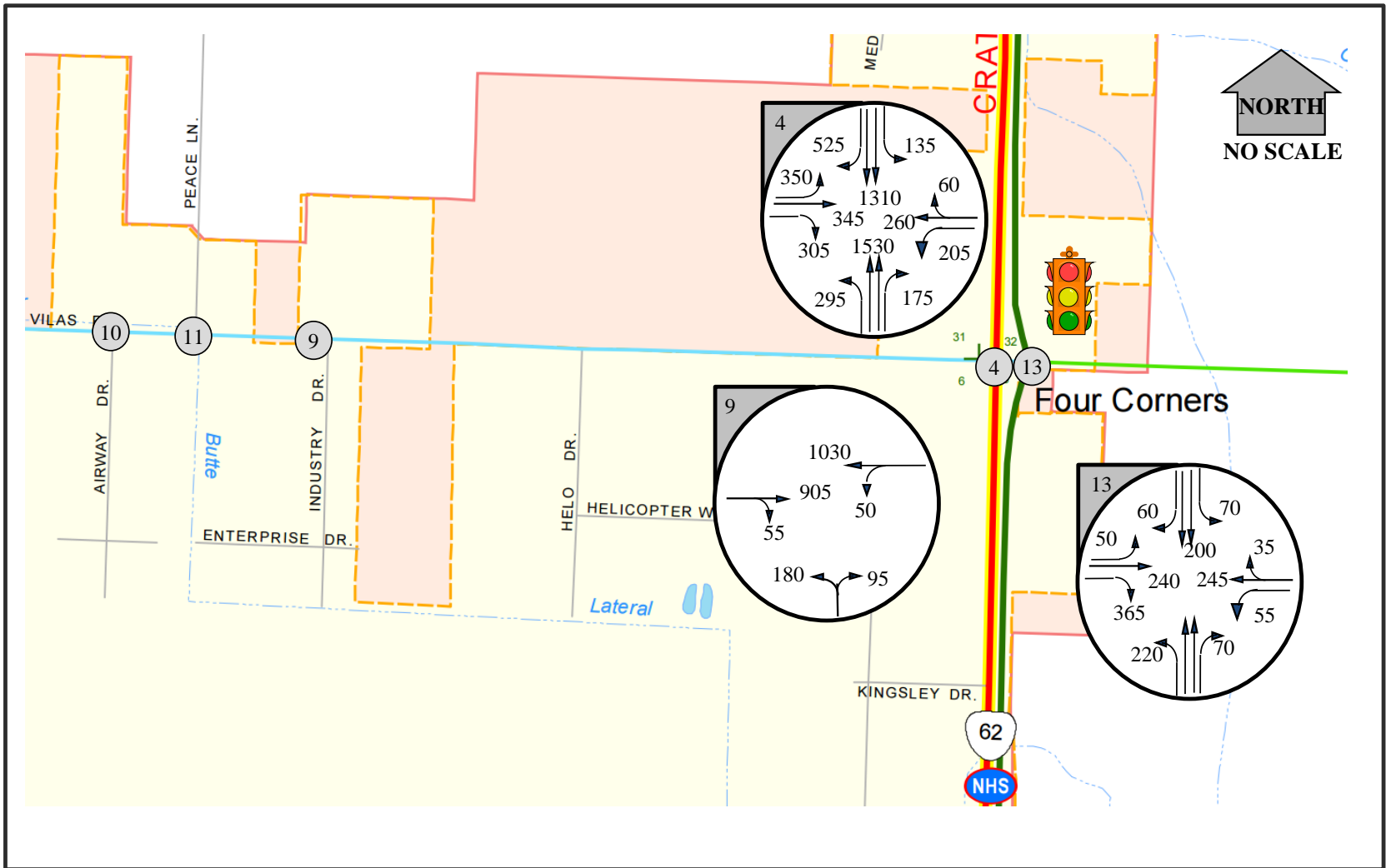
File : OR62-Vilas

Prepared By: Katie Brown

Date : 2/5/19

Reviewed By: P. Schuytema, P.E

FIGURE H-11



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TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes  
2040 No Interchange No Mitigation - NBNM

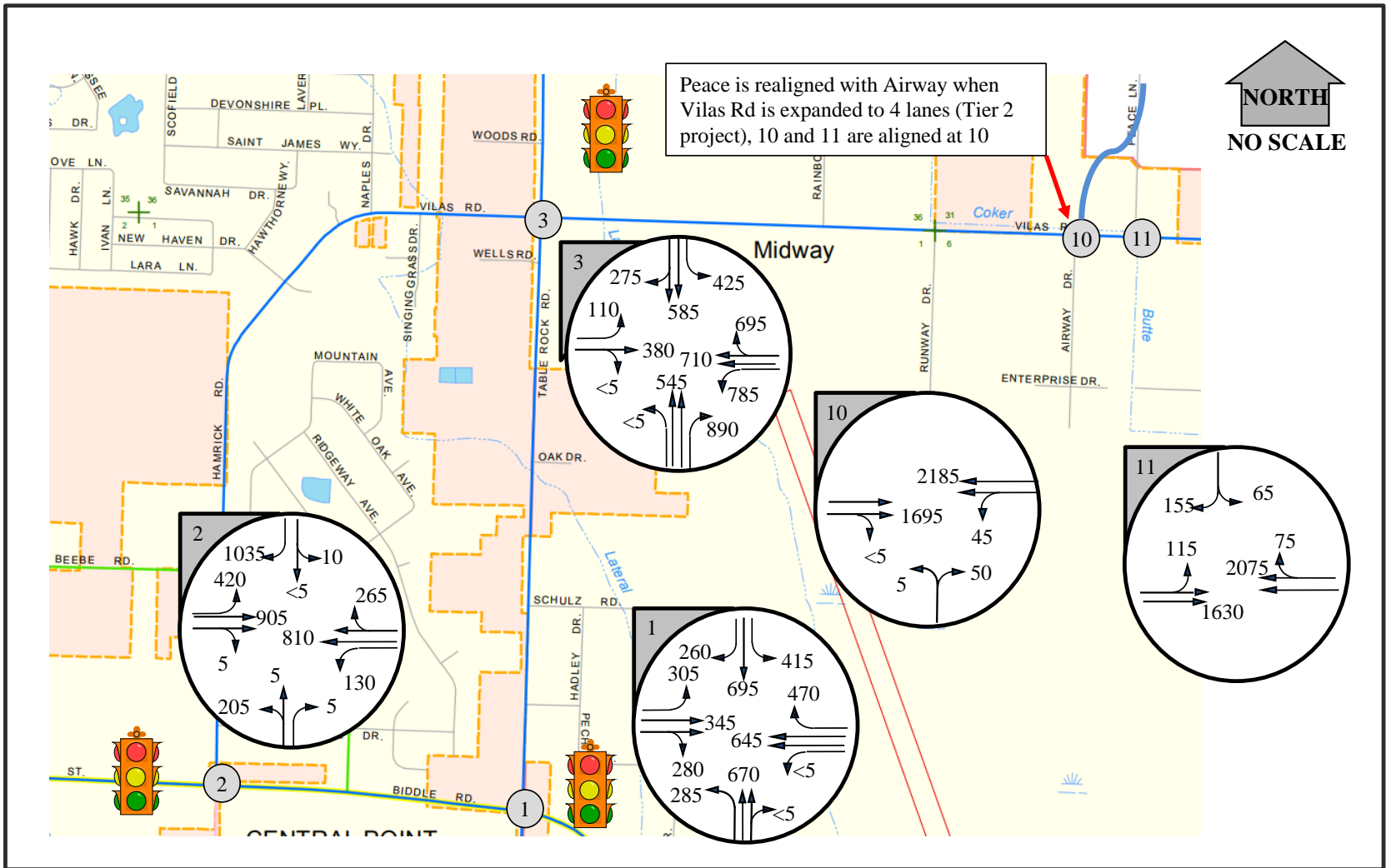
File : OR62-Vilas

Prepared By: Katie Brown

Date : 2/5/19

Reviewed By: P. Schuytema, P.E.

FIGURE H-12



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TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes  
2040 No Interchange with Tier 1 and 2 Projects – NBT2

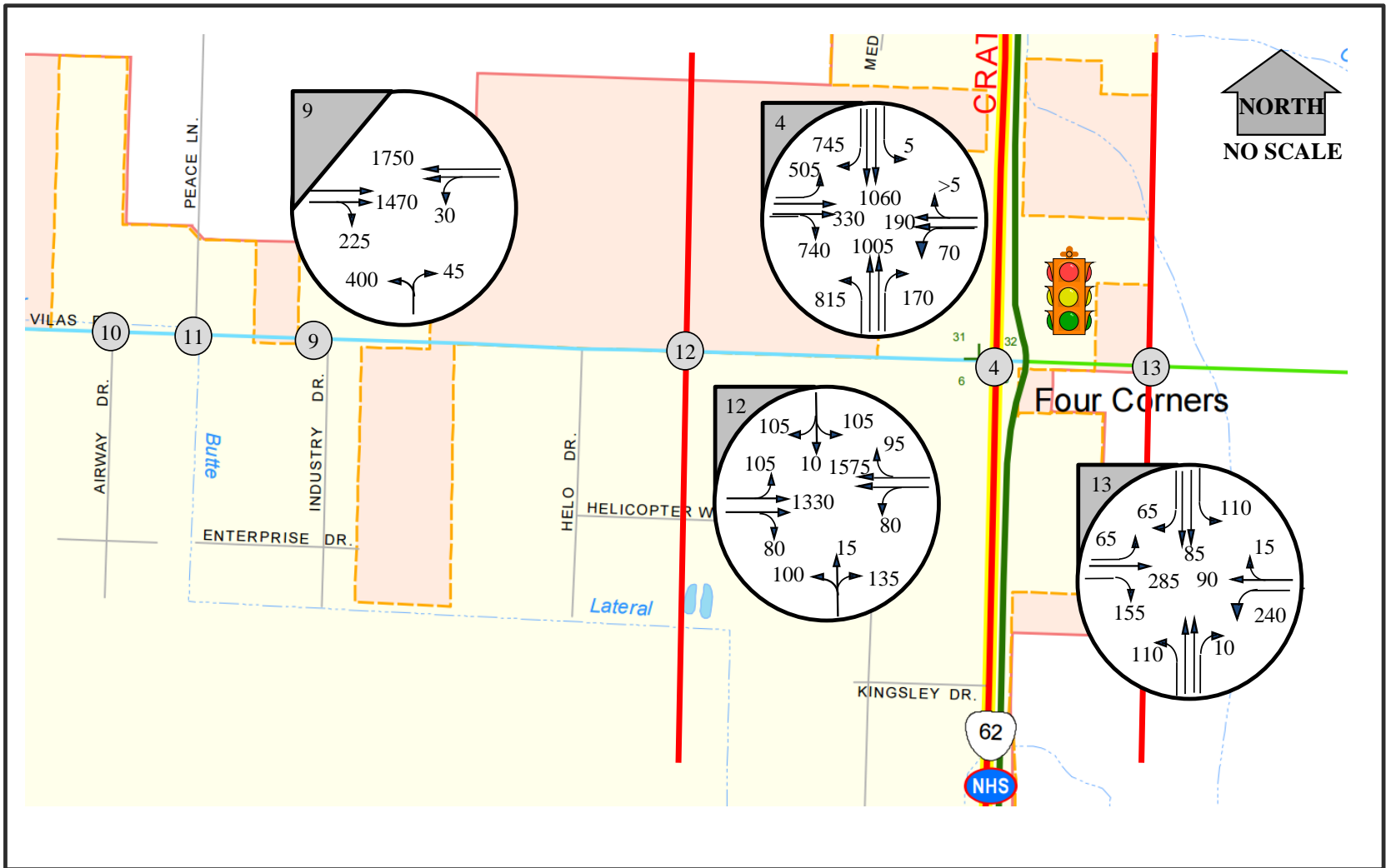
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Prepared By: Katie Brown

Date : 2/10/19

Reviewed By: P. Schuytema, P.E.

FIGURE H-13



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes  
2040 No Interchange with Tier 1 and 2 Projects – NBT2

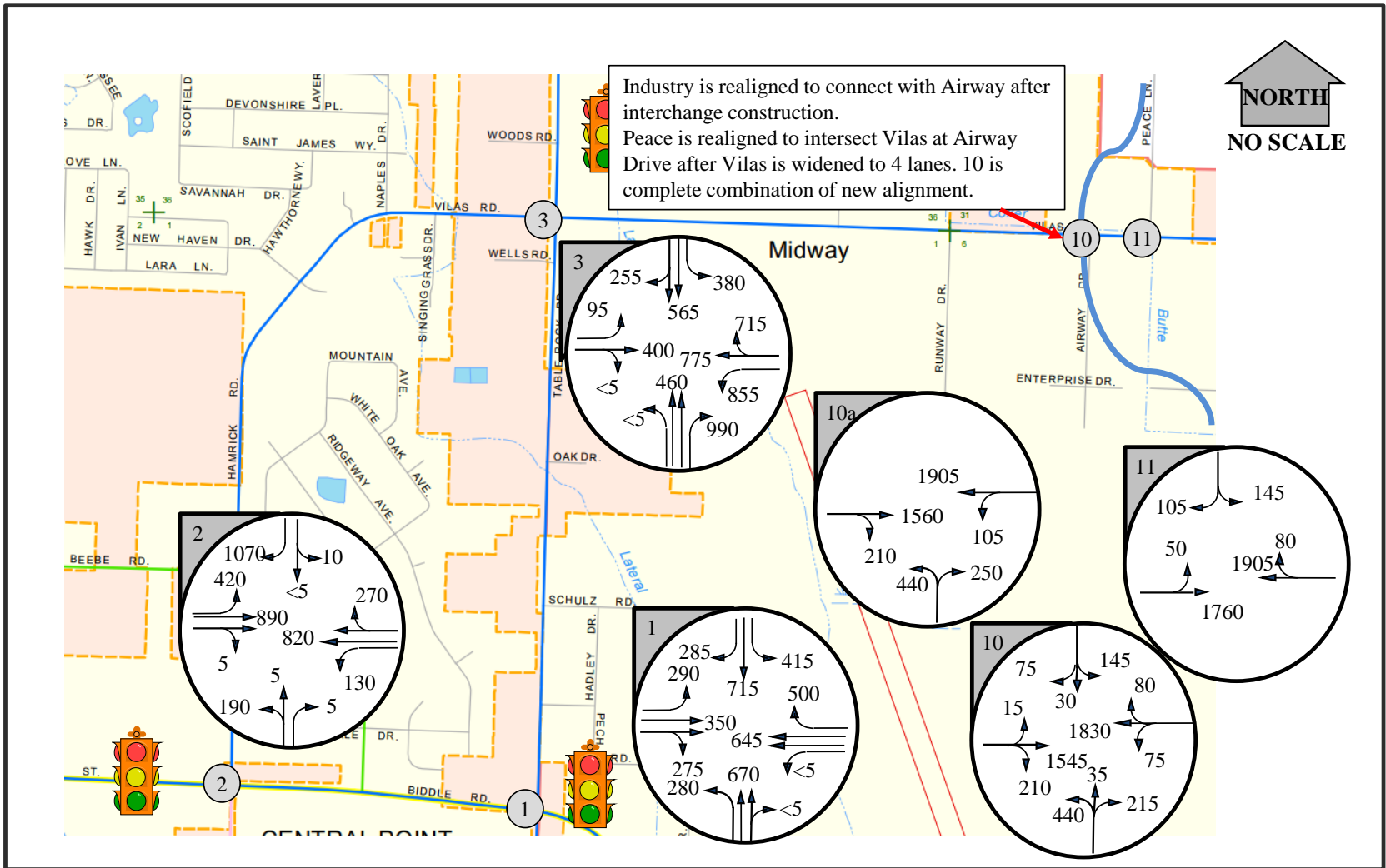
File : OR62-Vilas

Prepared By: Katie Brown

Date : 2/10/19

Reviewed By: P. Schuytema, P.E.

FIGURE H-14



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes  
2040 JTA Interchange Build with Tier 1 and 2 Projects – JTAT2

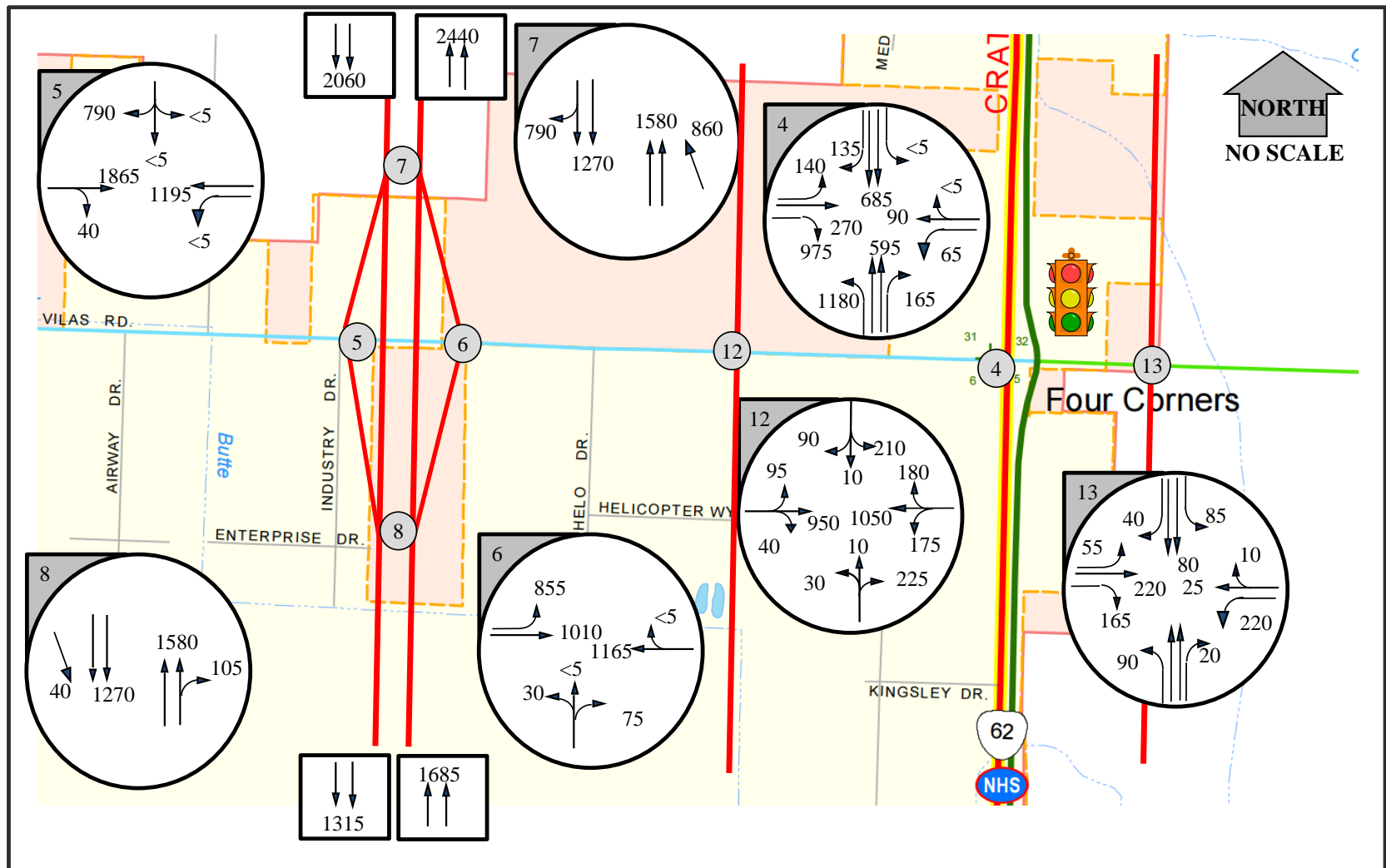
File : OR62-Vilas

Prepared By: Katie Brown

Date : 2/11/19

Reviewed By: P. Schuytema, P.E

FIGURE H-15



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes  
2040 JTA Interchange Build with Tier 1 and 2 Projects – JTAT2

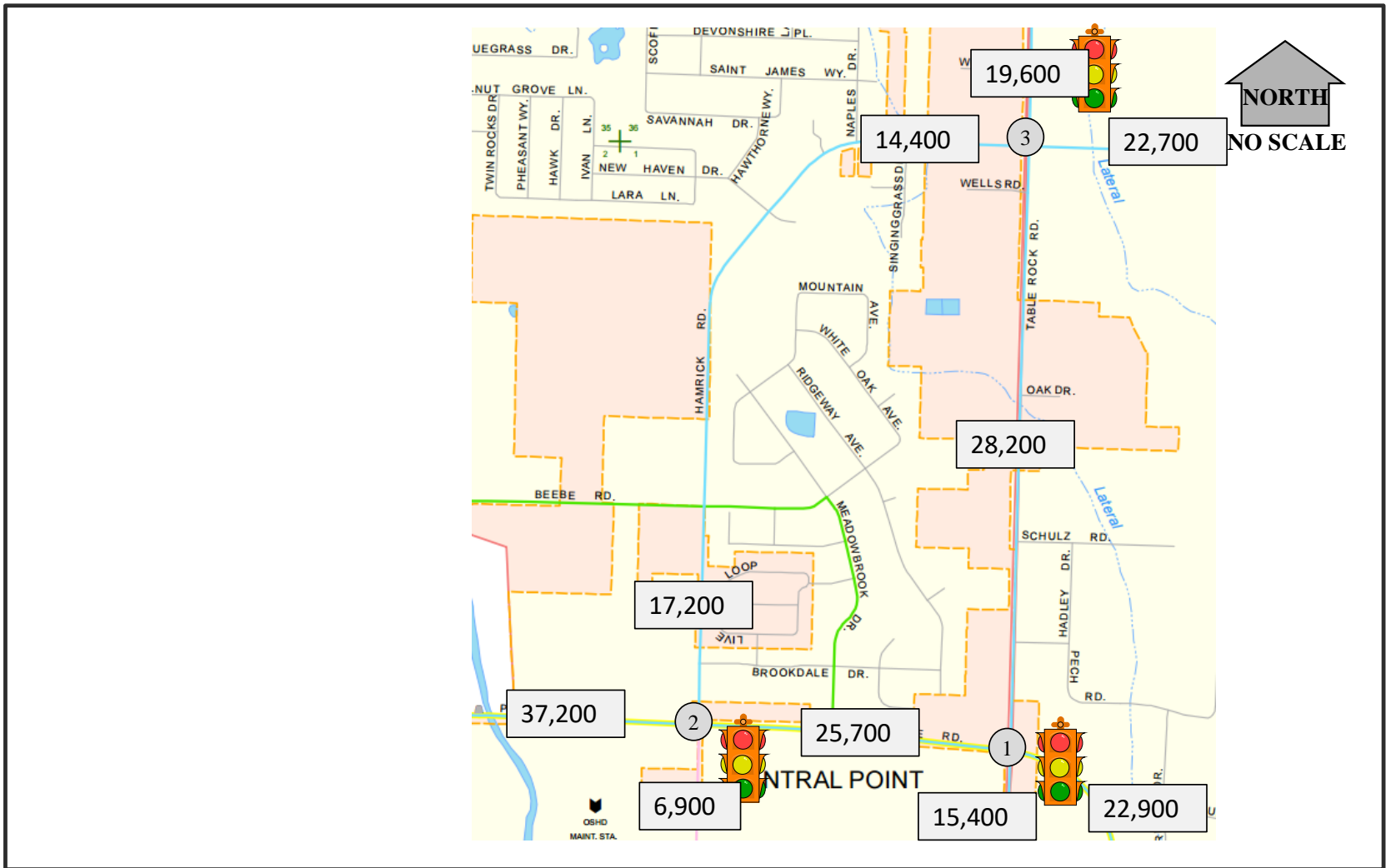
File : OR62-Vilas

Prepared By: Katie Brown

Date : 2/11/19

Reviewed By: P. Schuytema, P.E

FIGURE H-16



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs  
No Interchange No Mitigation – NBNM

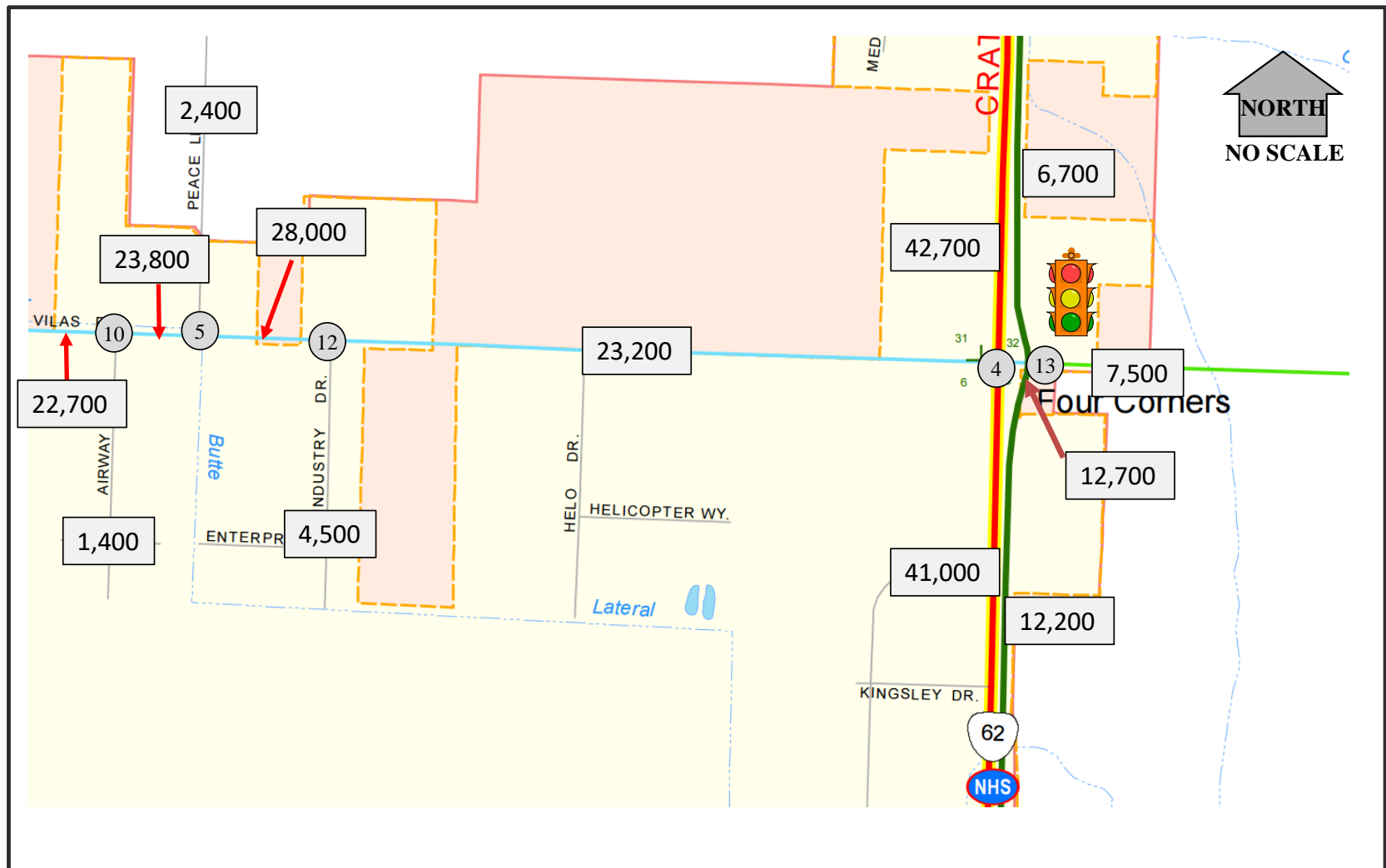
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/19

Reviewed By: P. Schuytema, P.E

FIGURE H-17



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs  
 No Interchange No Mitigation – NBNM

File : OR62-Vilas

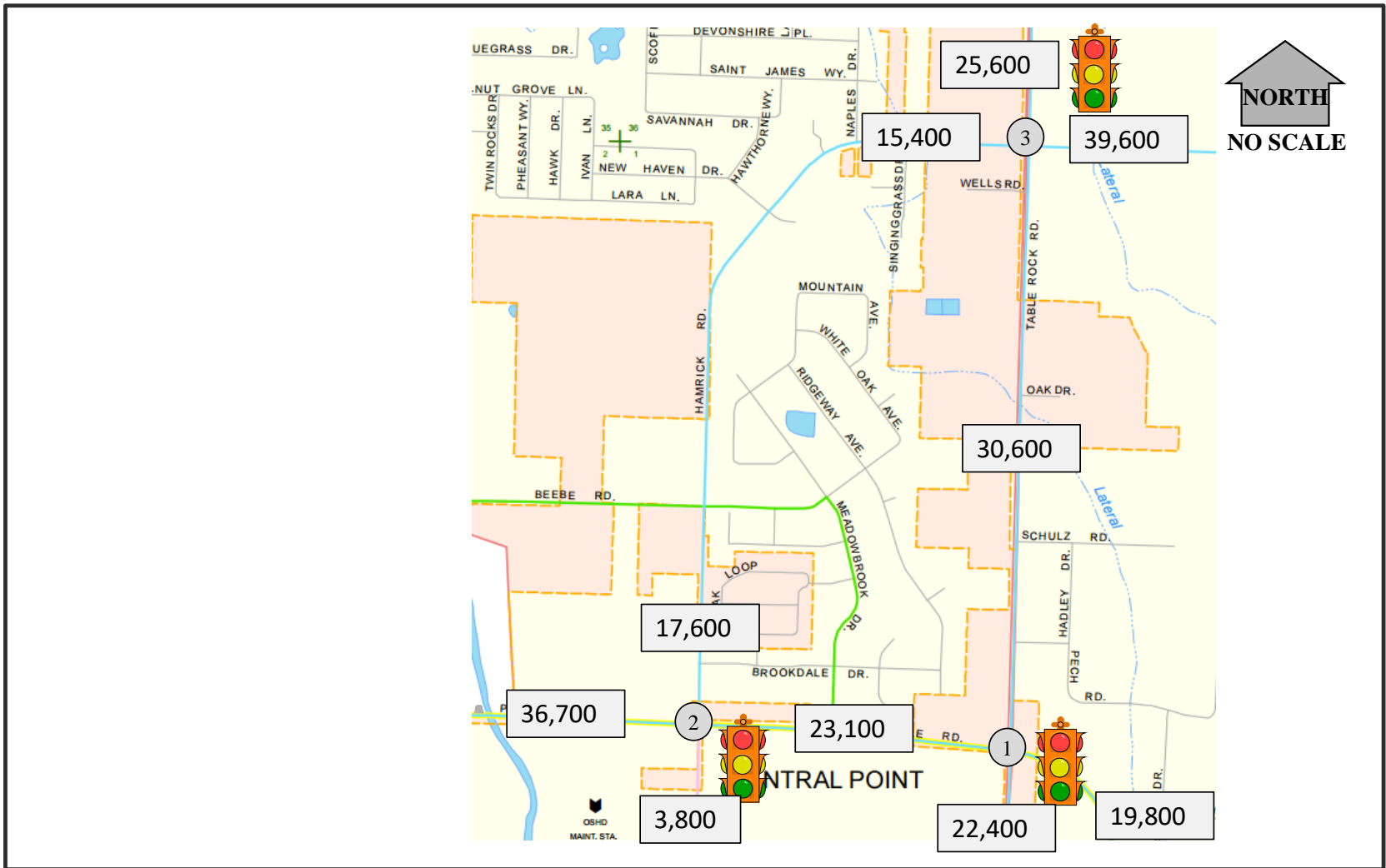
Prepared By: Katie Brown

Date : 5/8/19

Reviewed By: P. Schuytema, P.E.

FIGURE H-18





OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs  
No Interchange with Tier 1 and 2 Projects – NBT2

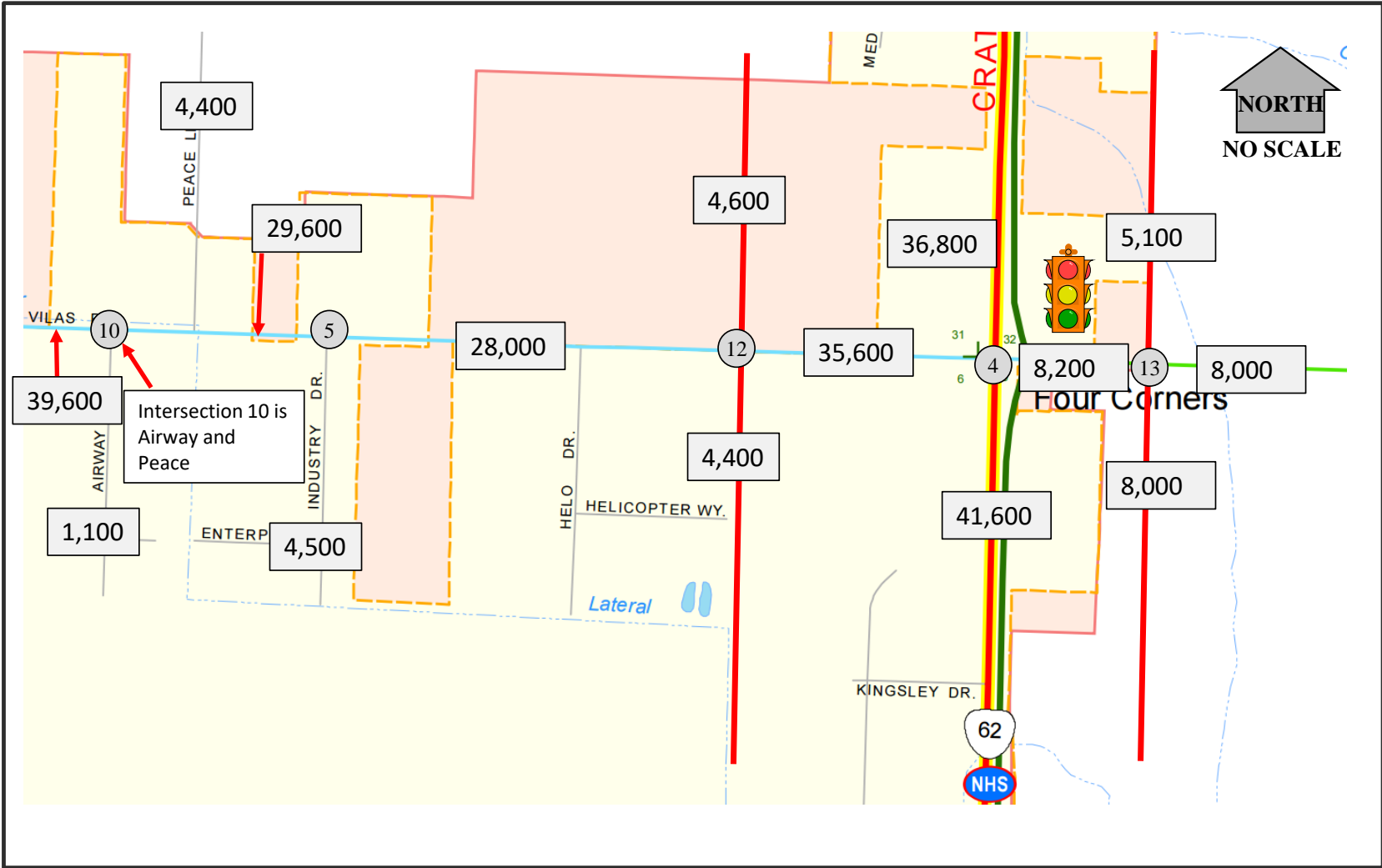
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/19

Reviewed By: P. Schuytema, P.E

FIGURE H-19



OREGON DEPARTMENT OF TRANSPORTATION

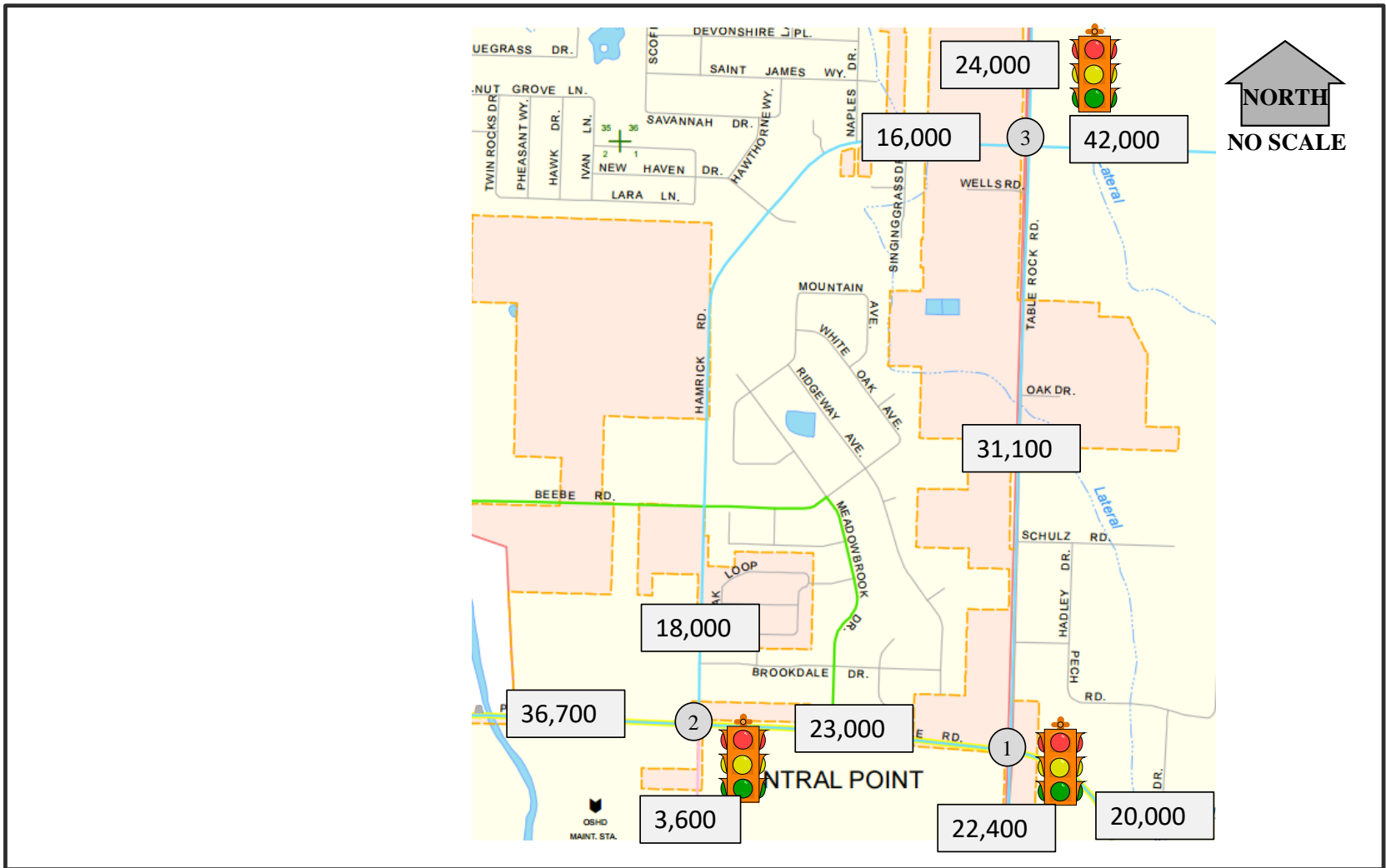
TPAU TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs  
 No Interchange with Tier 1 and 2 Projects – NBT2

File : OR62-Vilas  
 Date : 5/8/19

Prepared By: Katie Brown  
 Reviewed By: P. Schuytema, P.E.

FIGURE H-20



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs  
 JTA Interchange Build with Tier 1 and 2 Projects – JTAT2

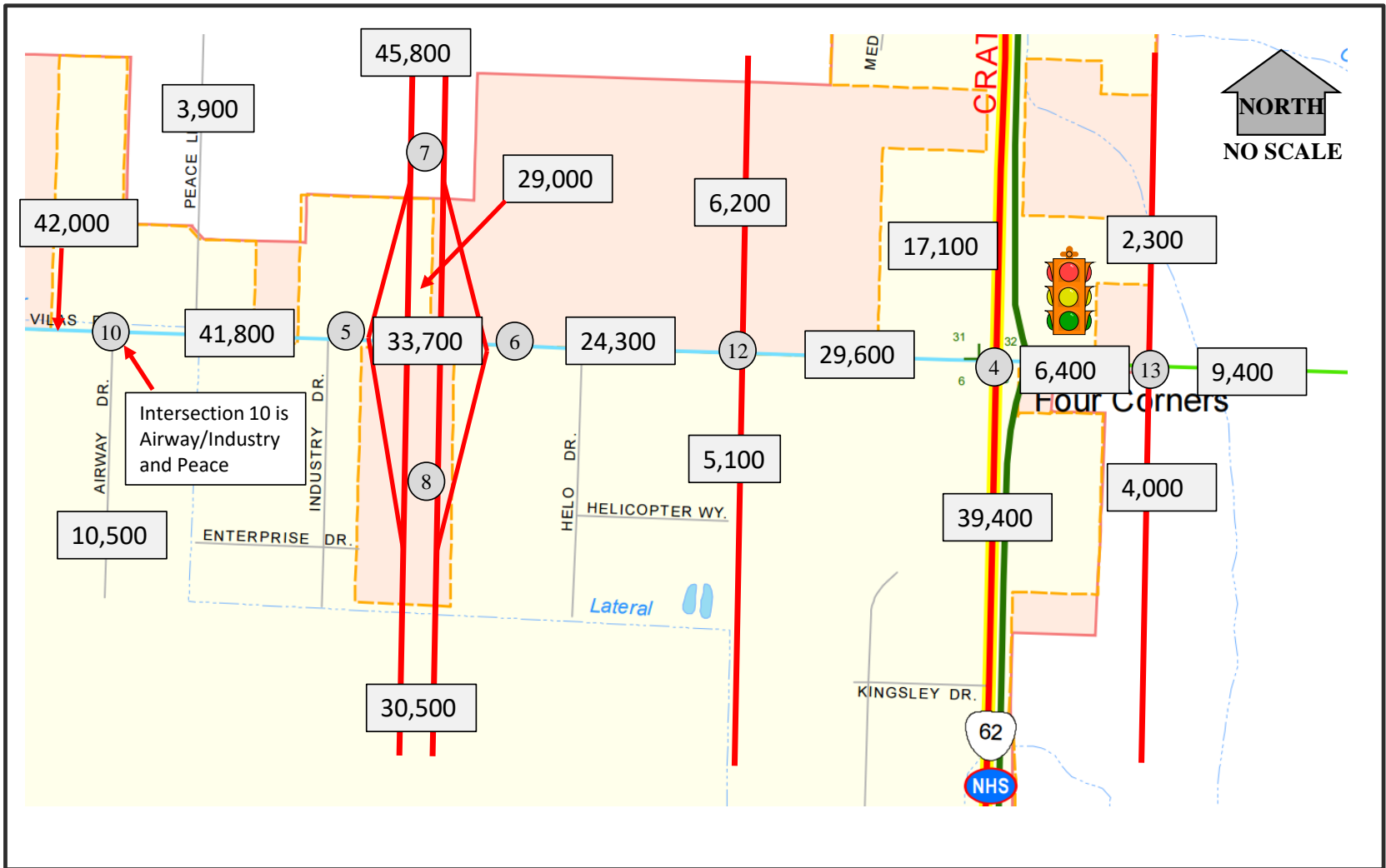
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/19

Reviewed By: P. Schuytema, P.E

FIGURE H-21



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs  
 JTA Interchange Build with Tier 1 and 2 Projects – JTAT2

File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/19

Reviewed By: P. Schuytema, P.E.

FIGURE H-22

**Table H-4: No Build with Tier 1 and 2 Projects Future Volume Development**

Existing Year	2015
Project Design Year	2040
Model Base Year	2017
Model Future Year	2042

Red font is modified using select links because centroid 889 is incorrectly connected to CLH instead of CLA in the model  
1001 is also modified for Springbrook Tier 2 project

Post-Processing - Future Year 2040 OR62 Directional Link Volumes												
Link Identification				No Build Tier 1 - 2040 30HV	Model Volumes			Post Processed 2040 NO Build Tier 1 and 2 Volumes				Values carried forward by OR62 adjustment
					Model Assignment		Adjustment to Project Years	Factored	Difference Method if Change Greater than 10%		Selected Method	
Route	Direction	From	To	Raw Model 2042 NO Build Tier 1 6001	Raw Model 2042 NO Build Tier 1 and 2 1001	Factor						
Biddle Rd	WB	E Project Limits	Table Rock Rd	1149	1021	977	0.96	1099	1099		1099	
Biddle Rd	EB	Table Rock Rd	E Project Limits	813	831	790	0.95	773	773		773	
Biddle Rd	EB	Hamrick Rd	Table Rock Rd	990	912	845.5	0.93	918	918		918	
Biddle Rd	WB	Table Rock Rd	Hamrick Rd	1185	1106	1134	1.02	1214	1214		1214	
Pine St	EB	W Project Limits	Hamrick Rd	1361	1374	1363	0.99	1350	1350		1350	
Pine St	WB	Hamrick Rd	W Project Limits	2008	1728	1751	1.01	2035	2035		2035	
Hamrick Rd	NB	S Project Limits	Pine St / Biddle Rd	276	337	280	0.83	229	diff	219	219	
Hamrick Rd	SB	Pine St / Biddle Rd	S Project Limits	145	207	193	0.93	135	135		135	
Hamrick Rd	NB	Pine St / Biddle Rd	Beebe Rd	661	796	828	1.04	688	688		688	
Hamrick Rd	SB	Beebe Rd	Pine St / Biddle Rd	1032	829	849	1.02	1057	1057		1057	
Vilas Rd	EB	W Project Limits	Table Rock Rd	457	449	495	1.10	504	diff	503	503	
Vilas Rd	WB	Table Rock Rd	W Project Limits	924	682	713	1.05	966	966		966	
Vilas Rd	EB	Table Rock Rd	Airway Dr	1057	909	1136	1.25	1321	diff	1284	1284	1664
Vilas Rd	WB	Airway Dr	Table Rock Rd	1297	1167	1525	1.31	1694	diff	1655	1655	2240
Vilas Rd	wEB	Airway Rd	Industry Dr	1075	907	1137	1.25	1348	diff	1305	1305	1733
Vilas Rd	wWB	Industry Dr	Airway Dr	1263	1147	1508	1.31	1661	diff	1624	1624	2175
Vilas Rd	wEB	Industry Dr	OR 62 / Crater Lake	1108	913	916	1.00	1112	1112		1112	1640
Vilas Rd	wWB	OR 62 / Crater Lake Hwy	Industry Dr	1132	983	1062	1.08	1223	1223		1223	1707
Vilas Rd	eEB	Lear Way	OR 62 / Crater Lake	1125	920	883	0.96	1080	1080		1080	1643
Vilas Rd	eWB	OR 62 / Crater Lake Hwy	Lear Way	1068	878	840	0.96	1022	1022		1022	1745
Vilas Rd	EB	OR 62 / Crater Lake Hwy	Crater Lake Ave	397	578	709	1.23	487	diff	528	528	
Vilas Rd	WB	Crater Lake Ave	OR 62 / Crater Lake Hwy	290	435	407	0.94	271	271		271	
OR 62 / Crater Lake	NB	E Vilas Rd	N Project Limits	2116	1066	920	0.86	1826	diff	1970	1970	2446
OR 62 / Crater Lake	SB	N Project Limits	E Vilas Rd	1854	1159	1096	0.95	1753	1753		1753	2439
OR 62 / Crater Lake	NB	S Project Limits	E Vilas Rd	1987	1158	1025	0.89	1759	diff	1854	1854	2074
OR 62 / Crater Lake	SB	E Vilas Rd	S Project Limits	1806	1149	942	0.82	1481	diff	1599	1599	1819
Table Rock Rd	NB	S Project Limits	Biddle Rd	820	659	781	1.19	972	diff	942	942	
Table Rock Rd	SB	Biddle Rd	S Project Limits	935	834	886	1.06	993	993		993	
Table Rock Rd	NB	Biddle Rd	E Vilas Rd	1353	1316	1429	1.09	1468	1468		1468	
Table Rock Rd	SB	E Vilas Rd	Biddle Rd	1225	1464	1610	1.10	1347	1347		1347	
Table Rock Rd	NB	E Vilas Rd	N Project Limits	971	1122	1224	1.09	1059	1059		1059	

Table Rock Rd	SB	N Project Limits	E Vilas Rd	1167	1225	1215	0.99	1157	1157		1157	
Airway Drive	NB	Enterprise Drive	E Vilas Rd	88	42	43	1.02	90	90		90	
Airway Drive	SB	E Vilas Rd	Enterprise Drive	49	25	25	1.00	49	49		49	
Industry Drive	NB	Enterprise Drive	E Vilas Rd	239	285	488	1.71	409	diff	442	442	542
Industry Drive	SB	E Vilas Rd	Enterprise Drive	150	198	343	1.73	259	diff	295	295	261
Industry + Airway	NB	Enterprise Drive	E Vilas Rd	327		419	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
Industry + Airway	SB	E Vilas Rd	Enterprise Drive	199		367	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
Crater Lake Ave	NB	E Vilas Rd	N Project Limits	228	335	185	0.55	126	diff	78	78	
Crater Lake Ave	SB	N Project Limits	E Vilas Rd	307	401	296	0.74	226	diff	202	202	
Crater Lake Ave	NB	S Project Limits	E Vilas Rd	661	451	139	0.31	204	diff	349	349	
Crater Lake Ave	SB	E Vilas Rd	S Project Limits	475	455	371	0.82	387	diff	391	391	
Peace Lane	NB	E Vilas Rd	N Project Limits	105	166	170	1.02	107	107		107	
Peace Lane	SB	N Project Limits	E Vilas Rd	140	249	251	1.01	141	141		141	189
Vilas Rd	EB	Peace Ln	OR62 SB On Ramp	1284	846	851	1.01	1291	1291		1291	1771
Vilas Rd	WB	OR62 SB Off Ramp	Peace Ln	1025	890	973	1.09	1120	1120		1120	1772
Vilas Rd	EB	OR62 NB Off Ramp	Lear Way	794	846	851	1.01	798	798		798	1106
Vilas Rd	WB	Lear Way	OR62 NB On Ramp	790	890	973	1.09	863	863		863	1381
Vilas Rd	EB	Crater Lake Ave	E Project Limits	320	525	522	0.99	318	318		318	
Vilas Rd	WB	E Project Limits	Crater Lake Av	399	321	339	1.06	422	422		422	
Vilas Rd	EB	SB Ramps	NB Ramps			851						
Vilas Rd	WB	NB Ramps	SB Ramps			973						
Lear Way	NB	S Project Limits	E Vilas Rd		N/A	415	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	266
Lear Way	SB	E Vilas Rd	S Project Limits		N/A	271	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	162
Lear Way	NB	E Vilas Rd	N Project Limits		N/A	191	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
Lear Way	SB	N Project Limits	E Vilas Rd		N/A	213	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
OR62 NB On Ramp	NB	E Vilas Rd	OR62 NB									
OR62 NB Off Ramp	NB	OR62 NB	E Vilas Rd									
OR62 SB On Ramp	SB	E Vilas Rd	OR62 SB									
OR62 SB Off Ramp	SB	OR62 SB	E Vilas Rd									
OR62	NB	S End of Interchange	N End of Interchange			2068						
OR62	SB	N End of Interchange	S End of Interchange			1544						
OR 62	NB	E Vilas Rd	N Project Limits	1753	2096	2068	0.99	1729	1729		1729	
OR 62	SB	N Project Limits	E Vilas Rd	1654	1545	1544	1.00	1653	1653			
OR 62	NB	S Project Limits	E Vilas Rd	1753	2096	2068	0.99	1729	1729		1729	
OR 62	SB	E Vilas Rd	S Project Limits	1654	1545	1544	1.00	1653	1653			

**Table H-5: JTA Interchange Build with Tier 1 and 2 Projects Future Volume Development**

Existing Year	2015
Project Design Year	2040
Model Base Year	2017
Model Future Year	2042

Red font is modified using select links because centroid 889 is incorrectly connected to CLH instead of CLA in the model 1001 is also modified for Springbrook Tier 2 project

Post-Processing - Future Year 2040 OR62 Directional Link Volumes												
Link Identification				No Build Tier 1 and 2 2040 30HV	Model Volumes			Post Processed 2040 JTA Build Tier 1 and 2				
					Model Assignment		Adjustment to Project Years	Factored	Difference Method if Change Greater than 10%		Selected Method	
Route	Direction	From	To		Raw Model 2042 NO Build Tier 1 and 2 1001	Raw Model 2042 JTA Build Tier 1 and 2 2001	Factor					
Biddle Rd	WB	E Project Limits	Table Rock Rd	1099	977	1002	1.03	1127	1127		1127	
Biddle Rd	EB	Table Rock Rd	E Project Limits	773	790	799	1.01	782	782		782	
Biddle Rd	EB	Hamrick Rd	Table Rock Rd	918	846	830	0.98	901	901		901	
Biddle Rd	WB	Table Rock Rd	Hamrick Rd	1214	1134	1150.5	1.01	1232	1232		1232	
Pine St	EB	W Project Limits	Hamrick Rd	1350	1363	1352	0.99	1339	1339		1339	
Pine St	WB	Hamrick Rd	W Project Limits	2035	1751	1773	1.01	2060	2060		2060	
Hamrick Rd	NB	S Project Limits	Pine St / Biddle Rd	219	280	260	0.93	203	203		203	
Hamrick Rd	SB	Pine St / Biddle Rd	S Project Limits	135	193	196	1.02	137	137		137	
Hamrick Rd	NB	Pine St / Biddle Rd	Beebe Rd	688	828	832	1.00	691	691		691	
Hamrick Rd	SB	Beebe Rd	Pine St / Biddle Rd	1057	849	876	1.03	1091	1091		1091	
Vilas Rd	EB	W Project Limits	Table Rock Rd	503	495	501	1.01	510	510		510	
Vilas Rd	WB	Table Rock Rd	W Project Limits	966	713	744	1.04	1008	1008		1008	
Vilas Rd	EB	Table Rock Rd	Airway Dr	1664	1136	1183	1.04	1733	1733		1733	
Vilas Rd	WB	Airway Dr	Table Rock Rd	2240	1525	1635	1.07	2402	2402		2402	
Vilas Rd	wEB	Airway Rd	Industry Dr	1733	1137	1185	1.04	1806	1806		1806	
Vilas Rd	wWB	Industry Dr	Airway Dr	2175	1508	1619	1.07	2335	2335		2335	
Vilas Rd	wEB	Industry Dr	OR 62 / Crater Lake	1640	916	1078	1.18	1930	diff	1802	1802	
Vilas Rd	wWB	OR 62 / Crater Lake Hwy	Industry Dr	1707	1062	1302	1.23	2093	diff	1947	1947	
Vilas Rd	eEB	Lear Way	OR 62 / Crater Lake	1643	883	639	0.72	1189	diff	1399	1399	
Vilas Rd	eWB	OR 62 / Crater Lake Hwy	Lear Way	1745	840	491	0.58	1020	diff	1396	1396	
Vilas Rd	EB	OR 62 / Crater Lake Hwy	Crater Lake Ave	528	709	619	0.87	461	diff	438	438	
Vilas Rd	WB	Crater Lake Ave	OR 62 / Crater Lake Hwy	271	407	295	0.72	196	diff	159	159	
OR 62 / Crater Lake	NB	E Vilas Rd	N Project Limits	1473	920	724	0.79	1159	diff	1277	1277	
OR 62 / Crater Lake	SB	N Project Limits	E Vilas Rd	1875	1097	823	0.75	1407	diff	1601	1601	
OR 62 / Crater Lake	NB	S Project Limits	E Vilas Rd	2074	1025	965	0.94	1953	1953		1953	
OR 62 / Crater Lake	SB	E Vilas Rd	S Project Limits	1819	942	888	0.94	1715	1715		1715	
Table Rock Rd	NB	S Project Limits	Biddle Rd	942	781	773	0.99	932	932		932	
Table Rock Rd	SB	Biddle Rd	S Project Limits	993	886	898	1.01	1007	1007		1007	
Table Rock Rd	NB	Biddle Rd	E Vilas Rd	1468	1429	1444	1.01	1484	1484		1484	
Table Rock Rd	SB	E Vilas Rd	Biddle Rd	1347	1610	1662	1.03	1390	1390		1390	
Table Rock Rd	NB	E Vilas Rd	N Project Limits	1327	1224	1228	1.00	1331	1331		1331	
Table Rock Rd	SB	N Project Limits	E Vilas Rd	1317	1215	1217	1.00	1319	1319		1319	

Values carried forward Screenline

732  
832

1242  
1231

Airway Drive	NB	Enterprise Drive	E Vilas Rd	90	43	43	1.00	90	90		90
Airway Drive	SB	E Vilas Rd	Enterprise Drive	49	25	25	1.00	49	49		49
Industry Drive	NB	Enterprise Drive	E Vilas Rd	542	488	471	0.97	523	523		523
Industry Drive	SB	E Vilas Rd	Enterprise Drive	261	343	344	1.00	262	262		262
Industry + Airway	NB	Enterprise Drive	E Vilas Rd	#DIV/0!	419	514	1.23	#DIV/0!	diff	#DIV/0!	613
Industry + Airway	SB	E Vilas Rd	Enterprise Drive	#DIV/0!	367	369	1.01	#DIV/0!	#DIV/0!	#DIV/0!	311
Crater Lake Ave	NB	E Vilas Rd	N Project Limits	201	185	168	0.91	183	183		183
Crater Lake Ave	SB	N Project Limits	E Vilas Rd	320	295	259	0.88	281	diff	284	284
Crater Lake Ave	NB	S Project Limits	E Vilas Rd	349	139	139	1.00	349	349		349
Crater Lake Ave	SB	E Vilas Rd	S Project Limits	391	371	339	0.91	357	357		357
Peace Lane	NB	E Vilas Rd	N Project Limits	184	170	171	1.01	185	185		185
Peace Lane	SB	N Project Limits	E Vilas Rd	272	251	255	1.02	276	276		276
Vilas Rd	EB	Peace Ln	OR62 SB On Ramp	1771	851	1031	1.21	2146	diff	1951	1951
Vilas Rd	WB	OR62 SB Off Ramp	Peace Ln	1772	973	1234	1.27	2247	diff	2033	2033
Vilas Rd	EB	NB Ramps	Lear Way	1106	851	828	0.97	1076	1076		1076
Vilas Rd	WB	Lear Way	NB Ramps	1381	973	774	0.80	1099	diff	1182	1182
Vilas Rd	EB	Crater Lake Ave	E Project Limits	318	522	439	0.84	267	diff	235	235
Vilas Rd	WB	E Project Limits	Crater Lake Av	422	339	235	0.69	292	diff	318	318
Vilas Rd	EB	SB Ramps	NB Ramps		851	1002	1.18	0	diff	151	#REF!
Vilas Rd	WB	NB Ramps	SB Ramps		973	812	0.83	0	diff	-161	#REF!
Lear Way	NB	S Project Limits	E Vilas Rd	266	415	410	0.99	263	263		263
Lear Way	SB	E Vilas Rd	S Project Limits	162	271	336	1.24	201	diff	227	227
Lear Way	NB	E Vilas Rd	N Project Limits	207	191	285	1.49	309	diff	301	301
Lear Way	SB	N Project Limits	E Vilas Rd	231	213	305	1.43	331	diff	323	323
OR62 NB On Ramp	NB	E Vilas Rd	OR62 NB			458	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
OR62 NB Off Ramp	NB	OR62 NB	E Vilas Rd			322	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
OR62 SB On Ramp	SB	E Vilas Rd	OR62 SB			260	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
OR62 SB Off Ramp	SB	OR62 SB	E Vilas Rd			652	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
OR62	NB	S End of Interchange	N End of Interchange	1841	2068	1867	0.90	1662	1662		1662
OR62	SB	N End of Interchange	S End of Interchange	1374	1544	1307	0.85	1163	diff	1137	diff
OR62	NB	N End of Interchange	N Project Limits	1841	2068	2325	1.12	2070	diff	2098	diff
OR62	SB	N Project Limits	N End of Interchange	1374	1544	1959	1.27	1743	diff	1789	diff
OR62	NB	S Project Limits	S End of Interchange	1841	2068	2189	1.06	1949	1949		1949
OR62	SB	S End of Interchange	S Project Limits	1374	1544	1566	1.01	1393	1393		1393

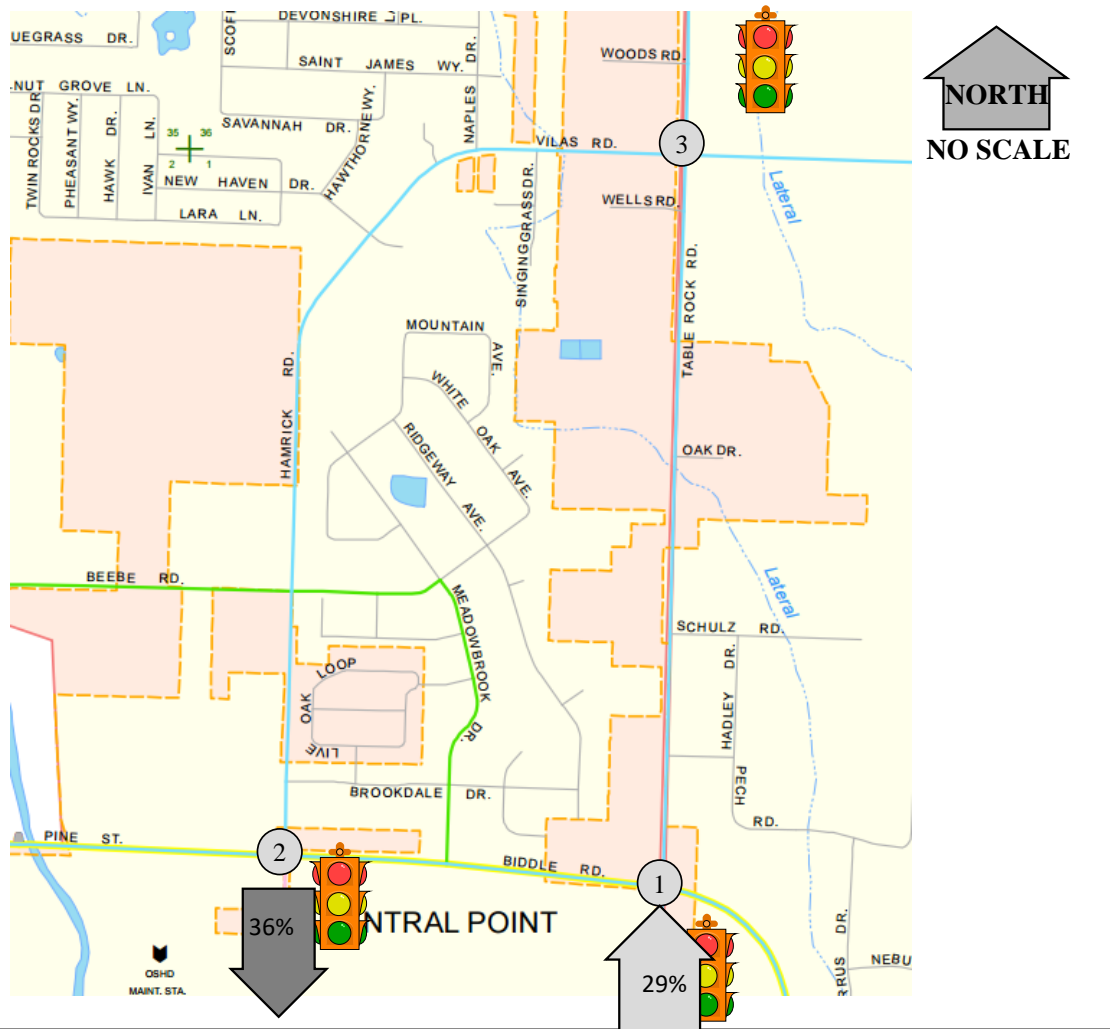
170  
262  
173  
258  
1938  
1123  
288  
308  
803  
114  
40  
744  
1580  
1271  
2380  
2407  
2022  
1692  
1295



**APPENDIX I:**

**PERCENT CHANGE IN VOLUME**

The percent volume slides include alternatives that were considered but dismissed. The description and analysis of the dismissed scenarios are in Appendix A.



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR 62 & Vilas Road IAMP Percent Volume Change  
Scenario NBM to NBT1: Add Tier 1 Projects

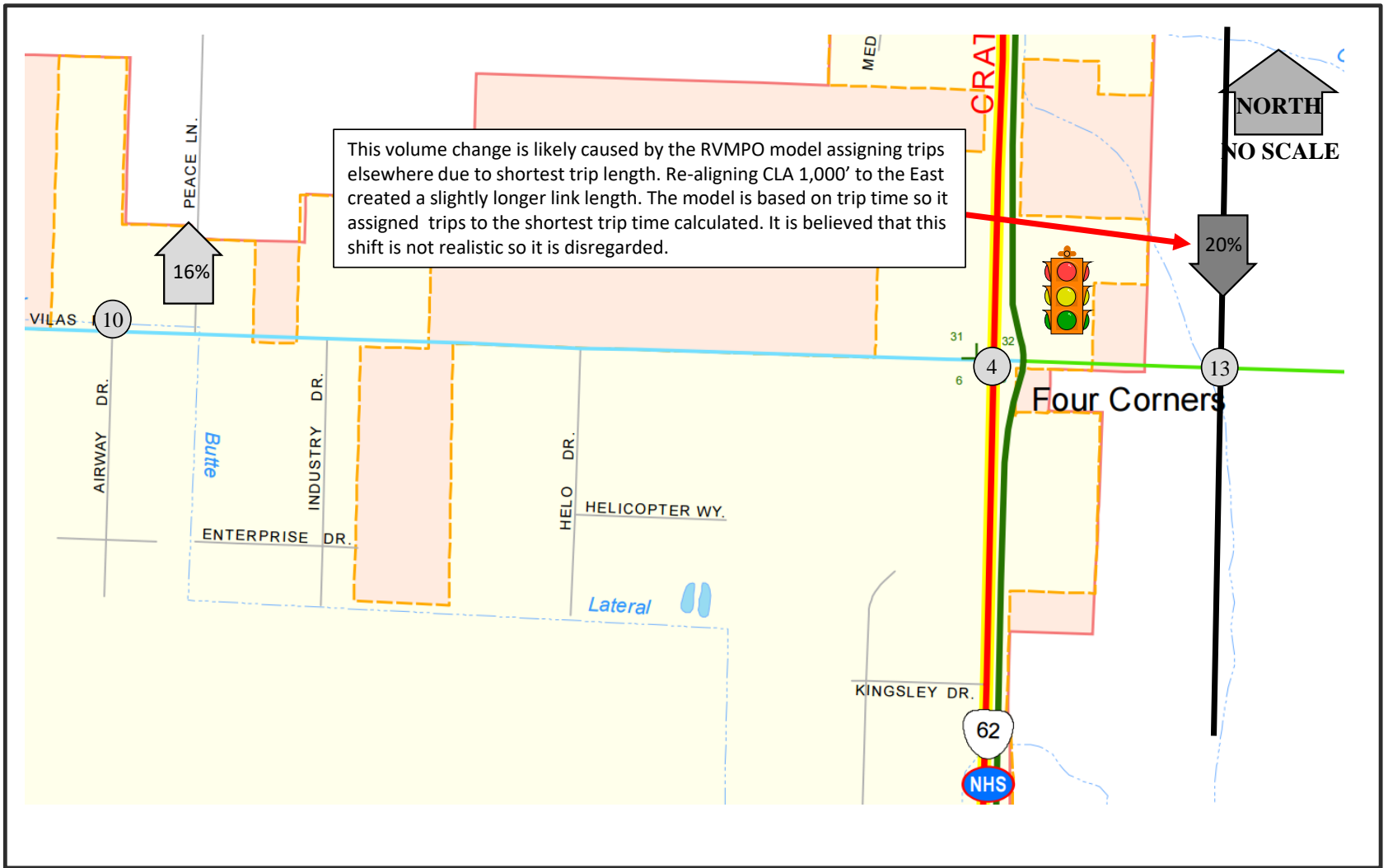
File : OR62-Vilas

Prepared By: Katie Brown

Date : 4/4/19

Reviewed By: P. Schuytema, P.E

FIGURE I-1



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR 62 & Vilas Road IAMP Percent Volume Change  
Scenario NBM to NBT1: Add Tier 1 Projects

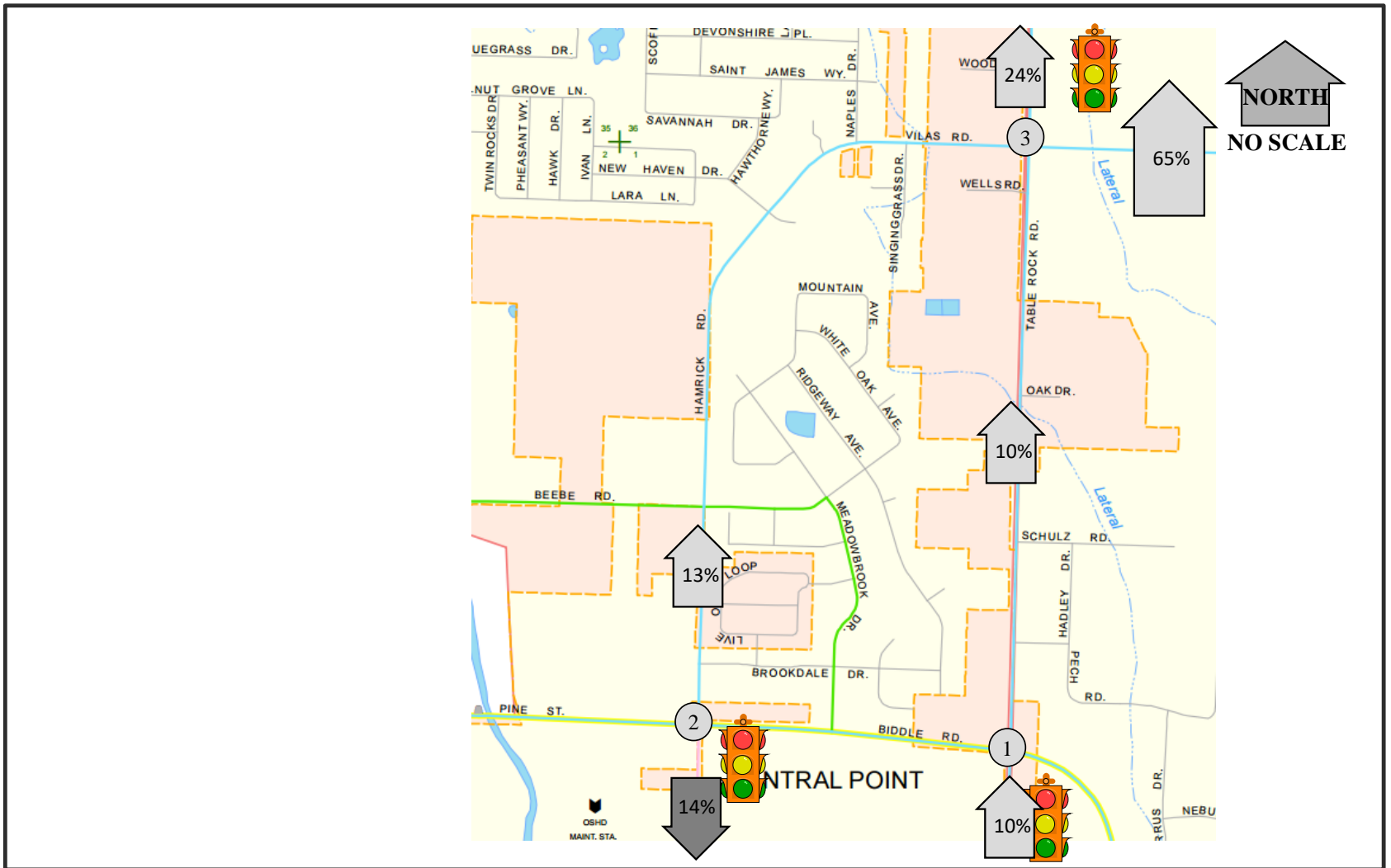
File : OR62-Vilas

Prepared By: Katie Brown

Date : 4/4/19

Reviewed By: P. Schuytema, P.E

FIGURE I-2



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR 62 & Vilas Road IAMP Percent Volume Change  
Scenario NBT1 to NBT2: Add Tier 2 Projects

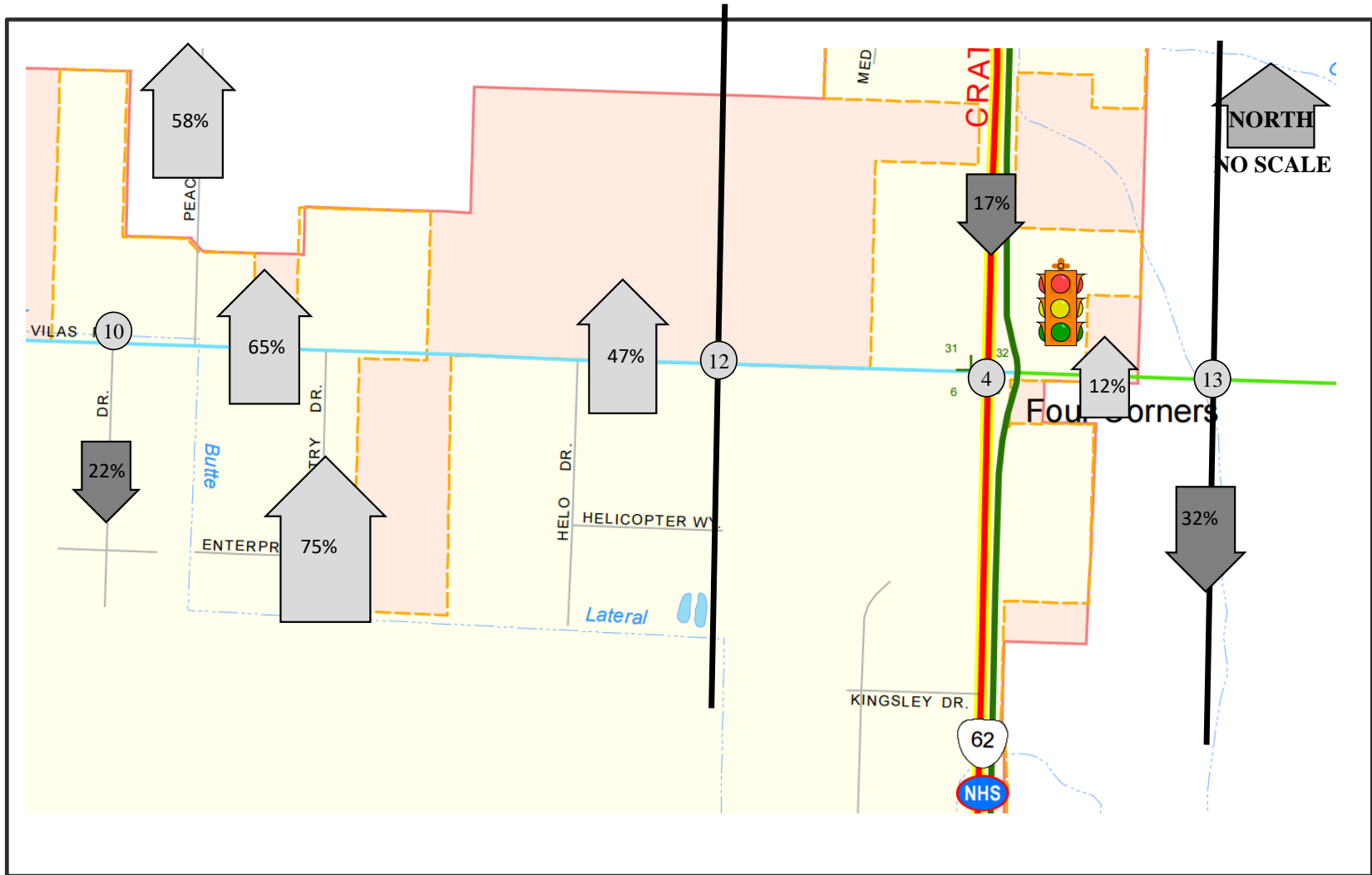
File : OR62-Vilas

Prepared By: Katie Brown

Date : 4/4/19

Reviewed By: P. Schuytema, P.E

FIGURE I-3



NORTH  
NO SCALE

OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR 62 & Vilas Road IAMP Percent Volume Change  
Scenario NBT1 to NBT2: Add Tier 2 Projects

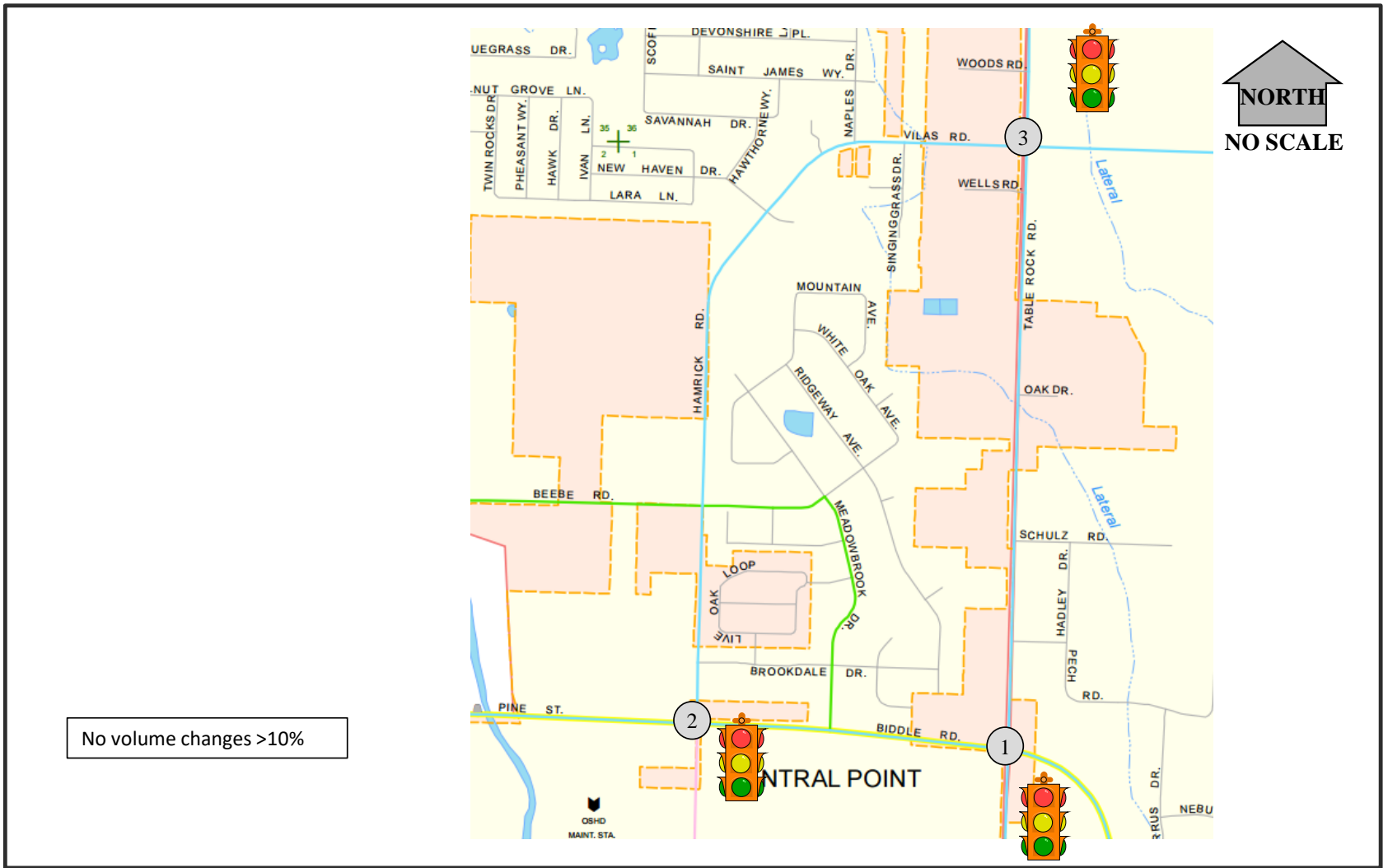
File : OR62-Vilas

Prepared By: Katie Brown

Date : 4/4/19

Reviewed By: P. Schuytema, P.E

FIGURE I-4



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR 62 & Vilas Road IAMP Percent Volume Change  
Scenario NBT2 to JTAT2: Add JTA Interchange

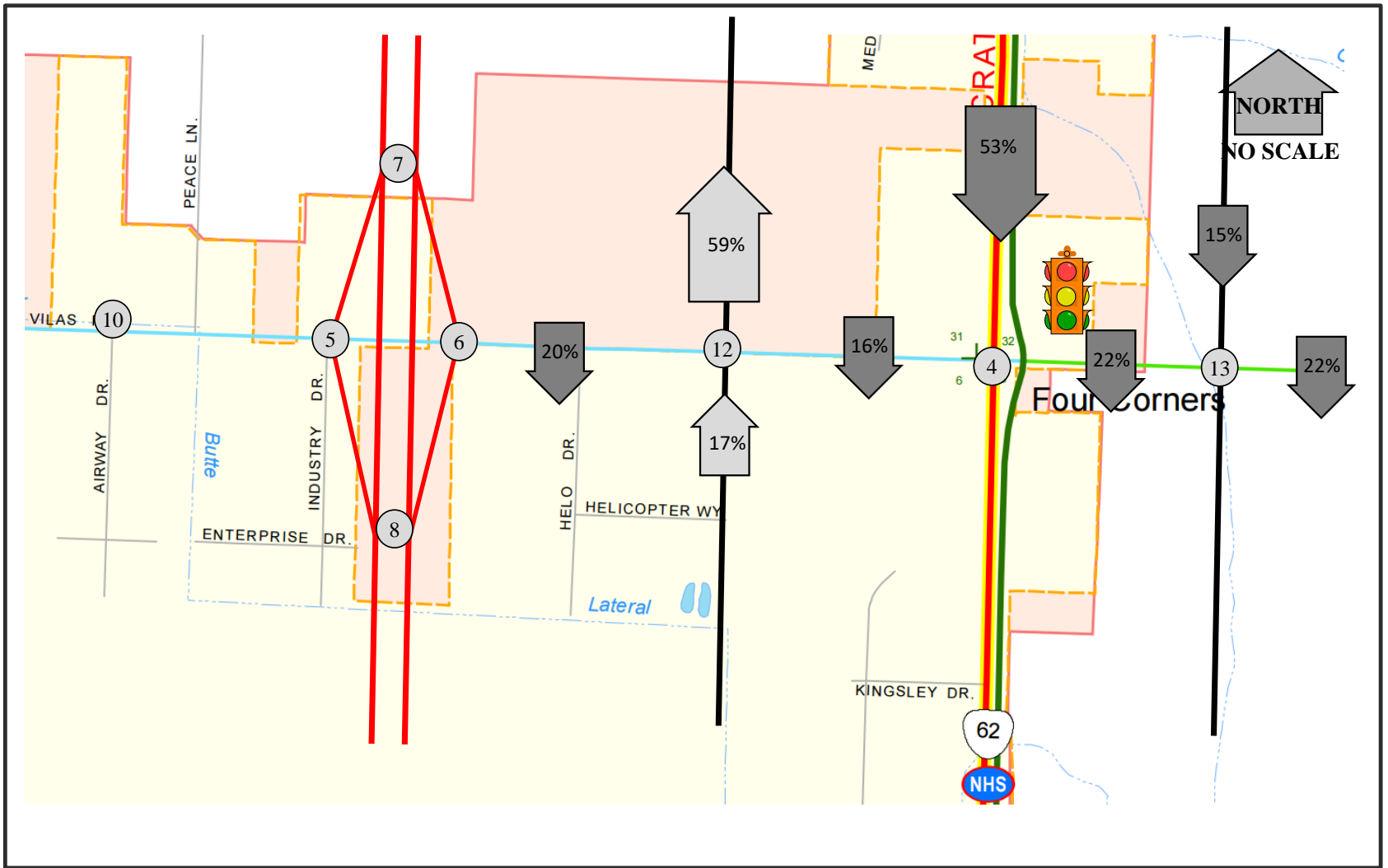
File : OR62-Vilas

Prepared By: Katie Brown

Date : 4/4/19

Reviewed By: P. Schuytema, P.E

FIGURE I-5



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR 62 & Vilas Road IAMP Percent Volume Change  
Scenario NBT2 to JTAT2: Add JTA Interchange

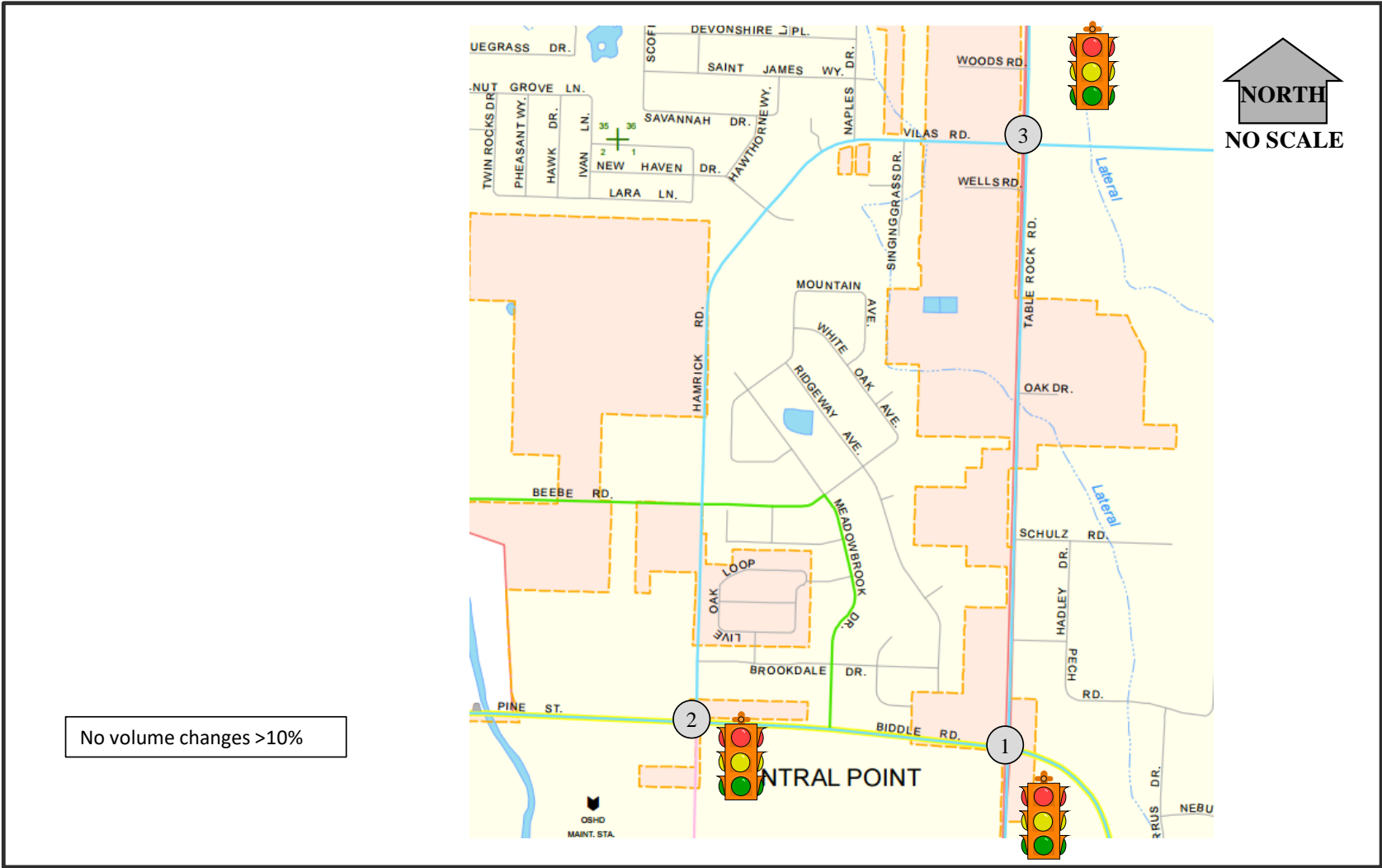
File : OR62-Vilas

Prepared By: Katie Brown

Date : 4/4/19

Reviewed By: P. Schuytema, P.E

FIGURE I-6



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR 62 & Vilas Road IAMP Percent Volume Change  
Scenario JTAT2 to Full T2: Add Full Build Interchange

File : OR62-Vilas

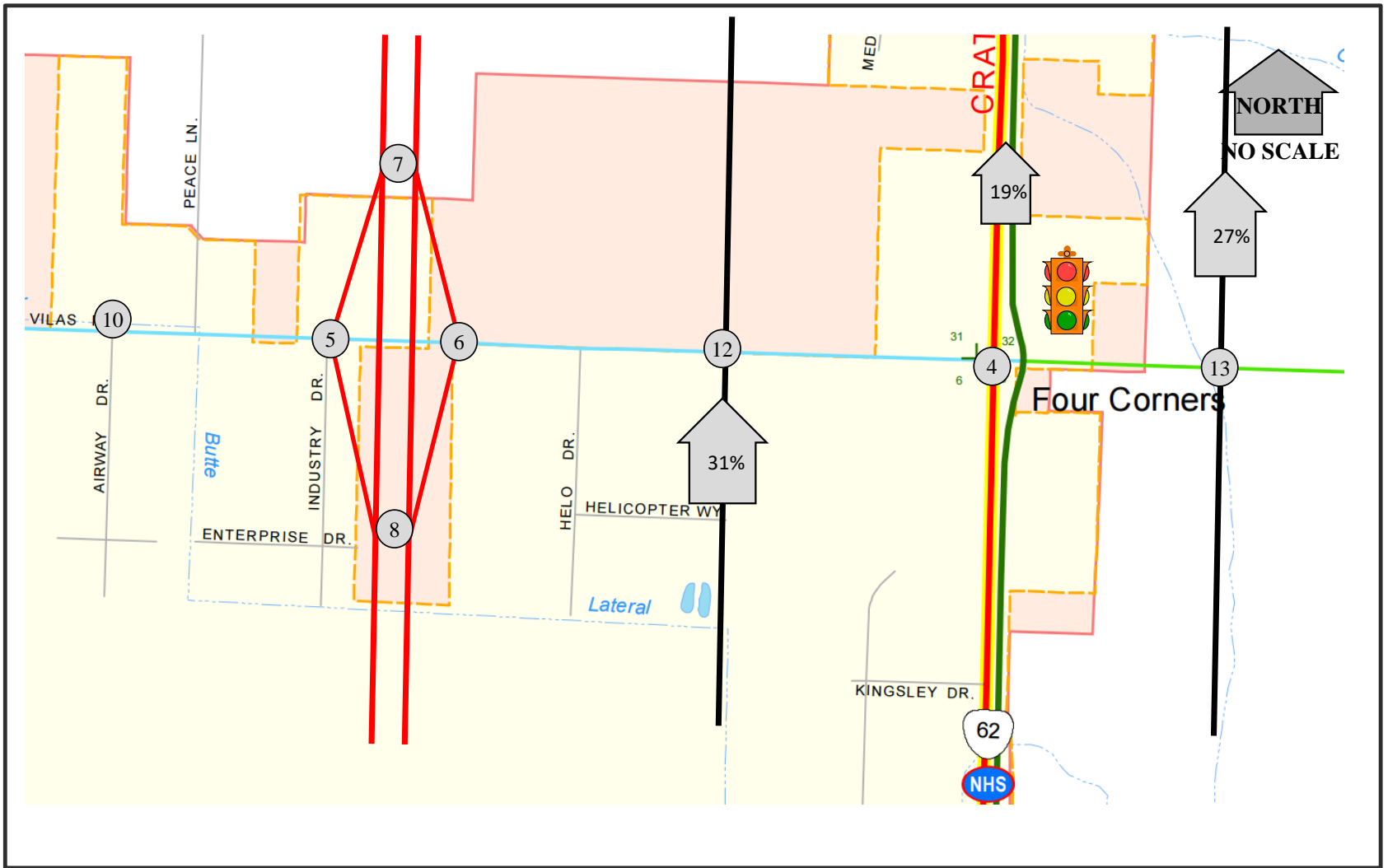
Prepared By: Katie Brown

Date : 4/4/19

Reviewed By: P. Schuytema, P.E

FIGURE I-7





OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR 62 & Vilas Road IAMP Percent Volume Change  
Scenario JTAT2 to FullT2: Add Full Build Interchange

File : OR62-Vilas

Prepared By: Katie Brown

Date : 4/4/19

Reviewed By: P. Schuytema, P.E

FIGURE I-8

**APPENDIX J:  
HCS 2010 FREEWAY MODULE  
OR62 MERGE/DIVERGE AND MAINLINE  
V/C DEVELOPMENT**

# OR62 Mainline & Merge/Diverge/Weave Segment v/c Ratio Determination

This appendix describes the methodology and key assumptions used in the determination of the v/c ratios for OR62 mainline and merge/diverge/weave segments.

## Mainline

The HCS 2010 Freeways analysis calculated a Free-Flow Speed (FFS) that is unrealistically high (73.0 mph) given that the posted speed is 55 mph. The Multilane analysis calculated a more appropriate FFS (59.8 mph) so this method is implemented.

Figure J-1: Free-Flow Speed calculation using HCS 2010 Freeway method

The screenshot shows a software interface for calculating Free-Flow Speed (FFS) using the HCS 2010 Freeway method. The interface is titled "FREE-FLOW SPEED" and contains the following sections and values:

- Free-Flow Speed and Type:** Two radio buttons are present. "Measured, FFS" is unselected, and "Base FFS, BFFS" is selected. Below the buttons, there are two input fields: "75." mph and "75.4 mph".
- Speed Adjustments:** This section contains several input fields:
  - Lane width, LW: 12.0 ft
  - Right-side lateral clearance, LC: 6.0 ft
  - Total ramp density, TRD: 0.70 ramps/mi
  - TRD adjustment: 2.4 mph
  - Adjustment factors:  $f_{LW}$  = 0.0 mph and  $f_{LC}$  = 0.0 mph
- Free-flow speed, FFS:** The calculated result is 73.0 mph.
- Use Speed Curve for:** 75 mph

**Figure J-2: Free-Flow Speed calculation using HCS 2010 Multilane method**

FREE-FLOW SPEED			
Direction	1	2	
Free-flow speed:	<input type="radio"/> Field measured, FFS <input checked="" type="radio"/> Base FFS, BFFS	<input type="radio"/> Field measured, FFS <input checked="" type="radio"/> Base FFS, BFFS	
	60.0 mph	60.0 mph	
Median type	<input checked="" type="radio"/> Divided <input type="radio"/> Undivided	<input checked="" type="radio"/> Divided <input type="radio"/> Undivided	
	F M 0.0 mph	F M 0.0 mph	
Lane width, LW	12.0 ft	12.0 ft	
	F LW 0.0 mph	F LW 0.0 mph	
Lateral clearance:			
Right edge	6.0 ft	6.0 ft	
Left edge	6.0 ft	6.0 ft	
Total lateral clearance	12.0 ft	12.0 ft	
	F LC 0.0 mph	F LC 0.0 mph	
Access points/mile	1	1	
	F A 0.3 mph	F A 0.3 mph	
Free-flow speed, FFS	59.8 mph	59.8 mph	
Use Speed curve for:	60.0 mph	60.0 mph	

Right-side lateral clearance is at least 6 feet and as indicated in the FEIS the shoulder will be 8 feet.

Direction 1 = North

Direction 2 = South

Adjust Free-Flow Speed parameters:

Base FFS = 60 mph (posted speed +5 mph)

Median Type – Divided (TWLTL)

Lane Width – 12 feet

Right and Left Edge Lateral Clearance – 6 feet (This is the maximum. By the FEIS, the shoulders are designed to be 8 feet.)

Access points/mile – 1 (Does not allow decimals like the Freeway method does. There are a total of 5 ramps in the 7.5 mile design. (5 ramps/7.5 miles = 0.67 ramps/mi, round up))

Adjust Volume parameters:

Volume, V – Enter value calculated and document in spreadsheets

Peak-hour factor, PHF – 0.95 (By HCM Ch. 12, Exhibit 12-8, PHF for Multilane highways = 0.95)

Driver population factor – 0.97 (Account for drivers unfamiliar with route)

## Merge

**Figure J-3: Merge Segment Description**

FREEWAY MERGE SEGMENTS ANALYSIS				
Analyst	<input type="text" value="Katie Brown"/>	Freeway/Direction	<input type="text" value="OR62/NB"/>	
Agency/Company	<input type="text" value="ODOT"/>	Junction	<input type="text" value="Vilas Rd"/>	
Date	<input type="text" value="9/25/2017"/>	Units: U. S. Customary	Jurisdiction	<input type="text"/>
Analysis Time Period	<input type="text" value="4:15 - 5:15 pm"/>	Analysis Year	<input type="text" value="2020"/>	
Project Description	<input type="text" value="OR62 - Vilas Rd IAMP Scenario 1"/>			

**Figure J-4: Ramp**

**Characteristics**

**FREEWAY-RAMP COMPONENTS AND CHARACTERISTICS**

Freeway Data

Number of lanes on freeway, N

Free-flow speed, S<sub>FF</sub>  mph

Volume, V  vph

On Ramp Data

Side of Freeway Ramp Connects

Left  Right

Number of lanes on ramp, N

Free-flow speed, S<sub>FR</sub>  mph

Length of first acceleration lane, LA or LA1  ft

Volume, V<sub>R</sub>  vph

Length of second acceleration lane, LA2

Enter ramp and freeway volumes. Freeway Free-flow speed = 60 mph (posted speed +5mph)

Ramp Free-flow speed = 45 mph (Typical speed for straight tight diamond ramp. Desirable for freeway and ramp differential to be 10 mph)

Length of first acceleration lane = 540' + Taper 300' = 840'

Figure J-5: Highway Design Manual Figure 9-11 Entrance Ramp Details

### ENTRANCE RAMP DETAILS

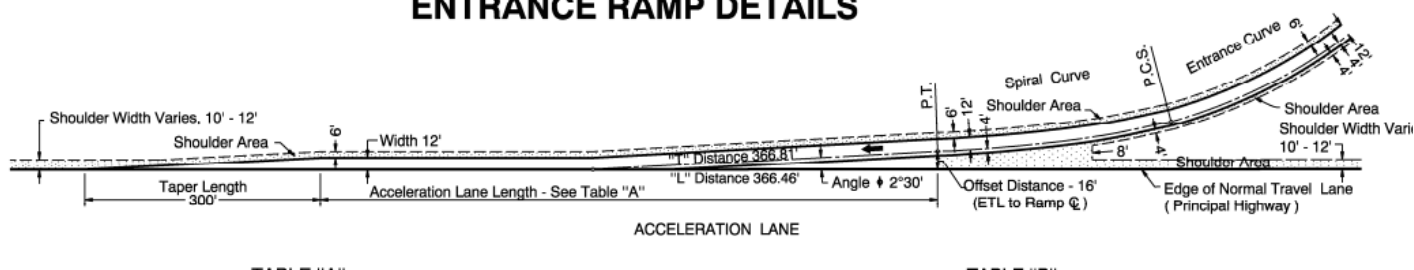


TABLE "A"  
MINIMUM ACCELERATION LANE LENGTHS

Design Speed of Entrance Curve (mph)	25	30	35	40	45	50+
Minimum Curve Radius (ft.)	160	230	320	430	555	695
Design Speed of Highway (mph)	TOTAL LENGTH OF ACCELERATION LANE ( WITHOUT TAPER ) Length (ft.)					
40	540	540	540	540	540	540
45	540	540	540	540	540	540
50	550	540	540	540	540	540
55	780	670	550	540	540	540
60	1020	910	800	550	540	540
65	1220	1120	1000	770	540	*540
70	1420	1350	1230	1000	820	*580

\* Desirable length is 750', this allows additional decision time for picking gaps.

Adjacent ramp: Only pertinent for >4 lane mainline, but good habit to just include.

Figure J-6: Adjacent Ramp input

Adjacent Ramp Data

Does one exist?

Yes

No

Position of Adjacent Ramp

Upstream  Downstream

Type of Adjacent Ramp

On  Off

Distance to adjacent ramp  ft

Volume on adjacent ramp  vph

PHF = 0.95 (ODOT approved default when actual counts are not available)

Adjust driver population to 0.97 to account for drivers unfamiliar with route.

Truck and bus = 20% (FEIS 2035 SD Bypass Truck Data Analysis values NB range from 19% - 24% both NB and SB)

Figure J-7: Heavy truck percentage validation from EIS

	PM Peak Hour		PM Peak Hour	
	Northbound		Southbound	
	Medium Trucks	Heavy Trucks	Medium Trucks	Heavy Trucks
	NB		SB	
Highway 62 from Commerce Dr to Coker Butte Rd	10	9	7	16
Highway 62 from Coker Butte Rd to Vilas Rd	11	9	8	17
Highway 62 from Vilas Rd to Corey Rd	9	11	6	13
Highway 62 from Corey Rd to Highway 140	16	24	8	13
Highway 62 from Highway 140 to Antelope Rd	14	28	22	17

Figure J-8: Volume adjustment

VOLUME ADJUSTMENT

Volume Components:

	Freeway	Ramp	Adjacent Ramp
Volume	1590 vph	1225 vph	190 vph
Peak-hour factor, PHF	0.95	0.95	0.95
Peak 15-Minute Volume, $V_{15}$	418 v	322 v	50 v

Terrain:

	Freeway	Ramp	Adjacent Ramp
Terrain	Level	Level	Level
Grade	0.00 %	0.00 %	0.00 %
Length	0.00 mi	0.00 mi	0.00 mi

Volume Composition:

	Freeway	Ramp	Adjacent Ramp
Trucks and buses	20 %	20 %	20 %
$E_T$	1.5	1.5	1.5
Recreational vehicles	0 %	0 %	0 %
$E_R$	1.2	1.2	1.2
Heavy vehicle adjustment, $f_{HV}$	0.909	0.909	0.909
Driver population adjustment, $f_P$	0.97	0.97	0.97
Flow rate, vp	1898 pcph	1462 pcph	227 pcph



## Diverge

Figure J-9: Diverge Segment Description

FREEWAY DIVERGE SEGMENTS ANALYSIS			
Analyst	Katie Brown	Freeway/Direction	OR62/NB
Agency/Company	ODOT	Junction	E Vilas Rd
Date	9/26/2017	Units: U. S. Customary	Jurisdiction
Analysis Time Period	4:15 - 5:15 pm	Analysis Year	2020
Project Description	OR62 - Vilas Rd IAMP Scenario 1		

Figure J-10: Ramp Characteristics

FREEWAY-RAMP COMPONENTS AND CHARACTERISTICS			
Freeway Data			
Number of lanes on freeway, N	2	Free-flow speed, S <sub>FF</sub>	60.0 mph
		Volume, V	0 vph
Off Ramp Data			
Side of Freeway	<input type="radio"/> Left <input checked="" type="radio"/> Right		
Free-flow speed, S <sub>FR</sub>	45.0 mph	Number of lanes on ramp, N	1
Volume, V <sub>R</sub>	0 vph	Length of first deceleration lane, LD or LD1	595 ft
		Length of Second Deceleration Lane, LD2	

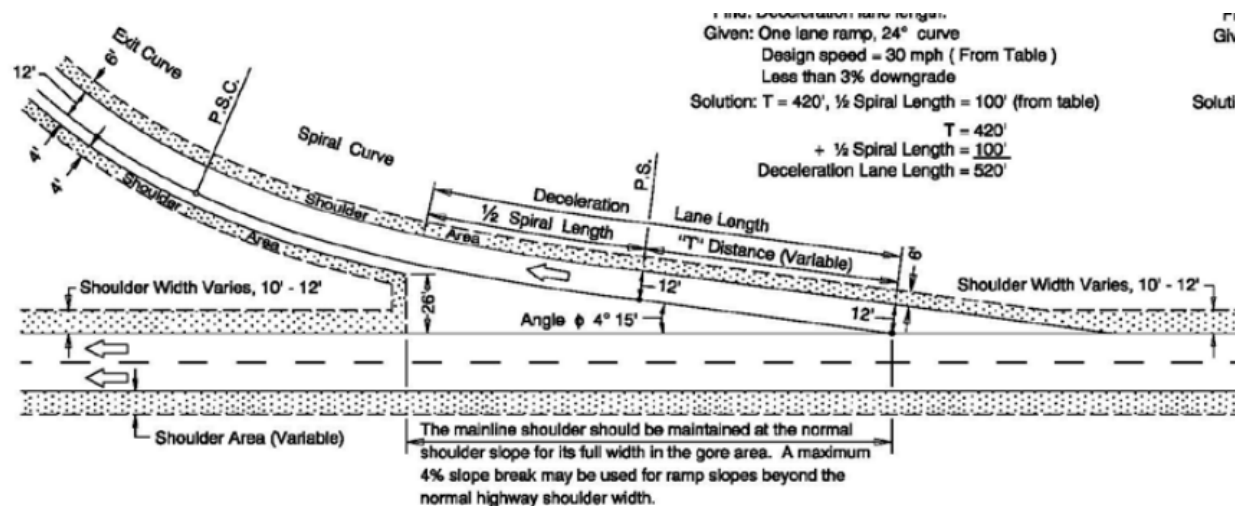
Freeway Free-flow speed = 60 mph (posted speed +5mph)

Ramp Free-flow speed = 45 mph (Typical speed for straight tight diamond ramp. Desirable for freeway and ramp differential to be 10 mph)

Length of first deceleration lane = 'T' TRUCK Distance + ½ Spiral Length = 470' + ½\*250' = 595'

Figure J-11: Highway Design Manual Figure 9-12 Exit Ramp Details

# EXIT RAMP DETAILS



\*\*\*When there is significant truck traffic (over 20 trucks with 4 or more axles per hour), the minimum deceleration design lengths for trucks should be consistent with Figure 9-12.

MINIMUM DECELERATION LANE LENGTHS (1 LANE)

Design Speed of Highway (mph)	Design Speed of Turning Curve (mph)					
	25	30	35	40	45	50
DECELERATION LENGTHS (ft.)						
40	235	185	155	-	-	-
45	295	250	220	-	-	-
50	355	315	285	225	175	-
55	410	380	350	285	235	-
60	460	430	405	350	300	240
65	500	470	440	390	340	280
70	550	520	490	440	390	340

## EXIT CURVES & SPIRALS

				1 LANE (Highway Design Speed 70 mph)				
Ramp Design Speed (mph)	Degree of Curve	Radius (ft)	e (%)	Spiral Length (ft.)	Spiral Parts		"T"*	"T" TRUCK
					"a" Value	"S" Value	Distance (ft.)	Distance (ft.)
70	1° 00'	5729.58	3.5	200	0.5	1.0	240	340
	2° 00'	2864.79	6.5	200	1.0	2.0	240	340
	3° 00'	1909.86	8	240	1.25	3.6	220	320
65	4° 00'	1432.39	9	240	1.667	4.8	220	320
60	5° 00'	1145.92	9.5	250	2.0	6.25	215	315
55	6° 00'	954.93	10	240	2.5	7.2	220	320
50	7° 00'	818.51	10.5	240	2.917	8.4	220	400
	8° 00'	716.20	10.5	250	3.2	10.0	215	395
45	10° 00'	572.96	11	250	4.0	12.5	265	470
40	12° 00'	477.46	11.5	240	5.0	14.4	320	545
	14° 00'	409.26	11.5	200	7.0	14.0	340	565

Adjacent ramp: Only pertinent for >4 lane mainline, but good habit to include.

**\*\*NOTE\*\* Adjacent Ramp input and Volume Adjustment**

Same values as the merge analysis

**Figure J-12: No Build with Tier 1 and 2 Projects Mainline Segment v/c Ratio Development**

HCM 6th Ed. Chapter 12	
Capacity of multilane segment varies with FFS	
(pc/h/ln)	FFS
2300	70,75
2300	65
2200	60
2100	55
2000	50
1900	45

**NO Interchange with Tier 1 and 2 Projects**

Segment: NB  
 Flow Rate, Vp: 1308  
 FFS: 58.4  
 Interpolated capacity: 2099  
 v/c: **0.62**

Segment: SB  
 Flow Rate, Vp: 976  
 FFS: 58.4  
 Interpolated capacity: 2099  
 v/c: **0.46**

**Figure J-13: No Build with Tier 1 and 2 Projects Mainline Segment HCS Reports**

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name: Phase2\_JTA\_NO\_Build\_Tier1and2\_NB\_SB.xuf  
 Analyst: Katie Brown  
 Agency: TPAU  
 Jurisdiction: OR62 NB/SB NO Interchange Present  
 Date: 3/13/2019  
 Analysis Year: 2020  
 Time Period Analyzed: 4:15 - 5:15 pm  
 Project Description: OR62 Vilas Rd IAMP JTA Build w Tier 1 and 2 Projects  
 Units: U.S. Customary

Direction 1:

LOS and Performance Measures

Flow rate, $v_p$	2616	pc/h/ln
Capacity, C	4197	pc/h/ln
Speed, S	58.4	mi/h
Density, D	22.4	pc/mi/ln
Level of Service, LOS	C	

Step 1: Input Data

Number of Lanes, N	2	ln
Lane Width	12	ft
Segment length	-	ft
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi
Right-Side Lateral Clearance, LCR	6	ft
Left-Side Lateral Clearance, LCL	6	ft
Median Type	Divided	
Access Point Density	0.4	access points/mi
Demand Volume, V	2070	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	20.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS		
Measured or Base FFS	Base	
Base Free-Flow Speed, BFFS	60.0	mi/h
Lane Width	12	ft
Lane Width Adjustment, fLW	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	ft
Left-Side Lateral Clearance, LCL	6	ft
Total Lateral Clearance, TLC	12.00	ft
Total Lateral Clearance Adjustment, fTLC	0.0	mi/h
Median Type	Divided	
Median Type Adjustment, fM	0.0	mi/h
Access Point Density	0.4	access points/mi
Access Point Density Adjustment, fA	0.1	mi/h
Free-Flow Speed, FFS	59.9	mi/h
Speed Adjustments		
Driver Population	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	
Adjusted Free-Flow Speed, FFSadj	58.4	mi/h

Step 3: Estimate and Adjust Capacity

Adjusted Free-flow Speed, FFSadj	58.4	mi/h
Capacity, c	2168	pc/h/ln
Capacity Adjustments		
Driver Population	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	
Adjusted Capacity, cadj	2099	pc/h/ln

---

Step 4: Adjust Demand Volume

---

Demand Volume, V	2070	veh/h
Peak Hour Factor, PHF	0.95	
Number of Lanes, N	2	ln
Terrain type	Level	
Percent Grade	-	%
Grade Length	-	mi
Percent Total Trucks	20.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.2000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment, fHV	0.833	
Demand Adjustment Factor, DAF	1.000	
Demand Flow Rate, v <sub>p</sub>	1308	pc/h/ln

---

Steps 5 and 6: Estimate Speed and Density and Determine LOS

---

Demand Flow Rate, v <sub>p</sub>	1308	pc/h/ln
Free-Flow Speed, FFS	60.0	mi/h
Capacity, c	2099	pc/h/ln
Breakpoint, BP	1400	pc/h/ln
Density at Capacity, D <sub>c</sub>	45	pc/mi/ln
Mean Speed under Base Conditions, S	58.4	mi/h
Density, D	22.4	pc/mi/ln
Level of service, LOS	C	

---

Bicycle Level of Service

---

Hourly Directional Volume, V	2070	veh
Peak Hour Factor, PHF	0.95	
Number of Directional Lanes, N	2	ln
Directional Demand Flow Rate in Outside Lane, vOL	1089	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	
Paved Shoulder Width, W <sub>s</sub>	6	ft
Effective Width as a Function of Traffic Volume, W <sub>v</sub>	18	ft
Average Effective Width of Outside Lane, W <sub>e</sub>	24	ft
Posted Speed Limit, S <sub>p</sub>	50	mi/h
Effective Speed Factor, S <sub>t</sub>	4.62	
Percentage of Heavy Vehicles, HV	0.2000	
Pavement Condition Rating, P	4	
Bicycle Level of Service Score, BLOS	10.61	
Bicycle LOS	F	

This Multilane Highway Segment text report was created in HCS™ Multilane Version 7.6 on 3/22/2019 14:15:45

**Figure J-14: JTA Build with Tier 1 and 2 Projects Mainline Segment v/c Ratio Development**

HCM 6th Ed. Chapter 12	
Capacity of multilane segment varies with FFS	
(pc/h/ln)	FFS
2300	70,75
2300	65
2200	60
2100	55
2000	50
1900	45

Segment: NB, south of interchange  
 Flow Rate, Vp: 1064  
 FFS: 58.3  
 Interpolated capacity: 2097  
 v/c: **0.51**

Segment: SB, south of interchange  
 Flow Rate, Vp: 831  
 FFS: 58.3  
 Interpolated capacity: 2097  
 v/c: **0.40**

Segment: NB, north of interchange  
 Flow Rate, Vp: 1542  
 FFS: 58.3  
 Capacity: 2097  
 v/c: **0.74**

Segment: SB, north of interchange  
 Flow Rate, Vp: 1302  
 FFS: 58.3  
 Interpolated capacity: 2097  
 v/c: **0.62**

Segment: NB, between ramps  
 Flow Rate, Vp: 998  
 FFS: 58.3  
 Interpolated capacity: 2097  
 v/c: **0.48**

Segment: SB, between ramps  
 Flow Rate, Vp: 802  
 FFS: 58.3  
 Interpolated capacity: 2097  
 v/c: **0.38**

**Figure J-15: JTA Build with Tier 1 and 2 Projects Mainline Segment HCS Reports**

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name: Phase2\_JTA\_Build\_Tier1and2\_NB\_SB\_S\_of\_Int.xuf  
 Analyst: Katie Brown  
 Agency: TPAU  
 Jurisdiction: OR62 NB/SB South of Interchange  
 Date: 3/13/2019  
 Analysis Year: 2020  
 Time Period Analyzed: 4:15 - 5:15 pm  
 Project Description: OR62 Vilas Rd IAMP JTA Build w Tier 1 and 2 Projects  
 Units: U.S. Customary

Direction 1:

LOS and Performance Measures

Flow rate, $v_p$	2129	pc/h/ln
Capacity, C	4193	pc/h/ln
Speed, S	58.3	mi/h
Density, D	18.3	pc/mi/ln
Level of Service, LOS	C	

Step 1: Input Data

Number of Lanes, N	2	ln
Lane Width	12	ft
Segment length	-	ft
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi
Right-Side Lateral Clearance, LCR	6	ft
Left-Side Lateral Clearance, LCL	6	ft
Median Type	Divided	
Access Point Density	1.0	access points/mi
Demand Volume, V	1685	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	20.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS		
Measured or Base FFS	Base	
Base Free-Flow Speed, BFFS	60.0	mi/h
Lane Width	12	ft
Lane Width Adjustment, fLW	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	ft
Left-Side Lateral Clearance, LCL	6	ft
Total Lateral Clearance, TLC	12.00	ft
Total Lateral Clearance Adjustment, fTLC	0.0	mi/h
Median Type	Divided	
Median Type Adjustment, fM	0.0	mi/h
Access Point Density	1.0	access points/mi
Access Point Density Adjustment, fA	0.3	mi/h
Free-Flow Speed, FFS	59.8	mi/h
Speed Adjustments		
Driver Population	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	
Adjusted Free-Flow Speed, FFSadj	58.3	mi/h

Step 3: Estimate and Adjust Capacity



Adjusted Free-flow Speed, FFSadj	58.3	mi/h
Capacity, c	2166	pc/h/ln
Capacity Adjustments		
Driver Population	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	
Adjusted Capacity, cadj	2097	pc/h/ln

---

Step 4: Adjust Demand Volume

---

Demand Volume, V	1685	veh/h
Peak Hour Factor, PHF	0.95	
Number of Lanes, N	2	ln
Terrain type	Level	
Percent Grade	-	%
Grade Length	-	mi
Percent Total Trucks	20.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.2000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment, fHV	0.833	
Demand Adjustment Factor, DAF	1.000	
Demand Flow Rate, v <sub>p</sub>	1064	pc/h/ln

---

Steps 5 and 6: Estimate Speed and Density and Determine LOS

---

Demand Flow Rate, v <sub>p</sub>	1064	pc/h/ln
Free-Flow Speed, FFS	60.0	mi/h
Capacity, c	2097	pc/h/ln
Breakpoint, BP	1400	pc/h/ln
Density at Capacity, D <sub>c</sub>	45	pc/mi/ln
Mean Speed under Base Conditions, S	58.3	mi/h
Density, D	18.3	pc/mi/ln
Level of service, LOS	C	

---

Bicycle Level of Service

---

Hourly Directional Volume, V	1685	veh
Peak Hour Factor, PHF	0.95	
Number of Directional Lanes, N	2	ln
Directional Demand Flow Rate in Outside Lane, vOL	887	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	
Paved Shoulder Width, W <sub>s</sub>	6	ft
Effective Width as a Function of Traffic Volume, W <sub>v</sub>	18	ft
Average Effective Width of Outside Lane, W <sub>e</sub>	24	ft
Posted Speed Limit, S <sub>p</sub>	50	mi/h
Effective Speed Factor, S <sub>t</sub>	4.62	
Percentage of Heavy Vehicles, HV	0.2000	
Pavement Condition Rating, P	4	
Bicycle Level of Service Score, BLOS	10.50	
Bicycle LOS	F	

This Multilane Highway Segment text report was created in HCS™ Multilane Version 7.6 on 3/22/2019 14:14:28

HCS7 Multilane Highway Segments Text Report

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name: Phase2\_JTA\_Build\_Tier1and2\_NB\_SB\_btwn\_ramps.xuf  
 Analyst: Katie Brown  
 Agency: TPAU  
 Jurisdiction: OR62 NB/SB Between Ramps  
 Date: 3/13/2019  
 Analysis Year: 2019  
 Time Period Analyzed: 4:15 - 5:15 pm  
 Project Description: OR62 Vilas Rd IAMP JTA Build w Tier 1 and 2 Projects  
 Units: U.S. Customary

Direction 1:

LOS and Performance Measures

Flow rate, $v_p$	1997	pc/h/ln
Capacity, C	4193	pc/h/ln
Speed, S	58.3	mi/h
Density, D	17.1	pc/mi/ln
Level of Service, LOS	B	

Step 1: Input Data

Number of Lanes, N	2	ln
Lane Width	12	ft
Segment length	-	ft
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi
Right-Side Lateral Clearance, LCR	6	ft
Left-Side Lateral Clearance, LCL	6	ft
Median Type	Divided	
Access Point Density	1.0	access points/mi
Demand Volume, V	1580	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	20.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS		
Measured or Base FFS	Base	
Base Free-Flow Speed, BFFS	60.0	mi/h
Lane Width	12	ft
Lane Width Adjustment, fLW	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	ft
Left-Side Lateral Clearance, LCL	6	ft
Total Lateral Clearance, TLC	12.00	ft
Total Lateral Clearance Adjustment, fTLC	0.0	mi/h
Median Type	Divided	
Median Type Adjustment, fM	0.0	mi/h
Access Point Density	1.0	access points/mi
Access Point Density Adjustment, fA	0.3	mi/h
Free-Flow Speed, FFS	59.8	mi/h
Speed Adjustments		
Driver Population	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	
Adjusted Free-Flow Speed, FFSadj	58.3	mi/h

Step 3: Estimate and Adjust Capacity

Adjusted Free-flow Speed, FFSadj	58.3	mi/h
Capacity, c	2166	pc/h/ln
Capacity Adjustments		
Driver Population	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	
Adjusted Capacity, cadj	2097	pc/h/ln

---

Step 4: Adjust Demand Volume

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Demand Volume, V	1580	veh/h
Peak Hour Factor, PHF	0.95	
Number of Lanes, N	2	ln
Terrain type	Level	
Percent Grade	-	%
Grade Length	-	mi
Percent Total Trucks	20.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.2000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment, fHV	0.833	
Demand Adjustment Factor, DAF	1.000	
Demand Flow Rate, v <sub>p</sub>	998	pc/h/ln

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Steps 5 and 6: Estimate Speed and Density and Determine LOS

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Demand Flow Rate, v <sub>p</sub>	998	pc/h/ln
Free-Flow Speed, FFS	60.0	mi/h
Capacity, c	2097	pc/h/ln
Breakpoint, BP	1400	pc/h/ln
Density at Capacity, D <sub>c</sub>	45	pc/mi/ln
Mean Speed under Base Conditions, S	58.3	mi/h
Density, D	17.1	pc/mi/ln
Level of service, LOS	B	

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Bicycle Level of Service

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Hourly Directional Volume, V	1580	veh
Peak Hour Factor, PHF	0.95	
Number of Directional Lanes, N	2	ln
Directional Demand Flow Rate in Outside Lane, v <sub>OL</sub>	832	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	
Paved Shoulder Width, W <sub>s</sub>	6	ft
Effective Width as a Function of Traffic Volume, W <sub>v</sub>	18	ft
Average Effective Width of Outside Lane, W <sub>e</sub>	24	ft
Posted Speed Limit, S <sub>p</sub>	50	mi/h
Effective Speed Factor, S <sub>t</sub>	4.62	
Percentage of Heavy Vehicles, HV	0.2000	
Pavement Condition Rating, P	4	
Bicycle Level of Service Score, BLOS	10.47	
Bicycle LOS	F	

This Multilane Highway Segment text report was created in HCS™ Multilane Version 7.6 on 3/22/2019 14:09:47

HCS7 Multilane Highway Segments Text Report

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name: Phase2\_JTA\_Build\_Tier1and2\_NB\_SB\_N\_of\_Int.xuf  
 Analyst: Katie Brown  
 Agency: TPAU  
 Jurisdiction: OR62 NB/SB North of Interchange  
 Date: 3/13/2019  
 Analysis Year: 2020  
 Time Period Analyzed: 4:15 - 5:15 pm  
 Project Description: OR62 Vilas Rd IAMP JTA Build w Tier 1 and 2 Projects  
 Units: U.S. Customary

Direction 1:

LOS and Performance Measures

Flow rate, $v_p$	3083	pc/h/ln
Capacity, C	4193	pc/h/ln
Speed, S	57.8	mi/h
Density, D	26.7	pc/mi/ln
Level of Service, LOS	D	

Step 1: Input Data

Number of Lanes, N	2	ln
Lane Width	12	ft
Segment length	-	ft
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi
Right-Side Lateral Clearance, LCR	6	ft
Left-Side Lateral Clearance, LCL	6	ft
Median Type	Divided	
Access Point Density	1.0	access points/mi
Demand Volume, V	2440	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	20.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS		
Measured or Base FFS	Base	
Base Free-Flow Speed, BFFS	60.0	mi/h
Lane Width	12	ft
Lane Width Adjustment, fLW	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	ft
Left-Side Lateral Clearance, LCL	6	ft
Total Lateral Clearance, TLC	12.00	ft
Total Lateral Clearance Adjustment, fTLC	0.0	mi/h
Median Type	Divided	
Median Type Adjustment, fM	0.0	mi/h
Access Point Density	1.0	access points/mi
Access Point Density Adjustment, fA	0.3	mi/h
Free-Flow Speed, FFS	59.8	mi/h
Speed Adjustments		
Driver Population	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	
Adjusted Free-Flow Speed, FFSadj	58.3	mi/h

Step 3: Estimate and Adjust Capacity

Adjusted Free-flow Speed, FFSadj	58.3	mi/h
Capacity, c	2166	pc/h/ln
Capacity Adjustments		
Driver Population	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	
Adjusted Capacity, cadj	2097	pc/h/ln

---

Step 4: Adjust Demand Volume

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Demand Volume, V	2440	veh/h
Peak Hour Factor, PHF	0.95	
Number of Lanes, N	2	ln
Terrain type	Level	
Percent Grade	-	%
Grade Length	-	mi
Percent Total Trucks	20.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.2000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment, fHV	0.833	
Demand Adjustment Factor, DAF	1.000	
Demand Flow Rate, v <sub>p</sub>	1542	pc/h/ln

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Steps 5 and 6: Estimate Speed and Density and Determine LOS

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Demand Flow Rate, v <sub>p</sub>	1542	pc/h/ln
Free-Flow Speed, FFS	60.0	mi/h
Capacity, c	2097	pc/h/ln
Breakpoint, BP	1400	pc/h/ln
Density at Capacity, D <sub>c</sub>	45	pc/mi/ln
Mean Speed under Base Conditions, S	57.8	mi/h
Density, D	26.7	pc/mi/ln
Level of service, LOS	D	

---

Bicycle Level of Service

---

Hourly Directional Volume, V	2440	veh
Peak Hour Factor, PHF	0.95	
Number of Directional Lanes, N	2	ln
Directional Demand Flow Rate in Outside Lane, vOL	1284	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	
Paved Shoulder Width, W <sub>s</sub>	6	ft
Effective Width as a Function of Traffic Volume, W <sub>v</sub>	18	ft
Average Effective Width of Outside Lane, W <sub>e</sub>	24	ft
Posted Speed Limit, S <sub>p</sub>	50	mi/h
Effective Speed Factor, S <sub>t</sub>	4.62	
Percentage of Heavy Vehicles, HV	0.2000	
Pavement Condition Rating, P	4	
Bicycle Level of Service Score, BLOS	10.69	
Bicycle LOS	F	

This Multilane Highway Segment text report was created in HCS™ Multilane Version 7.6 on 3/22/2019 14:13:04

**Figure J-16: JTA Build with Tier 1 and 2 Projects Merge/Diverge Segment v/c Ratio Development**

**Merge/Diverge v/c for OR62 at Vilas Rd**

MULTILANE HIGHWAY SEGMENT

ANALYSIS

Diverge			
OR62 NB off ramp	Actual Flow	Maximum Flow	v/c
VFi	2129	4066	0.52
VF0	1996	4066	0.49
VR	133	4066	0.03
V12	2129	4400	0.48
OR62 SB off ramp	Actual Flow	Maximum Flow	v/c
VFi	2603	4066	0.64
VF0	1605	4066	0.39
VR	998	4066	0.25
V12	2603	4400	0.59
Merge			
OR62 NB on ramp	Actual Flow	Maximum Flow	v/c
VF0	3084	4066	0.76
VR12	3084	4600	0.67
OR62 SB on ramp	Actual Flow	Maximum Flow	v/c
VF0	1656	4066	0.41
VR12	1656	4600	0.36

VR = flow rate on the on-ramp or off-ramp (pc/h)  
 VF0 = flow rate on the freeway immediately downstream of the merge or diverge area (pc/h).  
 VR12 = sum of the flow rates in Lanes 1 and 2 and the ramp flow rate  
 VFi = flow rate on freeway immediately upstream of the ramp influence area under study (pc/h)

**Figure J-17: JTA Build with Tier 1 and 2 Projects Merge/Diverge HCS Reports**

	FREEWAY MERGE ANALYSIS	MULTILANE HIGHWAY SEGMENT
File Name:	PHANALYSIS JTA Build Tier1and2 SB Merge.xuf	
Analyst:	Katie Brown	
Agency:	TPAU	
Jurisdiction:	OR62 SB On Ramp	
Date:	3/13/2019	
Analysis Year:	2019	
Time Period Analyzed:	4:15 - 5:15 pm	
Project Description:	OR62 Vilas Rd IAMP JTA Build w Tier 1 and 2 Projects	
Units:	U.S. Customary	

LOS and Performance Measures		
Density in On-Ramp (Merge) Influence Area, DR	13.2	pc/mi/ln
Level of Service, LOS	B	
Average Flow in Outer Lanes, vOA	-	pc/mi/ln
Average Speed in Ramp Influence Area, SR	54.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	-	mi/h
Average Speed for On-Ramp (Merge) Junction, S	54.1	mi/h
Density Across All Lanes, D	15.3	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data		
Number of Freeway Lanes	2	ln
Freeway Free-Flow Speed, FFS	60.0	mi/h
Segment Length	1500	ft
Multilane Highway or C-D Roadway?	Highway/CD Roadway	
Demand Volume, V	1270	veh/h
Peak Hour Factor, PHF	0.95	

Ramp Data		
Number of Ramp Lanes	1	ln
Ramp Free-Flow Speed, SFR	45.0	mi/h
Ramp Side	Right	
Length of First Acceleration Lane, LA or LA1	840	ft
Length of Second Acceleration Lane, LA2	-	ft

Junction Components			
	Freeway	Ramp	
Demand Volume, V	1270	40	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	20.00	20.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.2000	0.2000	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.833	0.833	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	1605	51	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps		
Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	1.000	
Flow Rate in Lanes 1 and 2, v12	1605	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks		

	Actual	Maximum	Violation?
vFO	1656	4066	No
vR	51	2033	No
vR12	1656	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	4200	2100	pc/h
Driver Population	Mostly Familiar	Mostly Familiar	
Driver Population CAF	0.968	0.968	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	0.968	0.968	
Adjusted Capacity, cmda	4066	2033	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	51	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1605	pc/h
Length of Acceleration Lane, LA	840	ft
Density in On-Ramp Influence Area, DR	13.2	pc/mi/ln
Density in On-Ramp Influence Area, DR	11.0	veh/mi/ln
Level of Service, LOS	B	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	60.0	mi/h
Ramp Free-Flow Speed, SFR	45.0	mi/h
Length of Acceleration Lane, LA	840	ft
Driver Population	Mostly Familiar	
Driver Population SAF	0.975	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	0.975	
Demand Flow Rate on Freeway, vF	1605	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1605	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	1656	pc/h
Number of Outer Lanes on Freeway, NO	0	ln
Speed Index for On-Ramp, MS	0.268	
Average Speed in Ramp Influence Area, SR	54.1	mi/h
Average Flow in Outer Lanes, vOA	-	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	-	mi/h
Average Speed for On-Ramp Junction, S	54.1	mi/h
Density Across All Lanes, D	15.3	pc/mi/ln

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.6 on 3/25/2019 07:41:48



HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name: Phase2\_JTA\_Build\_Tier1and2\_SB\_Diverge.xuf  
 Analyst: Katie Brown  
 Agency: TPAU  
 Jurisdiction: OR62 SB off ramp  
 Date: 3/13/2019  
 Analysis Year: 2019  
 Time Period Analyzed: 4:15 - 5:15 pm  
 Project Description: OR62 Vilas Rd IAMP JTA Build w Tier 1 and 2 Projects  
 Units: U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	15.9	pc/mi/ln
Level of Service, LOS	B	
Average Flow in Outer Lanes, vOA	-	pc/mi/ln
Average Speed in Ramp Influence Area, SR	51.9	mi/h
Average Speed in Outer Lanes of Freeway, SO	-	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	51.9	mi/h
Density Across All Lanes, D	25.1	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	2		ln
Freeway Free-Flow Speed, FFS	60.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Highway/CD Roadway		
Demand Volume, V	2060		veh/h
Peak Hour Factor, PHF	0.95		
Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	45.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	595		ft
Length of Second Deceleration Lane, LD2	0		ft
Junction Components			
	Freeway	Ramp	
Demand Volume, V	2060	790	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	20.00	20.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.2000	0.2000	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.833	0.833	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	2603	998	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps		
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	-	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	1.000	
Flow Rate in Lanes 1 and 2, v12	2603	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	2603	4066	No
vR	998	4066	No
v12	2603	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	4200	4200	pc/h
Driver Population	Mostly Familiar	Mostly Familiar	
Driver Population CAF	0.968	0.968	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	0.968	0.968	
Adjusted Capacity, cmda	4066	4066	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2603	pc/h
Length of Deceleration Lane, LA	1190	ft
Density in Off-Ramp Influence Area, DR	15.9	pc/mi/ln
Density in Off-Ramp Influence Area, DR	13.2	veh/mi/ln
Level of Service, LOS	B	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	60.0	mi/h
Ramp Free-Flow Speed, SFR	45.0	mi/h
Driver Population	Mostly Familiar	
Driver Population SAF	0.975	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	0.975	
Demand Flow Rate on Freeway, vF	2603	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2603	pc/h
Number of Outer Lanes on Freeway, NO	0	ln
Speed Index for Off-Ramp, DS	0.402	
Average Speed in Ramp Influence Area, SR	51.9	mi/h
Average Flow in Outer Lanes, vOA	-	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	-	mi/h
Average Speed for Off-Ramp Junction, S	51.9	mi/h
Density Across All Lanes, D	25.1	pc/mi/ln

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.6 on 3/25/2019 07:40:16

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name: Phase2\_JTA\_Build\_Tier1and2\_NB\_Merge.xuf  
 Analyst: Katie Brown  
 Agency: TPAU  
 Jurisdiction: OR62 NB on ramp  
 Date: 3/13/2019  
 Analysis Year: 2020  
 Time Period Analyzed: 4:15 - 5:15 pm  
 Project Description: OR62 Vilas Rd IAMP JTA Build w Tier 1 and 2 Projects  
 Units: U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	23.8	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	-	pc/mi/ln
Average Speed in Ramp Influence Area, SR	53.0	mi/h
Average Speed in Outer Lanes of Freeway, SO	-	mi/h
Average Speed for On-Ramp (Merge) Junction, S	53.0	mi/h
Density Across All Lanes, D	29.1	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data		
Number of Freeway Lanes	2	ln
Freeway Free-Flow Speed, FFS	60.0	mi/h
Segment Length	1500	ft
Multilane Highway or C-D Roadway?	Highway/CD Roadway	
Demand Volume, V	1580	veh/h
Peak Hour Factor, PHF	0.95	

Ramp Data		
Number of Ramp Lanes	1	ln
Ramp Free-Flow Speed, SFR	45.0	mi/h
Ramp Side	Right	
Length of First Acceleration Lane, LA or LA1	840	ft
Length of Second Acceleration Lane, LA2	-	ft

Junction Components	Freeway	Ramp	
Demand Volume, V	1580	860	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	20.00	20.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.2000	0.2000	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.833	0.833	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	1997	1087	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps		
Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	1.000	
Flow Rate in Lanes 1 and 2, v12	1997	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	3084	4066	No
vR	1087	2033	No
vR12	3084	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	4200	2100	pc/h
Driver Population	Mostly Familiar	Mostly Familiar	
Driver Population CAF	0.968	0.968	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	0.968	0.968	
Adjusted Capacity, cmda	4066	2033	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	1087	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1997	pc/h
Length of Acceleration Lane, LA	840	ft
Density in On-Ramp Influence Area, DR	23.8	pc/mi/ln
Density in On-Ramp Influence Area, DR	19.8	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	60.0	mi/h
Ramp Free-Flow Speed, SFR	45.0	mi/h
Length of Acceleration Lane, LA	840	ft
Driver Population	Mostly Familiar	
Driver Population SAF	0.975	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	0.975	
Demand Flow Rate on Freeway, vF	1997	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1997	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3084	pc/h
Number of Outer Lanes on Freeway, NO	0	ln
Speed Index for On-Ramp, MS	0.332	
Average Speed in Ramp Influence Area, SR	53.0	mi/h
Average Flow in Outer Lanes, vOA	-	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	-	mi/h
Average Speed for On-Ramp Junction, S	53.0	mi/h
Density Across All Lanes, D	29.1	pc/mi/ln

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.6 on 3/25/2019 07:38:43

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name: Phase2\_JTA\_Build\_Tier1and2\_NB\_Diverge.xuf  
 Analyst: Katie Brown  
 Agency: TPAU  
 Jurisdiction: OR62 NB Diverge  
 Date: 3/13/2019  
 Analysis Year: 2020  
 Time Period Analyzed: 4:15 - 5:15 pm  
 Project Description: OR62 Vilas Rd IAMP JTA Build w Tier 1 and 2 Projects  
 Units: U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	11.9	pc/mi/ln
Level of Service, LOS	B	
Average Flow in Outer Lanes, vOA	-	pc/mi/ln
Average Speed in Ramp Influence Area, SR	53.2	mi/h
Average Speed in Outer Lanes of Freeway, SO	-	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	53.2	mi/h
Density Across All Lanes, D	20.0	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	2		ln
Freeway Free-Flow Speed, FFS	60.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Highway/CD Roadway		
Demand Volume, V	1685		veh/h
Peak Hour Factor, PHF	0.95		
Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	45.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	595		ft
Length of Second Deceleration Lane, LD2	0		ft
Junction Components			
	Freeway	Ramp	
Demand Volume, V	1685	105	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	20.00	20.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.2000	0.2000	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.833	0.833	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	2129	133	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	-		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	1.000		
Flow Rate in Lanes 1 and 2, v12	2129		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	2129	4066	No
vR	133	4066	No
v12	2129	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	4200	4200	pc/h
Driver Population	Mostly Familiar	Mostly Familiar	
Driver Population CAF	0.968	0.968	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	0.968	0.968	
Adjusted Capacity, cmda	4066	4066	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2129	pc/h
Length of Deceleration Lane, LA	1190	ft
Density in Off-Ramp Influence Area, DR	11.9	pc/mi/ln
Density in Off-Ramp Influence Area, DR	9.9	veh/mi/ln
Level of Service, LOS	B	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

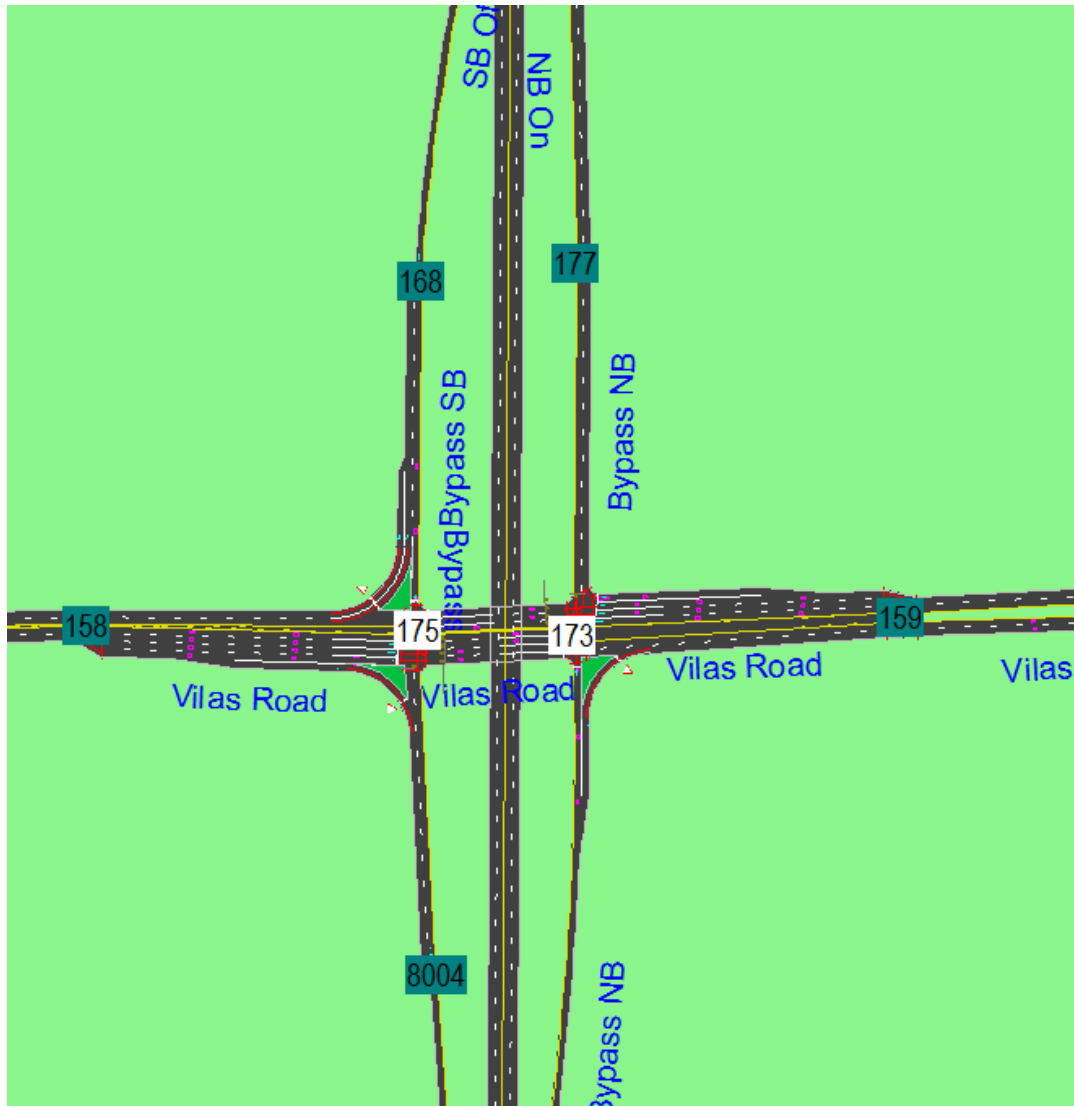
Freeway Free-Flow Speed, FFS	60.0	mi/h
Ramp Free-Flow Speed, SFR	45.0	mi/h
Driver Population	Mostly Familiar	
Driver Population SAF	0.975	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	0.975	
Demand Flow Rate on Freeway, vF	2129	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2129	pc/h
Number of Outer Lanes on Freeway, NO	0	ln
Speed Index for Off-Ramp, DS	0.324	
Average Speed in Ramp Influence Area, SR	53.2	mi/h
Average Flow in Outer Lanes, vOA	-	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	-	mi/h
Average Speed for Off-Ramp Junction, S	53.2	mi/h
Density Across All Lanes, D	20.0	pc/mi/ln

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.6 on 3/25/2019 07:37:06

**APPENDIX K:  
SYNCHRO / SIDRA CAPACITY REPORTS**

While the number of lanes varies between scenarios, figure K-1 shows the general geometry for a tight diamond interchange.

**Figure K-1: Tight Diamond Scenario Synchro File**





Synchro is unable to analyze a three way stop controlled intersection, so for the NBNM scenario the intersection of Crater Lake Avenue and Vilas Road was analyzed using Sidra (Figure K-2).

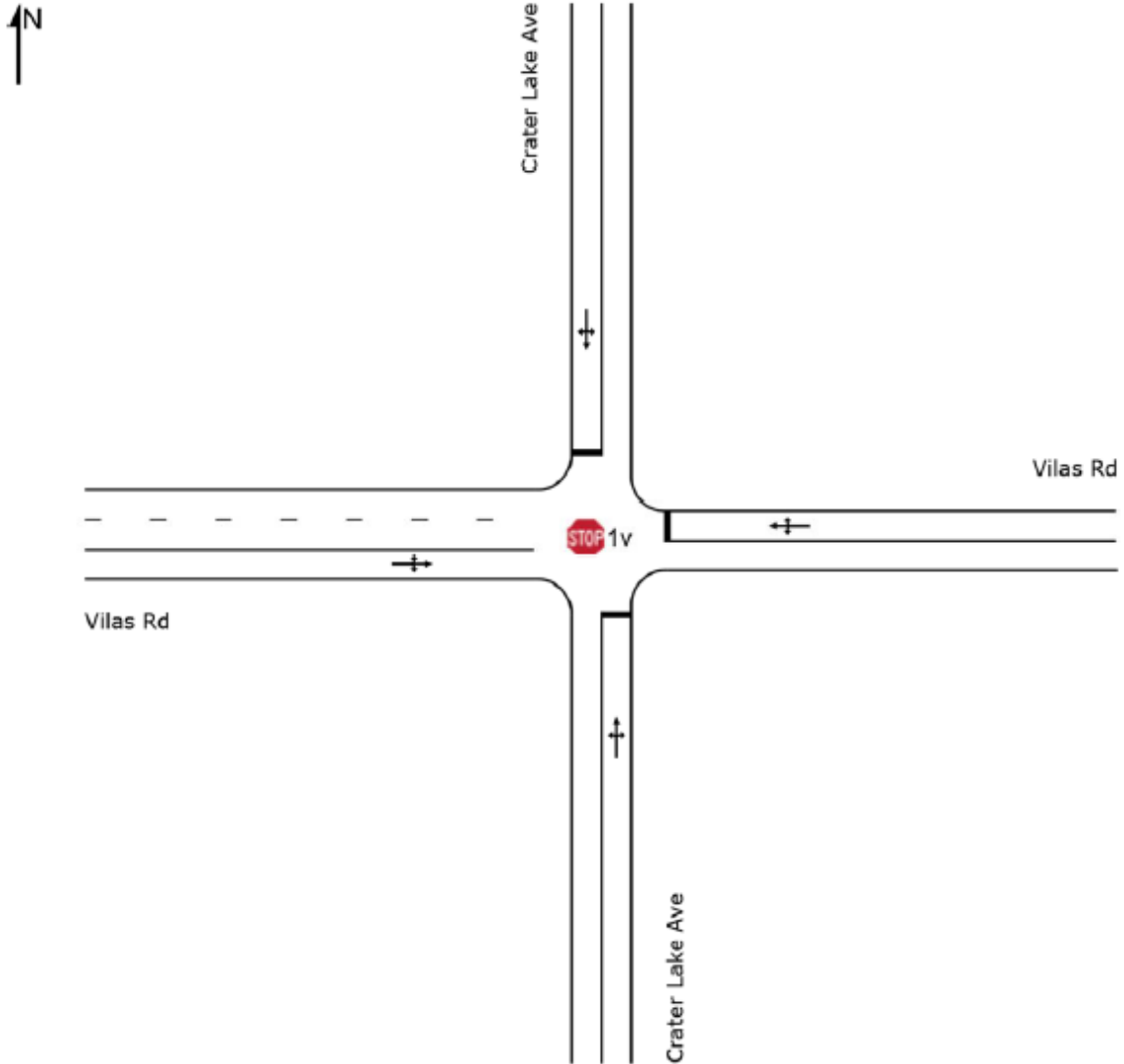
**Figure K-2: Crater Lake Avenue and Vilas Road Intersection Sidra File**

## SITE LAYOUT

 **Site: 1v [Vilas Road & Crater Lake Avenue - Conversion]**

Four-way intersection with 1-lane approaches (Three-Way Stop Control)

Site Category: (None)  
Stop (Two-Way)



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\Sidra\_CLHx\Vilas\_intersection.sip8

**Figure K-3: Synchro Unsignalized Intersection Capacity Reports No Build/No mitigation (NBNM)**

HCM 2010 TWSC  
10: Airway Dr & Vilas Road

02/12/2019

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	930	25	25	1205	50	35
Future Vol, veh/h	930	25	25	1205	50	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	979	26	26	1268	53	37
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1005	0	2312	992
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	1320	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	685	-	~ 42	297
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	248	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	685	-	~ 37	297
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	216	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.2	44.1			
HCM LOS						E
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	178	-	-	685	-	
HCM Lane V/C Ratio	0.503	-	-	0.038	-	
HCM Control Delay (s)	44.1	-	-	10.5	0	
HCM Lane LOS	E	-	-	B	A	
HCM 95th %tile Q(veh)	2.5	-	-	0.1	-	
Notes						
~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon						

**Intersection**

Int Delay, s/veh 4

**Movement** EBL EBT WBT WBR SBL SBR

Lane Configurations						
Traffic Vol, veh/h	65	900	1170	40	60	60
Future Vol, veh/h	65	900	1170	40	60	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	68	947	1232	42	63	63

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	1274	0	-	0	2336	1253
Stage 1	-	-	-	-	1253	-
Stage 2	-	-	-	-	1083	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	552	-	-	-	~ 41	212
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	328	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	552	-	-	-	~ 36	212
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	239	-
Stage 2	-	-	-	-	328	-

**Approach** EB WB SB

HCM Control Delay, s	0.8	0	70.5
HCM LOS			F

**Minor Lane/Major Mvmt** EBL EBT WBT WBR SBLn1

Capacity (veh/h)	552	-	-	-	170
HCM Lane V/C Ratio	0.124	-	-	-	0.743
HCM Control Delay (s)	12.4	-	-	-	70.5
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	4.7

**Notes**

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

HCM 2010 TWSC  
 28: Table Rock Road & Access 2

02/12/2019

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	0	0	0	1370	1370	0
Future Vol, veh/h	0	0	0	1370	1370	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	0	0	1442	1442	0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	2165	723	1444	0	-	0
Stage 1	1444	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	41	373	476	-	-	-
Stage 1	187	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	41	372	475	-	-	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	187	-	-	-	-	-
Stage 2	447	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	475	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

**Intersection**

Int Delay, s/veh	0					
<b>Movement</b>	<b>WBL</b>	<b>WBR</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	0	0	1370	0	0	1370
Future Vol, veh/h	0	0	1370	0	0	1370
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	1442	0	0	1442

**Major/Minor**

	<b>Minor1</b>	<b>Major1</b>	<b>Major2</b>		
Conflicting Flow All	2165	723	0	0	1444
Stage 1	1444	-	-	-	-
Stage 2	721	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	41	373	-	-	476
Stage 1	187	-	-	-	-
Stage 2	448	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	41	372	-	-	475
Mov Cap-2 Maneuver	136	-	-	-	-
Stage 1	187	-	-	-	-
Stage 2	448	-	-	-	-

**Approach**

	<b>WB</b>	<b>NB</b>	<b>SB</b>
HCM Control Delay, s	0	0	0
HCM LOS	A		

**Minor Lane/Major Mvmt**

	<b>NBT</b>	<b>NBRWBLn1</b>	<b>SBL</b>	<b>SBT</b>
Capacity (veh/h)	-	-	475	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

**Intersection**

Int Delay, s/veh 36.1

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	905	55	50	1030	180	95
Future Vol, veh/h	905	55	50	1030	180	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	953	58	53	1084	189	100

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All	0	0	1011	0	2172	982
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	1190	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	682	-	~ 51	301
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	287	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	682	-	~ 47	301
Mov Cap-2 Maneuver	-	-	-	-	~ 160	-
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	265	-

**Approach** EB WB NB

HCM Control Delay, s	0	0.5	\$ 302.1
HCM LOS			F

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	191	-	-	682	-
HCM Lane V/C Ratio	1.516	-	-	0.077	-
HCM Control Delay (s)	\$ 302.1	-	-	10.7	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	18.3	-	-	0.2	-

**Notes**

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

**Figure K-4: Sidra Unsignalized Intersection Capacity Reports No Build/No mitigation (NBNM)**

## LANE SUMMARY

**STOP** Site: 1v [Vilas Road & Crater Lake Avenue - Conversion]

Network: N101 [Vilas Rd and CLA for IAMP]

Four-way intersection with 1-lane approaches (Three-Way Stop Control)

Site Category: (None)  
Stop (Two-Way)

Lane Use and Performance															
	Demand		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %						Veh	Dist ft				
South: Crater Lake Ave															
Lane 1	558	3.0	558	3.0	224	2.489	100	712.3	LOS F	115.8	3056.2	Full	1600	-29.3 <sup>N3</sup>	29.7
Approach	558	3.0	558	3.0		2.489		712.3	LOS F	115.8	3056.2				
East: Vilas Rd															
Lane 1	353	3.0	353	3.0	433	0.813	100	37.1	LOS E	19.5	514.3	Full	1600	-42.2 <sup>N3</sup>	0.0
Approach	353	3.0	353	3.0		0.813		37.1	LOS E	19.5	514.3				
North: Crater Lake Ave															
Lane 1	347	3.0	347	3.0	363	0.956	100	69.5	LOS F	16.5	435.0	Full	1600	-15.4 <sup>N3</sup>	0.0
Approach	347	3.0	347	3.0		0.956		69.5	LOS F	16.5	435.0				
West: Vilas Rd															
Lane 1	689	3.0	539	3.0	1510	0.357	100	0.0	LOS A	0.0	0.0	Full	150	0.0	0.0
Approach	689	3.0	539 <sup>N1</sup>	3.0		0.357		0.0	NA	0.0	0.0				
Intersection	1947	3.0	1797 <sup>N1</sup>	3.3		2.489		241.8	NA	115.8	3056.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

**N1** Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

**N3** Capacity Adjustment due to downstream lane blockage determined by the program.

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**Figure K-5: Sidra Unsignalized Intersection Input Volumes No Build/No mitigation (NBNM)**

## INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

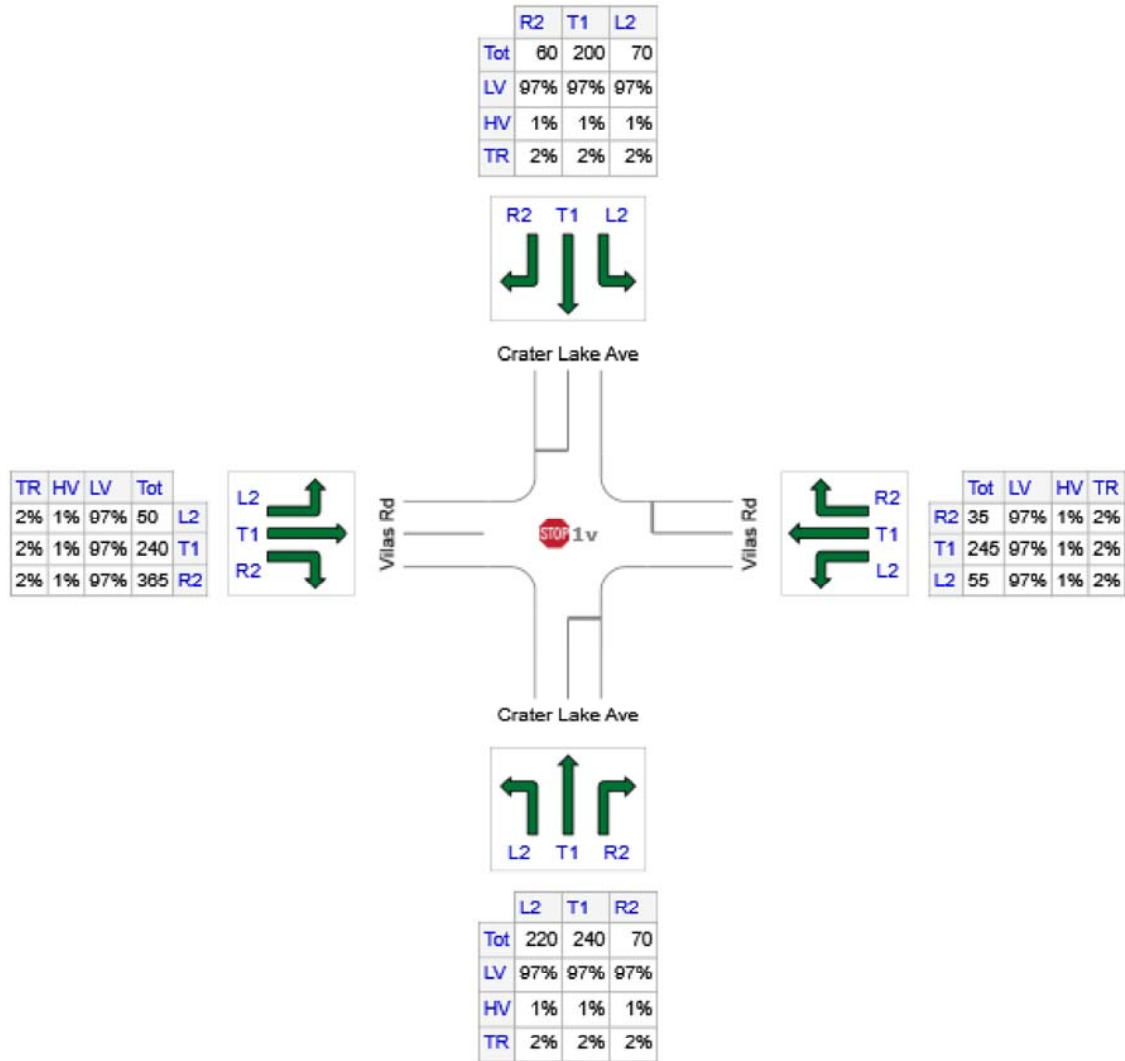
 **Site: 1v [Vilas Road & Crater Lake Avenue - Conversion]**

Four-way intersection with 1-lane approaches (Three-Way Stop Control)

Site Category: (None)

Stop (Two-Way)

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)	Large Trucks (TR)
S: Crater Lake Ave	530	514	5	11
E: Vilas Rd	335	325	3	7
N: Crater Lake Ave	330	320	3	7
W: Vilas Rd	655	635	7	13
Total	1850	1795	19	37

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




















**Figure K-6: Synchro Signalized Intersection Capacity Reports No Build/No mitigation (NBNM)**

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

02/12/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	430	915	15	250	670	240	360	10	10	10	2	995
Future Volume (vph)	430	915	15	250	670	240	360	10	10	10	2	995
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	3.5	4.0		2.6	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	0.99			1.00	0.99		1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	0.96			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1539	3070		1583	3022			1437	1265		1598	1398
Flt Permitted	0.14	1.00		0.12	1.00			0.72	1.00		0.77	1.00
Satd. Flow (perm)	224	3070		201	3022			1089	1265		1285	1398
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)	453	963	16	263	705	253	379	11	11	11	2	1047
RTOR Reduction (vph)	0	1	0	0	28	0	0	0	7	0	0	337
Lane Group Flow (vph)	453	978	0	263	930	0	0	390	4	0	13	710
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	70.0	69.5		42.6	42.6			43.5	43.5		43.2	43.2
Effective Green, g (s)	70.5	70.0		44.0	44.0			44.0	44.0		44.0	44.0
Actuated g/C Ratio	0.54	0.54		0.34	0.34			0.34	0.34		0.34	0.34
Clearance Time (s)	4.0	4.5		4.0	5.4			4.5	4.5		4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	429	1653		125	1022			368	428		434	473
v/s Ratio Prot	c0.25	0.32		c0.09	0.31							
v/s Ratio Perm	0.32			c0.62				0.36	0.00		0.01	c0.51
v/c Ratio	1.06	0.59		2.10	0.91			1.06	0.01		0.03	1.50
Uniform Delay, d1	40.2	20.3		39.5	41.1			43.0	28.5		28.7	43.0
Progression Factor	1.00	1.00		1.20	0.42			1.00	1.00		1.00	1.00
Incremental Delay, d2	59.0	1.6		512.3	8.6			63.6	0.0		0.1	236.0
Delay (s)	99.2	21.9		559.5	25.6			106.6	28.6		28.9	279.0
Level of Service	F	C		F	C			F	C		C	F
Approach Delay (s)		46.3			140.6			104.4			275.9	
Approach LOS		D			F			F			F	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		139.1										F
HCM 2000 Volume to Capacity ratio		1.61										
Actuated Cycle Length (s)		130.0							11.5			
Intersection Capacity Utilization		129.7%										H
Analysis Period (min)		15										

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 20: Old Highway 62 & Vilas Road

02/12/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	350	345	305	205	260	60	295	1530	175	135	1310	525
Future Volume (vph)	350	345	305	205	260	60	295	1530	175	135	1310	525
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1598	1683	1419	1554	1586		1599	3197	1395	1599	3197	1399
Flt Permitted	0.23	1.00	1.00	0.19	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	394	1683	1419	307	1586		1599	3197	1395	1599	3197	1399
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)	368	363	321	216	274	63	311	1611	184	142	1379	553
RTOR Reduction (vph)	0	0	51	0	7	0	0	0	50	0	0	143
Lane Group Flow (vph)	368	363	270	216	330	0	311	1611	134	142	1379	410
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6					8			4
Actuated Green, G (s)	43.0	29.0	47.1	43.2	29.1		18.1	50.4	50.4	9.0	41.3	41.3
Effective Green, g (s)	43.0	30.4	49.9	43.2	30.5		18.1	51.8	51.8	9.0	42.7	42.7
Actuated g/C Ratio	0.35	0.25	0.41	0.36	0.25		0.15	0.43	0.43	0.07	0.35	0.35
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	278	421	583	254	398		238	1365	595	118	1125	492
v/s Ratio Prot	c0.15	0.22	0.07	0.10	0.21		0.19	c0.50		0.09	c0.43	
v/s Ratio Perm	c0.32		0.12	0.20					0.10			0.29
v/c Ratio	1.32	0.86	0.46	0.85	0.83		1.31	1.18	0.23	1.20	1.23	0.83
Uniform Delay, d1	34.7	43.4	26.0	31.2	42.9		51.6	34.8	22.0	56.1	39.3	36.1
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	168.6	16.3	0.6	22.6	13.1		165.0	89.0	0.3	147.5	109.6	12.6
Delay (s)	203.3	59.7	26.5	53.8	56.0		216.6	123.7	22.4	203.7	148.9	48.7
Level of Service	F	E	C	D	E		F	F	C	F	F	D
Approach Delay (s)		99.8			55.2			128.6			126.0	
Approach LOS		F			E			F			F	

### Intersection Summary

HCM 2000 Control Delay	115.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	121.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	110.7%	ICU Level of Service	H
Analysis Period (min)	15		

# HCM Signalized Intersection Capacity Analysis

## 74: Table Rock Road & Vilas Road

02/12/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	185	275	5	525	560	170	20	785	565	115	695	340
Future Volume (vph)	185	275	5	525	560	170	20	785	565	115	695	340
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	*0.98	1.00	1.00	*0.98	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.97		1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1553	1631		1568	1587		1583	3267	1381	1599	3107	
Flt Permitted	0.30	1.00		0.56	1.00		0.13	1.00	1.00	0.14	1.00	
Satd. Flow (perm)	496	1631		930	1587		216	3267	1381	229	3107	
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)	195	289	5	553	589	179	21	826	595	121	732	358
RTOR Reduction (vph)	0	1	0	0	9	0	0	0	415	0	52	0
Lane Group Flow (vph)	195	293	0	553	759	0	21	826	180	121	1038	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	23.8	23.8		52.8	51.4		33.0	31.6	31.6	38.9	38.9	
Effective Green, g (s)	23.8	24.6		52.8	52.8		33.0	33.0	33.0	38.9	40.3	
Actuated g/C Ratio	0.20	0.20		0.43	0.43		0.27	0.27	0.27	0.32	0.33	
Clearance Time (s)	4.0	4.8		4.0	5.4		4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	188	329		605	687		83	884	373	179	1027	
v/s Ratio Prot	c0.09	0.18		0.29	c0.48		0.00	c0.25		0.05	c0.33	
v/s Ratio Perm	0.11			0.10			0.06		0.13	0.16		
v/c Ratio	1.04	0.89		0.91	1.10		0.25	0.93	0.48	0.68	1.01	
Uniform Delay, d1	47.1	47.3		31.7	34.6		49.6	43.4	37.3	33.4	40.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	75.8	24.5		18.4	66.7		1.2	16.7	1.3	8.8	30.9	
Delay (s)	122.8	71.9		50.0	101.2		50.8	60.1	38.6	42.2	71.7	
Level of Service	F	E		D	F		D	E	D	D	E	
Approach Delay (s)		92.2			79.8			51.1			68.7	
Approach LOS		F			E			D			E	

### Intersection Summary

HCM 2000 Control Delay	68.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	121.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 90: Table Rock Road & Biddle Rd/Biddle Road

02/12/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	470	140	2	715	525	170	510	10	420	525	270
Future Volume (vph)	335	470	140	2	715	525	170	510	10	420	525	270
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	*0.98	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1511	3118	1319	1582	3167	1395	1554	1630		1511	1591	1333
Flt Permitted	0.15	1.00	1.00	0.48	1.00	1.00	0.23	1.00		0.10	1.00	1.00
Satd. Flow (perm)	240	3118	1319	796	3167	1395	373	1630		160	1591	1333
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)	353	495	147	2	753	553	179	537	11	442	553	284
RTOR Reduction (vph)	0	0	97	0	0	298	0	1	0	0	0	142
Lane Group Flow (vph)	353	495	50	2	753	255	179	547	0	442	553	142
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		4
Actuated Green, G (s)	42.4	42.4	42.4	30.1	28.7	28.7	58.4	43.6		70.6	51.8	51.8
Effective Green, g (s)	42.4	43.8	43.8	30.1	30.1	30.1	58.4	45.0		70.6	53.2	53.2
Actuated g/C Ratio	0.33	0.34	0.34	0.23	0.23	0.23	0.45	0.35		0.54	0.41	0.41
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	233	1050	444	197	733	322	302	564		325	651	545
v/s Ratio Prot	c0.18	0.16		0.00	c0.24		0.07	0.34		c0.24	0.35	
v/s Ratio Perm	c0.31		0.04	0.00		0.18	0.20			c0.50		0.11
v/c Ratio	1.52	0.47	0.11	0.01	1.03	0.79	0.59	0.97		1.36	0.85	0.26
Uniform Delay, d1	37.2	34.0	29.7	38.5	50.0	47.0	24.7	41.8		39.8	34.8	25.4
Progression Factor	1.01	0.91	2.93	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	249.2	1.3	0.4	0.0	40.4	13.1	2.6	30.4		180.8	10.0	0.2
Delay (s)	286.7	32.0	87.3	38.5	90.3	60.1	27.3	72.2		220.5	44.7	25.6
Level of Service	F	C	F	D	F	E	C	E		F	D	C
Approach Delay (s)		130.6			77.5			61.2			101.2	
Approach LOS		F			E			E			F	

### Intersection Summary

HCM 2000 Control Delay	94.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.41		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	110.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

**Figure K-7: Synchro Unsignalized Intersection Capacity Reports No Build/Mitigated (NBM)**

HCM 2010 TWSC

10: Airway Dr & Vilas Road

03/07/2019

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Traffic Vol, veh/h	930	25	25	1205	50	35
Future Vol, veh/h	930	25	25	1205	50	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	979	26	26	1268	53	37
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1005	0	2312	992
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	1320	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	685	-	~ 42	297
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	248	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	685	-	~ 40	297
Mov Cap-2 Maneuver	-	-	-	-	148	-
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	239	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.2	32.6			
HCM LOS						D
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	148	297	-	-	685	-
HCM Lane V/C Ratio	0.356	0.124	-	-	0.038	-
HCM Control Delay (s)	42.2	18.8	-	-	10.5	-
HCM Lane LOS	E	C	-	-	B	-
HCM 95th %tile Q(veh)	1.5	0.4	-	-	0.1	-
Notes						
-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon						

**Intersection**

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	900	1170	40	60	60
Future Vol, veh/h	65	900	1170	40	60	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	68	947	1232	42	63	63

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1274	0	0 2336 1253
Stage 1	-	-	- 1253 -
Stage 2	-	-	- 1083 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	552	-	- ~ 41 212
Stage 1	-	-	- 272 -
Stage 2	-	-	- 328 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	552	-	- ~ 36 212
Mov Cap-2 Maneuver	-	-	- 142 -
Stage 1	-	-	- 239 -
Stage 2	-	-	- 328 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	39.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	552	-	-	-	142	212
HCM Lane V/C Ratio	0.124	-	-	-	0.445	0.298
HCM Control Delay (s)	12.4	-	-	-	49.2	29
HCM Lane LOS	B	-	-	-	E	D
HCM 95th %tile Q(veh)	0.4	-	-	-	2	1.2

**Notes**

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

HCM 2010 TWSC  
 28: Table Rock Road & Access 2

03/07/2019

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	0	0	0	1370	1370	0
Future Vol, veh/h	0	0	0	1370	1370	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	0	0	1442	1442	0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	2165	723	1444	0	-	0
Stage 1	1444	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	41	373	476	-	-	-
Stage 1	187	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	41	372	475	-	-	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	187	-	-	-	-	-
Stage 2	447	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	475	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

**Intersection**

Int Delay, s/veh	0					
<b>Movement</b>	<b>WBL</b>	<b>WBR</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	0	0	1370	0	0	1370
Future Vol, veh/h	0	0	1370	0	0	1370
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	1442	0	0	1442

**Major/Minor**

	<b>Minor1</b>	<b>Major1</b>	<b>Major2</b>		
Conflicting Flow All	2165	723	0	0	1444
Stage 1	1444	-	-	-	-
Stage 2	721	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	41	373	-	-	476
Stage 1	187	-	-	-	-
Stage 2	448	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	41	372	-	-	475
Mov Cap-2 Maneuver	136	-	-	-	-
Stage 1	187	-	-	-	-
Stage 2	448	-	-	-	-

**Approach**

	<b>WB</b>	<b>NB</b>	<b>SB</b>
HCM Control Delay, s	0	0	0
HCM LOS	A		

**Minor Lane/Major Mvmt**

	<b>NBT</b>	<b>NBRWBLn1</b>	<b>SBL</b>	<b>SBT</b>
Capacity (veh/h)	-	-	475	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	-

























**Figure K-8: Synchro Signalized Intersection Capacity Reports No Build/Mitigated (NBM)**

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

03/07/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	430	915	15	250	670	240	360	10	10	10	2	995
Future Volume (vph)	430	915	15	250	670	240	360	10	10	10	2	995
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		3.1	4.0	5.4	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99			1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1539	3070		1583	3167	1382	1432	1386			1597	1398
Flt Permitted	0.30	1.00		0.21	1.00	1.00	0.69	1.00			0.88	1.00
Satd. Flow (perm)	494	3070		349	3167	1382	1040	1386			1467	1398
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)	453	963	16	263	705	253	379	11	11	11	2	1047
RTOR Reduction (vph)	0	1	0	0	0	191	0	6	0	0	0	254
Lane Group Flow (vph)	453	978	0	263	705	62	379	17	0	0	13	793
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		4
Actuated Green, G (s)	36.5	36.5		29.6	29.6	29.6	59.5	59.5			46.2	46.2
Effective Green, g (s)	37.0	37.0		31.0	31.0	29.6	59.5	60.0			47.0	47.0
Actuated g/C Ratio	0.31	0.31		0.26	0.26	0.25	0.50	0.50			0.39	0.39
Clearance Time (s)	4.5	4.5		4.5	5.4	5.4	4.0	4.5			4.8	4.8
Vehicle Extension (s)	2.5	4.0		2.5	4.0	4.0	2.5	2.5			2.5	2.5
Lane Grp Cap (vph)	300	946		212	818	340	545	693			574	547
v/s Ratio Prot	c0.21	0.32		c0.12	0.22		c0.05	0.01				
v/s Ratio Perm	c0.25			0.20		0.05	0.29				0.01	c0.57
v/c Ratio	1.51	1.03		1.24	0.86	0.18	0.70	0.02			0.02	1.45
Uniform Delay, d1	42.4	41.5		40.9	42.5	35.7	23.4	15.2			22.4	36.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	246.1	38.4		141.7	11.6	1.2	3.5	0.1			0.0	212.3
Delay (s)	288.5	79.9		182.6	54.0	36.9	26.9	15.2			22.4	248.8
Level of Service	F	E		F	D	D	C	B			C	F
Approach Delay (s)		145.9			78.2			26.3			246.0	
Approach LOS		F			E			C			F	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		139.9										
HCM 2000 Volume to Capacity ratio		1.38										
Actuated Cycle Length (s)		120.0						16.0				
Intersection Capacity Utilization		124.5%									H	
Analysis Period (min)		15										

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 20: Old Highway 62 & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↗	↖	↕		↖↗	↕	↗	↖	↕	↗
Traffic Volume (vph)	350	345	305	205	260	60	295	1530	175	135	1310	525
Future Volume (vph)	350	345	305	205	260	60	295	1530	175	135	1310	525
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	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	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3101	1683	1430	1554	3013		3101	3197	1411	1599	3197	1412
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3101	1683	1430	1554	3013		3101	3197	1411	1599	3197	1412
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)	368	363	321	216	274	63	311	1611	184	142	1379	553
RTOR Reduction (vph)	0	0	177	0	18	0	0	0	101	0	0	167
Lane Group Flow (vph)	368	363	144	216	319	0	311	1611	83	142	1379	386
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	custom	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	8	7	4		1	6		5	2	
Permitted Phases			8						6			2
Actuated Green, G (s)	9.0	26.1	26.1	18.7	35.8		13.4	42.4	42.4	9.0	38.0	38.0
Effective Green, g (s)	9.0	27.5	27.5	18.7	37.2		13.4	43.8	43.8	9.0	39.4	39.4
Actuated g/C Ratio	0.08	0.24	0.24	0.16	0.32		0.12	0.38	0.38	0.08	0.34	0.34
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)	242	402	341	252	974		361	1217	537	125	1095	483
v/s Ratio Prot	c0.12	c0.22	0.10	c0.14	0.11		0.10	c0.50		0.09	c0.43	
v/s Ratio Perm									0.06			0.27
v/c Ratio	1.52	0.90	0.42	0.86	0.33		0.86	1.32	0.15	1.14	1.26	0.80
Uniform Delay, d1	53.0	42.5	37.0	46.9	29.4		49.9	35.6	23.4	53.0	37.8	34.2
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	254.3	22.9	0.6	23.5	0.9		18.4	151.5	0.2	121.7	124.2	9.5
Delay (s)	307.3	65.4	37.7	70.4	30.3		68.3	187.1	23.6	174.7	162.0	43.7
Level of Service	F	E	D	E	C		E	F	C	F	F	D
Approach Delay (s)		141.6			46.0			155.3			131.3	
Approach LOS		F			D			F			F	

### Intersection Summary

HCM 2000 Control Delay	133.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	104.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
30: Crater Lake Ave & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	240	365	55	245	35	220	240	70	70	200	60
Future Volume (vph)	50	240	365	55	245	35	220	240	70	70	200	60
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.4	4.0	5.4	5.4	4.0	5.4	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. 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
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1614	1699	1444	1614	1699	1444	1614	1699	1444	1614	1699	1444
Flt Permitted	0.51	1.00	1.00	0.51	1.00	1.00	0.49	1.00	1.00	0.60	1.00	1.00
Satd. Flow (perm)	861	1699	1444	873	1699	1444	833	1699	1444	1023	1699	1444
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)	53	253	384	58	258	37	232	253	74	74	211	63
RTOR Reduction (vph)	0	0	269	0	0	26	0	0	44	0	0	42
Lane Group Flow (vph)	53	253	115	58	258	11	232	253	30	74	211	21
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	18.0	18.0	18.0	18.0	18.0	18.0	32.6	24.4	24.4	24.5	20.3	20.3
Effective Green, g (s)	18.0	19.4	18.0	18.0	19.4	18.0	32.6	24.4	24.4	24.5	20.3	20.3
Actuated g/C Ratio	0.30	0.32	0.30	0.30	0.32	0.30	0.54	0.41	0.41	0.41	0.34	0.34
Clearance Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	258	549	433	261	549	433	560	690	587	459	574	488
v/s Ratio Prot		0.15			c0.15		c0.06	0.15		0.01	0.12	
v/s Ratio Perm	0.06		0.08	0.07		0.01	c0.17		0.02	0.05		0.01
v/c Ratio	0.21	0.46	0.27	0.22	0.47	0.03	0.41	0.37	0.05	0.16	0.37	0.04
Uniform Delay, d1	15.7	16.1	16.0	15.8	16.2	14.8	7.6	12.4	10.8	11.0	15.0	13.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	2.8	1.5	2.0	2.9	0.1	0.4	1.5	0.2	0.1	1.8	0.2
Delay (s)	17.5	18.9	17.5	17.7	19.1	14.9	8.0	13.9	11.0	11.1	16.8	13.5
Level of Service	B	B	B	B	B	B	A	B	B	B	B	B
Approach Delay (s)		18.0			18.4			11.1			15.0	
Approach LOS		B			B			B			B	

Intersection Summary

HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 74: Table Rock Road & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↗		↖	↕	↗	↖	↕↗	↗	↖	↕↗	↗
Traffic Volume (vph)	185	275	5	525	560	170	20	785	565	115	695	340
Future Volume (vph)	185	275	5	525	560	170	20	785	565	115	695	340
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	*0.98	1.00	1.00	*0.98	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.97
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		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)	1554	3099		1568	1651	1382	1583	3267	1396	1598	3298	1392
Flt Permitted	0.22	1.00		0.41	1.00	1.00	0.16	1.00	1.00	0.19	1.00	1.00
Satd. Flow (perm)	354	3099		681	1651	1382	263	3267	1396	326	3298	1392
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)	195	289	5	553	589	179	21	826	595	121	732	358
RTOR Reduction (vph)	0	2	0	0	0	99	0	0	406	0	0	208
Lane Group Flow (vph)	195	292	0	553	589	80	21	826	189	121	732	150
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	32.4	23.3		51.0	37.9	37.9	28.0	28.0	28.0	36.1	34.7	34.7
Effective Green, g (s)	32.4	24.1		51.0	39.3	37.9	28.0	29.4	29.4	36.1	36.1	36.1
Actuated g/C Ratio	0.31	0.23		0.49	0.38	0.37	0.27	0.28	0.28	0.35	0.35	0.35
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)	216	723		545	628	507	105	930	397	229	1153	486
v/s Ratio Prot	0.08	0.09		c0.24	0.36		0.01	c0.25		0.05	c0.22	
v/s Ratio Perm	0.20			c0.26		0.06	0.05		0.14	0.14		0.11
v/c Ratio	0.90	0.40		1.01	0.94	0.16	0.20	0.89	0.48	0.53	0.63	0.31
Uniform Delay, d1	29.9	33.5		22.2	30.8	21.9	29.3	35.3	30.5	36.1	28.0	24.5
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	35.8	0.3		42.3	21.7	0.1	0.7	10.6	1.2	1.7	1.3	0.5
Delay (s)	65.7	33.7		64.4	52.4	22.0	30.0	45.9	31.8	37.8	29.3	24.9
Level of Service	E	C		E	D	C	C	D	C	D	C	C
Approach Delay (s)		46.5			53.3			39.8			28.9	
Approach LOS		D			D			D			C	

### Intersection Summary

HCM 2000 Control Delay	41.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	103.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 90: Table Rock Road & Biddle Rd/Biddle Road

03/07/2019



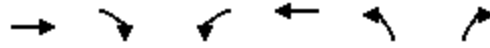
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↗	↖	↕	↗	↖	↕		↖	↕	↗
Traffic Volume (vph)	335	470	140	2	715	525	170	510	10	420	525	270
Future Volume (vph)	335	470	140	2	715	525	170	510	10	420	525	270
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00
Frb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	2932	3118	1333	1583	3167	1396	1553	3097		1511	3023	1333
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.44	1.00		0.21	1.00	1.00
Satd. Flow (perm)	2932	3118	1333	1583	3167	1396	712	3097		327	3023	1333
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)	353	495	147	2	753	553	179	537	11	442	553	284
RTOR Reduction (vph)	0	0	87	0	0	311	0	2	0	0	0	189
Lane Group Flow (vph)	353	495	60	2	753	242	179	546	0	442	553	95
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	15.8	45.3	45.3	1.2	30.7	30.7	39.5	26.7		53.7	36.9	36.9
Effective Green, g (s)	15.8	46.7	46.7	1.2	32.1	32.1	39.5	28.1		53.7	38.3	38.3
Actuated g/C Ratio	0.14	0.41	0.41	0.01	0.28	0.28	0.34	0.24		0.47	0.33	0.33
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0		2.5	4.0	4.0
Lane Grp Cap (vph)	402	1266	541	16	884	389	338	756		389	1006	443
v/s Ratio Prot	c0.12	0.16		0.00	c0.24		0.06	0.18		c0.23	0.18	
v/s Ratio Perm			0.04			0.17	0.12			c0.30		0.07
v/c Ratio	0.88	0.39	0.11	0.12	0.85	0.62	0.53	0.72		1.14	0.55	0.21
Uniform Delay, d1	48.7	24.1	21.2	56.4	39.2	36.1	28.0	39.9		28.1	31.3	27.5
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	18.9	0.9	0.4	2.6	7.9	2.7	1.1	3.7		88.2	0.8	0.3
Delay (s)	67.5	25.0	21.6	58.9	47.1	38.8	29.2	43.5		116.2	32.1	27.9
Level of Service	E	C	C	E	D	D	C	D		F	C	C
Approach Delay (s)		39.6			43.6			40.0			60.2	
Approach LOS		D			D			D			E	

### Intersection Summary

HCM 2000 Control Delay	47.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
158: Industry Drive & Vilas Road

03/07/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	↔
Traffic Volume (vph)	905	55	50	1030	180	95
Future Volume (vph)	905	55	50	1030	180	95
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0		5.4	4.0	4.0	5.4
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1686		1614	1699	1614	1444
Flt Permitted	1.00		0.16	1.00	0.95	1.00
Satd. Flow (perm)	1686		269	1699	1614	1444
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	953	58	53	1084	189	100
RTOR Reduction (vph)	2	0	0	0	0	30
Lane Group Flow (vph)	1009	0	53	1084	189	70
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	2			6	3	
Permitted Phases			6			6
Actuated Green, G (s)	62.6		62.6	62.6	18.0	62.6
Effective Green, g (s)	64.0		62.6	64.0	18.0	62.6
Actuated g/C Ratio	0.71		0.70	0.71	0.20	0.70
Clearance Time (s)	5.4		5.4	5.4	4.0	5.4
Vehicle Extension (s)	4.0		4.0	4.0	2.5	4.0
Lane Grp Cap (vph)	1198		187	1208	322	1004
v/s Ratio Prot	0.60			c0.64	c0.12	
v/s Ratio Perm			0.20			0.05
v/c Ratio	0.84		0.28	0.90	0.59	0.07
Uniform Delay, d1	9.4		5.2	10.4	32.6	4.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	7.3		3.8	10.6	7.6	0.1
Delay (s)	16.6		9.0	21.0	40.3	4.5
Level of Service	B		A	C	D	A
Approach Delay (s)	16.6			20.4	27.9	
Approach LOS	B			C	C	

Intersection Summary

HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

**Figure K-9: Synchro Signalized Intersection Capacity Reports No Build with Tier 1 and 2 (NBT2)**

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

03/07/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	105	1330	80	80	1575	95	100	15	135	105	10	105	
Future Volume (vph)	105	1330	80	80	1575	95	100	15	135	105	10	105	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)	4.0	4.0	5.4	4.0	4.0	5.4	4.0	4.0		4.0	4.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00		
Fr <sub>t</sub>	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	0.86		
Fl <sub>t</sub> Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1660	3320	1485	1660	3320	1485	1660	1512		1660	1509		
Fl <sub>t</sub> Permitted	0.09	1.00	1.00	0.15	1.00	1.00	0.62	1.00		0.53	1.00		
Satd. Flow (perm)	149	3320	1485	266	3320	1485	1084	1512		924	1509		
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)	111	1400	84	84	1658	100	105	16	142	111	11	111	
RTOR Reduction (vph)	0	0	34	0	0	39	0	117	0	0	91	0	
Lane Group Flow (vph)	111	1400	50	84	1658	61	105	41	0	111	31	0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA		
Protected Phases	5	2		1	6			8			4		
Permitted Phases	2		2	6		6	8			4			
Actuated Green, G (s)	53.4	53.4	53.4	55.6	54.2	54.2	16.0	16.0		16.0	16.0		
Effective Green, g (s)	53.4	54.8	53.4	55.6	55.6	54.2	16.0	16.0		16.0	16.0		
Actuated g/C Ratio	0.59	0.61	0.59	0.62	0.62	0.60	0.18	0.18		0.18	0.18		
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	4.0		4.0	4.0		
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5		
Lane Grp Cap (vph)	195	2021	881	275	2051	894	192	268		164	268		
v/s Ratio Prot	0.04	c0.42		0.02	c0.50			0.03			0.02		
v/s Ratio Perm	0.30		0.03	0.16		0.04	0.10			c0.12			
v/c Ratio	0.57	0.69	0.06	0.31	0.81	0.07	0.55	0.15		0.68	0.11		
Uniform Delay, d <sub>1</sub>	15.6	11.9	7.7	14.6	13.1	7.4	33.7	31.3		34.6	31.1		
Progression Factor	1.46	0.14	0.02	1.00	1.00	1.00	1.00	1.00		1.00	1.00		
Incremental Delay, d <sub>2</sub>	2.1	1.4	0.1	0.5	3.6	0.1	10.7	1.2		20.2	0.9		
Delay (s)	24.9	3.0	0.2	15.1	16.7	7.6	44.4	32.5		54.8	31.9		
Level of Service	C	A	A	B	B	A	D	C		D	C		
Approach Delay (s)		4.4			16.1			37.3			42.8		
Approach LOS		A			B			D			D		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			14.4		HCM 2000 Level of Service						B		
HCM 2000 Volume to Capacity ratio			0.78										
Actuated Cycle Length (s)			90.0		Sum of lost time (s)					12.0			
Intersection Capacity Utilization			81.2%		ICU Level of Service					D			
Analysis Period (min)			15										
c	Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 3: Hamrick Rd & E Pine St/Biddle Rd

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	420	905	5	130	810	265	205	5	5	10	3	1035
Future Volume (vph)	420	905	5	130	810	265	205	5	5	10	3	1035
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		3.1	4.0		4.5	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	0.88
Frbp, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99			1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.96		1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.96	1.00
Satd. Flow (prot)	1583	3164		1629	3118		1472	1426			1648	2531
Flt Permitted	0.95	1.00		0.95	1.00		0.75	1.00			0.88	1.00
Satd. Flow (perm)	1583	3164		1629	3118		1160	1426			1504	2531
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)	442	953	5	137	853	279	216	5	5	11	3	1089
RTOR Reduction (vph)	0	0	0	0	25	0	0	4	0	0	0	699
Lane Group Flow (vph)	442	958	0	137	1107	0	216	6	0	0	14	390
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		4
Actuated Green, G (s)	36.5	66.5		17.5	46.6		32.5	32.5			32.2	32.2
Effective Green, g (s)	37.0	67.0		18.9	48.0		32.5	33.0			33.0	33.0
Actuated g/C Ratio	0.28	0.52		0.15	0.37		0.25	0.25			0.25	0.25
Clearance Time (s)	4.5	4.5		4.5	5.4		4.5	4.5			4.8	4.8
Vehicle Extension (s)	2.5	4.0		2.5	4.0		2.5	2.5			2.5	2.5
Lane Grp Cap (vph)	450	1630		236	1151		290	361			381	642
v/s Ratio Prot	c0.28	0.30		0.08	c0.36			0.00				
v/s Ratio Perm							c0.19				0.01	0.15
v/c Ratio	0.98	0.59		0.58	0.96		0.74	0.02			0.04	0.61
Uniform Delay, d1	46.2	21.9		51.8	40.1		44.9	36.3			36.5	42.8
Progression Factor	1.00	1.00		0.62	0.49		1.00	1.00			1.00	1.00
Incremental Delay, d2	37.6	1.6		2.1	14.9		15.9	0.1			0.2	4.2
Delay (s)	83.7	23.5		34.5	34.6		60.8	36.4			36.7	47.0
Level of Service	F	C		C	C		E	D			D	D
Approach Delay (s)		42.5			34.6			59.8			46.9	
Approach LOS		D			C			E			D	

### Intersection Summary

HCM 2000 Control Delay	42.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	105.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 10: Airway Dr/Peace Ln & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	↑↑		←	↑↑		←	↑		←	↑	←
Traffic Volume (vph)	115	1580	3	45	2030	75	5	1	50	65	1	155
Future Volume (vph)	115	1580	3	45	2030	75	5	1	50	65	1	155
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.5	4.0		4.5	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1660	3319		1660	3303		1660	1490		1660	1487	
Flt Permitted	0.07	1.00		0.12	1.00		0.49	1.00		0.72	1.00	
Satd. Flow (perm)	126	3319		218	3303		863	1490		1261	1487	
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)	121	1663	3	47	2137	79	5	1	53	68	1	163
RTOR Reduction (vph)	0	0	0	0	2	0	0	48	0	0	148	0
Lane Group Flow (vph)	121	1666	0	47	2214	0	5	6	0	68	16	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	62.9	62.9		61.4	60.5		8.1	8.1		8.1	8.1	
Effective Green, g (s)	62.9	64.3		61.4	61.9		8.1	8.1		8.1	8.1	
Actuated g/C Ratio	0.70	0.71		0.68	0.69		0.09	0.09		0.09	0.09	
Clearance Time (s)	4.5	5.4		4.5	5.4		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.5	4.0		2.5	4.0		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	215	2371		230	2271		77	134		113	133	
v/s Ratio Prot	0.05	c0.50		0.01	c0.67			0.00			0.01	
v/s Ratio Perm	0.34			0.13			0.01			c0.05		
v/c Ratio	0.56	0.70		0.20	0.97		0.06	0.04		0.60	0.12	
Uniform Delay, d1	20.2	7.4		9.3	13.3		37.5	37.4		39.4	37.7	
Progression Factor	1.00	1.00		0.73	0.56		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.7	1.8		0.1	8.2		0.3	0.1		7.4	0.3	
Delay (s)	22.9	9.1		7.0	15.6		37.7	37.5		46.8	38.0	
Level of Service	C	A		A	B		D	D		D	D	
Approach Delay (s)		10.1			15.4			37.5			40.5	
Approach LOS		B			B			D			D	

### Intersection Summary

HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	89.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 20: Old Highway 62 & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖↗	↖	↕↗		↖↗	↕	↖	↖	↕	↖↗
Traffic Volume (vph)	505	330	740	70	190	3	815	1005	170	5	1060	745
Future Volume (vph)	505	330	740	70	190	3	815	1005	170	5	1060	745
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	0.88	1.00	0.95		0.97	0.95	1.00	1.00	0.95	0.88
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3190	3288	2589	1598	3189		3190	3288	1449	1644	3288	2589
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3190	3288	2589	1598	3189		3190	3288	1449	1644	3288	2589
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)	532	347	779	74	200	3	858	1058	179	5	1116	784
RTOR Reduction (vph)	0	0	98	0	1	0	0	0	47	0	0	191
Lane Group Flow (vph)	532	347	681	74	202	0	858	1058	132	5	1116	593
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	pt+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pt+ov
Protected Phases	5	2	2 3	1	6		3	8		7	4	4 5
Permitted Phases									8			
Actuated Green, G (s)	19.1	21.8	58.3	14.5	17.2		32.5	76.8	76.8	1.2	45.5	64.6
Effective Green, g (s)	19.1	23.2	57.1	14.5	18.6		32.5	78.2	78.2	1.2	46.9	67.4
Actuated g/C Ratio	0.14	0.17	0.43	0.11	0.14		0.24	0.59	0.59	0.01	0.35	0.51
Clearance Time (s)	4.0	5.4		4.0	5.4		4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	457	573	1110	174	445		778	1931	851	14	1158	1311
v/s Ratio Prot	c0.17	0.11	c0.26	0.05	c0.06		c0.27	0.32		0.00	c0.34	0.23
v/s Ratio Perm									0.09			
v/c Ratio	1.16	0.61	0.61	0.43	0.45		1.10	0.55	0.15	0.36	0.96	0.45
Uniform Delay, d1	57.0	50.7	29.5	55.4	52.6		50.3	16.7	12.5	65.6	42.3	21.0
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	95.5	1.5	0.9	1.2	0.5		64.2	0.4	0.1	11.0	18.4	0.3
Delay (s)	152.5	52.3	30.3	56.6	53.1		114.5	17.1	12.6	76.6	60.6	21.4
Level of Service	F	D	C	E	D		F	B	B	E	E	C
Approach Delay (s)		74.1			54.1			56.6			44.5	
Approach LOS		E			D			E			D	

Intersection Summary

HCM 2000 Control Delay	57.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	133.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
30: Crater Lake Avenue & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (vph)	65	285	155	240	90	15	110	160	10	110	85	65
Future Volume (vph)	65	285	155	240	90	15	110	160	10	110	85	65
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.4	4.0		5.4	4.0		5.2	5.2		5.2	5.2	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.98		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1660	3145		1660	3249		1660	1731		1660	1634	
Flt Permitted	0.68	1.00		0.49	1.00		0.66	1.00		0.64	1.00	
Satd. Flow (perm)	1192	3145		849	3249		1149	1731		1126	1634	
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)	68	300	163	253	95	16	116	168	11	116	89	68
RTOR Reduction (vph)	0	78	0	0	8	0	0	5	0	0	48	0
Lane Group Flow (vph)	68	385	0	253	103	0	116	174	0	116	109	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	24.6	24.6		24.6	24.6		14.8	14.8		14.8	14.8	
Effective Green, g (s)	24.6	26.0		24.6	26.0		14.8	14.8		14.8	14.8	
Actuated g/C Ratio	0.49	0.52		0.49	0.52		0.30	0.30		0.30	0.30	
Clearance Time (s)	5.4	5.4		5.4	5.4		5.2	5.2		5.2	5.2	
Lane Grp Cap (vph)	586	1635		417	1689		340	512		333	483	
v/s Ratio Prot		0.12			0.03			0.10				0.07
v/s Ratio Perm	0.06			c0.30			0.10			c0.10		
v/c Ratio	0.12	0.24		0.61	0.06		0.34	0.34		0.35	0.23	
Uniform Delay, d1	6.8	6.6		9.2	5.9		13.8	13.8		13.8	13.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.3		6.4	0.1		2.7	1.8		2.9	1.1	
Delay (s)	7.2	6.9		15.6	6.0		16.5	15.6		16.7	14.4	
Level of Service	A	A		B	A		B	B		B	B	
Approach Delay (s)		6.9			12.7			15.9			15.3	
Approach LOS		A			B			B			B	

Intersection Summary

HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	9.2
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 74: Table Rock Road & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	380	3	785	710	695	3	545	890	425	585	275
Future Volume (vph)	110	380	3	785	710	695	3	545	890	425	585	275
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		0.97	0.95	1.00	1.00	*0.98	0.88	0.97	*0.98	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		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)	1598	3192		3130	3226	1421	1629	3360	2526	3190	3392	1447
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)	1598	3192		3130	3226	1421	1629	3360	2526	3190	3392	1447
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)	116	400	3	826	747	732	3	574	937	447	616	289
RTOR Reduction (vph)	0	1	0	0	0	288	0	0	674	0	0	178
Lane Group Flow (vph)	116	402	0	826	747	444	3	574	263	447	616	111
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			4
Actuated Green, G (s)	12.4	20.1		30.3	37.4	37.4	1.6	27.2	27.2	16.2	41.8	41.8
Effective Green, g (s)	12.4	20.9		30.3	38.8	37.4	1.6	28.6	28.6	16.2	43.2	43.2
Actuated g/C Ratio	0.11	0.19		0.27	0.35	0.33	0.01	0.26	0.26	0.14	0.39	0.39
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)	176	595		846	1117	474	23	858	645	461	1308	558
v/s Ratio Prot	0.07	c0.13		0.26	0.23		0.00	c0.17		c0.14	0.18	
v/s Ratio Perm						c0.31			0.10			0.08
v/c Ratio	0.66	0.68		0.98	0.67	0.94	0.13	0.67	0.41	0.97	0.47	0.20
Uniform Delay, d1	47.8	42.4		40.5	31.1	36.1	54.5	37.4	34.7	47.7	25.8	22.9
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	7.7	2.8		25.0	1.4	25.9	1.9	2.2	0.6	33.7	0.4	0.2
Delay (s)	55.5	45.2		65.5	32.5	62.1	56.4	39.6	35.2	81.3	26.2	23.1
Level of Service	E	D		E	C	E	E	D	D	F	C	C
Approach Delay (s)		47.5			53.7			36.9			43.8	
Approach LOS		D			D			D			D	

### Intersection Summary

HCM 2000 Control Delay	46.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	112.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 90: Table Rock Road & Biddle Rd/Biddle Road

03/07/2019



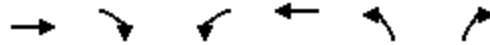
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↗	↖	↕	↗	↖	↕		↖	↕	↗
Traffic Volume (vph)	305	345	280	1	645	470	285	670	2	415	695	260
Future Volume (vph)	305	345	280	1	645	470	285	670	2	415	695	260
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00
Frb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1370	1629	3257	1435	1598	3195		1554	3109	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.30	1.00		0.12	1.00	1.00
Satd. Flow (perm)	3016	3207	1370	1629	3257	1435	505	3195		193	3109	1371
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)	321	363	295	1	679	495	300	705	2	437	732	274
RTOR Reduction (vph)	0	0	189	0	0	332	0	0	0	0	0	170
Lane Group Flow (vph)	321	363	106	1	679	163	300	707	0	437	732	104
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	18.7	45.1	45.1	1.1	27.5	27.5	52.5	32.3		69.0	44.8	44.8
Effective Green, g (s)	18.7	46.5	46.5	1.1	28.9	28.9	52.5	33.7		69.0	46.2	46.2
Actuated g/C Ratio	0.14	0.36	0.36	0.01	0.22	0.22	0.40	0.26		0.53	0.36	0.36
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0		2.5	4.0	4.0
Lane Grp Cap (vph)	433	1147	490	13	724	319	373	828		444	1104	487
v/s Ratio Prot	c0.11	0.11		0.00	c0.21		0.12	0.22		c0.25	0.24	
v/s Ratio Perm			0.08			0.11	0.20			c0.27		0.08
v/c Ratio	0.74	0.32	0.22	0.08	0.94	0.51	0.80	0.85		0.98	0.66	0.21
Uniform Delay, d1	53.3	30.2	29.1	63.9	49.7	44.3	28.7	45.8		38.1	35.3	29.2
Progression Factor	0.62	0.42	0.15	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.3	0.6	0.8	1.8	19.6	1.0	11.6	8.8		38.3	1.7	0.3
Delay (s)	38.3	13.4	5.1	65.8	69.3	45.4	40.3	54.7		76.4	37.0	29.5
Level of Service	D	B	A	E	E	D	D	D		E	D	C
Approach Delay (s)		19.1			59.2			50.4			47.5	
Approach LOS		B			E			D			D	

### Intersection Summary

HCM 2000 Control Delay	45.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
158: Industry Drive & Vilas Road

03/07/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	1470	225	30	1750	400	45
Future Volume (vph)	1470	225	30	1750	400	45
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	5.4	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3320	1485	1660	3320	1660	1485
Flt Permitted	1.00	1.00	0.10	1.00	0.95	1.00
Satd. Flow (perm)	3320	1485	167	3320	1660	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1547	237	32	1842	421	47
RTOR Reduction (vph)	0	87	0	0	0	26
Lane Group Flow (vph)	1547	150	32	1842	421	21
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	2			6	3	
Permitted Phases		2	6			8
Actuated Green, G (s)	55.4	55.4	55.4	55.4	25.2	25.2
Effective Green, g (s)	56.8	56.8	55.4	56.8	25.2	25.2
Actuated g/C Ratio	0.63	0.63	0.62	0.63	0.28	0.28
Clearance Time (s)	5.4	5.4	5.4	5.4	4.0	4.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	2.5	2.5
Lane Grp Cap (vph)	2095	937	102	2095	464	415
v/s Ratio Prot	0.47			c0.55	c0.25	
v/s Ratio Perm		0.10	0.19			0.01
v/c Ratio	0.74	0.16	0.31	0.88	0.91	0.05
Uniform Delay, d1	11.5	6.8	8.2	13.8	31.3	23.7
Progression Factor	0.58	0.65	0.40	0.34	1.00	1.00
Incremental Delay, d2	1.8	0.3	1.5	3.1	21.2	0.0
Delay (s)	8.4	4.7	4.8	7.7	52.4	23.7
Level of Service	A	A	A	A	D	C
Approach Delay (s)	7.9			7.7	49.6	
Approach LOS	A			A	D	

Intersection Summary

HCM 2000 Control Delay	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

**Figure K-10: Synchro Signalized Intersection Capacity Reports JTA Build with Tier 1 and 2 (JTAT2)**

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

03/07/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	950	40	175	1050	180	30	10	225	210	10	90
Future Volume (vph)	95	950	40	175	1050	180	30	10	225	210	10	90
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.4	4.0		5.4	4.0		4.5	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Fr <sub>t</sub>	1.00	0.99		1.00	0.98		1.00	0.86		1.00	0.87	
Fl <sub>t</sub> Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1660	3364		1710	3248		1710	1540		1660	1513	
Fl <sub>t</sub> Permitted	0.14	1.00		0.22	1.00		0.69	1.00		0.50	1.00	
Satd. Flow (perm)	246	3364		389	3248		1239	1540		871	1513	
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)	100	1000	42	184	1105	189	32	11	237	221	11	95
RTOR Reduction (vph)	0	5	0	0	21	0	0	80	0	0	63	0
Lane Group Flow (vph)	100	1037	0	184	1273	0	32	168	0	221	43	0
Heavy Vehicles (%)	3%	1%	2%	0%	3%	3%	0%	3%	0%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	36.6	36.6		36.6	36.6		18.5	18.5		19.0	19.0	
Effective Green, g (s)	36.6	38.0		36.6	38.0		18.5	19.0		19.0	19.0	
Actuated g/C Ratio	0.56	0.58		0.56	0.58		0.28	0.29		0.29	0.29	
Clearance Time (s)	5.4	5.4		5.4	5.4		4.5	4.5		4.0	4.0	
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	138	1966		219	1898		352	450		254	442	
v/s Ratio Prot		0.31			0.39			0.11			0.03	
v/s Ratio Perm	0.41			c0.47			0.03			c0.25		
v/c Ratio	0.72	0.53		0.84	0.67		0.09	0.37		0.87	0.10	
Uniform Delay, d <sub>1</sub>	10.5	8.1		11.8	9.2		17.1	18.3		21.8	16.8	
Progression Factor	1.73	1.02		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d <sub>2</sub>	25.7	0.9		30.4	1.9		0.1	0.4		31.0	0.4	
Delay (s)	43.8	9.2		42.2	11.1		17.2	18.7		52.8	17.2	
Level of Service	D	A		D	B		B	B		D	B	
Approach Delay (s)		12.2			15.0			18.5			41.3	
Approach LOS		B			B			B			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			17.0								B	
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			65.0						8.0			
Intersection Capacity Utilization			87.1%								E	
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 3: Vilas Road & E Pine St/Biddle Rd

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	420	890	5	130	820	270	190	5	5	10	3	1070
Future Volume (vph)	420	890	5	130	820	270	190	5	5	10	3	1070
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		3.1	4.0		4.5	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	0.88
Frbp, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99			1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.96		1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.96	1.00
Satd. Flow (prot)	1660	3317		1660	3178		1658	1606			1680	2580
Flt Permitted	0.11	1.00		0.15	1.00		0.75	1.00			0.88	1.00
Satd. Flow (perm)	200	3317		259	3178		1306	1606			1537	2580
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)	442	937	5	137	863	284	200	5	5	11	3	1126
RTOR Reduction (vph)	0	0	0	0	24	0	0	4	0	0	0	620
Lane Group Flow (vph)	442	942	0	137	1123	0	200	6	0	0	14	506
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		4			4
Actuated Green, G (s)	72.8	72.8		49.6	49.6		34.5	34.5			34.2	34.2
Effective Green, g (s)	73.3	73.3		51.0	51.0		34.5	35.0			35.0	35.0
Actuated g/C Ratio	0.56	0.56		0.39	0.39		0.27	0.27			0.27	0.27
Clearance Time (s)	4.5	4.5		4.5	5.4		4.5	4.5			4.8	4.8
Vehicle Extension (s)	2.5	4.0		2.5	4.0		2.5	2.5			2.5	2.5
Lane Grp Cap (vph)	472	1870		215	1246		346	432			413	694
v/s Ratio Prot	c0.23	0.28		0.05	c0.35			0.00				
v/s Ratio Perm	c0.30			0.20			0.15				0.01	c0.20
v/c Ratio	0.94	0.50		0.64	0.90		0.58	0.01			0.03	0.73
Uniform Delay, d1	38.6	17.3		28.4	37.1		41.4	34.8			35.0	43.2
Progression Factor	1.00	1.00		0.73	0.77		1.00	1.00			1.00	1.00
Incremental Delay, d2	26.1	1.0		3.0	6.4		6.9	0.1			0.2	6.6
Delay (s)	64.7	18.2		23.6	35.0		48.3	34.9			35.2	49.8
Level of Service	E	B		C	C		D	C			D	D
Approach Delay (s)		33.1			33.8			47.7			49.7	
Approach LOS		C			C			D			D	

### Intersection Summary

HCM 2000 Control Delay	38.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	106.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



# HCM Signalized Intersection Capacity Analysis

## 8: Airway/Industry Drive/Peace Lane & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1545	210	75	1830	80	440	35	215	145	30	75
Future Volume (vph)	15	1545	210	75	1830	80	440	35	215	145	30	75
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.4	4.0	5.4	4.0	4.0	5.4	4.0	3.5	3.5	4.5	4.0	4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	3320	1485	1660	3320	1485	3221	1748	1485	1660	1748	1485
Flt Permitted	0.06	1.00	1.00	0.05	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	104	3320	1485	96	3320	1485	3221	1748	1485	1660	1748	1485
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)	16	1626	221	79	1926	84	463	37	226	153	32	79
RTOR Reduction (vph)	0	0	63	0	0	33	0	0	116	0	0	76
Lane Group Flow (vph)	16	1626	158	79	1926	51	463	37	110	153	32	3
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Actuated Green, G (s)	67.5	67.5	67.5	80.1	78.7	78.7	32.3	21.0	21.0	16.4	5.1	5.1
Effective Green, g (s)	67.5	68.9	67.5	80.1	80.1	78.7	32.3	21.5	21.5	16.4	5.6	5.1
Actuated g/C Ratio	0.52	0.53	0.52	0.62	0.62	0.61	0.25	0.17	0.17	0.13	0.04	0.04
Clearance Time (s)	5.4	5.4	5.4	4.0	5.4	5.4	4.0	4.0	4.0	4.5	4.5	4.5
Vehicle Extension (s)	4.0	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	54	1759	771	145	2045	898	800	289	245	209	75	58
v/s Ratio Prot		0.49		0.03	c0.58		c0.14	0.02		c0.09	0.02	
v/s Ratio Perm	0.15		0.11	0.30		0.03			c0.07			0.00
v/c Ratio	0.30	0.92	0.20	0.54	0.94	0.06	0.58	0.13	0.45	0.73	0.43	0.05
Uniform Delay, d1	17.8	28.1	16.8	48.1	22.8	10.5	42.9	46.3	48.9	54.7	60.6	60.1
Progression Factor	1.00	1.00	1.00	0.40	0.61	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.5	9.7	0.6	2.3	7.6	0.1	3.0	0.9	5.8	11.7	2.8	0.3
Delay (s)	31.2	37.9	17.4	21.4	21.5	0.3	45.9	47.2	54.8	66.4	63.5	60.4
Level of Service	C	D	B	C	C	A	D	D	D	E	E	E
Approach Delay (s)		35.4			20.6			48.7			64.3	
Approach LOS		D			C			D			E	

### Intersection Summary

HCM 2000 Control Delay	32.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	92.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
20: Old Highway 62 & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	270	975	65	90	4	1180	595	165	4	685	135
Future Volume (vph)	140	270	975	65	90	4	1180	595	165	4	685	135
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	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	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1676	3353	2656	1676	3209		3285	3386	1507	1710	3353	1452
Flt Permitted	0.60	1.00	1.00	0.48	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1065	3353	2656	854	3209		3285	3386	1507	1710	3353	1452
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)	147	284	1026	68	95	4	1242	626	174	4	721	142
RTOR Reduction (vph)	0	0	124	0	3	0	0	0	63	0	0	64
Lane Group Flow (vph)	147	284	902	68	96	0	1242	626	111	4	721	78
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	2%	2%	1%	2%	6%	3%	1%	1%	0%	0%	2%	4%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6					8			4
Actuated Green, G (s)	29.3	20.1	68.3	24.3	17.6		48.2	78.1	78.1	1.0	30.9	30.9
Effective Green, g (s)	29.3	21.5	71.1	24.3	19.0		48.2	79.5	79.5	1.0	32.3	32.3
Actuated g/C Ratio	0.23	0.17	0.57	0.19	0.15		0.39	0.64	0.64	0.01	0.26	0.26
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)	295	578	1514	210	488		1269	2158	960	13	868	376
v/s Ratio Prot	c0.04	0.08	c0.24	0.02	0.03		c0.38	0.18		0.00	c0.22	
v/s Ratio Perm	0.08		0.10	0.05					0.07			0.05
v/c Ratio	0.50	0.49	0.60	0.32	0.20		0.98	0.29	0.12	0.31	0.83	0.21
Uniform Delay, d1	40.0	46.7	17.4	42.2	46.2		37.7	10.1	8.8	61.5	43.6	36.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.5	0.5	0.7	0.1		20.1	0.1	0.1	9.6	7.1	0.4
Delay (s)	41.0	47.1	18.0	42.8	46.3		57.8	10.2	8.9	71.1	50.7	36.5
Level of Service	D	D	B	D	D		E	B	A	E	D	D
Approach Delay (s)		26.0			44.9			39.0			48.5	
Approach LOS		C			D			D			D	

Intersection Summary

HCM 2000 Control Delay	36.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	124.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
30: Crater Lake Ave & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (vph)	55	220	165	220	25	10	90	155	20	85	80	40
Future Volume (vph)	55	220	165	220	25	10	90	155	20	85	80	40
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.4	4.0		5.4	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	0.96		1.00	0.98		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1660	3107		1660	3172		1660	1718		1660	1660	
Flt Permitted	0.73	1.00		0.51	1.00		0.68	1.00		0.54	1.00	
Satd. Flow (perm)	1279	3107		897	3172		1182	1718		943	1660	
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)	58	232	174	232	26	11	95	163	21	89	84	42
RTOR Reduction (vph)	0	52	0	0	3	0	0	8	0	0	32	0
Lane Group Flow (vph)	58	354	0	232	34	0	95	176	0	89	94	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	37.7	37.7		37.7	37.7		8.6	8.6		8.6	8.6	
Effective Green, g (s)	37.7	39.1		37.7	39.1		8.6	8.6		8.6	8.6	
Actuated g/C Ratio	0.68	0.70		0.68	0.70		0.15	0.15		0.15	0.15	
Clearance Time (s)	5.4	5.4		5.4	5.4		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	865	2181		607	2226		182	265		145	256	
v/s Ratio Prot		0.11			0.01			c0.10				0.06
v/s Ratio Perm	0.05			c0.26			0.08			0.09		
v/c Ratio	0.07	0.16		0.38	0.02		0.52	0.66		0.61	0.37	
Uniform Delay, d1	3.0	2.8		3.9	2.5		21.7	22.2		22.0	21.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.2		0.5	0.0		2.1	5.5		6.4	0.6	
Delay (s)	3.2	3.0		4.5	2.5		23.7	27.7		28.4	21.8	
Level of Service	A	A		A	A		C	C		C	C	
Approach Delay (s)		3.0			4.2			26.3			24.5	
Approach LOS		A			A			C			C	

Intersection Summary

HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	55.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 74: Table Rock Road & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	400	2	855	775	715	1	460	990	380	565	255
Future Volume (vph)	95	400	2	855	775	715	1	460	990	380	565	255
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		0.97	0.95	1.00	1.00	*0.98	0.88	1.00	*0.98	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98	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	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1660	3318		3252	3353	1421	1613	3493	2599	1693	3281	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.34	1.00	1.00	0.20	1.00	
Satd. Flow (perm)	1660	3318		3252	3353	1421	572	3493	2599	362	3281	
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)	100	421	2	900	816	753	1	484	1042	400	595	268
RTOR Reduction (vph)	0	0	0	0	0	338	0	0	653	0	37	0
Lane Group Flow (vph)	100	423	0	900	816	415	1	484	389	400	826	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	3%	3%	0%	2%	2%	6%	6%	1%	2%	1%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	8		8	4		
Actuated Green, G (s)	9.1	18.2		34.8	43.3	43.3	28.5	27.1	27.1	48.6	48.6	
Effective Green, g (s)	9.1	19.0		34.8	44.7	43.3	28.5	28.5	28.5	48.6	50.0	
Actuated g/C Ratio	0.07	0.16		0.29	0.37	0.36	0.23	0.23	0.23	0.40	0.41	
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	124	519		932	1234	506	148	820	610	398	1351	
v/s Ratio Prot	0.06	c0.13		c0.28	0.24		0.00	0.14		c0.19	0.25	
v/s Ratio Perm						0.29	0.00		c0.15	c0.21		
v/c Ratio	0.81	0.82		0.97	0.66	0.82	0.01	0.59	0.64	1.01	0.61	
Uniform Delay, d1	55.3	49.5		42.7	32.0	35.5	35.6	41.3	41.8	32.0	28.1	
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	29.8	9.3		21.3	1.2	10.1	0.0	1.3	2.5	46.4	0.9	
Delay (s)	85.0	58.8		64.1	33.2	45.6	35.6	42.6	44.3	78.4	29.0	
Level of Service	F	E		E	C	D	D	D	D	E	C	
Approach Delay (s)		63.8			48.2			43.7			44.6	
Approach LOS		E			D			D			D	

### Intersection Summary

HCM 2000 Control Delay	47.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	121.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 90: Table Rock Road & Biddle Rd/Biddle Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↗	↖	↕	↗	↖	↕		↖	↕	↗
Traffic Volume (vph)	290	350	275	1	645	500	280	670	1	415	715	285
Future Volume (vph)	290	350	275	1	645	500	280	670	1	415	715	285
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3221	3392	1422	1527	3320	1492	1660	3288		1676	3170	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.11	1.00		0.15	1.00	
Satd. Flow (perm)	3221	3392	1422	1527	3320	1492	197	3288		260	3170	
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)	305	368	289	1	679	526	295	705	1	437	753	300
RTOR Reduction (vph)	0	0	185	0	0	313	0	0	0	0	32	0
Lane Group Flow (vph)	305	368	104	1	679	213	295	706	0	437	1021	0
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	3%	4%	6%	12%	3%	1%	3%	4%	0%	2%	2%	5%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		
Actuated Green, G (s)	14.0	45.2	45.2	1.1	32.3	32.3	56.9	35.4		68.9	43.4	
Effective Green, g (s)	14.0	46.6	46.6	1.1	33.7	33.7	56.9	36.8		68.9	44.8	
Actuated g/C Ratio	0.11	0.36	0.36	0.01	0.26	0.26	0.44	0.28		0.53	0.34	
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0		2.5	4.0	
Lane Grp Cap (vph)	346	1215	509	12	860	386	328	930		459	1092	
v/s Ratio Prot	c0.09	0.11		0.00	c0.20		0.15	0.21		c0.22	c0.32	
v/s Ratio Perm			0.07			0.14	0.24			0.29		
v/c Ratio	0.88	0.30	0.20	0.08	0.79	0.55	0.90	0.76		0.95	0.93	
Uniform Delay, d1	57.2	30.0	28.9	63.9	44.8	41.6	37.1	42.6		34.5	41.2	
Progression Factor	0.71	0.54	3.33	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	20.0	0.6	0.8	2.2	4.7	1.4	25.7	3.8		30.0	14.3	
Delay (s)	60.5	16.7	96.9	66.1	49.5	43.0	62.8	46.4		64.5	55.5	
Level of Service	E	B	F	E	D	D	E	D		E	E	
Approach Delay (s)		54.7			46.7			51.2			58.2	
Approach LOS		D			D			D			E	

### Intersection Summary

HCM 2000 Control Delay	53.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 173: Bypass NB & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑			↑↑↑	↗		↑	↗			
Traffic Volume (vph)	855	1010	0	0	1165	1	30	1	75	0	0	0
Future Volume (vph)	855	1010	0	0	1165	1	30	1	75	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	*1.00	0.95			*1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	3420	3320			5243	1530		1717	1530			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	3420	3320			5243	1530		1717	1530			
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)	900	1063	0	0	1226	1	32	1	79	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	1	0	0	8	0	0	0
Lane Group Flow (vph)	900	1063	0	0	1226	0	0	33	71	0	0	0
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	custom	NA	custom			
Protected Phases	5	2			6			8				
Permitted Phases						6	3		2 8			
Actuated Green, G (s)	35.0	85.4			53.4	53.4		26.6	117.0			
Effective Green, g (s)	35.0	85.4			53.4	53.4		26.6	117.0			
Actuated g/C Ratio	0.27	0.66			0.41	0.41		0.20	0.90			
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0				
Vehicle Extension (s)	4.0	2.5			2.5	2.5		4.0				
Lane Grp Cap (vph)	920	2180			2153	628		351	1377			
v/s Ratio Prot	c0.26	0.32			c0.23							
v/s Ratio Perm						0.00		0.02	0.05			
v/c Ratio	0.98	0.49			0.57	0.00		0.09	0.05			
Uniform Delay, d1	47.1	11.3			29.5	22.6		41.9	0.7			
Progression Factor	0.55	0.14			0.95	1.00		1.00	1.00			
Incremental Delay, d2	22.6	0.1			0.2	0.0		0.2	0.0			
Delay (s)	48.7	1.7			28.2	22.6		42.1	0.7			
Level of Service	D	A			C	C		D	A			
Approach Delay (s)		23.2			28.2			12.9			0.0	
Approach LOS		C			C			B			A	

### Intersection Summary

HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 175: Bypass SB & Vilas Road

03/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↖	↑↑						↖	↗
Traffic Volume (vph)	0	1865	40	4	1195	0	0	0	0	4	1	790
Future Volume (vph)	0	1865	40	4	1195	0	0	0	0	4	1	790
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.86	1.00	1.00	0.95						1.00	0.88
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (prot)		6071	1500	1710	3320						1731	2640
Flt Permitted		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (perm)		6071	1500	1710	3320						1731	2640
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)	0	1963	42	4	1258	0	0	0	0	4	1	832
RTOR Reduction (vph)	0	0	14	0	0	0	0	0	0	0	0	288
Lane Group Flow (vph)	0	1963	28	4	1258	0	0	0	0	0	5	544
Heavy Vehicles (%)	0%	2%	2%	0%	3%	0%	0%	0%	0%	0%	0%	2%
Turn Type		NA	Perm	Prot	NA					custom	NA	custom
Protected Phases		2		1	6						4	
Permitted Phases			2							7		6 4
Actuated Green, G (s)		85.4	85.4	3.0	53.4						26.6	85.0
Effective Green, g (s)		85.4	85.4	3.0	53.4						26.6	85.0
Actuated g/C Ratio		0.66	0.66	0.02	0.41						0.20	0.65
Clearance Time (s)		5.0	5.0	5.0	5.0						5.0	
Vehicle Extension (s)		2.5	2.5	4.0	2.5						4.0	
Lane Grp Cap (vph)		3988	985	39	1363						354	1726
v/s Ratio Prot		c0.32		0.00	c0.38							
v/s Ratio Perm			0.02								0.00	c0.21
v/c Ratio		0.49	0.03	0.10	0.92						0.01	0.32
Uniform Delay, d1		11.3	7.8	62.2	36.3						41.2	9.8
Progression Factor		0.45	1.00	1.51	0.23						1.00	1.00
Incremental Delay, d2		0.0	0.0	1.3	9.2						0.1	0.1
Delay (s)		5.2	7.8	95.2	17.5						41.3	9.9
Level of Service		A	A	F	B						D	A
Approach Delay (s)		5.2			17.8			0.0			10.1	
Approach LOS		A			B			A			B	

### Intersection Summary

HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

**APPENDIX L:**

**PRELIMINARY SIGNAL WARRANTS**



**Figure L-1: No Build/No Mitigation (NBNM) Preliminary Signal Warrant Analysis at Vilas Road and Airway Drive**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Airway DR
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2 No Build Do Nothing
<b>Meet 70% Warrants?:</b>	Yes
	70%
<b>Major</b>	
<b>Approach Lanes:</b>	1
<b>Minor</b>	
<b>Approach Lanes:</b>	1
<b>Major</b>	
<b>Approach Volumes (vph):</b>	2185
<b>Minor</b>	
<b>Approach Volume (vph):</b>	85
<b>Right Turn Volume (vph):</b>	35
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	297
<b>Right Turn Discount:</b>	252
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	50
<b>Major Approach K factor:</b>	8.5
<b>Minor Approach K factor:</b>	9

<sup>1</sup> Capacity obtained from unsignalized intersection analysis  
 For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

**Oregon Department of Transportation**  
**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vilas Rd	<b>Minor Street:</b> Airway DR
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2 No Build Do Nothing

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	25706	N
	Minor	1	1850	556	
Case B	Major	1	9300	25706	N
	Minor	1	950	556	

Analyst and Date: Katie Brown 5.14.49

Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

**Figure L-2: No Build/No Mitigation (NBNM) Preliminary Signal Warrant Analysis at Vilas Road and Industry Drive**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Industry Dr
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2: No Build
<b>Meet 70% Warrants?:</b>	Yes
	70%
<b>Major</b>	
<b>Approach Lanes:</b>	1
<b>Minor</b>	
<b>Approach Lanes:</b>	1
<b>Major</b>	
<b>Approach Volumes (vph):</b>	2040
<b>Minor</b>	
<b>Approach Volume (vph):</b>	275
<b>Right Turn Volume (vph):</b>	95
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	301
<b>Right Turn Discount:</b>	256
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	180
<b>Major Approach K factor:</b>	8.5
<b>Minor Approach K factor:</b>	9

<sup>1</sup> Capacity obtained from unsignalized intersection analysis  
 For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

**Oregon Department of Transportation**  
**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vilas Rd	<b>Minor Street:</b> Industry Dr
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2: No Build

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	24000	Y
	Minor	1	1850	2000	
Case B	Major	1	9300	24000	Y
	Minor	1	950	2000	

Analyst and Date: Katie Brown 5.14.49

Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

**Figure L-3: No Build/No Mitigation (NBNM) Preliminary Signal Warrant Analysis at Vilas Road and Peace Lane**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Peace Ln
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2 No Build
<b>Meet 70% Warrants?:</b>	Yes
	70%
<b>Major</b>	
<b>Approach Lanes:</b>	1
<b>Minor</b>	
<b>Approach Lanes:</b>	1
<b>Major</b>	
<b>Approach Volumes (vph):</b>	2175
<b>Minor</b>	
<b>Approach Volume (vph):</b>	120
<b>Right Turn Volume (vph):</b>	60
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	212
<b>Right Turn Discount:</b>	180
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	60
<b>Major Approach K factor:</b>	8.5
<b>Minor Approach K factor:</b>	9

<sup>1</sup> Capacity obtained from unsignalized intersection analysis  
 For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

**Oregon Department of Transportation**  
**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vilas Rd	<b>Minor Street:</b> Peace Ln
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2 No Build

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	25588	N
	Minor	1	1850	667	
Case B	Major	1	9300	25588	N
	Minor	1	950	667	

Analyst and Date: Katie Brown 3.5.19

Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

**Figure L-4: No Build/No Mitigation (NBNM) Preliminary Signal Warrant Analysis at Vilas Road and Crater Lake Avenue**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Crater Lake Ave
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2: No Build No Tier Projects
<b>Meet 70% Warrants?:</b>	Yes
	70%
<b>Major</b>	
<b>Approach Lanes:</b>	1
<b>Minor</b>	
<b>Approach Lanes:</b>	2
<b>Major</b>	
<b>Approach Volumes (vph):</b>	990
<b>Minor</b>	
<b>Approach Volume (vph):</b>	530
<b>Right Turn Volume (vph):</b>	70
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	398
<b>Right Turn Discount:</b>	338
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	460
<b>Major Approach K factor:</b>	9
<b>Minor Approach K factor:</b>	8.5

<sup>1</sup> Capacity obtained from unsignalized intersection analysis  
 For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

**Oregon Department of Transportation**  
**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vilas Rd	<b>Minor Street:</b> Crater Lake Ave
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2: No Build No Tier Projects

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	11000	Y
	Minor	2	2500	5412	
Case B	Major	1	9300	11000	Y
	Minor	2	1250	5412	

Analyst and Date: Katie Brown 5.14.49      Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.



**Figure L-5: No Build with Tier 1 and 2 Projects (NBT2) Preliminary Signal Warrant Analysis at Vilas Road and Airway Drive**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Airway DR
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2 No Build Tier2
<b>Meet 70% Warrants?:</b>	Yes
	70%
<b>Major</b>	
<b>Approach Lanes:</b>	2
<b>Minor</b>	
<b>Approach Lanes:</b>	1
<b>Major</b>	
<b>Approach Volumes (vph):</b>	3928
<b>Minor</b>	
<b>Approach Volume (vph):</b>	55
<b>Right Turn Volume (vph):</b>	50
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	282
<b>Right Turn Discount:</b>	240
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	5
<b>Major Approach K factor:</b>	8.5
<b>Minor Approach K factor:</b>	9

<sup>1</sup> Capacity obtained from unsignalized intersection analysis  
 For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

**Last Updated: February 2009**

**Oregon Department of Transportation**  
**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vilas Rd	<b>Minor Street:</b> Airway DR
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2 No Build Tier2

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	46212	N
	Minor	1	1850	56	
Case B	Major	2	11100	46212	N
	Minor	1	950	56	

Analyst and Date: Katie Brown 5.14.49

Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

**Figure L-6: No Build with Tier 1 and 2 Projects (NBT2) Preliminary Signal Warrant Analysis at Vilas Road and Industry Drive**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Industry Dr
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2: No Build Tier 1 and 2
<b>Meet 70% Warrants?:</b>	Yes
	70%
<b>Major</b>	
<b>Approach Lanes:</b>	2
<b>Minor</b>	
<b>Approach Lanes:</b>	1
<b>Major</b>	
<b>Approach Volumes (vph):</b>	3475
<b>Minor</b>	
<b>Approach Volume (vph):</b>	445
<b>Right Turn Volume (vph):</b>	45
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	283
<b>Right Turn Discount:</b>	241
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	400
<b>Major Approach K factor:</b>	8.5
<b>Minor Approach K factor:</b>	9

<sup>1</sup> Capacity obtained from unsignalized intersection analysis  
 For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

**Last Updated: February 2009**

**Oregon Department of Transportation**  
**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vilas Rd	<b>Minor Street:</b> Industry Dr
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2: No Build Tier 1 and 2

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	40882	Y
	Minor	1	1850	4444	
Case B	Major	2	11100	40882	Y
	Minor	1	950	4444	

Analyst and Date: Katie Brown 5.14.49

Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

**Figure L-7: No Build with Tier 1 and 2 Projects (NBT2) Preliminary Signal Warrant Analysis at Vilas Road and Peace Lane**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Peace Ln
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2 No Build Tier 1 and 2
<b>Meet 70% Warrants?:</b>	Yes
	70%
<b>Major</b>	
<b>Approach Lanes:</b>	2
<b>Minor</b>	
<b>Approach Lanes:</b>	1
<b>Major</b>	
<b>Approach Volumes (vph):</b>	3895
<b>Minor</b>	
<b>Approach Volume (vph):</b>	220
<b>Right Turn Volume (vph):</b>	155
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	200
<b>Right Turn Discount:</b>	170
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	65
<b>Major Approach K factor:</b>	8.5
<b>Minor Approach K factor:</b>	9

<sup>1</sup> Capacity obtained from unsignalized intersection analysis  
 For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

**Last Updated: February 2009**

**Oregon Department of Transportation**  
**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vilas Rd	<b>Minor Street:</b> Peace Ln
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2 No Build Tier 1 and 2

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	45824	N
	Minor	1	1850	722	
Case B	Major	2	11100	45824	N
	Minor	1	950	722	

Analyst and Date: Katie Brown 5.14.49

Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

**Figure L-8: No Build with Tier 1 and 2 Projects (NBT2) Preliminary Signal Warrant Analysis at Vilas Road and Crater Lake Avenue**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Crater Lake Ave
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2: No Build Tier 1 and 2
<b>Meet 70% Warrants?:</b>	Yes
	70%

**Major**

<b>Approach Lanes:</b>	2
------------------------	---

**Minor**

<b>Approach Lanes:</b>	2
------------------------	---

**Major**

<b>Approach Volumes (vph):</b>	850
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**Minor**

<b>Approach Volume (vph):</b>	280
<b>Right Turn Volume (vph):</b>	10
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	153
<b>Right Turn Discount:</b>	130
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	270

<b>Major Approach K factor:</b>	9
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<b>Minor Approach K factor:</b>	8.5
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<sup>1</sup> Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

**Oregon Department of Transportation**  
**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vilas Rd	<b>Minor Street:</b> Crater Lake Ave
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2: No Build Tier 1 and 2

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	9444	Y
	Minor	2	2500	3176	
Case B	Major	2	11100	9444	N
	Minor	2	1250	3176	

Analyst and Date: Katie Brown 3.5.19

Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.



**Figure L-9: No Build with Tier 1 and 2 Projects (NBT2) Preliminary Signal Warrant Analysis at Vilas Road and Lear Way**

<b>Major Street:</b>	Vials Rd
<b>Minor Street:</b>	Lear Way
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2: No Build Tier 1 and 2
<b>Meet 70% Warrants?:</b>	Yes
	70%

**Major**

<b>Approach Lanes:</b>	2
------------------------	---

**Minor**

<b>Approach Lanes:</b>	2
------------------------	---

**Major**

<b>Approach Volumes (vph):</b>	3265
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**Minor**

<b>Approach Volume (vph):</b>	250
<b>Right Turn Volume (vph):</b>	135
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	28
<b>Right Turn Discount:</b>	24
<b>Right Turn Volume included in Warrant:</b>	111
<b>Minor Approach Volume in Warrant:</b>	226

<b>Major Approach K factor:</b>	8.5
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<b>Minor Approach K factor:</b>	9
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<sup>1</sup> Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

**Oregon Department of Transportation**  
**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vials Rd	<b>Minor Street:</b> Lear Way
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2: No Build Tier 1 and 2

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	38412	Y
	Minor	2	2500	2513	
Case B	Major	2	11100	38412	Y
	Minor	2	1250	2513	

Analyst and Date: Katie Brown 5.14.49

Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

**Figure L-10: JTA Build with Tier 1 and 2 Projects (JTAT2) Preliminary Signal Warrant Analysis at Vilas Road and Airway Drive / Industry Drive**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Airway Dr/Industry Dr
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2: JTA Build Tier 1 and 2
<b>Meet 70% Warrants?:</b>	Yes
	70%
<b>Major</b>	
<b>Approach Lanes:</b>	2
<b>Minor</b>	
<b>Approach Lanes:</b>	1
<b>Major</b>	
<b>Approach Volumes (vph):</b>	3780
<b>Minor</b>	
<b>Approach Volume (vph):</b>	690
<b>Right Turn Volume (vph):</b>	250
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	266
<b>Right Turn Discount:</b>	226
<b>Right Turn Volume included in Warrant:</b>	24
<b>Minor Approach Volume in Warrant:</b>	464
<b>Major Approach K factor:</b>	8.5
<b>Minor Approach K factor:</b>	9

<sup>1</sup> Capacity obtained from unsignalized intersection analysis  
 For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

**Last Updated: February 2009**

**Oregon Department of Transportation**  
**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vilas Rd	<b>Minor Street:</b> Airway Dr/Industry Dr
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2: JTA Build Tier 1 and 2

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	44471	Y
	Minor	1	1850	5154	
Case B	Major	2	11100	44471	Y
	Minor	1	950	5154	

Analyst and Date: Katie Brown 2.27.19      Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

**Figure L-11: JTA Build with Tier 1 and 2 Projects (JTAT2) Preliminary Signal Warrant Analysis at Vilas Road and Peace Lane**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Peace Ln
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2 JTA Build Tier 1 and 2
<b>Meet 70% Warrants?:</b>	Yes
	70%
<b>Major</b>	
<b>Approach Lanes:</b>	2
<b>Minor</b>	
<b>Approach Lanes:</b>	1
<b>Major</b>	
<b>Approach Volumes (vph):</b>	3795
<b>Minor</b>	
<b>Approach Volume (vph):</b>	250
<b>Right Turn Volume (vph):</b>	105
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	229
<b>Right Turn Discount:</b>	195
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	145
<b>Major Approach K factor:</b>	8.5
<b>Minor Approach K factor:</b>	9

<sup>1</sup> Capacity obtained from unsignalized intersection analysis  
 For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

**Last Updated: February 2009**

**Oregon Department of Transportation**  
**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vilas Rd	<b>Minor Street:</b> Peace Ln
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2 JTA Build Tier 1 and 2

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	44647	N
	Minor	1	1850	1611	
Case B	Major	2	11100	44647	Y
	Minor	1	950	1611	

Analyst and Date: Katie Brown 2.27.19

Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

**Figure L-12: JTA Build with Tier 1 and 2 Projects (JTAT2) Preliminary Signal Warrant Analysis at Vilas Road and Crater Lake Avenue**

<b>Major Street:</b>	Vilas Rd
<b>Minor Street:</b>	Crater Lake Ave
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2: JTA Build Tier 1 and 2
<b>Meet 70% Warrants?:</b>	Yes
	70%
<b>Major</b>	
<b>Approach Lanes:</b>	2
<b>Minor</b>	
<b>Approach Lanes:</b>	2
<b>Major</b>	
<b>Approach Volumes (vph):</b>	695
<b>Minor</b>	
<b>Approach Volume (vph):</b>	265
<b>Right Turn Volume (vph):</b>	20
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	220
<b>Right Turn Discount:</b>	187
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	245
<b>Major Approach K factor:</b>	9
<b>Minor Approach K factor:</b>	8.5

<sup>1</sup> Capacity obtained from unsignalized intersection analysis  
 For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

**Last Updated: February 2009**

**Oregon Department of Transportation**  
**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vilas Rd	<b>Minor Street:</b> Crater Lake Ave
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2: JTA Build Tier 1 and 2

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	7722	Y
	Minor	2	2500	2882	
Case B	Major	2	11100	7722	N
	Minor	2	1250	2882	

Analyst and Date: Katie Brown 3.6.19

Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.



**Figure L-13: JTA Build with Tier 1 and 2 Projects (JTAT2) Preliminary Signal Warrant Analysis at Vilas Road and Lear Way**

<b>Major Street:</b>	Vials Rd
<b>Minor Street:</b>	Lear Way
<b>Project Name:</b>	OR62-Vilas Rd IAMP
<b>City/County:</b>	Medford/Jackson
<b>Analysis Year:</b>	2040
<b>Alternative:</b>	P2: JTA Build Tier 1 and 2
<b>Meet 70% Warrants?:</b>	Yes
	70%

**Major**

<b>Approach Lanes:</b>	2
------------------------	---

**Minor**

<b>Approach Lanes:</b>	2
------------------------	---

**Major**

<b>Approach Volumes (vph):</b>	2490
--------------------------------	------

**Minor**

<b>Approach Volume (vph):</b>	310
<b>Right Turn Volume (vph):</b>	90
<b>Capacity of Shared/Exclusive Right Turn Lane<sup>1</sup>:</b>	411
<b>Right Turn Discount:</b>	349
<b>Right Turn Volume included in Warrant:</b>	0
<b>Minor Approach Volume in Warrant:</b>	220

<b>Major Approach K factor:</b>	8.5
---------------------------------	-----

<b>Minor Approach K factor:</b>	9
---------------------------------	---

<sup>1</sup> Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

**Oregon Department of Transportation**  
**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Vials Rd	<b>Minor Street:</b> Lear Way
<b>Project:</b> OR62-Vilas Rd IAMP	<b>City/County:</b> Medford/Jackson
<b>Year:</b> 2040	<b>Alternative:</b> P2: JTA Build Tier 1 and 2

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

**X** 70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

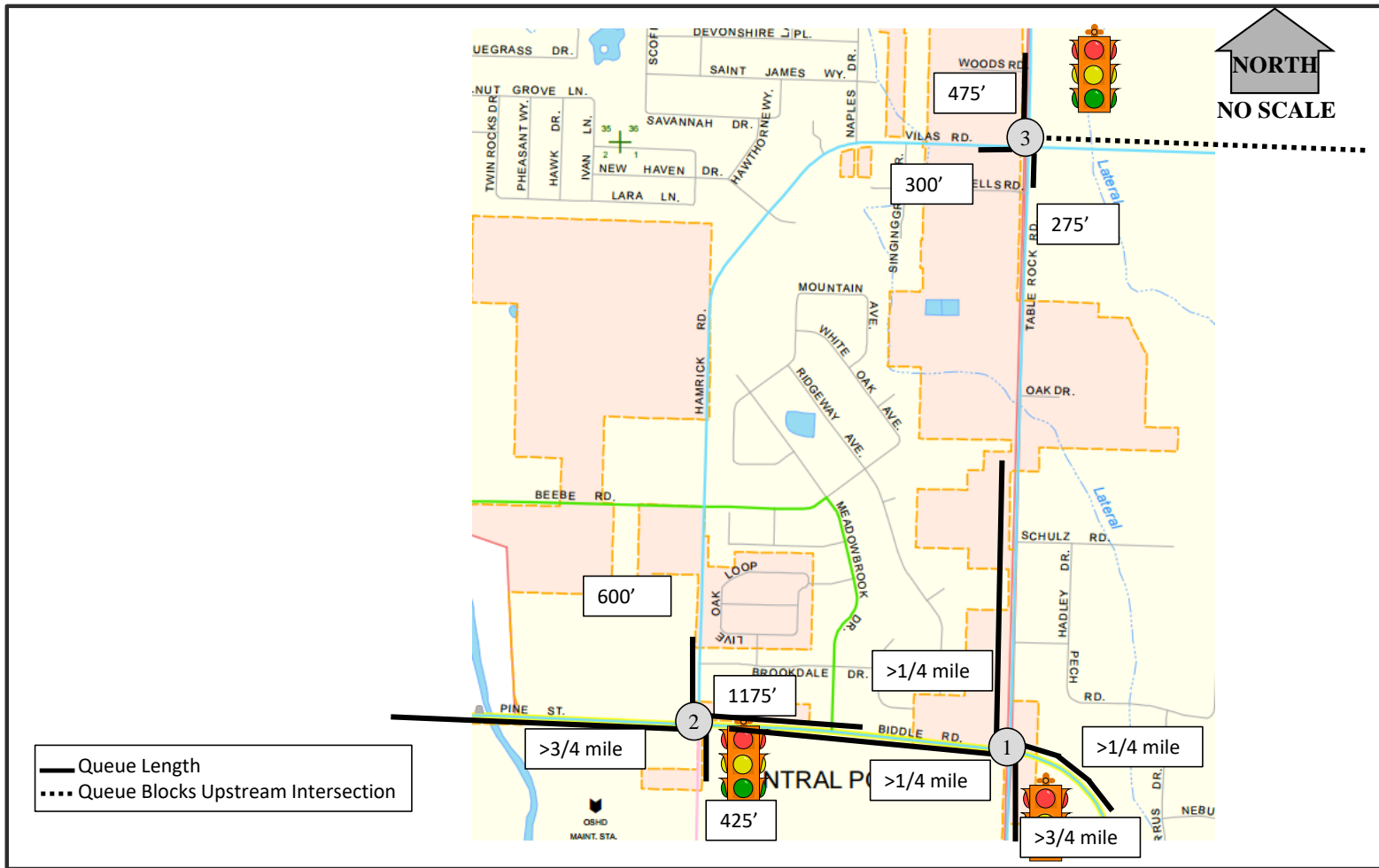
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	29294	N
	Minor	2	2500	2444	
Case B	Major	2	11100	29294	Y
	Minor	2	1250	2444	

Analyst and Date: Katie Brown 2.27.19      Reviewer and Date: P. Schuytema 5.14.19

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

**APPENDIX M:  
QUEUE LENGTH FIGURES**



OREGON DEPARTMENT OF TRANSPORTATION

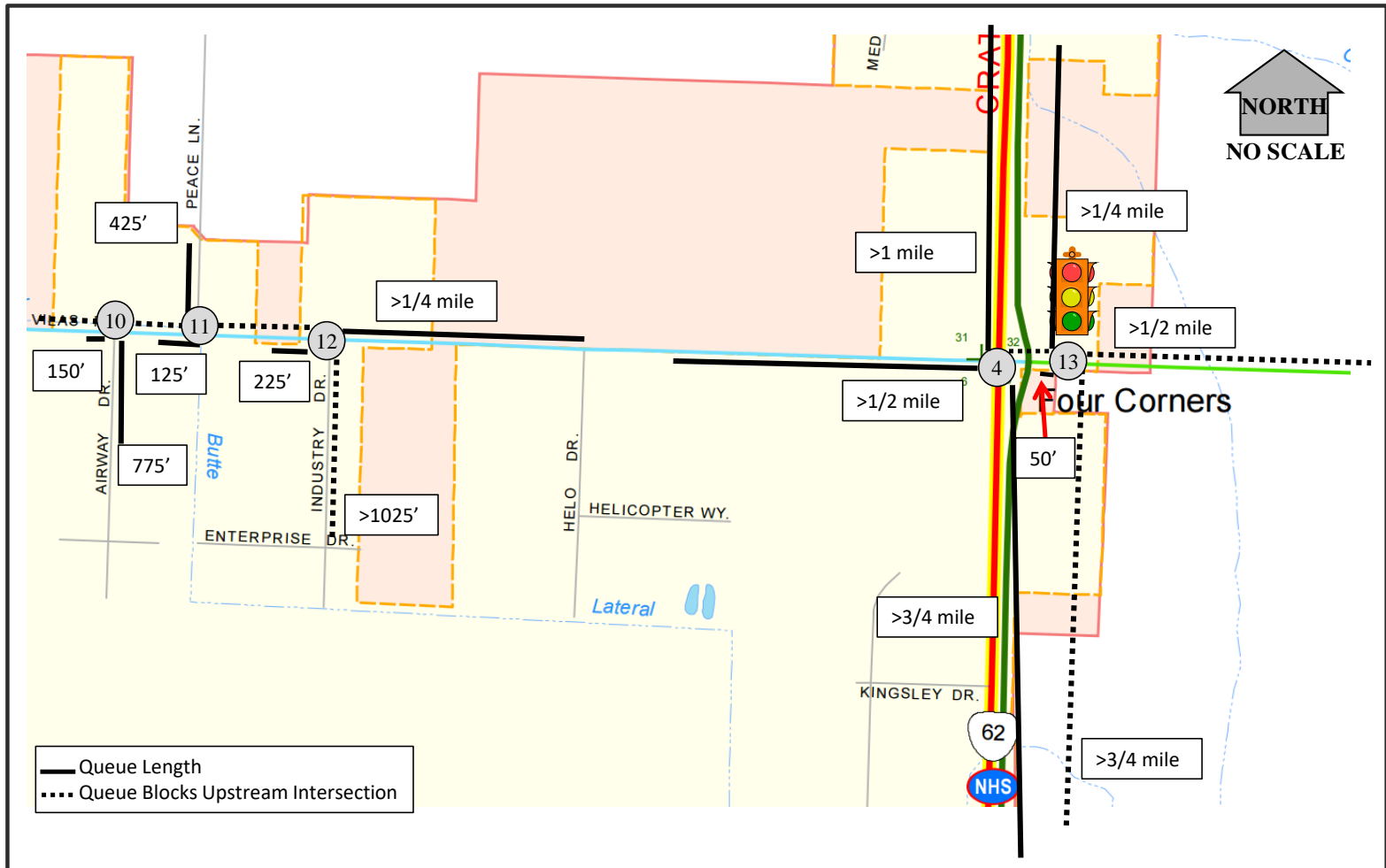
TPAU TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95<sup>th</sup> Percentile Queue Lengths  
 No Build No Mitigations - NBNM

File : OR62-Vilas  
 Date : 3/13/19

Prepared By: Katie Brown  
 Reviewed By: P. Schuytema, P.E.

FIGURE M-1



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95<sup>th</sup> Percentile Queue Lengths  
 No Build No Mitigations - NBNM

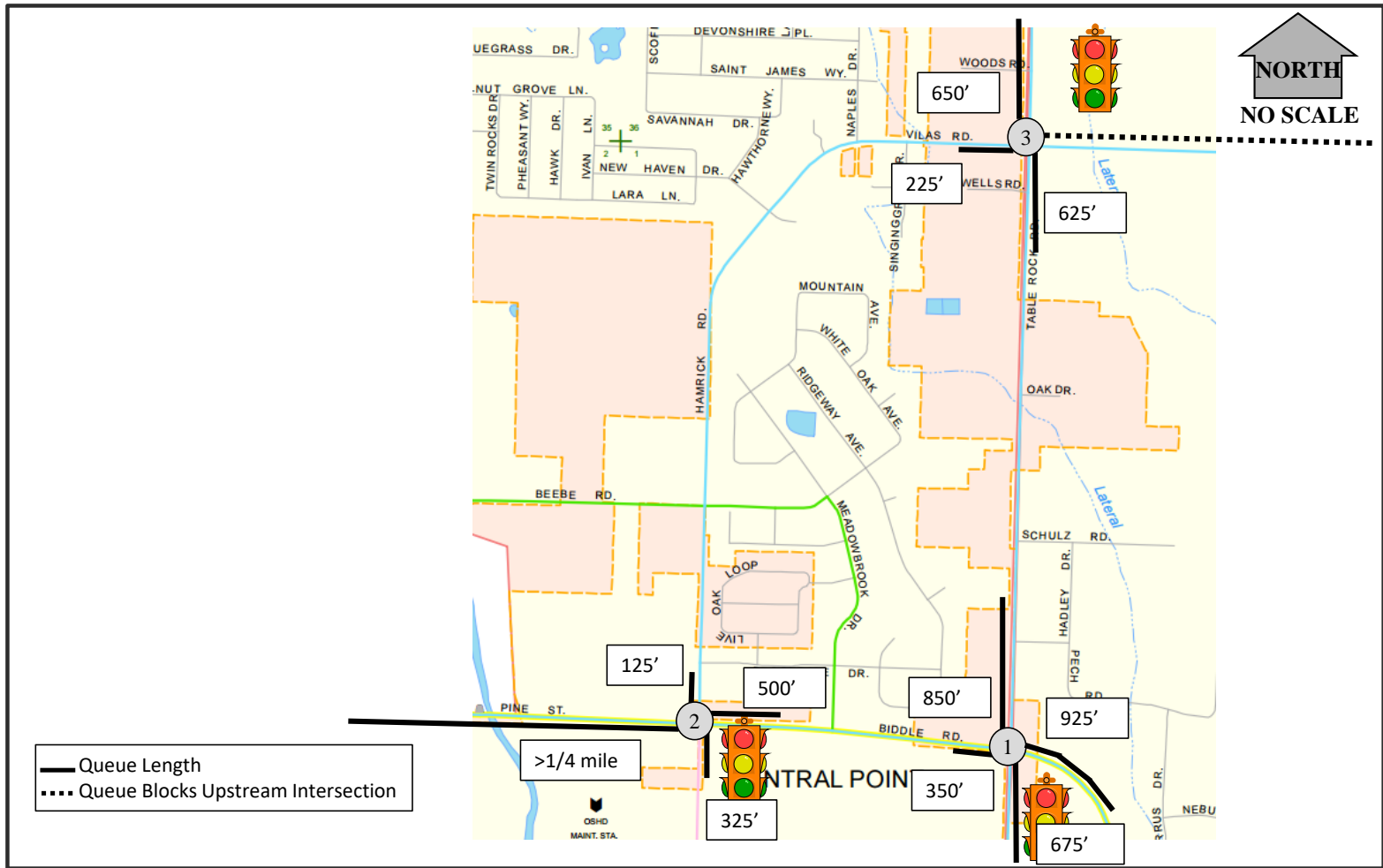
File : OR62-Vilas

Prepared By: Katie Brown

Date : 3/13/19

Reviewed By: P. Schuytema, P.E

FIGURE M-2



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95<sup>th</sup> Percentile Queue Lengths  
 No Build with Tier 1 and 2 Projects – NBT2

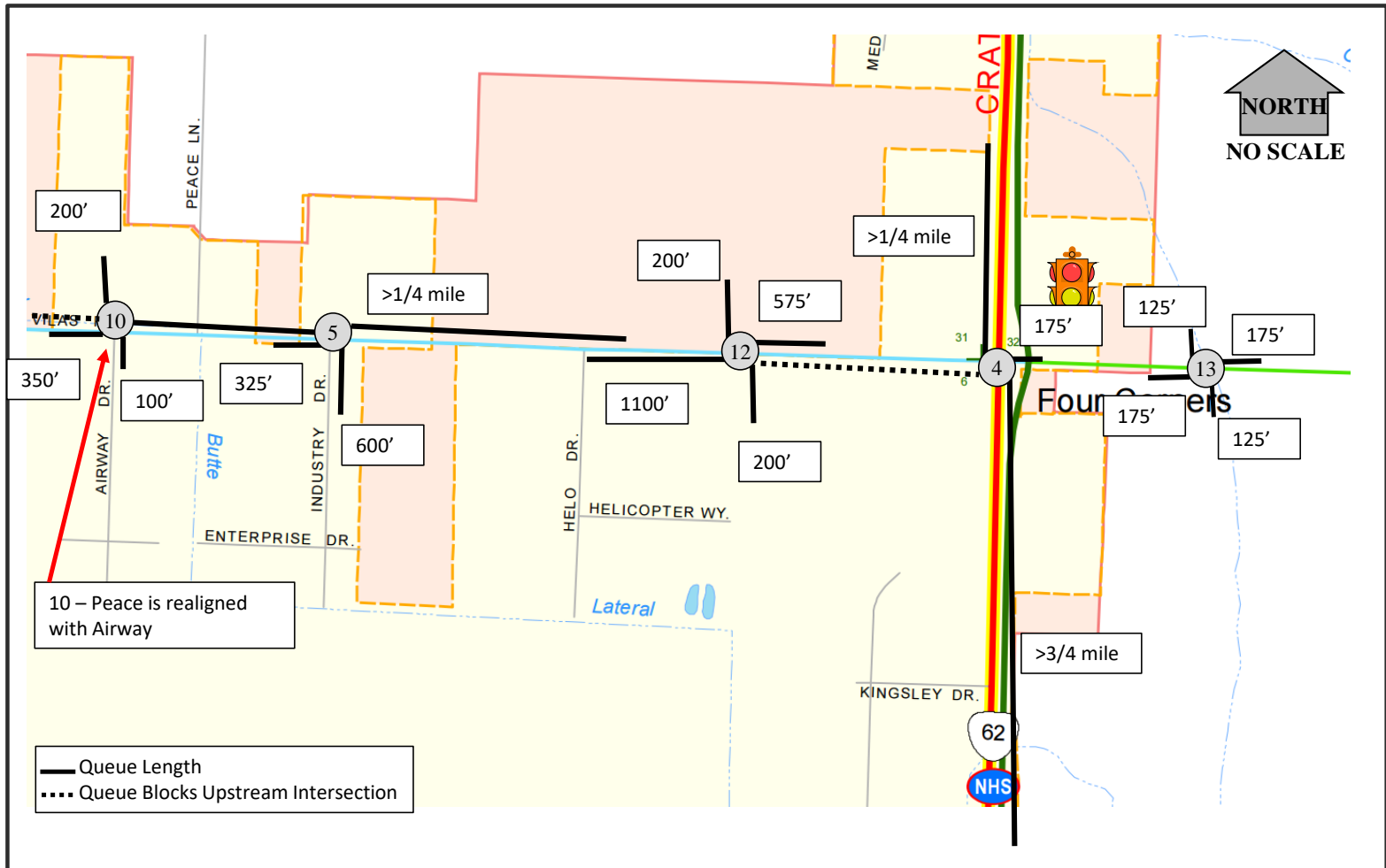
File : OR62-Vilas

Prepared By: Katie Brown

Date : 3/14/19

Reviewed By: P. Schuytema, P.E

FIGURE M-3



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95<sup>th</sup> Percentile Queue Lengths  
 No Build with Tier 1 and 2 Projects – NBT2

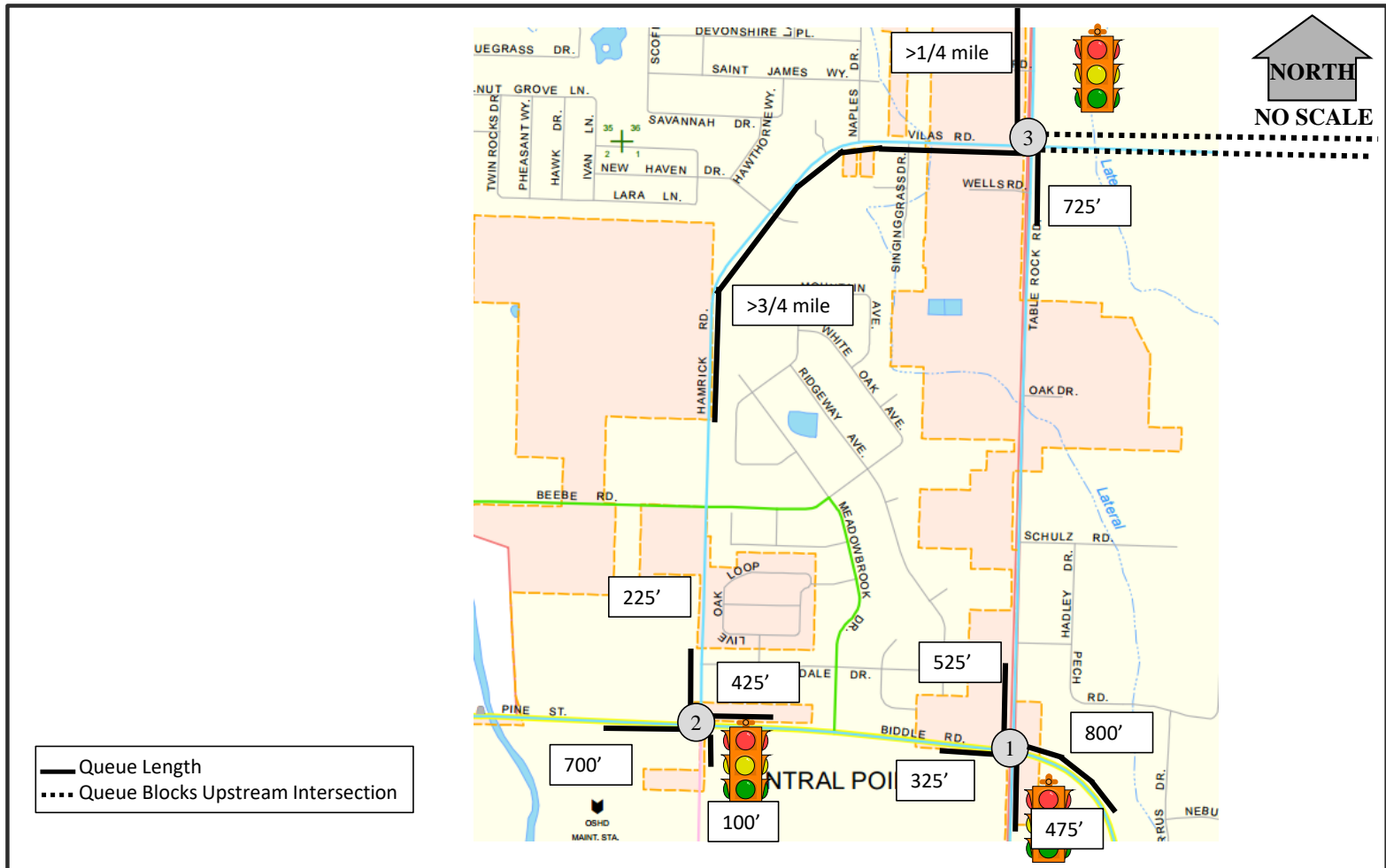
File : OR62-Vilas

Prepared By: Katie Brown

Date : 3/14/19

Reviewed By: P. Schuytema, P.E

FIGURE M-4



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95<sup>th</sup> Percentile Queue Lengths  
 JTA Interchange Build with Tier 1 and 2 Projects – JTAT2

File : OR62-Vilas

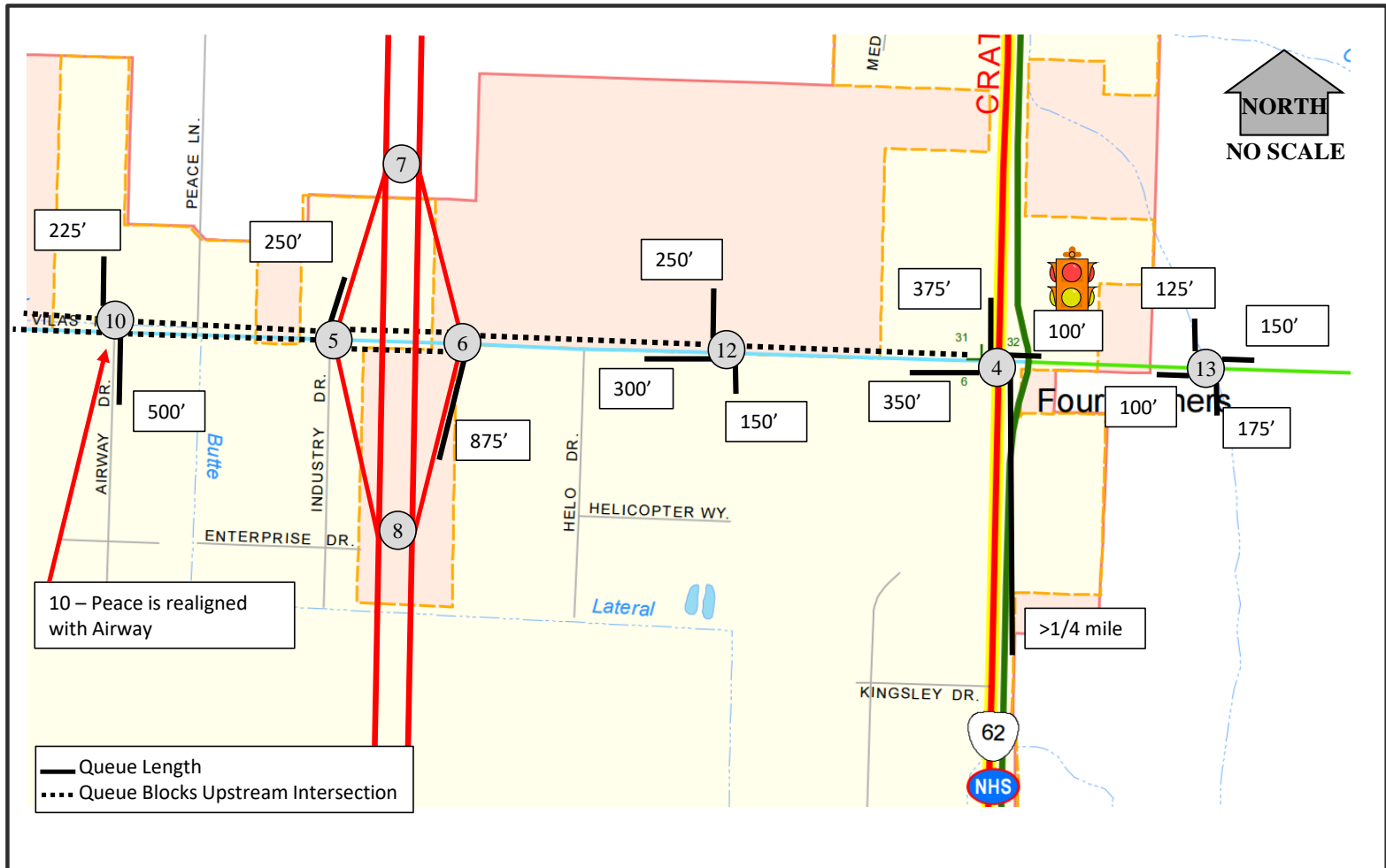
Prepared By: Katie Brown

Date : 3/14/19

Reviewed By: P. Schuytema, P.E

FIGURE M-5





OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95<sup>th</sup> Percentile Queue Lengths  
 JTA Interchange Build with Tier 1 and 2 Projects - JTAT2

File : OR62-Vilas

Prepared By: Katie Brown

Date : 3/14/19

Reviewed By: P. Schuytema, P.E

FIGURE M-6

**APPENDIX N:**

**SIM TRAFFIC SIMMULATION REPORTS**

## Figure N-1: No-Build/No-Mitigation (NBNM)Sim Traffic Queuing and Blocking Reports

### SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

03/13/2019

#### Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	10510	10499	10501	10600	10595	10346	10510
Vehs Exited	8967	9094	9072	9072	9243	8829	9102
Starting Vehs	1157	1122	1133	1129	1134	1155	1123
Ending Vehs	2700	2527	2562	2657	2486	2672	2531
Travel Distance (mi)	24394	24594	24540	24636	25072	24247	24657
Travel Time (hr)	2286.0	2291.7	2151.1	2256.7	2090.2	2541.3	2204.3
Total Delay (hr)	1673.1	1675.4	1537.3	1637.9	1462.3	1935.0	1586.4
Total Stops	27807	29095	28309	27664	30499	29552	26897
Fuel Used (gal)	916.7	932.8	900.6	910.9	892.3	975.9	907.7

#### Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	10499	10637	10505	10573
Vehs Exited	9090	9101	9227	9044
Starting Vehs	1110	1101	1158	1176
Ending Vehs	2519	2637	2436	2705
Travel Distance (mi)	24762	24797	24916	24710
Travel Time (hr)	2131.9	2182.9	2015.7	2300.6
Total Delay (hr)	1511.5	1562.5	1391.7	1681.2
Total Stops	28104	28120	28552	30379
Fuel Used (gal)	895.7	900.4	875.0	930.1

#### Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	2846	2952	2875	2988	2863	2991	2954
Vehs Exited	2249	2329	2317	2363	2329	2129	2328
Starting Vehs	1157	1122	1133	1129	1134	1155	1123
Ending Vehs	1754	1745	1691	1754	1668	2017	1749
Travel Distance (mi)	6327	6551	6445	6650	6522	6254	6569
Travel Time (hr)	362.8	360.8	348.1	355.7	357.2	405.8	359.3
Total Delay (hr)	203.7	197.4	187.2	188.8	194.5	249.6	195.0
Total Stops	5809	6337	6039	6381	6930	6839	6262
Fuel Used (gal)	191.1	194.1	191.2	195.2	196.1	199.1	195.7

**Interval #1 Information Recording**

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	2849	2928	2890	2908
Vehs Exited	2338	2303	2423	2233
Starting Vehs	1110	1101	1158	1176
Ending Vehs	1621	1726	1625	1851
Travel Distance (mi)	6532	6592	6560	6477
Travel Time (hr)	341.6	355.6	349.6	384.1
Total Delay (hr)	177.2	191.3	185.6	221.0
Total Stops	5573	6253	6276	6944
Fuel Used (gal)	190.8	193.3	192.3	198.3

**Interval #2 Information Recording2**

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	7664	7547	7626	7612	7732	7355	7556
Vehs Exited	6718	6765	6755	6709	6914	6700	6774
Starting Vehs	1754	1745	1691	1754	1668	2017	1749
Ending Vehs	2700	2527	2562	2657	2486	2672	2531
Travel Distance (mi)	18068	18043	18095	17986	18550	17993	18088
Travel Time (hr)	1923.2	1930.9	1803.0	1901.0	1733.0	2135.5	1845.0
Total Delay (hr)	1469.5	1478.0	1350.2	1449.1	1267.8	1685.4	1391.4
Total Stops	21998	22758	22270	21283	23569	22713	20635
Fuel Used (gal)	725.6	738.8	709.3	715.7	696.2	776.7	712.0

**Interval #2 Information Recording2**

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	7	8	9	Avg
Vehs Entered	7650	7709	7615	7665
Vehs Exited	6752	6798	6804	6811
Starting Vehs	1621	1726	1625	1851
Ending Vehs	2519	2637	2436	2705
Travel Distance (mi)	18230	18205	18356	18233
Travel Time (hr)	1790.3	1827.3	1666.1	1916.5
Total Delay (hr)	1334.3	1371.1	1206.1	1460.2
Total Stops	22531	21867	22276	23435
Fuel Used (gal)	704.9	707.1	682.7	731.7

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	B8	B8	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	T	T	L	T	TR	LT	R	LT	R
Maximum Queue (ft)	550	1562	1529	477	434	392	543	492	457	61	512	215
Average Queue (ft)	545	1192	1013	113	98	319	339	274	269	10	247	193
95th Queue (ft)	575	1740	1733	465	434	481	634	504	459	61	629	254
Link Distance (ft)		1465	1465	2661	2661		1952	1952	4862		1406	
Upstream Blk Time (%)		28	9									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390					305				150		190
Storage Blk Time (%)	81	11				46	5		26		0	24
Queuing Penalty (veh)	392	50				160	14		3		3	3

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	B8	B8	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	T	T	L	T	TR	LT	R	LT	R
Maximum Queue (ft)	550	1586	1585	2735	2733	405	1045	1033	454	112	594	215
Average Queue (ft)	549	1553	1494	2037	2015	395	753	670	250	11	255	198
95th Queue (ft)	552	1589	1784	3270	3257	452	1202	1157	413	66	581	251
Link Distance (ft)		1465	1465	2661	2661		1952	1952	4862		1406	
Upstream Blk Time (%)		92	40	40	36							
Queuing Penalty (veh)		0	0	0	0							
Storage Bay Dist (ft)	390					305				150		190
Storage Blk Time (%)	84	4				86	8		25	0	0	27
Queuing Penalty (veh)	375	17				283	20		2	0	3	3

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	B8	B8	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	T	T	L	T	TR	LT	R	LT	R
Maximum Queue (ft)	550	1587	1585	2735	2733	405	1045	1033	508	130	623	215
Average Queue (ft)	548	1466	1378	1573	1552	377	653	575	255	10	253	197
95th Queue (ft)	563	1838	1929	3313	3292	485	1162	1095	425	65	593	252
Link Distance (ft)		1465	1465	2661	2661		1952	1952	4862		1406	
Upstream Blk Time (%)		76	32	30	27							
Queuing Penalty (veh)		0	0	0	0							
Storage Bay Dist (ft)	390					305				150		190
Storage Blk Time (%)	83	6				76	7		25	0	0	26
Queuing Penalty (veh)	379	25				252	18		3	0	3	3

Intersection: 10: Airway Dr & Vilas Road, Interval #1

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	149	131
Average Queue (ft)	30	78
95th Queue (ft)	150	167
Link Distance (ft)	400	982
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	7	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Airway Dr & Vilas Road, Interval #2

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	81	411	696
Average Queue (ft)	10	333	365
95th Queue (ft)	146	564	833
Link Distance (ft)	2575	400	982
Upstream Blk Time (%)		10	5
Queuing Penalty (veh)		124	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Airway Dr & Vilas Road, All Intervals

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	81	411	696
Average Queue (ft)	8	260	296
95th Queue (ft)	126	559	753
Link Distance (ft)	2575	400	982
Upstream Blk Time (%)		8	3
Queuing Penalty (veh)		95	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	B1	B159	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	R	T	T	L	TR	L	T	T	R	L
Maximum Queue (ft)	325	1462	350	95	25	105	104	375	1869	1862	225	350
Average Queue (ft)	304	985	283	18	3	89	91	360	1172	1190	133	275
95th Queue (ft)	391	1817	445	163	48	110	106	424	2262	2267	297	431
Link Distance (ft)		1880		509	450	79	79		4940	4940		
Upstream Blk Time (%)		4		1		47	49					
Queuing Penalty (veh)		42		12		130	135					
Storage Bay Dist (ft)	250		200					225			150	200
Storage Blk Time (%)	23	63	6					56	35	44	0	39
Queuing Penalty (veh)	159	431	47					452	110	80	1	267

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	2222	2277	275
Average Queue (ft)	1527	1567	267
95th Queue (ft)	2701	2721	323
Link Distance (ft)	8409	8409	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	48	50	22
Queuing Penalty (veh)	68	275	149



**Intersection: 20: Old Highway 62 & Vilas Road, Interval #2**

Movement	EB	EB	EB	B1	B159	B173	B175	WB	WB	NB	NB	NB
Directions Served	L	T	R	T	T	T	T	L	TR	L	T	T
Maximum Queue (ft)	325	1828	350	387	221	82	134	115	117	375	3649	3634
Average Queue (ft)	312	1462	264	173	96	39	78	88	91	360	2894	2903
95th Queue (ft)	378	2406	444	587	420	199	433	108	111	431	4863	4848
Link Distance (ft)		1880		509	450	199	729	79	79		4940	4940
Upstream Blk Time (%)		27		19	14	12	1	46	52		13	12
Queuing Penalty (veh)		268		185	136	122	9	118	135		0	0
Storage Bay Dist (ft)	250		200							225		
Storage Blk Time (%)	43	55	6							65	35	42
Queuing Penalty (veh)	276	352	42							491	100	73

**Intersection: 20: Old Highway 62 & Vilas Road, Interval #2**

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	225	350	6094	6138	275
Average Queue (ft)	128	325	4240	4277	261
95th Queue (ft)	291	420	7057	7068	333
Link Distance (ft)			8409	8409	
Upstream Blk Time (%)			5	4	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)	150	200			150
Storage Blk Time (%)	0	81	36	47	18
Queuing Penalty (veh)	1	518	47	243	117

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	B1	B159	B173	B175	WB	WB	NB	NB	NB
Directions Served	L	T	R	T	T	T	T	L	TR	L	T	T
Maximum Queue (ft)	325	1833	350	387	221	82	134	119	117	375	3649	3634
Average Queue (ft)	310	1347	268	136	74	30	59	88	91	360	2478	2490
95th Queue (ft)	382	2325	445	519	364	171	373	108	110	430	4647	4637
Link Distance (ft)		1880		509	450	199	729	79	79		4940	4940
Upstream Blk Time (%)		21		14	10	9	1	46	51		10	9
Queuing Penalty (veh)		211		142	102	92	7	121	135		0	0
Storage Bay Dist (ft)	250		200							225		
Storage Blk Time (%)	38	57	6							63	35	43
Queuing Penalty (veh)	247	372	43							481	103	75

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	225	350	6094	6138	275
Average Queue (ft)	129	313	3585	3623	262
95th Queue (ft)	293	431	6751	6768	331
Link Distance (ft)			8409	8409	
Upstream Blk Time (%)			4	3	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)	150	200			150
Storage Blk Time (%)	0	70	39	48	19
Queuing Penalty (veh)	1	455	52	251	125

Intersection: 26: Vilas Road & Peace Ln, Interval #1

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	51	54	193
Average Queue (ft)	26	4	115
95th Queue (ft)	62	55	250
Link Distance (ft)		584	809
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 26: Vilas Road & Peace Ln, Interval #2**

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	79	64	566	446
Average Queue (ft)	29	13	397	214
95th Queue (ft)	90	120	821	446
Link Distance (ft)		400	584	809
Upstream Blk Time (%)		0	10	
Queuing Penalty (veh)		2	121	
Storage Bay Dist (ft)	150			
Storage Blk Time (%)		3		
Queuing Penalty (veh)		2		

**Intersection: 26: Vilas Road & Peace Ln, All Intervals**

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	86	64	566	446
Average Queue (ft)	29	10	302	190
95th Queue (ft)	84	104	764	414
Link Distance (ft)		400	584	809
Upstream Blk Time (%)		0	8	
Queuing Penalty (veh)		2	91	
Storage Bay Dist (ft)	150			
Storage Blk Time (%)		2		
Queuing Penalty (veh)		1		

**Intersection: 28: Table Rock Road & Access 2, Interval #1**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 28: Table Rock Road & Access 2, Interval #2**

**Movement**

Directions Served  
 Maximum Queue (ft)  
 Average Queue (ft)  
 95th Queue (ft)  
 Link Distance (ft)  
 Upstream Blk Time (%)  
 Queuing Penalty (veh)  
 Storage Bay Dist (ft)  
 Storage Blk Time (%)  
 Queuing Penalty (veh)

**Intersection: 28: Table Rock Road & Access 2, All Intervals**

**Movement**

Directions Served  
 Maximum Queue (ft)  
 Average Queue (ft)  
 95th Queue (ft)  
 Link Distance (ft)  
 Upstream Blk Time (%)  
 Queuing Penalty (veh)  
 Storage Bay Dist (ft)  
 Storage Blk Time (%)  
 Queuing Penalty (veh)

**Intersection: 30: Crater Lake Ave & Vilas Road, Interval #1**

Movement	EB	WB	B166	NB	SB
Directions Served	LTR	LTR	T	LTR	LTR
Maximum Queue (ft)	34	1586	206	3602	815
Average Queue (ft)	8	1156	42	2480	544
95th Queue (ft)	34	1785	286	3702	1020
Link Distance (ft)	79	1706	1236	4535	4807
Upstream Blk Time (%)	0	12			
Queuing Penalty (veh)	3	0			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 30: Crater Lake Ave & Vilas Road, Interval #2**

Movement	EB	WB	B166	NB	SB
Directions Served	LTR	LTR	T	LTR	LTR
Maximum Queue (ft)	68	1828	1294	4602	2025
Average Queue (ft)	11	1763	1010	4479	1408
95th Queue (ft)	48	1906	1693	4871	2402
Link Distance (ft)	79	1706	1236	4535	4807
Upstream Blk Time (%)	1	93	62	84	
Queuing Penalty (veh)	5	0	0	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 30: Crater Lake Ave & Vilas Road, All Intervals**

Movement	EB	WB	B166	NB	SB
Directions Served	LTR	LTR	T	LTR	LTR
Maximum Queue (ft)	72	1828	1294	4602	2025
Average Queue (ft)	10	1617	776	3997	1200
95th Queue (ft)	45	2160	1691	5568	2284
Link Distance (ft)	79	1706	1236	4535	4807
Upstream Blk Time (%)	1	73	47	63	
Queuing Penalty (veh)	5	0	0	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 74: Table Rock Road & Vilas Road, Interval #1**

Movement	EB	EB	WB	WB	B7	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	T	L	T	T	R	L	T	TR
Maximum Queue (ft)	210	281	205	471	1906	100	257	254	221	187	372	389
Average Queue (ft)	112	179	202	447	1319	25	159	159	106	79	204	252
95th Queue (ft)	213	284	221	470	2482	109	258	254	233	185	407	439
Link Distance (ft)		557		373	2575		804	804			3511	3511
Upstream Blk Time (%)				57	1							
Queuing Penalty (veh)				749	10							
Storage Bay Dist (ft)	160		100			160			225	160		
Storage Blk Time (%)	3	19	45	59			7	1	1	0	12	
Queuing Penalty (veh)	8	38	348	329			2	7	3	2	15	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	WB	WB	B7	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	T	L	T	T	R	L	T	TR
Maximum Queue (ft)	262	378	205	487	2579	109	279	273	267	228	482	519
Average Queue (ft)	107	174	201	447	2486	20	154	152	95	86	208	253
95th Queue (ft)	200	301	226	473	2910	73	253	248	214	188	408	458
Link Distance (ft)		557		373	2575		804	804			3511	3511
Upstream Blk Time (%)				58	8							
Queuing Penalty (veh)				719	101							
Storage Bay Dist (ft)	160		100			160			225	160		
Storage Blk Time (%)	2	15	42	60			7	1	1	0	13	
Queuing Penalty (veh)	5	27	301	310			1	7	4	1	15	

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	WB	WB	B7	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	T	L	T	T	R	L	T	TR
Maximum Queue (ft)	277	386	205	491	2579	166	309	299	282	248	538	569
Average Queue (ft)	108	175	201	447	2204	21	155	154	97	84	207	253
95th Queue (ft)	203	297	225	472	3272	83	254	250	219	187	408	454
Link Distance (ft)		557		373	2575		804	804			3511	3511
Upstream Blk Time (%)				58	6							
Queuing Penalty (veh)				727	78							
Storage Bay Dist (ft)	160		100			160			225	160		
Storage Blk Time (%)	2	16	43	60			7	1	1	0	13	
Queuing Penalty (veh)	6	30	313	315			1	7	3	1	15	

**Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	L	T
Maximum Queue (ft)	585	968	847	12	18	1092	1238	290	169	1833	235	1609
Average Queue (ft)	524	616	401	2	3	803	915	284	121	1306	229	1238
95th Queue (ft)	740	1333	1078	27	30	1375	1512	332	212	2327	259	1914
Link Distance (ft)		1952	1952			3048	3048			5557		1824
Upstream Blk Time (%)												1
Queuing Penalty (veh)												10
Storage Bay Dist (ft)	450			250	70			205	90		95	
Storage Blk Time (%)	67	0	1			75	62	16	15	63	67	37
Queuing Penalty (veh)	166	0	2			2	343	61	84	113	372	163

**Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1**

Movement	SB
Directions Served	R
Maximum Queue (ft)	1308
Average Queue (ft)	660
95th Queue (ft)	1626
Link Distance (ft)	1824
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2**

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	T	L	T	T	R	L	TR	L	T	R
Maximum Queue (ft)	600	1506	1500	46	1509	1596	290	170	4538	235	1808	1708
Average Queue (ft)	592	1152	797	3	988	1100	280	125	3336	232	1504	796
95th Queue (ft)	644	1954	1887	26	1879	2020	346	214	5338	251	1964	1793
Link Distance (ft)		1952	1952		3048	3048			5557		1824	1824
Upstream Blk Time (%)		0	0						4		6	1
Queuing Penalty (veh)		1	0						0		39	5
Storage Bay Dist (ft)	450			70			205	90		95		
Storage Blk Time (%)	90		1		75	63	18	19	67	74	32	
Queuing Penalty (veh)	207		1		1	326	62	95	112	379	133	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	L	T
Maximum Queue (ft)	600	1506	1500	12	59	1526	1602	290	170	4538	235	1826
Average Queue (ft)	575	1023	702	0	3	943	1055	281	124	2846	231	1440
95th Queue (ft)	701	1892	1746	13	27	1779	1918	343	214	5158	253	1993
Link Distance (ft)		1952	1952			3048	3048			5557		1824
Upstream Blk Time (%)		0	0							3		5
Queuing Penalty (veh)		0	0							0		32
Storage Bay Dist (ft)	450			250	70			205	90		95	
Storage Blk Time (%)	84	0	1			75	63	17	18	66	72	33
Queuing Penalty (veh)	197	0	1			1	330	62	92	112	377	141

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	1755
Average Queue (ft)	763
95th Queue (ft)	1757
Link Distance (ft)	1824
Upstream Blk Time (%)	1
Queuing Penalty (veh)	4
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	47	32
Average Queue (ft)	10	7
95th Queue (ft)	95	74
Link Distance (ft)	1123	1123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	1	
Queuing Penalty (veh)	0	



Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	184	157
Average Queue (ft)	37	26
95th Queue (ft)	194	169
Link Distance (ft)	1123	1123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	5	
Queuing Penalty (veh)	0	

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	189	160
Average Queue (ft)	30	21
95th Queue (ft)	175	151
Link Distance (ft)	1123	1123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	4	
Queuing Penalty (veh)	0	

Intersection: 158: Industry Drive & Vilas Road, Interval #1

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	3	52	838
Average Queue (ft)	0	21	656
95th Queue (ft)	7	54	1076
Link Distance (ft)	584		1010
Upstream Blk Time (%)			17
Queuing Penalty (veh)			0
Storage Bay Dist (ft)		250	
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 158: Industry Drive & Vilas Road, Interval #2**

Movement	EB	WB	WB	B175	B173	B159	B1	NB
Directions Served	TR	L	T	T	T	T	T	LR
Maximum Queue (ft)	107	255	722	211	363	375	586	1056
Average Queue (ft)	36	90	397	100	158	120	143	1000
95th Queue (ft)	253	283	1005	327	548	496	786	1153
Link Distance (ft)	584		729	199	450	509	1880	1010
Upstream Blk Time (%)	1		32	30	23	15	0	86
Queuing Penalty (veh)	5		335	320	241	159	0	0
Storage Bay Dist (ft)		250						
Storage Blk Time (%)		0	44					
Queuing Penalty (veh)		0	21					

**Intersection: 158: Industry Drive & Vilas Road, All Intervals**

Movement	EB	WB	WB	B175	B173	B159	B1	NB
Directions Served	TR	L	T	T	T	T	T	LR
Maximum Queue (ft)	110	255	722	211	363	375	586	1057
Average Queue (ft)	27	74	301	76	120	91	109	917
95th Queue (ft)	218	249	901	286	477	429	678	1262
Link Distance (ft)	584		729	199	450	509	1880	1010
Upstream Blk Time (%)	0		24	23	17	11	0	69
Queuing Penalty (veh)	4		252	240	180	119	0	0
Storage Bay Dist (ft)		250						
Storage Blk Time (%)		0	33					
Queuing Penalty (veh)		0	16					

**Network Summary**

Network wide Queuing Penalty, Interval #1: 5820  
 Network wide Queuing Penalty, Interval #2: 8124  
 Network wide Queuing Penalty, All Intervals: 7548

**Figure N-2: No-Build with Tier 1 and 2 Projects (NBT2) Sim Traffic Queuing and Blocking Reports**

**SimTraffic Simulation Summary  
2035 SD Bypass Build - FEIS**

03/08/2019

**Summary of All Intervals**

Run Number	1	10	2	3	4	5	6
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	11418	11369	11306	11361	11474	11549	11403
Vehs Exited	10734	10634	10667	10770	10757	10749	10538
Starting Vehs	1167	1155	1101	1216	1136	1116	1162
Ending Vehs	1851	1890	1740	1807	1853	1916	2027
Travel Distance (mi)	29505	29248	29588	29753	29682	29574	28987
Travel Time (hr)	1479.2	1551.1	1500.9	1539.3	1569.6	1544.3	1614.2
Total Delay (hr)	732.9	810.1	751.4	787.4	819.1	796.3	879.3
Total Stops	29487	31554	31309	31492	32643	30883	32519
Fuel Used (gal)	875.6	881.2	879.1	891.5	895.5	884.4	890.0

**Summary of All Intervals**

Run Number	7	8	9	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	11111	11358	11393	11146
Vehs Exited	10495	10691	10858	10493
Starting Vehs	1154	1170	1125	1153
Ending Vehs	1770	1837	1660	1806
Travel Distance (mi)	29224	29761	29983	28991
Travel Time (hr)	1493.3	1538.4	1429.9	1519.6
Total Delay (hr)	753.4	786.2	671.2	784.8
Total Stops	31273	33026	29860	29386
Fuel Used (gal)	870.0	895.1	873.1	868.7

**Interval #0 Information Seeding**

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	2900	2966	2972	3000	3066	2977	3005
Vehs Exited	2732	2665	2682	2748	2726	2734	2669
Starting Vehs	1167	1155	1101	1216	1136	1116	1162
Ending Vehs	1335	1456	1391	1468	1476	1359	1498
Travel Distance (mi)	7570	7592	7654	7726	7807	7501	7524
Travel Time (hr)	318.4	325.9	319.6	332.9	332.9	314.3	326.4
Total Delay (hr)	126.8	134.6	126.3	138.3	135.6	125.1	135.0
Total Stops	6445	6861	6480	6742	6881	6306	6653
Fuel Used (gal)	212.9	216.0	215.4	218.3	218.9	209.4	211.8

**Interval #1 Information Recording**

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	2983	3008	2878	2956
Vehs Exited	2771	2730	2654	2699
Starting Vehs	1154	1170	1125	1153
Ending Vehs	1366	1448	1349	1410
Travel Distance (mi)	7710	7667	7418	7652
Travel Time (hr)	315.7	329.4	309.7	315.0
Total Delay (hr)	120.3	135.8	122.1	121.7
Total Stops	6377	6805	6353	6332
Fuel Used (gal)	214.7	217.7	207.8	212.9

**Interval #2 Information Recording2**

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	8518	8403	8334	8361	8408	8572	8398
Vehs Exited	8002	7969	7985	8022	8031	8015	7869
Starting Vehs	1335	1456	1391	1468	1476	1359	1498
Ending Vehs	1851	1890	1740	1807	1853	1916	2027
Travel Distance (mi)	21935	21656	21934	22027	21876	22073	21463
Travel Time (hr)	1160.9	1225.2	1181.3	1206.3	1236.7	1230.0	1287.8
Total Delay (hr)	606.0	675.5	625.1	649.1	683.5	671.2	744.3
Total Stops	23042	24693	24829	24750	25762	24577	25866
Fuel Used (gal)	662.7	665.2	663.7	673.2	676.6	675.0	678.2

**Interval #2 Information Recording2**

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	7	8	9	Avg	
Vehs Entered	8128	8350	8515	8190	8376
Vehs Exited	7724	7961	8204	7794	7963
Starting Vehs	1366	1448	1349	1410	1412
Ending Vehs	1770	1837	1660	1806	1832
Travel Distance (mi)	21514	22094	22566	21339	21862
Travel Time (hr)	1177.7	1208.9	1120.2	1204.6	1203.6
Total Delay (hr)	633.1	650.3	549.0	663.1	650.0
Total Stops	24896	26221	23507	23054	24655
Fuel Used (gal)	655.4	677.4	665.3	655.8	668.0

**Intersection: 1: Lear Way & Vilas Road, Interval #1**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	L	TR
Maximum Queue (ft)	124	153	204	63	136	318	346	110	112	135	130	105
Average Queue (ft)	69	64	101	18	59	186	204	36	63	70	75	50
95th Queue (ft)	132	148	211	67	141	331	353	137	114	139	140	107
Link Distance (ft)		1245	1245			1112	1112			4421		2842
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200	200			200	200		200	
Storage Blk Time (%)	0	0	1	0		5	7	0	0			
Queuing Penalty (veh)	0	0	1	0		4	7	0	0			

**Intersection: 1: Lear Way & Vilas Road, Interval #2**

Movement	EB	EB	EB	EB	B159	B159	B173	B173	B175	B175	WB	WB
Directions Served	L	T	T	R	T	T	T	T	T	T	L	T
Maximum Queue (ft)	205	889	951	210	178	183	77	76	80	81	243	767
Average Queue (ft)	114	450	481	62	46	49	10	11	8	8	68	239
95th Queue (ft)	243	1204	1217	208	274	281	89	96	92	91	187	601
Link Distance (ft)		1245	1245		450	450	199	199	453	453		1112
Upstream Blk Time (%)		10	11		4	5	3	3	0	0		1
Queuing Penalty (veh)		74	79		33	37	19	21	0	0		5
Storage Bay Dist (ft)	200			200							200	
Storage Blk Time (%)	0	34	24	0								12
Queuing Penalty (veh)	2	35	19	1								9

**Intersection: 1: Lear Way & Vilas Road, Interval #2**

Movement	WB	WB	NB	NB	SB	SB
Directions Served	T	R	L	TR	L	TR
Maximum Queue (ft)	776	225	175	194	193	238
Average Queue (ft)	258	58	78	85	92	68
95th Queue (ft)	616	194	155	190	182	182
Link Distance (ft)	1112			4421		2842
Upstream Blk Time (%)	1					
Queuing Penalty (veh)	6					
Storage Bay Dist (ft)		200	200		200	
Storage Blk Time (%)	12	0	0	2	5	0
Queuing Penalty (veh)	12	1	0	2	5	0

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	B159	B159	B173	B173	B175	B175	WB	WB
Directions Served	L	T	T	R	T	T	T	T	T	T	L	T
Maximum Queue (ft)	206	894	952	210	178	183	77	76	80	81	251	772
Average Queue (ft)	103	357	389	51	35	37	8	9	6	6	66	226
95th Queue (ft)	224	1069	1086	184	236	242	77	83	80	78	177	552
Link Distance (ft)		1245	1245		450	450	199	199	453	453		1112
Upstream Blk Time (%)		7	8		3	4	2	2	0	0		0
Queuing Penalty (veh)		55	59		25	28	14	16	0	0		4
Storage Bay Dist (ft)	200			200							200	
Storage Blk Time (%)	0	25	18	0								10
Queuing Penalty (veh)	1	26	15	0								8

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	WB	WB	NB	NB	SB	SB
Directions Served	T	R	L	TR	L	TR
Maximum Queue (ft)	798	225	176	200	193	238
Average Queue (ft)	245	53	74	81	88	64
95th Queue (ft)	568	183	147	180	173	167
Link Distance (ft)	1112			4421		2842
Upstream Blk Time (%)	1					
Queuing Penalty (veh)	4					
Storage Bay Dist (ft)		200	200		200	
Storage Blk Time (%)	11	0	0	2	4	0
Queuing Penalty (veh)	10	1	0	2	4	0

**Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1**

Movement	EB	EB	EB	B8	B8	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	T	T	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	549	757	600	564	437	235	418	451	174	317	247	210
Average Queue (ft)	520	630	345	212	142	124	302	337	155	128	45	112
95th Queue (ft)	619	982	668	690	576	254	470	501	198	373	218	239
Link Distance (ft)		692	692	3440	3440		1946	1946		4856	1387	
Upstream Blk Time (%)		34	1									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390					305			150			190
Storage Blk Time (%)	59	0				0	11		25	0		2
Queuing Penalty (veh)	279	1				0	15		2	0		0

**Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1**

Movement	SB
Directions Served	R
Maximum Queue (ft)	200
Average Queue (ft)	76
95th Queue (ft)	232
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	190
Storage Blk Time (%)	1
Queuing Penalty (veh)	0



**Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2**

Movement	EB	EB	EB	B8	B8	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	T	T	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	550	811	692	1513	1493	320	474	504	174	367	342	213
Average Queue (ft)	543	733	330	902	822	112	295	326	140	87	34	117
95th Queue (ft)	593	952	625	2083	2082	237	448	490	201	307	180	224
Link Distance (ft)		692	692	3440	3440		1946	1946		4856	1387	
Upstream Blk Time (%)		61	1									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390					305			150			190
Storage Blk Time (%)	73	1				0	11		19	0	0	1
Queuing Penalty (veh)	326	3				0	14		2	0	0	0

**Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2**

Movement	SB	B9
Directions Served	R	T
Maximum Queue (ft)	202	179
Average Queue (ft)	68	12
95th Queue (ft)	219	136
Link Distance (ft)		440
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)	190	
Storage Blk Time (%)	1	
Queuing Penalty (veh)	0	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	B8	B8	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	T	T	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	550	811	720	1528	1501	355	491	520	174	404	397	215
Average Queue (ft)	537	708	333	736	658	115	297	329	143	97	36	116
95th Queue (ft)	605	976	636	1898	1875	241	454	493	202	325	190	228
Link Distance (ft)		692	692	3440	3440		1946	1946		4856	1387	
Upstream Blk Time (%)		54	1									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390					305			150			190
Storage Blk Time (%)	70	1				0	11		20	0	0	2
Queuing Penalty (veh)	314	3				0	14		2	0	0	0

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	SB	B9
Directions Served	R	T
Maximum Queue (ft)	202	179
Average Queue (ft)	70	9
95th Queue (ft)	222	117
Link Distance (ft)		440
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)	190	
Storage Blk Time (%)	1	
Queuing Penalty (veh)	0	

Intersection: 8: Bend, Interval #1

Movement	WB	WB
Directions Served	T	
Maximum Queue (ft)	7	8
Average Queue (ft)	1	1
95th Queue (ft)	16	17
Link Distance (ft)	692	692
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 8: Bend, Interval #2**

**Movement**

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

**Intersection: 8: Bend, All Intervals**

**Movement**

WB

WB

Directions Served

T

Maximum Queue (ft)

7

8

Average Queue (ft)

0

0

95th Queue (ft)

8

8

Link Distance (ft)

692

692

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

**Intersection: 10: Airway Dr/Peace Ln & Vilas Road, Interval #1**

Movement	EB	EB	EB	B7	B7	WB	WB	WB	B26	B26	NB	NB
Directions Served	L	T	TR	T		L	T	TR	T	T	L	TR
Maximum Queue (ft)	121	287	310	10	10	136	364	373	22	30	32	88
Average Queue (ft)	75	132	158	1	1	41	232	255	2	6	8	40
95th Queue (ft)	131	358	378	22	23	112	404	430	21	44	32	91
Link Distance (ft)		2531	2531	411	411		382	382	855	855		969
Upstream Blk Time (%)							3	3				
Queuing Penalty (veh)							29	37				
Storage Bay Dist (ft)	200					200					200	
Storage Blk Time (%)		3					11					
Queuing Penalty (veh)		4					5					

**Intersection: 10: Airway Dr/Peace Ln & Vilas Road, Interval #1**

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	84	152
Average Queue (ft)	49	92
95th Queue (ft)	95	161
Link Distance (ft)		1055
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

**Intersection: 10: Airway Dr/Peace Ln & Vilas Road, Interval #2**

Movement	EB	EB	EB	WB	WB	WB	B26	B26	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	T	T	L	TR	L	TR
Maximum Queue (ft)	167	374	407	224	500	497	879	879	33	83	143	200
Average Queue (ft)	68	99	130	70	406	410	510	514	4	36	55	107
95th Queue (ft)	128	278	313	216	568	563	1158	1162	22	74	113	182
Link Distance (ft)		2531	2531		382	382	855	855		969		1055
Upstream Blk Time (%)					44	47	4	5				
Queuing Penalty (veh)					467	499	43	49				
Storage Bay Dist (ft)	200			200					200		200	
Storage Blk Time (%)	0	1		0	47							1
Queuing Penalty (veh)	0	1		0	20							1

Intersection: 10: Airway Dr/Peace Ln & Vilas Road, All Intervals

Movement	EB	EB	EB	B7	B7	WB	WB	WB	B26	B26	NB	NB
Directions Served	L	T	TR	T		L	T	TR	T	T	L	TR
Maximum Queue (ft)	176	431	454	10	10	224	500	497	879	879	36	106
Average Queue (ft)	70	107	137	0	0	63	364	373	388	392	5	37
95th Queue (ft)	129	300	330	10	11	196	569	565	1056	1061	25	79
Link Distance (ft)		2531	2531	411	411		382	382	855	855		969
Upstream Blk Time (%)							34	36	3	4		
Queuing Penalty (veh)							358	383	32	37		
Storage Bay Dist (ft)	200					200					200	
Storage Blk Time (%)	0	2				0	38					
Queuing Penalty (veh)	0	2				0	17					

Intersection: 10: Airway Dr/Peace Ln & Vilas Road, All Intervals

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	143	203
Average Queue (ft)	54	103
95th Queue (ft)	109	178
Link Distance (ft)		1055
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		1
Queuing Penalty (veh)		0

**Intersection: 20: Old Highway 62 & Vilas Road, Interval #1**

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	R	L	T	TR	L	L	T
Maximum Queue (ft)	286	322	624	549	299	257	132	128	140	300	375	2387
Average Queue (ft)	248	269	322	232	195	180	66	71	84	298	374	1536
95th Queue (ft)	327	366	682	558	325	276	136	135	157	304	377	2526
Link Distance (ft)			1112	1112				929	929			4910
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	250	250			200	200	200			225	225	
Storage Blk Time (%)	17	32	1	3	7	6		0		55	69	1
Queuing Penalty (veh)	29	55	3	27	11	10		0		291	365	6

**Intersection: 20: Old Highway 62 & Vilas Road, Interval #1**

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R	R
Maximum Queue (ft)	1942	139	54	927	1022	275	211
Average Queue (ft)	1008	31	9	642	737	265	166
95th Queue (ft)	2165	127	76	1128	1262	328	248
Link Distance (ft)	4910			8395	8395		
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		150	200			150	150
Storage Blk Time (%)	8			40	46	9	9
Queuing Penalty (veh)	15			2	361	52	52

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	R	L	T	TR	L	L	T
Maximum Queue (ft)	287	325	1152	1159	349	275	137	166	166	300	375	4497
Average Queue (ft)	284	322	973	859	209	199	62	77	86	297	374	3425
95th Queue (ft)	300	343	1384	1424	353	307	123	141	150	307	376	5148
Link Distance (ft)			1112	1112				929	929			4910
Upstream Blk Time (%)			18	6								9
Queuing Penalty (veh)			142	44								0
Storage Bay Dist (ft)	250	250			200	200	200			225	225	
Storage Blk Time (%)	46	74	0	3	9	9	0	0		53	71	0
Queuing Penalty (veh)	74	120	1	18	15	15	0	0		261	348	2

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R	R
Maximum Queue (ft)	4454	127	63	1170	1251	275	212
Average Queue (ft)	3235	16	6	698	788	263	162
95th Queue (ft)	5393	76	47	1370	1520	328	241
Link Distance (ft)	4910			8395	8395		
Upstream Blk Time (%)	5						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)		150	200			150	150
Storage Blk Time (%)	5	0		41	47	9	8
Queuing Penalty (veh)	8	0		2	346	48	43

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	R	L	T	TR	L	L	T
Maximum Queue (ft)	287	325	1152	1159	349	275	146	167	175	300	375	4497
Average Queue (ft)	275	309	816	707	206	195	63	75	85	297	374	2969
95th Queue (ft)	324	372	1424	1388	347	301	126	140	152	307	377	5034
Link Distance (ft)			1112	1112				929	929			4910
Upstream Blk Time (%)			14	4								7
Queuing Penalty (veh)			106	33								0
Storage Bay Dist (ft)	250	250			200	200	200			225	225	
Storage Blk Time (%)	39	63	0	3	9	8	0	0		53	70	0
Queuing Penalty (veh)	63	104	2	20	14	14	0	0		269	352	3

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R	R
Maximum Queue (ft)	4454	160	93	1232	1327	275	212
Average Queue (ft)	2698	20	7	684	776	264	163
95th Queue (ft)	5214	91	55	1318	1465	328	243
Link Distance (ft)	4910			8395	8395		
Upstream Blk Time (%)	4						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)		150	200			150	150
Storage Blk Time (%)	6	0		41	47	9	9
Queuing Penalty (veh)	10	0		2	350	49	45

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	NB
Directions Served	L
Maximum Queue (ft)	23
Average Queue (ft)	5
95th Queue (ft)	24
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	



**Intersection: 28: Table Rock Road & Access 2, Interval #2**

Movement	NB	NB
Directions Served	L	T
Maximum Queue (ft)	27	13
Average Queue (ft)	3	1
95th Queue (ft)	19	10
Link Distance (ft)	1123	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 28: Table Rock Road & Access 2, All Intervals**

Movement	NB	NB
Directions Served	L	T
Maximum Queue (ft)	33	13
Average Queue (ft)	4	0
95th Queue (ft)	20	9
Link Distance (ft)	1123	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 30: Crater Lake Avenue & Vilas Road, Interval #1**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	88	152	117	174	58	60	95	123	113	121
Average Queue (ft)	34	80	54	116	18	22	54	71	66	61
95th Queue (ft)	92	166	124	182	55	61	98	132	116	124
Link Distance (ft)	929		929	839		839	4518		4800	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200			200			200		200	
Storage Blk Time (%)	0			1			0		0	
Queuing Penalty (veh)	0			0			0		0	

**Intersection: 30: Crater Lake Avenue & Vilas Road, Interval #2**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	77	170	150	196	84	52	126	137	134	132
Average Queue (ft)	24	69	52	96	19	13	57	66	65	59
95th Queue (ft)	62	151	120	167	65	42	106	122	116	113
Link Distance (ft)		929	929		839	839		4518		4800
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200			200			200		200	
Storage Blk Time (%)		0		1	0			0		
Queuing Penalty (veh)		0		0	0			0		

**Intersection: 30: Crater Lake Avenue & Vilas Road, All Intervals**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	103	179	162	200	91	67	130	153	141	143
Average Queue (ft)	26	72	52	100	19	15	57	67	65	60
95th Queue (ft)	70	155	121	172	63	47	104	125	116	115
Link Distance (ft)		929	929		839	839		4518		4800
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200			200			200		200	
Storage Blk Time (%)		0		1	0			0		0
Queuing Penalty (veh)		0		0	0			0		0

**Intersection: 74: Table Rock Road & Vilas Road, Interval #1**

Movement	EB	EB	EB	WB	WB	WB	WB	WB	B7	B7	NB	NB
Directions Served	L	T	TR	L	L	T	T	R	T	T	L	T
Maximum Queue (ft)	140	197	210	252	305	506	474	225	1624	1580	14	285
Average Queue (ft)	77	126	131	234	300	472	401	204	923	834	3	187
95th Queue (ft)	154	208	217	287	331	547	582	271	1920	1875	17	289
Link Distance (ft)		440	440			411	411		2531	2531		774
Upstream Blk Time (%)						39	19					
Queuing Penalty (veh)						450	214					
Storage Bay Dist (ft)	160			200	200			200			160	
Storage Blk Time (%)	1	5		23	36	42	5	12				16
Queuing Penalty (veh)	1	6		86	134	349	34	45				0

**Intersection: 74: Table Rock Road & Vilas Road, Interval #1**

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	R	L	L	T	T	R
Maximum Queue (ft)	486	323	274	209	254	376	285	127
Average Queue (ft)	320	274	159	180	193	179	152	64
95th Queue (ft)	610	395	370	238	286	375	286	154
Link Distance (ft)	774					3482	3482	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		225	225	160	160			200
Storage Blk Time (%)	2	22	1	29	24	5	3	0
Queuing Penalty (veh)	16	64	4	89	73	23	8	0

**Intersection: 74: Table Rock Road & Vilas Road, Interval #2**

Movement	EB	EB	EB	WB	WB	WB	WB	WB	B7	B7	NB	NB
Directions Served	L	T	TR	L	L	T	T	R	T	T	L	T
Maximum Queue (ft)	212	214	227	252	305	518	507	225	2556	2564	24	406
Average Queue (ft)	103	127	123	236	304	482	448	201	2324	2323	3	201
95th Queue (ft)	192	207	217	285	314	502	590	271	3052	3078	15	340
Link Distance (ft)		440	440			411	411		2531	2531		774
Upstream Blk Time (%)						47	26		4	4		
Queuing Penalty (veh)						506	284		40	42		
Storage Bay Dist (ft)	160			200	200			200			160	
Storage Blk Time (%)	6	5		22	39	46	7	13				16
Queuing Penalty (veh)	11	6		77	136	356	47	45				0

**Intersection: 74: Table Rock Road & Vilas Road, Interval #2**

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	R	L	L	T	T	R
Maximum Queue (ft)	624	325	275	210	259	599	477	223
Average Queue (ft)	304	259	132	183	206	287	207	66
95th Queue (ft)	604	386	347	243	303	693	540	165
Link Distance (ft)	774					3482	3482	
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		225	225	160	160			200
Storage Blk Time (%)	3	18	1	37	33	3	2	0
Queuing Penalty (veh)	28	49	2	105	96	12	6	0

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	WB	B7	B7	NB	NB
Directions Served	L	T	TR	L	L	T	T	R	T	T	L	T
Maximum Queue (ft)	217	223	233	252	305	522	507	225	2556	2564	27	415
Average Queue (ft)	96	127	125	235	303	480	437	202	1986	1964	3	197
95th Queue (ft)	184	207	217	285	320	521	592	271	3259	3305	16	329
Link Distance (ft)		440	440			411	411		2531	2531		774
Upstream Blk Time (%)						45	24		3	3		
Queuing Penalty (veh)						492	267		30	31		
Storage Bay Dist (ft)	160			200	200			200			160	
Storage Blk Time (%)	5	5		22	38	45	6	13				16
Queuing Penalty (veh)	9	6		79	136	354	44	45				0

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	R	L	L	T	T	R
Maximum Queue (ft)	641	325	275	210	259	606	491	223
Average Queue (ft)	308	263	139	183	203	261	194	66
95th Queue (ft)	606	389	354	242	299	636	494	163
Link Distance (ft)	774					3482	3482	
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		225	225	160	160		200	
Storage Blk Time (%)	3	19	1	35	31	3	2	0
Queuing Penalty (veh)	25	52	3	101	90	15	6	0

**Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1**

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	258	259	155	159	55	4	695	795	290	170	534	531
Average Queue (ft)	168	172	64	77	10	1	504	601	280	162	384	360
95th Queue (ft)	275	286	162	164	85	6	888	1028	332	190	620	580
Link Distance (ft)			1946	1946			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450	450			250	70			205	90		
Storage Blk Time (%)					0		74	48	41	46	40	
Queuing Penalty (veh)					0		1	237	138	161	120	

**Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1**

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	332	635	609	225
Average Queue (ft)	301	406	350	139
95th Queue (ft)	404	779	715	279
Link Distance (ft)		1818	1818	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			200
Storage Blk Time (%)	47	15	16	1
Queuing Penalty (veh)	173	65	44	4

**Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2**

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	314	336	216	168	132	19	769	875	290	170	558	545
Average Queue (ft)	163	172	50	62	9	1	448	546	277	156	368	351
95th Queue (ft)	328	340	176	145	83	17	755	877	348	201	669	648
Link Distance (ft)			1946	1946			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450	450			250	70			205	90		
Storage Blk Time (%)	1	1		0	0		73	47	36	42	38	
Queuing Penalty (veh)	1	2		0	1		1	219	113	139	106	

**Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2**

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	340	856	821	225
Average Queue (ft)	304	467	377	139
95th Queue (ft)	405	858	749	273
Link Distance (ft)		1818	1818	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			200
Storage Blk Time (%)	50	19	20	1
Queuing Penalty (veh)	170	77	51	2

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	333	349	238	191	132	21	814	917	290	170	630	618
Average Queue (ft)	164	172	54	66	9	1	461	559	278	158	372	353
95th Queue (ft)	317	329	173	150	83	15	791	918	345	199	659	633
Link Distance (ft)			1946	1946			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450	450			250	70			205	90		
Storage Blk Time (%)	0	1		0	0		74	47	37	43	38	
Queuing Penalty (veh)	1	2		0	1		1	223	119	145	110	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	340	866	851	225
Average Queue (ft)	303	452	371	139
95th Queue (ft)	405	842	741	274
Link Distance (ft)		1818	1818	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			200
Storage Blk Time (%)	49	18	19	1
Queuing Penalty (veh)	171	74	50	2

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)



**Intersection: 122: Table Rock Road & Access 1, Interval #2**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 122: Table Rock Road & Access 1, All Intervals**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 158: Industry Drive & Vilas Road, Interval #1**

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	272	296	184	59	258	278	224	485
Average Queue (ft)	170	185	70	25	161	181	212	266
95th Queue (ft)	289	326	189	66	300	319	253	614
Link Distance (ft)	855	855			453	453		971
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					1	1		
Storage Bay Dist (ft)			200	200			200	
Storage Blk Time (%)		4	0		5		36	1
Queuing Penalty (veh)		9	0		2		17	3

**Intersection: 158: Industry Drive & Vilas Road, Interval #2**

Movement	EB	EB	EB	WB	WB	WB	B175	B175	B173	B173	B159	B159
Directions Served	T	T	R	L	T	T	T	T	T	T	T	T
Maximum Queue (ft)	319	353	225	223	552	564	303	312	532	534	978	995
Average Queue (ft)	176	187	64	52	342	354	120	122	190	194	235	238
95th Queue (ft)	287	305	179	173	654	647	344	350	590	599	950	958
Link Distance (ft)	855	855			453	453	199	199	450	450	1245	1245
Upstream Blk Time (%)					36	37	34	35	26	27	2	2
Queuing Penalty (veh)					313	323	301	309	226	237	15	17
Storage Bay Dist (ft)			200	200								
Storage Blk Time (%)		4	0	0	39							
Queuing Penalty (veh)		10	0	0	11							

**Intersection: 158: Industry Drive & Vilas Road, Interval #2**

Movement	NB	NB
Directions Served	L	R
Maximum Queue (ft)	225	602
Average Queue (ft)	210	247
95th Queue (ft)	256	597
Link Distance (ft)		971
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)	36	0
Queuing Penalty (veh)	16	0

Intersection: 158: Industry Drive & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	B175	B175	B173	B173	B159	B159
Directions Served	T	T	R	L	T	T	T	T	T	T	T	T
Maximum Queue (ft)	333	372	225	223	552	564	303	312	532	534	978	995
Average Queue (ft)	175	187	66	46	298	312	91	93	144	147	178	180
95th Queue (ft)	288	311	182	154	606	603	304	309	518	526	823	830
Link Distance (ft)	855	855			453	453	199	199	450	450	1245	1245
Upstream Blk Time (%)					27	28	26	27	19	20	1	1
Queuing Penalty (veh)					235	243	226	232	169	178	11	13
Storage Bay Dist (ft)			200	200								
Storage Blk Time (%)		4	0	0	31							
Queuing Penalty (veh)		10	0	0	9							

Intersection: 158: Industry Drive & Vilas Road, All Intervals

Movement	NB	NB
Directions Served	L	R
Maximum Queue (ft)	225	635
Average Queue (ft)	210	251
95th Queue (ft)	256	601
Link Distance (ft)		971
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)	36	0
Queuing Penalty (veh)	16	1

Network Summary

Network wide Queuing Penalty, Interval #1: 4237
Network wide Queuing Penalty, Interval #2: 7786
Network wide Queuing Penalty, All Intervals: 6899

**Figure N-3: JTA Build with Tier 1 and 2 Projects (JTAT2) Sim Traffic Queuing and Blocking Reports**

**SimTraffic Simulation Summary  
2035 SD Bypass Build - FEIS**

03/07/2019

**Summary of All Intervals**

Run Number	1	10	2	3	4	5	6
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	70	70	70	70	70	70	70
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	3	3	3	3	3	3	3
Vehs Entered	16069	16296	16277	15750	16334	15950	15802
Vehs Exited	13665	13912	13987	13468	14295	13386	13698
Starting Vehs	0	0	0	0	0	0	0
Ending Vehs	2404	2384	2290	2282	2039	2564	2104
Travel Distance (mi)	38202	38849	38956	37692	39564	37385	38009
Travel Time (hr)	2022.3	2053.5	1967.0	2063.9	1912.6	2071.5	1893.1
Total Delay (hr)	1081.4	1097.9	1006.6	1136.3	939.0	1151.4	955.3
Total Stops	36685	37693	36875	36064	38181	33931	35585
Fuel Used (gal)	1164.4	1184.8	1170.3	1168.8	1172.3	1162.9	1134.0

**Summary of All Intervals**

Run Number	7	8	9	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	70	70	70	70
# of Intervals	3	3	3	3
# of Recorded Intervals	3	3	3	3
Vehs Entered	16176	16193	16118	15966
Vehs Exited	13641	13999	13773	13510
Starting Vehs	0	0	0	0
Ending Vehs	2535	2194	2345	2456
Travel Distance (mi)	37899	38929	38649	37828
Travel Time (hr)	2039.8	1982.0	2058.3	2079.9
Total Delay (hr)	1106.0	1024.0	1108.1	1150.5
Total Stops	37480	36677	37231	35933
Fuel Used (gal)	1165.1	1174.8	1188.5	1172.0

**Interval #0 Information Seeding**

Start Time	4:15
End Time	4:25
Total Time (min)	10

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	2443	2533	2448	2367	2462	2436	2439
Vehs Exited	1110	1207	1166	1105	1143	1145	1146
Starting Vehs	0	0	0	0	0	0	0
Ending Vehs	1333	1326	1282	1262	1319	1291	1293
Travel Distance (mi)	4403	4565	4473	4281	4528	4426	4398
Travel Time (hr)	148.0	153.7	149.1	142.6	152.8	147.1	149.0
Total Delay (hr)	40.2	42.3	40.3	37.9	42.7	39.0	41.7
Total Stops	2461	2483	2415	2329	2439	2320	2461
Fuel Used (gal)	116.2	121.6	119.5	113.3	120.8	118.5	115.9

**Interval #0 Information Seeding**

Start Time	4:15
End Time	4:25
Total Time (min)	10

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	2411	2450	2475	2393
Vehs Exited	1131	1138	1089	1113
Starting Vehs	0	0	0	0
Ending Vehs	1280	1312	1386	1280
Travel Distance (mi)	4306	4424	4416	4364
Travel Time (hr)	143.9	146.2	149.5	144.2
Total Delay (hr)	38.8	38.3	42.1	38.1
Total Stops	2247	2201	2409	2237
Fuel Used (gal)	114.3	117.2	117.5	116.4

**Interval #1 Information Recording**

Start Time	4:25
End Time	4:40
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	3561	3702	3670	3660	3708	3648	3612
Vehs Exited	3314	3377	3400	3313	3390	3336	3336
Starting Vehs	1333	1326	1282	1262	1319	1291	1293
Ending Vehs	1580	1651	1552	1609	1637	1603	1569
Travel Distance (mi)	8975	9167	9206	9065	9200	9074	8999
Travel Time (hr)	367.0	380.2	367.6	380.9	378.4	362.7	363.5
Total Delay (hr)	145.6	154.2	140.5	157.8	151.9	139.9	141.4
Total Stops	7348	7671	7198	7662	7581	6718	7211
Fuel Used (gal)	254.0	260.8	257.8	259.1	261.1	254.4	251.7

**Interval #1 Information Recording**

Start Time	4:25
End Time	4:40
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	3544	3695	3693	3650
Vehs Exited	3251	3426	3444	3355
Starting Vehs	1280	1312	1386	1306
Ending Vehs	1573	1581	1635	1599
Travel Distance (mi)	8827	9296	9240	9103
Travel Time (hr)	366.8	368.5	377.4	371.7
Total Delay (hr)	149.2	139.5	149.1	147.3
Total Stops	7364	6888	7468	7320
Fuel Used (gal)	249.9	260.2	262.3	257.0

**Interval #2 Information Recording2**

Start Time	4:40
End Time	5:25
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	10065	10061	10159	9723	10164	9866	9751
Vehs Exited	9241	9328	9421	9050	9762	8905	9216
Starting Vehs	1580	1651	1552	1609	1637	1603	1569
Ending Vehs	2404	2384	2290	2282	2039	2564	2104
Travel Distance (mi)	24824	25118	25277	24346	25836	23885	24612
Travel Time (hr)	1507.3	1519.7	1450.3	1540.4	1381.4	1561.7	1380.6
Total Delay (hr)	895.6	901.4	825.7	940.6	744.4	972.5	772.2
Total Stops	26876	27539	27262	26073	28161	24893	25913
Fuel Used (gal)	794.1	802.4	793.0	796.4	790.5	790.0	766.5

**Interval #2 Information Recording2**

Start Time	4:40
End Time	5:25
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	10221	10048	9950	9875
Vehs Exited	9259	9435	9240	9089
Starting Vehs	1573	1581	1635	1670
Ending Vehs	2535	2194	2345	2456
Travel Distance (mi)	24766	25209	24994	24383
Travel Time (hr)	1529.0	1467.2	1531.4	1560.5
Total Delay (hr)	918.0	846.2	916.9	961.2
Total Stops	27869	27588	27354	26235
Fuel Used (gal)	800.9	797.4	808.7	799.6

**Intersection: 1: Lear Way & Vilas Road, Interval #0**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	82	149	214	116	212	248	40	105	141	78
Average Queue (ft)	32	56	101	53	119	145	21	70	98	39
95th Queue (ft)	88	160	238	133	248	302	52	127	165	99
Link Distance (ft)		502	502		1862	1862		4905		3475
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200			200			200		200	
Storage Blk Time (%)		0			1			0	0	
Queuing Penalty (veh)		0			1			0	0	

**Intersection: 1: Lear Way & Vilas Road, Interval #1**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	124	222	308	176	256	272	48	160	188	104
Average Queue (ft)	66	124	201	116	170	206	21	85	114	49
95th Queue (ft)	136	221	310	209	258	291	54	148	194	112
Link Distance (ft)		502	502		1862	1862		4905		3475
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200			200			200		200	
Storage Blk Time (%)		0		2	2			0	1	
Queuing Penalty (veh)		0		13	3			0	1	

**Intersection: 1: Lear Way & Vilas Road, Interval #2**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	140	201	328	300	1880	1884	103	179	210	355
Average Queue (ft)	56	89	177	188	988	1010	27	84	111	95
95th Queue (ft)	114	178	296	377	2185	2182	75	152	195	280
Link Distance (ft)		502	502		1862	1862		4905		3475
Upstream Blk Time (%)					10	14				
Queuing Penalty (veh)					72	98				
Storage Bay Dist (ft)	200			200			200		200	
Storage Blk Time (%)	0	0		1	55			0	1	5
Queuing Penalty (veh)	0	0		4	94			0	1	10



**Intersection: 1: Lear Way & Vilas Road, All Intervals**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	154	238	358	300	1880	1884	103	183	217	360
Average Queue (ft)	55	91	170	153	692	717	25	82	110	77
95th Queue (ft)	117	190	301	335	1862	1867	68	148	191	235
Link Distance (ft)		502	502		1862	1862		4905		3475
Upstream Blk Time (%)					7	9				
Queuing Penalty (veh)					46	63				
Storage Bay Dist (ft)	200			200			200		200	
Storage Blk Time (%)	0	0		1	35		0	1	3	
Queuing Penalty (veh)	0	0		6	61		0	1	6	

**Intersection: 2: Bend, Interval #0**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 2: Bend, Interval #1**

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	27	27
Average Queue (ft)	4	4
95th Queue (ft)	59	59
Link Distance (ft)	703	703
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 2: Bend, Interval #2**

**Movement**

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

**Intersection: 2: Bend, All Intervals**

**Movement**

WB

WB

Directions Served

T

T

Maximum Queue (ft)

27

27

Average Queue (ft)

1

1

95th Queue (ft)

26

26

Link Distance (ft)

703

703

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

**Intersection: 3: Vilas Road & E Pine St/Biddle Rd, Interval #0**

Movement	EB	EB	EB	B2	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	T	L	T	TR	L	TR	LT	R	R
Maximum Queue (ft)	423	386	281	19	117	305	350	187	26	137	168	143
Average Queue (ft)	234	188	147	7	55	154	178	121	7	31	57	35
95th Queue (ft)	526	518	332	70	142	348	400	230	32	194	180	159
Link Distance (ft)		703	703	3782		1958	1958		4857	1388		
Upstream Blk Time (%)		1										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	390				305			200			190	190
Storage Blk Time (%)	9					1		3		0	1	0
Queuing Penalty (veh)	42					2		0		1	0	0

**Intersection: 3: Vilas Road & E Pine St/Biddle Rd, Interval #0**

Movement	B86	B86
Directions Served	T	
Maximum Queue (ft)	91	50
Average Queue (ft)	18	10
95th Queue (ft)	173	130
Link Distance (ft)	472	472
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	1	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 3: Vilas Road & E Pine St/Biddle Rd, Interval #1**

Movement	EB	EB	EB	B2	B2	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	T	T	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	509	544	462	61	14	243	381	412	214	99	116	197
Average Queue (ft)	407	361	277	9	2	113	257	293	155	21	17	114
95th Queue (ft)	612	748	552	64	30	255	414	459	230	125	120	218
Link Distance (ft)		703	703	3782	3782		1958	1958		4857	1388	
Upstream Blk Time (%)		4	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390					305			200			190
Storage Blk Time (%)	27	0					5		5			1
Queuing Penalty (veh)	125	1					7		0			0

**Intersection: 3: Vilas Road & E Pine St/Biddle Rd, Interval #1**

Movement	SB	B86
Directions Served	R	T
Maximum Queue (ft)	196	52
Average Queue (ft)	74	7
95th Queue (ft)	222	115
Link Distance (ft)		472
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)	190	
Storage Blk Time (%)	1	
Queuing Penalty (veh)	0	

**Intersection: 3: Vilas Road & E Pine St/Biddle Rd, Interval #2**

Movement	EB	EB	EB	B2	B2	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	T	T	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	535	628	496	104	96	234	358	401	216	116	311	210
Average Queue (ft)	394	308	244	26	13	100	209	237	136	14	38	115
95th Queue (ft)	603	684	507	186	141	196	346	386	217	91	198	229
Link Distance (ft)		703	703	3782	3782		1958	1958		4857	1388	
Upstream Blk Time (%)		5	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390					305			200			190
Storage Blk Time (%)	23	0				0	2		3		0	2
Queuing Penalty (veh)	100	0				0	2		0		1	0

**Intersection: 3: Vilas Road & E Pine St/Biddle Rd, Interval #2**

Movement	SB	B86	B86
Directions Served	R	T	
Maximum Queue (ft)	201	187	48
Average Queue (ft)	72	12	2
95th Queue (ft)	226	141	59
Link Distance (ft)		472	472
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)	190		
Storage Blk Time (%)	1		
Queuing Penalty (veh)	0		

Intersection: 3: Vilas Road & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	B2	B2	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	T	T	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	549	712	574	134	96	297	417	462	222	172	388	214
Average Queue (ft)	373	301	237	19	9	96	210	240	138	15	33	106
95th Queue (ft)	615	683	500	154	113	206	370	414	224	94	184	225
Link Distance (ft)		703	703	3782	3782		1958	1958		4857	1388	
Upstream Blk Time (%)		5	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390					305			200			190
Storage Blk Time (%)	22	0				0	3		4		0	1
Queuing Penalty (veh)	97	0				0	3		0		0	0

Intersection: 3: Vilas Road & E Pine St/Biddle Rd, All Intervals

Movement	SB	B86	B86
Directions Served	R	T	
Maximum Queue (ft)	202	240	98
Average Queue (ft)	67	12	3
95th Queue (ft)	217	142	68
Link Distance (ft)		472	472
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)	190		
Storage Blk Time (%)	1		
Queuing Penalty (veh)	0		

**Intersection: 8: Airway/Industry Drive/Peace Lane & Vilas Road, Interval #0**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B26	B26	NB	NB
Directions Served	L	T	T	R	L	T	T	R	T	T	L	L
Maximum Queue (ft)	70	336	433	157	101	369	379	108	26	21	211	237
Average Queue (ft)	19	140	188	52	34	165	171	25	7	4	148	167
95th Queue (ft)	91	380	479	188	128	428	431	127	52	31	246	269
Link Distance (ft)		2470	2470			364	364		862	862		
Upstream Blk Time (%)						3	3					
Queuing Penalty (veh)						31	35					
Storage Bay Dist (ft)	200			200	200			200			300	300
Storage Blk Time (%)		4	10	0		12	11	0				0
Queuing Penalty (veh)		1	23	0		9	9	0				1

**Intersection: 8: Airway/Industry Drive/Peace Lane & Vilas Road, Interval #0**

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	111	150	168	136	73
Average Queue (ft)	48	88	129	62	40
95th Queue (ft)	211	185	196	169	84
Link Distance (ft)	1255			904	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		250	200		200
Storage Blk Time (%)		1	1	1	
Queuing Penalty (veh)		5	1	1	

**Intersection: 8: Airway/Industry Drive/Peace Lane & Vilas Road, Interval #1**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B26	B26	NB	NB
Directions Served	L	T	T	R	L	T	T	R	T	T	L	L
Maximum Queue (ft)	106	756	798	225	194	429	443	172	92	114	238	242
Average Queue (ft)	61	468	543	138	87	388	398	53	33	40	152	169
95th Queue (ft)	158	742	819	302	212	467	478	183	112	135	251	255
Link Distance (ft)		2470	2470			364	364		862	862		
Upstream Blk Time (%)						15	18					
Queuing Penalty (veh)						158	184					
Storage Bay Dist (ft)	200			200	200			200			300	300
Storage Blk Time (%)	4	25	35	0	0	29	30	0			0	1
Queuing Penalty (veh)	32	4	78	2	0	23	26	1			0	1

**Intersection: 8: Airway/Industry Drive/Peace Lane & Vilas Road, Interval #1**

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	126	205	200	191	129
Average Queue (ft)	39	130	143	96	55
95th Queue (ft)	153	222	223	214	132
Link Distance (ft)	1255			904	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		250	200		200
Storage Blk Time (%)		0	4	1	0
Queuing Penalty (veh)		2	4	2	1



**Intersection: 8: Airway/Industry Drive/Peace Lane & Vilas Road, Interval #2**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B26	B26	B158	B158
Directions Served	L	T	T	R	L	T	T	R	T	T	T	T
Maximum Queue (ft)	158	2514	2503	225	224	482	479	225	975	974	569	563
Average Queue (ft)	49	2021	2041	178	114	434	434	103	718	723	332	329
95th Queue (ft)	159	3137	3116	317	266	476	472	282	1295	1292	754	735
Link Distance (ft)		2470	2470			364	364		862	862	454	454
Upstream Blk Time (%)		18	25			58	61		52	53	26	27
Queuing Penalty (veh)		160	215			565	590		503	518	258	267
Storage Bay Dist (ft)	200			200	200			200				
Storage Blk Time (%)	4	46	66	1	0	58	60	0				
Queuing Penalty (veh)	30	7	136	4	1	43	48	2				

**Intersection: 8: Airway/Industry Drive/Peace Lane & Vilas Road, Interval #2**

Movement	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	T	R	L	T	R
Maximum Queue (ft)	288	314	694	256	213	223	171
Average Queue (ft)	173	205	148	147	126	82	69
95th Queue (ft)	286	324	606	267	216	203	147
Link Distance (ft)			1255			904	
Upstream Blk Time (%)			1				
Queuing Penalty (veh)			0				
Storage Bay Dist (ft)	300	300		250	200		200
Storage Blk Time (%)	1	2	0	9	5		0
Queuing Penalty (veh)	2	6	0	42	5		1

**Intersection: 8: Airway/Industry Drive/Peace Lane & Vilas Road, All Intervals**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B26	B26	B158	B158
Directions Served	L	T	T	R	L	T	T	R	T	T	T	T
Maximum Queue (ft)	176	2514	2503	225	225	482	479	225	975	974	569	563
Average Queue (ft)	47	1424	1460	152	97	385	388	81	472	477	215	213
95th Queue (ft)	152	3046	3038	313	244	575	574	250	1192	1194	644	630
Link Distance (ft)		2470	2470			364	364		862	862	454	454
Upstream Blk Time (%)		12	16			41	43		33	34	17	18
Queuing Penalty (veh)		103	138			401	424		324	333	166	172
Storage Bay Dist (ft)	200			200	200			200				
Storage Blk Time (%)	3	35	52	0	0	45	47	0				
Queuing Penalty (veh)	27	5	108	3	1	34	37	1				

**Intersection: 8: Airway/Industry Drive/Peace Lane & Vilas Road, All Intervals**

Movement	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	T	R	L	T	R
Maximum Queue (ft)	300	318	715	256	220	268	182
Average Queue (ft)	165	192	111	135	130	82	62
95th Queue (ft)	275	306	497	251	216	201	138
Link Distance (ft)			1255			904	
Upstream Blk Time (%)			0				
Queuing Penalty (veh)			0				
Storage Bay Dist (ft)	300	300		250	200		200
Storage Blk Time (%)	1	2	0	6	4	0	0
Queuing Penalty (veh)	1	4	0	28	4	1	1

**Intersection: 11: Vilas Road, Interval #0**

Movement	EB	EB	WB	WB
Directions Served	T	T	T	T
Maximum Queue (ft)	10	9	148	114
Average Queue (ft)	2	2	30	23
95th Queue (ft)	18	18	199	153
Link Distance (ft)	483	483	2470	2470
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 11: Vilas Road, Interval #1**

Movement	EB	EB	EB	WB	WB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	26	113	99	1773	1756
Average Queue (ft)	4	30	30	946	824
95th Queue (ft)	42	115	105	1805	1749
Link Distance (ft)	483	483	483	2470	2470
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 11: Vilas Road, Interval #2**

Movement	EB	EB	EB	WB	WB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	542	585	557	2488	2493
Average Queue (ft)	279	324	317	2383	2387
95th Queue (ft)	679	727	700	2674	2691
Link Distance (ft)	483	483	483	2470	2470
Upstream Blk Time (%)	13	43	45	3	3
Queuing Penalty (veh)	74	251	262	31	35
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 11: Vilas Road, All Intervals**

Movement	EB	EB	EB	WB	WB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	542	585	557	2488	2493
Average Queue (ft)	181	216	212	1741	1717
95th Queue (ft)	571	622	601	3310	3338
Link Distance (ft)	483	483	483	2470	2470
Upstream Blk Time (%)	8	28	29	2	2
Queuing Penalty (veh)	48	162	168	20	22
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 20: Old Highway 62 & Vilas Road, Interval #0

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)	100	100	130	206	144	82	65	75	299	372	543	170
Average Queue (ft)	50	53	50	100	48	43	28	34	242	285	243	74
95th Queue (ft)	122	119	162	246	173	116	73	85	386	455	684	242
Link Distance (ft)		1862	1862				911	911			529	529
Upstream Blk Time (%)											8	0
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	250			200	200	200			225	225		
Storage Blk Time (%)			0	3	0	0			16	23		
Queuing Penalty (veh)			1	4	1	0			50	72		

Intersection: 20: Old Highway 62 & Vilas Road, Interval #0

Movement	NB	B13	B13	SB	SB	SB	SB
Directions Served	R	T	T	L	T	T	R
Maximum Queue (ft)	32	1064	329	10	291	302	181
Average Queue (ft)	12	288	66	3	177	183	80
95th Queue (ft)	37	1351	597	19	357	369	227
Link Distance (ft)		2199	2199		8400	8400	
Upstream Blk Time (%)		0	0				
Queuing Penalty (veh)		0	0				
Storage Bay Dist (ft)	150			200			150
Storage Blk Time (%)					11	20	1
Queuing Penalty (veh)					0	29	3

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

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)	169	185	410	319	261	90	76	78	300	375	602	106
Average Queue (ft)	100	109	154	209	150	48	34	39	299	374	591	64
95th Queue (ft)	174	191	382	361	315	99	75	84	303	376	631	118
Link Distance (ft)		1862	1862				911	911			529	529
Upstream Blk Time (%)												31
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	250			200	200	200			225	225		
Storage Blk Time (%)		0	0	13	4				34	45		0
Queuing Penalty (veh)		0	5	19	6				107	141		0

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	NB	B13	B13	SB	SB	SB	SB
Directions Served	R	T	T	L	T	T	R
Maximum Queue (ft)	54	1689	1586	19	321	332	226
Average Queue (ft)	15	1017	785	4	229	243	111
95th Queue (ft)	49	2086	2024	19	330	350	264
Link Distance (ft)		2199	2199		8400	8400	
Upstream Blk Time (%)		5	1				
Queuing Penalty (veh)		0	0				
Storage Bay Dist (ft)	150			200			150
Storage Blk Time (%)					14	29	1
Queuing Penalty (veh)					1	42	4

**Intersection: 20: Old Highway 62 & Vilas Road, Interval #2**

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)	185	173	424	342	275	114	122	135	300	375	618	214
Average Queue (ft)	89	87	113	202	137	46	41	46	297	373	591	61
95th Queue (ft)	160	155	302	349	307	95	99	105	312	385	682	156
Link Distance (ft)		1862	1862				911	911			529	529
Upstream Blk Time (%)											44	0
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	250			200	200	200			225	225		
Storage Blk Time (%)	0		0	10	2				46	55		0
Queuing Penalty (veh)	0		1	13	3				136	160		0

**Intersection: 20: Old Highway 62 & Vilas Road, Interval #2**

Movement	NB	B13	B13	SB	SB	SB	SB
Directions Served	R	T	T	L	T	T	R
Maximum Queue (ft)	60	2240	2233	38	393	416	270
Average Queue (ft)	11	1758	1657	6	217	229	99
95th Queue (ft)	39	2870	2924	27	327	358	236
Link Distance (ft)		2199	2199		8400	8400	
Upstream Blk Time (%)		36	15				
Queuing Penalty (veh)		0	0				
Storage Bay Dist (ft)	150			200			150
Storage Blk Time (%)					12	27	4
Queuing Penalty (veh)					0	36	13

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

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)	192	195	500	350	275	135	126	135	300	375	624	286
Average Queue (ft)	85	87	112	188	127	46	38	43	289	361	540	63
95th Queue (ft)	162	162	308	349	299	99	91	99	354	444	815	167
Link Distance (ft)		1862	1862				911	911			529	529
Upstream Blk Time (%)											36	0
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	250			200	200	200			225	225		
Storage Blk Time (%)	0	0	0	9	2	0			39	48		0
Queuing Penalty (veh)	0	0	2	13	3	0			117	144		0

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	NB	B13	B13	SB	SB	SB	SB
Directions Served	R	T	T	L	T	T	R
Maximum Queue (ft)	73	2241	2238	40	394	421	275
Average Queue (ft)	12	1389	1244	5	214	225	99
95th Queue (ft)	41	2805	2783	24	338	363	241
Link Distance (ft)		2199	2199		8400	8400	
Upstream Blk Time (%)		24	10				
Queuing Penalty (veh)		0	0				
Storage Bay Dist (ft)	150			200			150
Storage Blk Time (%)					12	26	3
Queuing Penalty (veh)					0	36	9

Intersection: 28: Table Rock Road & Access 2, Interval #0

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 28: Table Rock Road & Access 2, Interval #1**

**Movement**

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

**Intersection: 28: Table Rock Road & Access 2, Interval #2**

**Movement**

NB

NB

Directions Served

T

T

Maximum Queue (ft)

764

881

Average Queue (ft)

143

219

95th Queue (ft)

718

885

Link Distance (ft)

1123

1123

Upstream Blk Time (%)

1

5

Queuing Penalty (veh)

4

33

Storage Bay Dist (ft)

Storage Blk Time (%)

0

Queuing Penalty (veh)

0

**Intersection: 28: Table Rock Road & Access 2, All Intervals**

**Movement**

NB

NB

Directions Served

T

T

Maximum Queue (ft)

764

881

Average Queue (ft)

93

142

95th Queue (ft)

569

705

Link Distance (ft)

1123

1123

Upstream Blk Time (%)

0

3

Queuing Penalty (veh)

3

21

Storage Bay Dist (ft)

Storage Blk Time (%)

0

Queuing Penalty (veh)

0



**Intersection: 30: Crater Lake Ave & Vilas Road, Interval #0**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	22	72	48	118	23	16	95	144	105	95
Average Queue (ft)	8	26	18	70	6	5	54	86	60	54
95th Queue (ft)	30	81	60	139	24	23	120	176	133	118
Link Distance (ft)		911	911		859	859		2790		3582
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200			200			200		200	
Storage Blk Time (%)				0				0	0	
Queuing Penalty (veh)				0				0	0	

**Intersection: 30: Crater Lake Ave & Vilas Road, Interval #1**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	45	109	106	125	9	28	112	184	104	110
Average Queue (ft)	16	45	48	79	2	6	66	100	61	59
95th Queue (ft)	48	112	109	133	15	27	120	184	114	115
Link Distance (ft)		911	911		859	859		2790		3582
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200			200			200		200	
Storage Blk Time (%)			0					1		
Queuing Penalty (veh)			0					1		

**Intersection: 30: Crater Lake Ave & Vilas Road, Interval #2**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	73	108	103	148	32	31	125	170	126	124
Average Queue (ft)	16	37	35	71	5	4	57	84	57	57
95th Queue (ft)	53	91	82	129	23	21	105	146	104	106
Link Distance (ft)		911	911		859	859		2790		3582
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200			200			200		200	
Storage Blk Time (%)				0				0		
Queuing Penalty (veh)				0				0		

**Intersection: 30: Crater Lake Ave & Vilas Road, All Intervals**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	74	132	122	164	32	34	146	205	146	138
Average Queue (ft)	15	37	35	73	4	5	59	88	58	57
95th Queue (ft)	49	95	87	132	22	23	111	160	111	110
Link Distance (ft)		911	911		859	859		2790		3582
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200			200			200		200	
Storage Blk Time (%)		0		0				0	0	
Queuing Penalty (veh)		0		0				0	0	

**Intersection: 74: Table Rock Road & Vilas Road, Interval #0**

Movement	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	TR	L	L	T	T	R	T	T	R	L
Maximum Queue (ft)	98	169	201	200	274	403	420	211	150	158	29	215
Average Queue (ft)	42	71	95	100	136	184	132	104	80	76	6	126
95th Queue (ft)	116	188	227	220	305	449	408	234	173	179	77	247
Link Distance (ft)		472	472				483	483		774	774	
Upstream Blk Time (%)							2	1				
Queuing Penalty (veh)							26	12				
Storage Bay Dist (ft)	160			200	200			200			225	160
Storage Blk Time (%)	1	4		2	2	15	3	3	1	1		7
Queuing Penalty (veh)	2	4		9	10	131	20	12	0	7		20

**Intersection: 74: Table Rock Road & Vilas Road, Interval #0**

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	198	199
Average Queue (ft)	100	114
95th Queue (ft)	231	238
Link Distance (ft)	3482	3482
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	1	
Queuing Penalty (veh)	2	

**Intersection: 74: Table Rock Road & Vilas Road, Interval #1**

Movement	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	T	R	L	T	T	R
Maximum Queue (ft)	209	281	292	252	305	515	521	225	5	228	246	68
Average Queue (ft)	127	205	227	211	298	492	458	210	1	158	169	11
95th Queue (ft)	239	295	307	285	350	546	601	270	9	241	298	83
Link Distance (ft)		472	472			483	483			774	774	
Upstream Blk Time (%)						21	14					
Queuing Penalty (veh)						265	174					
Storage Bay Dist (ft)	160			200	200			200	160			225
Storage Blk Time (%)	11	26		14	22	47	9	17		9	2	
Queuing Penalty (veh)	22	26		56	90	423	70	70		0	16	

**Intersection: 74: Table Rock Road & Vilas Road, Interval #1**

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	260	582	411
Average Queue (ft)	245	383	267
95th Queue (ft)	293	677	481
Link Distance (ft)		3482	3482
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	56	7	
Queuing Penalty (veh)	167	26	

**Intersection: 74: Table Rock Road & Vilas Road, Interval #2**

Movement	EB	EB	EB	B86	B213	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	TR	T	T	L	L	T	T	R	L	T
Maximum Queue (ft)	299	545	546	2297	220	252	305	525	531	225	37	445
Average Queue (ft)	156	344	352	584	19	224	303	499	483	208	2	186
95th Queue (ft)	323	589	579	2182	240	297	318	517	583	277	30	371
Link Distance (ft)		472	472	3273	1388			483	483			774
Upstream Blk Time (%)		22	21	3	0			27	18			
Queuing Penalty (veh)		77	73	18	2			313	202			
Storage Bay Dist (ft)	160					200	200			200	160	
Storage Blk Time (%)	10	64				22	32	42	12	14		14
Queuing Penalty (veh)	20	59				83	122	354	82	52		0

**Intersection: 74: Table Rock Road & Vilas Road, Interval #2**

Movement	NB	NB	NB	SB	SB	SB
Directions Served	T	R	R	L	T	TR
Maximum Queue (ft)	734	323	275	260	2147	2086
Average Queue (ft)	368	144	119	254	1006	870
95th Queue (ft)	840	391	332	286	2088	1990
Link Distance (ft)	774				3482	3482
Upstream Blk Time (%)	6					
Queuing Penalty (veh)	42					
Storage Bay Dist (ft)		225	225	160		
Storage Blk Time (%)	4	29	26	81	8	
Queuing Penalty (veh)	40	66	58	225	28	

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	B86	B213	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	TR	T	T	L	L	T	T	R	L	T
Maximum Queue (ft)	299	545	546	2297	220	252	305	526	532	225	40	456
Average Queue (ft)	133	275	289	378	12	203	277	451	426	193	1	164
95th Queue (ft)	294	540	536	1743	191	312	397	662	677	293	25	333
Link Distance (ft)		472	472	3273	1388			483	483			774
Upstream Blk Time (%)		14	14	2	0			22	14			
Queuing Penalty (veh)		49	47	12	1			262	169			
Storage Bay Dist (ft)	160					200	200			200	160	
Storage Blk Time (%)	9	47				17	26	39	10	13		11
Queuing Penalty (veh)	18	44				67	99	337	70	50		0

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	NB	NB	NB	SB	SB	SB
Directions Served	T	R	R	L	T	TR
Maximum Queue (ft)	734	323	275	260	2147	2086
Average Queue (ft)	284	96	77	233	744	634
95th Queue (ft)	716	326	272	327	1811	1686
Link Distance (ft)	774				3482	3482
Upstream Blk Time (%)	4					
Queuing Penalty (veh)	27					
Storage Bay Dist (ft)		225	225	160		
Storage Blk Time (%)	3	19	17	65	6	
Queuing Penalty (veh)	30	43	38	184	24	

**Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #0**

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	T	T	T	T	R	L	T	TR	L	T
Maximum Queue (ft)	148	166	113	140	368	447	280	167	262	286	210	264
Average Queue (ft)	78	92	50	63	198	227	180	106	146	167	109	113
95th Queue (ft)	173	197	133	154	470	551	357	198	322	341	239	274
Link Distance (ft)			1958	1958	3034	3034			5548	5548		1818
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450	450					205	90			95	
Storage Blk Time (%)					36	9	14	17	13		18	13
Queuing Penalty (veh)					0	50	47	59	39		68	58

**Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #0**

Movement	SB
Directions Served	TR
Maximum Queue (ft)	267
Average Queue (ft)	131
95th Queue (ft)	288
Link Distance (ft)	1818
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1**

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	T	T	R	L	T	TR	L
Maximum Queue (ft)	236	272	187	168	56	599	724	290	170	394	405	235
Average Queue (ft)	153	179	92	108	8	404	520	264	156	288	289	220
95th Queue (ft)	273	298	193	188	66	656	834	367	201	478	469	275
Link Distance (ft)			1958	1958		3034	3034			5548	5548	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450	450			250			205	90			95
Storage Blk Time (%)	0					67	36	38	42	32		53
Queuing Penalty (veh)	0					1	190	128	149	96		199

**Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1**

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	500	488
Average Queue (ft)	352	336
95th Queue (ft)	558	521
Link Distance (ft)	1818	1818
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	35	
Queuing Penalty (veh)	153	

**Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2**

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	300	322	170	178	58	20	723	838	290	170	538	532
Average Queue (ft)	164	187	66	87	4	1	356	461	274	152	276	267
95th Queue (ft)	311	330	144	158	52	17	624	793	340	204	469	454
Link Distance (ft)			1958	1958			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450	450			250	70			205	90		
Storage Blk Time (%)	0	0		0	0		62	25	42	38	28	
Queuing Penalty (veh)	0	0		0	0		1	122	133	124	77	

**Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2**

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	235	527	522
Average Queue (ft)	207	302	293
95th Queue (ft)	280	516	498
Link Distance (ft)		1818	1818
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	48	28	
Queuing Penalty (veh)	169	115	



Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	316	334	214	196	101	20	747	865	290	170	574	573
Average Queue (ft)	149	171	69	88	4	1	343	438	258	146	259	257
95th Queue (ft)	293	315	156	167	51	14	627	799	370	210	465	451
Link Distance (ft)			1958	1958			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450	450			250	70			205	90		
Storage Blk Time (%)	0	0		0	0		59	25	37	36	27	
Queuing Penalty (veh)	0	0		0	0		1	126	120	120	76	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	235	548	564
Average Queue (ft)	195	284	278
95th Queue (ft)	296	524	499
Link Distance (ft)		1818	1818
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	45	27	
Queuing Penalty (veh)	161	115	

Intersection: 122: Table Rock Road & Access 1, Interval #0

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 122: Table Rock Road & Access 1, Interval #1**

**Movement**

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

**Intersection: 122: Table Rock Road & Access 1, Interval #2**

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	398	429
Average Queue (ft)	77	89
95th Queue (ft)	559	594
Link Distance (ft)	1818	1818
Upstream Blk Time (%)	1	1
Queuing Penalty (veh)	5	7
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 122: Table Rock Road & Access 1, All Intervals**

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	398	429
Average Queue (ft)	50	58
95th Queue (ft)	442	470
Link Distance (ft)	1818	1818
Upstream Blk Time (%)	0	1
Queuing Penalty (veh)	3	4
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

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Intersection: 171: Bypass & NB Off, Interval #0

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**Movement**

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

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Intersection: 171: Bypass & NB Off, Interval #1

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**Movement**

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

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Intersection: 171: Bypass & NB Off, Interval #2

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Movement	NB
Directions Served	TR
Maximum Queue (ft)	14
Average Queue (ft)	3
95th Queue (ft)	39
Link Distance (ft)	111
Upstream Blk Time (%)	2
Queuing Penalty (veh)	20
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 171: Bypass & NB Off, All Intervals

Movement	NB
Directions Served	TR
Maximum Queue (ft)	14
Average Queue (ft)	2
95th Queue (ft)	31
Link Distance (ft)	111
Upstream Blk Time (%)	2
Queuing Penalty (veh)	13
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 173: Bypass NB & Vilas Road, Interval #0

Movement	EB	EB	EB	EB	WB	WB	WB	B159	B159	NB
Directions Served	L	L	T	T	T	T	T	T	T	LT
Maximum Queue (ft)	247	226	109	41	404	409	372	15	24	115
Average Queue (ft)	148	126	28	12	233	261	220	4	7	59
95th Queue (ft)	314	288	119	53	516	521	461	37	50	148
Link Distance (ft)	207	207	207	207	431	431	431	502	502	1043
Upstream Blk Time (%)	13	5	1		3	4	1			
Queuing Penalty (veh)	63	26	3		12	15	2			
Storage Bay Dist (ft)										
Storage Blk Time (%)							17			
Queuing Penalty (veh)							0			

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	B159	NB
Directions Served	L	L	T	T	T	T	T	R	T	T	LT
Maximum Queue (ft)	249	244	241	198	505	502	472	64	239	272	320
Average Queue (ft)	228	225	133	71	438	443	400	9	64	90	219
95th Queue (ft)	252	247	295	196	568	555	516	101	231	276	353
Link Distance (ft)	207	207	207	207	431	431	431		502	502	1043
Upstream Blk Time (%)	36	32	10	0	26	26	10				
Queuing Penalty (veh)	179	158	51	2	106	108	42				
Storage Bay Dist (ft)								250			
Storage Blk Time (%)							52				
Queuing Penalty (veh)							1				

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	B159	NB	NB
Directions Served	L	L	T	T	T	T	T	R	T	T	LT	R
Maximum Queue (ft)	258	255	258	232	547	512	506	159	531	537	796	311
Average Queue (ft)	226	227	130	59	503	489	470	9	462	471	589	67
95th Queue (ft)	250	250	290	184	533	515	518	98	658	649	872	453
Link Distance (ft)	207	207	207	207	431	431	431		502	502	1043	1043
Upstream Blk Time (%)	38	36	9	0	81	71	39		33	36		3
Queuing Penalty (veh)	176	166	40	1	310	272	148		188	209		1
Storage Bay Dist (ft)									250			
Storage Blk Time (%)									80			
Queuing Penalty (veh)									1			

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	B159	NB	NB
Directions Served	L	L	T	T	T	T	T	R	T	T	LT	R
Maximum Queue (ft)	260	257	261	237	547	514	506	190	531	537	796	311
Average Queue (ft)	215	211	116	55	450	446	419	7	313	324	435	43
95th Queue (ft)	297	299	279	175	649	619	601	91	691	695	861	358
Link Distance (ft)	207	207	207	207	431	431	431		502	502	1043	1043
Upstream Blk Time (%)	34	31	8	0	58	52	27		21	23		2
Queuing Penalty (veh)	160	144	37	1	224	200	104		121	134		1
Storage Bay Dist (ft)									250			
Storage Blk Time (%)									65			
Queuing Penalty (veh)									1			

Intersection: 174: SB Off & Bypass, Interval #0

Movement	SB
Directions Served	TR
Maximum Queue (ft)	18
Average Queue (ft)	5
95th Queue (ft)	24
Link Distance (ft)	258
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, Interval #1

Movement	SB
Directions Served	TR
Maximum Queue (ft)	34
Average Queue (ft)	9
95th Queue (ft)	35
Link Distance (ft)	258
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB
Directions Served	TR
Maximum Queue (ft)	36
Average Queue (ft)	5
95th Queue (ft)	26
Link Distance (ft)	258
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB
Directions Served	TR
Maximum Queue (ft)	40
Average Queue (ft)	6
95th Queue (ft)	28
Link Distance (ft)	258
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 175: Bypass SB & Vilas Road, Interval #0**

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	L	T	T	LT	R	R
Maximum Queue (ft)	291	245	234	227	26	176	152	16	154	149
Average Queue (ft)	155	119	106	109	9	82	74	5	42	41
95th Queue (ft)	340	295	257	258	45	218	188	30	171	164
Link Distance (ft)	454	454	454	454	207	207	207	472	472	472
Upstream Blk Time (%)	1	0	0			1	0			
Queuing Penalty (veh)	3	0	0			2	0			
Storage Bay Dist (ft)										
Storage Blk Time (%)				3						
Queuing Penalty (veh)				1						

**Intersection: 175: Bypass SB & Vilas Road, Interval #1**

Movement	EB	EB	EB	EB	EB	B158	B158	B26	WB	WB	WB	SB
Directions Served	T	T	T	T	R	T	T	T	L	T	T	LT
Maximum Queue (ft)	528	480	429	371	32	281	324	22	63	211	188	31
Average Queue (ft)	416	377	301	240	0	84	98	2	14	148	135	23
95th Queue (ft)	602	567	468	367	0	348	415	25	80	228	202	68
Link Distance (ft)	454	454	454	454		862	862	364	207	207	207	472
Upstream Blk Time (%)	29	8	0	0		0	1		0	1	0	
Queuing Penalty (veh)	145	42	1	0		0	12		0	2	1	
Storage Bay Dist (ft)						250						
Storage Blk Time (%)				10								
Queuing Penalty (veh)				4								

**Intersection: 175: Bypass SB & Vilas Road, Interval #1**

Movement	SB	SB
Directions Served	R	R
Maximum Queue (ft)	186	192
Average Queue (ft)	68	75
95th Queue (ft)	207	220
Link Distance (ft)	472	472
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	EB	B158	B158	B26	B26	WB	WB	WB
Directions Served	T	T	T	T	R	T	T	T	T	L	T	T
Maximum Queue (ft)	575	520	479	462	253	963	980	456	437	221	264	252
Average Queue (ft)	521	488	330	249	17	778	831	264	293	54	195	183
95th Queue (ft)	613	579	489	426	141	1233	1276	555	544	190	268	254
Link Distance (ft)	454	454	454	454		862	862	364	364	207	207	207
Upstream Blk Time (%)	89	45	1	1		25	75	8	15	3	18	14
Queuing Penalty (veh)	418	213	3	4		233	705	78	142	12	70	55
Storage Bay Dist (ft)						250						
Storage Blk Time (%)						9						
Queuing Penalty (veh)						3						

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	SB	SB	SB	B168
Directions Served	LT	R	R	T
Maximum Queue (ft)	105	302	303	4
Average Queue (ft)	60	71	88	0
95th Queue (ft)	139	251	272	4
Link Distance (ft)	472	472	472	705
Upstream Blk Time (%)	0		0	
Queuing Penalty (veh)	1		1	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	EB	B158	B158	B26	B26	WB	WB	WB
Directions Served	T	T	T	T	R	T	T	T	T	L	T	T
Maximum Queue (ft)	575	520	480	475	254	963	980	456	437	222	267	254
Average Queue (ft)	446	411	291	227	11	520	558	171	190	39	168	157
95th Queue (ft)	695	661	496	409	112	1214	1282	484	497	158	278	258
Link Distance (ft)	454	454	454	454		862	862	364	364	207	207	207
Upstream Blk Time (%)	64	31	0	0		16	49	5	10	2	12	9
Queuing Penalty (veh)	300	146	2	2		150	456	50	91	8	46	36
Storage Bay Dist (ft)						250						
Storage Blk Time (%)					8							
Queuing Penalty (veh)					3							

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	SB	SB	SB	B168
Directions Served	LT	R	R	T
Maximum Queue (ft)	106	305	304	4
Average Queue (ft)	44	66	78	0
95th Queue (ft)	121	232	249	4
Link Distance (ft)	472	472	472	705
Upstream Blk Time (%)	0		0	
Queuing Penalty (veh)	1		0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 182: Bypass, Interval #0

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #1

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement	NB	NB	B194	B194
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Directions Served	T	T	T	T
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Maximum Queue (ft)	57	57	21	23
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Average Queue (ft)	10	11	1	1
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95th Queue (ft)	130	137	20	23
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Link Distance (ft)	555	555	4012	4012
--------------------	-----	-----	------	------

Upstream Blk Time (%)	1	1		
-----------------------	---	---	--	--

Queuing Penalty (veh)	0	0		
-----------------------	---	---	--	--

Storage Bay Dist (ft)				
-----------------------	--	--	--	--

Storage Blk Time (%)				
----------------------	--	--	--	--

Queuing Penalty (veh)				
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Intersection: 182: Bypass, All Intervals

Movement	NB	NB	B194	B194
----------	----	----	------	------

Directions Served	T	T	T	T
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Maximum Queue (ft)	57	57	21	23
--------------------	----	----	----	----

Average Queue (ft)	7	7	1	1
--------------------	---	---	---	---

95th Queue (ft)	104	109	16	18
-----------------	-----	-----	----	----

Link Distance (ft)	555	555	4012	4012
--------------------	-----	-----	------	------

Upstream Blk Time (%)	1	1		
-----------------------	---	---	--	--

Queuing Penalty (veh)	0	0		
-----------------------	---	---	--	--

Storage Bay Dist (ft)				
-----------------------	--	--	--	--

Storage Blk Time (%)				
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Queuing Penalty (veh)				
-----------------------	--	--	--	--

**Intersection: 183: Bypass & NB On, Interval #0**

Movement	NB	NW
Directions Served	T	R
Maximum Queue (ft)	3	3
Average Queue (ft)	1	1
95th Queue (ft)	7	8
Link Distance (ft)	258	602
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 183: Bypass & NB On, Interval #1**

Movement	NB	NB	SB	SB	NW	B177	B177
Directions Served	T	T	T	T	R	T	T
Maximum Queue (ft)	5	21	5	13	15	108	27
Average Queue (ft)	1	4	1	2	1	19	4
95th Queue (ft)	11	25	11	23	18	149	60
Link Distance (ft)	258	258	559	559	602	487	487
Upstream Blk Time (%)						0	
Queuing Penalty (veh)						0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

**Intersection: 183: Bypass & NB On, Interval #2**

Movement	NB	NB	SB	SB	NW	B177	B177
Directions Served	T	T	T	T	R	T	T
Maximum Queue (ft)	6	9	3	4	6	206	103
Average Queue (ft)	0	0	0	0	0	15	5
95th Queue (ft)	5	6	4	5	6	140	74
Link Distance (ft)	258	258	559	559	602	487	487
Upstream Blk Time (%)						0	
Queuing Penalty (veh)						0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

**Intersection: 183: Bypass & NB On, All Intervals**

Movement	NB	NB	SB	SB	NW	B177	B177
Directions Served	T	T	T	T	R	T	T
Maximum Queue (ft)	8	30	8	13	22	262	103
Average Queue (ft)	0	1	0	1	1	14	4
95th Queue (ft)	6	12	6	11	10	130	65
Link Distance (ft)	258	258	559	559	602	487	487
Upstream Blk Time (%)						0	
Queuing Penalty (veh)						0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

**Intersection: 191: Bend, Interval #0**

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	94	93
Average Queue (ft)	19	19
95th Queue (ft)	178	176
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 191: Bend, Interval #1**

Movement	NB
Directions Served	T
Maximum Queue (ft)	49
Average Queue (ft)	7
95th Queue (ft)	109
Link Distance (ft)	559
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 191: Bend, Interval #2**

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	45	53
Average Queue (ft)	0	5
95th Queue (ft)	0	90
Link Distance (ft)	559	559
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 191: Bend, All Intervals**

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	95	103
Average Queue (ft)	3	7
95th Queue (ft)	65	110
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

Network wide Queuing Penalty, Interval #0: 1027
Network wide Queuing Penalty, Interval #1: 4169
Network wide Queuing Penalty, Interval #2: 10975
Network wide Queuing Penalty, All Intervals: 8096

**APPENDIX O:**  
**HIGHWAY SAFETY MANUAL AND ISATe**  
**CRASH ANALYSIS TABLES**

**Figure O-1: Highway Safety Manual Crash Analysis Report No-build/No-mitigation (NBNM)**



**Highway Safety Manual Analysis  
Urban and Suburban Arterials**

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	6.11.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1	3.406	0.944	2.462
Segment 2	1.855	0.524	1.332
Segment 3	2.655	0.744	1.911
Segment 4	0.520	0.162	0.357
Segment 5	11.882	3.350	8.532
Segment 6	1.509	0.423	1.086
Segment 7	0.747	0.207	0.541
Segment 8	1.419	0.385	1.034
Segment 9	2.247	0.637	1.610
Segment 10	4.181	1.257	2.924
<b>INTERSECTIONS</b>			
Intersection 1	9.612	3.404	6.209
Intersection 2	6.181	2.170	4.011
Intersection 3	5.963	2.098	3.865
Intersection 4	0.585	0.215	0.370
Intersection 5			
Intersection 6	9.258	3.349	5.910
Intersection 7	1.571	0.624	0.946
Intersection 8	0.737	0.254	0.483
Intersection 9	1.053	0.333	0.720
Intersection 10			
<b>TOTAL</b>	-	<b>21.080</b>	<b>44.303</b>

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



## Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1	0.160	0.054	0.106
Segment 2	4.754	1.397	3.356
Segment 3	0.160	0.059	0.101
Segment 4			
Segment 5			
Segment 6			
Segment 7	3.596	0.989	2.607
Segment 8	0.052	0.014	0.038
Segment 9	2.908	0.797	2.111
Segment 10	0.594	0.181	0.413
<b>INTERSECTIONS</b>			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
<b>TOTAL</b>	<b>12.224</b>	<b>3.493</b>	<b>8.732</b>

**Note:**

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.





## Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1	0.383	0.111	0.272
Segment 2	1.134	0.329	0.805
Segment 3	1.074	0.317	0.757
Segment 4	0.299	0.091	0.208
Segment 5	1.819	0.556	1.263
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
<b>INTERSECTIONS</b>			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
<b>TOTAL</b>	<b>4.709</b>	<b>1.405</b>	<b>3.304</b>

**Note:**

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.

**Figure O-2: Highway Safety Manual Crash Analysis Report No-build/Mitigated with Tier 1&2 Projects (NBT2)**



**Highway Safety Manual Analysis  
Urban and Suburban Arterials**

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.20.19	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1	3.356	0.930	2.426
Segment 2	1.909	0.541	1.368
Segment 3	2.680	0.751	1.929
Segment 4	0.282	0.091	0.191
Segment 5	13.011	3.661	9.349
Segment 6	1.296	0.365	0.931
Segment 7	1.695	0.476	1.220
Segment 8	1.539	0.422	1.117
Segment 9	2.998	0.842	2.156
Segment 10	8.618	2.368	6.250
<b>INTERSECTIONS</b>			
Intersection 1	8.071	2.858	5.213
Intersection 2	6.092	2.157	3.935
Intersection 3	9.178	3.313	5.865
Intersection 4	7.406	2.687	4.720
Intersection 5	5.813	2.079	3.734
Intersection 6	8.203	2.965	5.238
Intersection 7	1.684	0.557	1.127
Intersection 8	2.414	0.824	1.590
Intersection 9			
Intersection 10			
<b>TOTAL</b>	<b>86.247</b>	<b>27.888</b>	<b>58.359</b>

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



## Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1	0.286	0.089	0.197
Segment 2	3.586	1.013	2.573
Segment 3	0.132	0.051	0.081
Segment 4	0.191	0.059	0.132
Segment 5	3.825	1.055	2.770
Segment 6	0.256	0.063	0.193
Segment 7	3.057	0.845	2.212
Segment 8	0.443	0.132	0.311
Segment 9	2.954	0.810	2.145
Segment 10	0.445	0.138	0.307
<b>INTERSECTIONS</b>			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
<b>TOTAL</b>	<b>15.175</b>	<b>4.254</b>	<b>10.921</b>

**Note:**

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



## Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1	0.445	0.145	0.300
Segment 2	0.686	0.203	0.484
Segment 3	1.532	0.372	1.160
Segment 4	2.780	0.767	2.013
Segment 5			
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
<b>INTERSECTIONS</b>			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
<b>TOTAL</b>	<b>5.443</b>	<b>1.486</b>	<b>3.957</b>

**Note:**

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.

**Figure O-3: Highway Safety Manual Crash Analysis Report JTA build with Tier 1&2 Projects (JTAT2)**



**Highway Safety Manual Analysis  
Urban and Suburban Arterials**

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.20.19	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1			
Segment 2	1.964	0.559	1.405
Segment 3			
Segment 4	0.289	0.072	0.217
Segment 5	13.247	3.727	9.521
Segment 6	1.310	0.369	0.941
Segment 7	1.695	0.476	1.220
Segment 8	1.612	0.444	1.167
Segment 9	2.796	0.787	2.009
Segment 10	9.187	2.519	6.668
<b>INTERSECTIONS</b>			
Intersection 1	10.394	3.724	6.670
Intersection 2	6.335	2.234	4.102
Intersection 3	6.165	2.196	3.969
Intersection 4	6.462	2.317	4.145
Intersection 5	4.465	1.530	2.935
Intersection 6	4.928	1.746	3.182
Intersection 7	1.583	0.526	1.057
Intersection 8			
Intersection 9			
Intersection 10			
<b>TOTAL</b>	<b>72.433</b>	<b>23.226</b>	<b>49.207</b>

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



## Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1	0.253	0.080	0.174
Segment 2	5.345	1.503	3.842
Segment 3	1.165	0.304	0.861
Segment 4	0.262	0.079	0.183
Segment 5	2.574	0.715	1.859
Segment 6	0.301	0.074	0.227
Segment 7	1.347	0.383	0.964
Segment 8	0.349	0.106	0.243
Segment 9	2.785	0.765	2.021
Segment 10	0.205	0.069	0.136
<b>INTERSECTIONS</b>			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
<b>TOTAL</b>	<b>14.586</b>	<b>4.077</b>	<b>10.509</b>

**Note:**

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



## Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N <sub>predicted</sub> (ALL)	N <sub>predicted</sub> (FI)	N <sub>predicted</sub> (PDO)
<b>ROADWAY SEGMENTS</b>			
Segment 1	0.539	0.174	0.365
Segment 2	0.322	0.079	0.243
Segment 3			
Segment 4			
Segment 5			
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
<b>INTERSECTIONS</b>			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
<b>TOTAL</b>	<b>0.861</b>	<b>0.252</b>	<b>0.609</b>

**Note:**

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.

Figure O-4: ISATe Crash Analysis Report JTA build with Tier 1&2 Projects (JTAT2)

Output Summary									
<b>General Information</b>									
Project description:	Phase 2 Scenario JTA Tier 1 and 2 - Vilas Rd IAMP								
Analyst:	Katie Brown	Date:	3.20.19	Area type:	Urban				
First year of analysis:	2040								
Last year of analysis:	2040								
<b>Crash Data Description</b>									
Freeway segments	Segment crash data available?	No	First year of crash data:						
	Project-level crash data available?	No	Last year of crash data:						
Ramp segments	Segment crash data available?	No	First year of crash data:						
	Project-level crash data available?	No	Last year of crash data:						
Ramp terminals	Segment crash data available?	No	First year of crash data:						
	Project-level crash data available?	No	Last year of crash data:						
<b>Estimated Crash Statistics</b>									
<b>Crashes for Entire Facility</b>		<b>Total</b>	<b>K</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>PDO</b>		
Estimated number of crashes during Study Period, crashes:		33.3	0.1	0.5	3.0	8.7	21.0		
Estimated average crash freq. during Study Period, crashes/yr:		33.3	0.1	0.5	3.0	8.7	21.0		
<b>Crashes by Facility Component</b>		<b>Nbr. Sites</b>	<b>Total</b>	<b>K</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>PDO</b>	
Freeway segments, crashes:		5	12.4	0.1	0.2	1.2	2.2	8.8	
Ramp segments, crashes:		4	2.4	0.0	0.1	0.4	0.7	1.3	
Crossroad ramp terminals, crashes:		2	18.5	0.0	0.2	1.5	5.8	10.9	
<b>Crashes for Entire Facility by Year</b>		<b>Year</b>	<b>Total</b>	<b>K</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>PDO</b>	
Estimated number of crashes during the Study Period, crashes:		2040	33.3	0.1	0.5	3.0	8.7	21.0	
		2041							
		2042							
		2043							
		2044							
		2045							
		2046							
		2047							
		2048							
		2049							
		2050							
		2051							
		2052							
		2053							
		2054							
		2055							
		2056							
2057									
2058									
2059									
2060									
2061									
2062									
2063									
<b>Distribution of Crashes for Entire Facility</b>									
Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period							
		Total	K	A	B	C	PDO		
Multiple vehicle	Head-on crashes:	0.2	0.0	0.0	0.0	0.1	0.1		
	Right-angle crashes:	4.5	0.0	0.1	0.4	1.5	2.5		
	Rear-end crashes:	14.8	0.0	0.2	1.4	4.5	8.6		
	Sideswipe crashes:	3.4	0.0	0.0	0.2	0.5	2.7		
	Other multiple-vehicle crashes:	0.5	0.0	0.0	0.0	0.1	0.3		
	Total multiple-vehicle crashes:	23.3	0.1	0.3	2.1	6.7	14.2		
Single vehicle	Crashes with animal:	0.1	0.0	0.0	0.0	0.0	0.1		
	Crashes with fixed object:	7.3	0.0	0.1	0.7	1.4	5.1		
	Crashes with other object:	0.9	0.0	0.0	0.0	0.1	0.8		
	Crashes with parked vehicle:	0.2	0.0	0.0	0.0	0.0	0.1		
	Other single-vehicle crashes:	1.5	0.0	0.0	0.2	0.5	0.7		
	Total single-vehicle crashes:	10.0	0.1	0.2	1.0	2.0	6.8		
Total crashes:		33.3	0.1	0.5	3.0	8.7	21.0		



Evaluation Site Summary					
General Information					
Project description:		Phase 2 Scenario JTA Tier 1 and 2 - Vilas Rd IAMP			
Analyst:	Katie Brown	Date:	3.20.19	Area type:	Urban
First year of analysis:	2040	Total length of freeway segments for Study Period (mi):		1.330	
Last year of analysis:	2040				
Site Description					
Freeway Segments					
Number	Lanes	Study Period Length (mi)	Study Period Description		
1	4	0.250	62 N of Intch		
2	4	0.130	North SCs		
3	4	0.550	62 between ramps		
4	4	0.150	South SCs		
5	4	0.250	62 S of Intch		
6	0	0.000	0		
7	0	0.000	0		
8	0	0.000	0		
9	0	0.000	0		
10	0	0.000	0		
11	0	0.000	0		
12	0	0.000	0		
13	0	0.000	0		
14	0	0.000	0		
15	0	0.000	0		
16	0	0.000	0		
17	0	0.000	0		
18	0	0.000	0		
19	0	0.000	0		
20	0	0.000	0		
Ramp Segments					
Number	Study Period Description		Number	Study Period Description	
1	SB off		21	0	
2	SB on		22	0	
3	NB off		23	0	
4	NB on		24	0	
5	0		25	0	
6	0		26	0	
7	0		27	0	
8	0		28	0	
9	0		29	0	
10	0		30	0	
11	0		31	0	
12	0		32	0	
13	0		33	0	
14	0		34	0	
15	0		35	0	
16	0		36	0	
17	0		37	0	
18	0		38	0	
19	0		39	0	
20	0		40	0	
Crossroad Ramp Terminals					
Number	Config.	Control	Study Period Description		
1	D4	Signal	SB on/off		
2	D4	Signal	NB on/off		
3	0	0	0		
4	0	0	0		
5	0	0	0		
6	0	0	0		

**APPENDIX P**

**MITIGATIONS RECOMMENDED TO MEET**

**MULTIMODAL LEVEL OF SERVICE LEVELS**

**AND**

**SIMPLIFIED MULTIMODAL LEVEL OF SERVICE SUMMARIES**

## MMLOS Methodology

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The mitigation recommended for several facilities is to widen the roadway. Although a sidewalk probably should be included, it may not; however, Vilas Road specifically will need to meet urban design standards. The no-build scenario will be analyzed without a sidewalk and the build cases will be assumed to include the needed six foot wide sidewalk. The existing bike lane will be included. In summation, if a segment is widened then bike/ped facilities will be assumed to be included. If no widening occurs google earth will be used to document “as-is” conditions; however, even with no widening it is assumed that bike/ped facilities will be added between the ramp terminals.

Along Airway Drive, a five foot wide sidewalk is present along both the east and west sides of the developed section. The north and south ends of the segment are undeveloped and a sidewalk is not present. This will be reported as no sidewalk because that would be the most restrictive characteristic.

Peace Lane has been realigned with Airway Drive in scenarios where Vilas Road has been widened to four lanes (scenarios including Tier 2 projects). Currently there are no sidewalks, but here it will also be assumed that they will be included.

When Crater Lake Avenue is realigned 1,000 feet to the east (City of Medford Tier 1 project) it is assumed that bike/ped facilities will be included.

The construction of Lear Way both north and south of Vilas Road will include sidewalks.

The volume development spreadsheets are used to sum the one-way rounded hourly peak volumes and then conditionally formatted to pull out the high and medium volumes.

The Rogue Valley Transportation District (RVTD) route schedules are used to populate the transit tab. See Appendix Q for more information. Guidance from APMv2 Chapter 14 is used to calculate the Transit Schedule Speed and the Transit Frequency.

In order to improve the Pedestrian LOS, a sidewalk was added where one did not exist. Sometimes this sufficiently improved the LOS and is the suggested mitigation. Other times the high speed and volumes drove the high LOS. To improve the bicycle LOS, first a bike lane/shoulder was added. While this did help on some roadway sections, a shoulder is only appropriate for rural areas and a bike lane is a minimal accommodation not very acceptable by most users; facilities with greater separation are preferred. When this did not improve the LOS, a separated shared use path is suggested. The Shared Path Calculator is used to evaluate the resulting LOS.

The following assumptions are made:

Literature suggests a 20% factor to cover the peak period. The study area has a low bike and ped volume which does not have a large variance between intersections. For this reason, it is assumed that adding a separated multi-use path will have the same effect on the LOS on all segments. The bike and pedestrian LOS becomes an A wherever this mitigation is implemented.

Directional Split = 0.52 based on actual counts as well as APM guidance to use 0.50 – 0.55.

PHF=1

Segment length = 0.39 mi

12' path width

No marked centerline

**Table P-1: NBNM Simplified MMLOS Segment LOS Output Summary<sup>1</sup>**

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd	W	E Project Limit-Crater Lake Ave	C-E	F	n/a
Vilas Rd	E	Crater Lake Ave-E Project Limit	C-E	F	n/a
Vilas Rd	W	Crater Lake Ave-Crater Lake Hwy	E	F	n/a
Vilas Rd	E	Crater Lake Hwy-Crater Lake Ave	E	F	n/a
Vilas Rd	W	Crater Lake Hwy-Industry Dr	C	C-D	n/a
Vilas Rd	E	Industry Dr-Crater Lake Hwy	E	C-D	n/a
Vilas Rd	W	Industry Dr-Peace Ln	C	C-D	n/a
Vilas Rd	E	Peace Ln-Industry Dr	E	C-D	n/a
Vilas Rd	W	Peace Ln-Airway Dr	C	C	n/a
Vilas Rd	E	Airway Dr-Peace Ln	E	C	n/a
Vilas Rd	W	Airway Dr-Table Rock Rd	C	C-D	n/a
Vilas Rd	E	Table Rock Rd-Airway Dr	E	C-D	n/a
Vilas Rd	W	Table Rock Rd-W Project Limit	C	C-D	n/a
Vilas Rd	E	W Project Limit-Table Rock Rd	C-E	C-D	n/a
Pine St/Biddle Rd	W	E Project Limit-Table Rock Rd	E	F	F
Pine St/Biddle Rd	E	Table Rock Rd-E Project Limit	E	F	F
Pine St/Biddle Rd	W	Table Rock Rd-Hamrick Rd	E	E-F	n/a
Pine St/Biddle Rd	E	Hamrick Rd-Table Rock Rd	E	E-F	n/a
Pine St/Biddle Rd	W	Hamrick Rd-W Project Limit	F	C-E	n/a
Pine St/Biddle Rd	E	W Project Limit-Hamrick Rd	E	E-F	n/a
Hamrick Rd	N	S Project Limit-Pine St/Biddle Rd	B	C	n/a
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B-C	B	n/a
Hamrick Rd	N	Pine St/Biddle Rd-Beebe Rd	E	C-D	n/a
Hamrick Rd	S	Beebe Rd-Pine St/Biddle Rd	E	C-D	n/a
Table Rock Rd	N	S Project Limit-Biddle Rd	E	C-D	n/a
Table Rock Rd	S	Biddle Rd-S Project Limit	E	C-D	n/a
Table Rock Rd	N	Biddle Rd-Vilas Rd	E	E-F	F
Table Rock Rd	S	Vilas Rd-Biddle Rd	E	E-F	F
Table Rock Rd	N	Vilas Rd-N Project Limit	E	E-F	F
Table Rock Rd	S	N Project Limit-Vilas Rd	E	E-F	F
Airway Dr	N	S Project Limit-Vilas Rd	B-C	F	n/a
Airway Dr	S	Vilas Rd-S Project Limit	B-C	F	n/a
Peace Ln	N	Vilas Rd-N Project Limit	C-E	F	n/a
Peace Ln	S	N Project Limit-Vilas Rd	C-E	F	n/a
Industry Dr	N	S Project Limit-Vilas Rd	B-C	C-D	n/a
Industry Dr	S	Vilas Rd-S Project Limit	B-C	C-D	n/a
Crater Lake Hwy	N	S Project Limit-Vilas Rd	F	C-E	D
Crater Lake Hwy	S	Vilas Rd-S Project Limit	F	C-E	D
Crater Lake Hwy	N	Vilas Rd-N Project Limit	F	C-E	C
Crater Lake Hwy	S	N Project Limit-Vilas Rd	F	E-F	C

Crater Lake Ave	N	S Project Limit-Vilas Rd	<b>E</b>	<b>F</b>	n/a
Crater Lake Ave	S	Vilas Rd-S Project Limit	<b>E</b>	<b>F</b>	n/a
Crater Lake Ave	N	Vilas Rd-N Project Limit	C-E	<b>F</b>	n/a
Crater Lake Ave	S	N Project Limit-Vilas Rd	C-E	<b>F</b>	n/a

<sup>1</sup>Black-shaded cells indicate that the LOS is E or worse.

**Table P-2: NBM Simplified MMLOS Segment LOS Output Summary<sup>1</sup>**

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd <sup>3</sup>	W	E Project Limit-Crater Lake Ave	C-E	C-D	n/a
Vilas Rd <sup>3</sup>	E	Crater Lake Ave-E Project Limit	C-E	C-D	n/a
Vilas Rd <sup>2, 3</sup>	W	Crater Lake Ave-Crater Lake Hwy	C	C-D	n/a
Vilas Rd <sup>2, 3</sup>	E	Crater Lake Hwy-Crater Lake Ave	C	C-D	n/a
Vilas Rd	W	Crater Lake Hwy-Industry Dr	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	Industry Dr-Crater Lake Hwy	C	C-D	n/a
Vilas Rd <sup>2</sup>	W	Industry Ln-Peace Ln	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	Peace Ln-Industry Dr	C	C-D	n/a
Vilas Rd	W	Peace Ln-Airway Dr	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	Airway Dr-Peace Ln	C	C-D	n/a
Vilas Rd	W	Airway Dr-Table Rock Rd	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	Table Rock Rd-Airway Dr	C	C-D	n/a
Vilas Rd	W	Table Rock Rd-W Project Limit	C	C-D	n/a
Vilas Rd <sup>2</sup>	E	W Project Limit-Table Rock Rd	C	C-D	n/a
Pine St/Biddle Rd <sup>4</sup>	W	E Project Limit-Table Rock Rd	A	A	<b>E</b>
Pine St/Biddle Rd <sup>4</sup>	E	Table Rock Rd-E Project Limit	A	A	<b>E</b>
Pine St/Biddle Rd <sup>4</sup>	W	Table Rock Rd-Hamrick Rd	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	E	Hamrick Rd-Table Rock Rd	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	W	Hamrick Rd-W Project Limit	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	E	W Project Limit-Hamrick Rd	A	A	n/a
Hamrick Rd <sup>3</sup>	N	S Project Limit-Pine St/Biddle Rd	B	B	n/a
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B-C	B	n/a
Hamrick Rd <sup>2</sup>	N	Pine St/Biddle Rd-Beebe Rd	C	C-D	n/a
Hamrick Rd <sup>2</sup>	S	Beebe Rd-Pine St/Biddle Rd	C	C-D	n/a
Table Rock Rd <sup>2</sup>	N	S Project Limit-Biddle Rd	C	C-D	n/a
Table Rock Rd <sup>2</sup>	S	Biddle Rd-S Project Limit	C	C-D	n/a
Table Rock Rd	N	Biddle Rd-Vilas Rd	<b>E</b>	<b>E-F</b>	<b>F</b>
Table Rock Rd	S	Vilas Rd-Biddle Rd	<b>E</b>	<b>E-F</b>	<b>F</b>
Table Rock Rd	N	Vilas Rd-N Project Limit	<b>E</b>	<b>E-F</b>	<b>F</b>
Table Rock Rd	S	N Project Limit-Vilas Rd	<b>E</b>	<b>E-F</b>	<b>F</b>
Airway Dr <sup>3</sup>	N	S Project Limit-Vilas Rd	B-C	C-D	n/a
Airway Dr <sup>3</sup>	S	Vilas Rd-S Project Limit	B-C	C-D	n/a
Peace Ln <sup>3</sup>	N	Vilas Rd-N Project Limit	C-E	C-D	n/a
Peace Ln <sup>3</sup>	S	N Project Limit-Vilas Rd	C-E	C-D	n/a

Industry Dr	N	S Project Limit-Vilas Rd	B-C	C-D	n/a
Industry Dr	S	Vilas Rd-S Project Limit	B-C	C-D	n/a
Crater Lake Hwy <sup>4</sup>	N	S Project Limit-Vilas Rd	A	A	C
Crater Lake Hwy <sup>4</sup>	S	Vilas Rd-S Project Limit	A	A	C
Crater Lake Hwy <sup>4</sup>	N	Vilas Rd-N Project Limit	A	A	B
Crater Lake Hwy <sup>4</sup>	S	N Project Limit-Vilas Rd	A	A	B
Crater Lake Ave <sup>3</sup>	N	S Project Limit-Vilas Rd	C-E	C-D	n/a
Crater Lake Ave <sup>2, 3</sup>	S	Vilas Rd-S Project Limit	C	C	n/a
Crater Lake Ave <sup>3</sup>	N	Vilas Rd-N Project Limit	C-E	C-D	n/a
Crater Lake Ave <sup>3</sup>	S	N Project Limit-Vilas Rd	C-E	C	n/a

<sup>1</sup>Black-shaded cells indicate that the LOS is E or worse.

<sup>2</sup>A sidewalk is added to these segments, outside of generalized assumptions, to improve LOS.

<sup>3</sup>A bicycle lane/shoulder is added to these segments, outside of generalized assumptions, to improve LOS.

<sup>4</sup>A shared use bike path is added using the Shared Path Calculator tool to determine new LOS.

**Table P-3: NBT2 Simplified MMLOS Segment LOS Output Summary<sup>1</sup>**

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd	W	E Project Limit-Crater Lake Ave	C-E	A	n/a
Vilas Rd	E	Crater Lake Ave-E Project Limit	C-E	A	n/a
Vilas Rd <sup>4</sup>	W	Crater Lake Ave-Crater Lake Hwy	C-E	A	n/a
Vilas Rd <sup>4</sup>	E	Crater Lake Hwy-Crater Lake Ave	A	A	n/a
Vilas Rd <sup>4</sup>	W	Crater Lake Hwy-Lear Wy	A	A	n/a
Vilas Rd <sup>4</sup>	E	Lear Wy-Crater Lake Hwy	A	A	n/a
Vilas Rd <sup>4</sup>	W	Lear Wy-Industry Dr	A	A	n/a
Vilas Rd <sup>4</sup>	E	Industry Dr-Lear Wy	A	A	n/a
Vilas Rd <sup>4</sup>	W	Industry Dr-Peace Ln/Airway Dr	A	A	n/a
Vilas Rd <sup>4</sup>	E	Peace Ln/Airway Dr-Industry Dr	A	A	n/a
Vilas Rd <sup>4</sup>	W	Peace Ln/Airway Dr-Table Rock Rd	A	A	n/a
Vilas Rd <sup>4</sup>	E	Table Rock Rd-Peace Ln/Airway Dr	A	A	n/a
Vilas Rd <sup>4</sup>	W	Table Rock Rd-W Project Limit	A	A	n/a
Vilas Rd <sup>4</sup>	E	W Project Limit-Table Rock Rd	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	W	E Project Limit-Table Rock Rd	A	A	<b>E</b>
Pine St/Biddle Rd <sup>4</sup>	E	Table Rock Rd-E Project Limit	A	A	<b>E</b>

Pine St/Biddle Rd <sup>4</sup>	W	Table Rock Rd-Hamrick Rd	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	E	Hamrick Rd-Table Rock Rd	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	W	Hamrick Rd-W Project Limit	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	E	W Project Limit-Hamrick Rd	A	A	n/a
Hamrick Rd <sup>3</sup>	N	S Project Limit-Pine St/Biddle Rd	B	B	n/a
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B-C	B	n/a
Hamrick Rd <sup>2</sup>	N	Pine St/Biddle Rd-Beebe Rd	C	C-D	n/a
Hamrick Rd <sup>2</sup>	S	Beebe Rd-Pine St/Biddle Rd	C	C-D	n/a
Table Rock Rd	N	S Project Limit-Biddle Rd	C	C-D	n/a
Table Rock Rd	S	Biddle Rd-S Project Limit	C	C-D	n/a
Table Rock Rd	N	Biddle Rd-Vilas Rd	E	E-F	F
Table Rock Rd	S	Vilas Rd-Biddle Rd	E	E-F	F
Table Rock Rd	N	Vilas Rd-N Project Limit	E	E-F	F
Table Rock Rd	S	N Project Limit-Vilas Rd	E	E-F	F
Airway Dr <sup>3</sup>	N	S Project Limit-Vilas Rd	B-C	C-D	n/a
Airway Dr <sup>3</sup>	S	Vilas Rd-S Project Limit	B-C	C-D	n/a
Peace Ln	N	Vilas Rd-N Project Limit	C-E	C-D	n/a
Peace Ln	S	N Project Limit-Vilas Rd	C-E	C-D	n/a
Lear Wy	N	S Project Limit-Vilas Rd	C-E	C-D	n/a
Lear Wy	S	Vilas Rd-S Project Limit	B-C	C-D	n/a
Lear Wy	N	Vilas Rd-N Project Limit	B-C	C-D	n/a
Lear Wy	S	N Project Limit-Vilas Rd	C-E	C-D	n/a
Industry Dr	N	S Project Limit-Vilas Rd	B	C-D	n/a
Industry Dr	S	Vilas Rd-S Project Limit	B	C-D	n/a
Crater Lake Hwy <sup>4</sup>	N	S Project Limit-Vilas Rd	A	A	C
Crater Lake Hwy <sup>4</sup>	S	Vilas Rd-S Project Limit	A	A	C
Crater Lake Hwy <sup>4</sup>	N	Vilas Rd-N Project Limit	A	A	B
Crater Lake Hwy <sup>4</sup>	S	N Project Limit-Vilas Rd	A	A	B
Crater Lake Ave	N	S Project Limit-Vilas Rd	C-E	C-D	n/a
Crater Lake Ave	S	Vilas Rd-S Project Limit	B-C	C	n/a
Crater Lake Ave	N	Vilas Rd-N Project Limit	C-E	C-D	n/a
Crater Lake Ave	S	N Project Limit-Vilas Rd	C-E	C	n/a

<sup>1</sup>Black-shaded cells indicate that the LOS is E or worse.

<sup>2</sup>A sidewalk is added to these segments, outside of generalized assumptions, to improve LOS.

<sup>3</sup>A bicycle lane/shoulder is added to these segments, outside of generalized assumptions, to improve LOS.

<sup>4</sup>A shared use bike path is added using the Shared Path Calculator tool to determine new LOS.

**Table P-4: JTAT2 Simplified MMLOS Segment LOS Output Summary<sup>1</sup>**

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd <sup>4</sup>	W	E Project Limit-Crater Lake Ave	A	A	n/a
Vilas Rd <sup>4</sup>	E	Crater Lake Ave-E Project Limit	A	A	n/a
Vilas Rd <sup>4</sup>	W	Crater Lake Ave-Crater Lake Hwy	A	A	n/a



Vilas Rd <sup>4</sup>	E	Crater Lake Hwy-Crater Lake Ave	A	A	n/a
Vilas Rd <sup>4</sup>	W	Crater Lake Hwy-Lear Wy	A	A	n/a
Vilas Rd <sup>4</sup>	E	Lear Wy-Crater Lake Hwy	A	A	n/a
Vilas Rd <sup>4</sup>	W	Lear Wy-NB OR 62 On Ramp	A	A	n/a
Vilas Rd <sup>4</sup>	E	NB OR 62 On Ramp-Lear Wy	A	A	n/a
Vilas Rd <sup>4</sup>	W	NB OR62 Ramp-SB OR62 Ramp	A	C-E	n/a
Vilas Rd <sup>4</sup>	E	SB OR62 Ramps-NB OR62 Ramps	A	C-E	n/a
Vilas Rd <sup>4</sup>	W	SB OR62 Ramps-Airway Dr/Peace Ln	A	A	n/a
Vilas Rd <sup>4</sup>	E	Airway Dr/Peace Ln-SB OR62 Ramps	A	A	n/a
Vilas Rd <sup>4</sup>	W	Airway Dr/Peace Ln-Table Rock Rd	A	A	n/a
Vilas Rd <sup>4</sup>	E	Table Rock Rd-Airway Dr/Peace Ln	A	A	n/a
Vilas Rd <sup>4</sup>	W	Table Rock Rd-W Project Limit	A	A	n/a
Vilas Rd <sup>4</sup>	E	W Project Limit-Table Rock Rd	C-E	A	n/a
Pine St/Biddle Rd <sup>4</sup>	W	E Project Limit-Table Rock Rd	A	A	E
Pine St/Biddle Rd <sup>4</sup>	E	Table Rock Rd-E Project Limit	A	A	E
Pine St/Biddle Rd <sup>4</sup>	W	Table Rock Rd-Hamrick Rd	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	E	Hamrick Rd-Table Rock Rd	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	W	Hamrick Rd-W Project Limit	A	A	n/a
Pine St/Biddle Rd <sup>4</sup>	E	W Project Limit-Hamrick Rd	A	A	n/a
Hamrick Rd	N	S Project Limit-Pine St/Biddle Rd	B	B	n/a
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B	B	n/a
Hamrick Rd <sup>2</sup>	N	Pine St/Biddle Rd-Beebe Rd	C	C-D	n/a
Hamrick Rd <sup>2</sup>	S	Beebe Rd-Pine St/Biddle Rd	C	C-D	n/a
Table Rock Rd	N	S Project Limit-Biddle Rd	E	E-F	n/a
Table Rock Rd	S	Biddle Rd-S Project Limit	E	E-F	n/a
Table Rock Rd	N	Biddle Rd-Vilas Rd	E	E-F	F
Table Rock Rd	S	Vilas Rd-Biddle Rd	E	E-F	F
Table Rock Rd	N	Vilas Rd-N Project Limit	E	E-F	F
Table Rock Rd	S	N Project Limit-Vilas Rd	E	E-F	F
Airway Dr <sup>3</sup>	N	S Project Limit-Vilas Rd	C	C-D	n/a
Airway Dr <sup>3</sup>	S	Vilas Rd-S Project Limit	B-C	C-D	n/a
Peace Ln	N	Vilas Rd-N Project Limit	B-C	C-D	n/a
Peace Ln	S	N Project Limit-Vilas Rd	B-C	C-D	n/a
Lear Wy	N	S Project Limit-Vilas Rd	B-C	C-D	n/a
Lear Wy	S	Vilas Rd-S Project Limit	B-C	C-D	n/a
Lear Wy	N	Vilas Rd-N Project Limit	B-C	C-D	n/a
Lear Wy	S	N Project Limit-Vilas Rd	B-C	C-D	n/a
Crater Lake Hwy <sup>4</sup>	N	S Project Limit-Vilas Rd	A	A	C
Crater Lake Hwy <sup>4</sup>	S	Vilas Rd-S Project Limit	A	A	C
Crater Lake Hwy <sup>4</sup>	N	Vilas Rd-N Project Limit	A	A	B
Crater Lake Hwy <sup>4</sup>	S	N Project Limit-Vilas Rd	A	A	B
Crater Lake Ave	N	S Project Limit-Vilas Rd	B-C	C-D	n/a
Crater Lake Ave	S	Vilas Rd-S Project Limit	B-C	C	n/a
Crater Lake Ave	N	Vilas Rd-N Project Limit	B-C	C-D	n/a

Crater Lake Ave	S	N Project Limit-Vilas Rd	B-C	C	n/a
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<sup>1</sup>Black-shaded cells indicate that the LOS is E or worse.

<sup>2</sup>A sidewalk is added to these segments, outside of generalized assumptions, to improve LOS.

<sup>3</sup>A bicycle lane/shoulder is added to these segments, outside of generalized assumptions, to improve LOS.

<sup>4</sup>A shared use bike path is added using the Shared Path Calculator tool to determine new LOS.

In addition to the mitigations recommended in the no build scenario:

NBT2 requires a separated multi-use path along Vilas Road from Crater Lake Avenue to the west project limit and JTAT2 and FullT2 require the separated multi-use path across the entire study area from the east project limit all the way to the west.

## Summary

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Adding a sidewalk generally improves the pedestrian LOS to C or better, except for along Pine Street / Biddle Road, Table Rock Road, and Crater Lake Highway. This is because the LOS is driven by two lanes of traffic in each direction, posted speed above 40 mph, and medium volumes.

Adding a bike lane/shoulder infrequently improved the LOS sufficiently. While this did help on some roadway sections, a shoulder is only appropriate for rural areas and a bike lane is a minimal accommodation not very acceptable by most users; facilities with greater separation are preferred. When this did not improve the LOS, a separated shared use path is suggested. The Shared Path Calculator is used to evaluate the resulting LOS. The following assumptions are made:

- Literature suggests a 20% factor to cover the peak period. The study area has a low bike and ped volume which does not have a large variance between intersections. For this reason, it is assumed that adding a separated multi-use path will have the same effect on the LOS on all segments. The bike and pedestrian LOS becomes an A wherever this mitigation is implemented.

- Directional Split = 0.52 based on actual counts as well as APM guidance to use 0.50 – 0.55.
- PHF=1
- Segment length = 0.39 mi
- 12' path width
- No marked centerline

A separated multi-use path is the recommended mitigation along Pine Street / Biddle Road from the West project limit to the East project limit on the North side of the roadway. It creates a useful Eastward extension from the existing North-South Bear Creek Greenway. The construction of the interchange in both the JTA and the Full Build will require the separated multi-use path on Vilas Road across the entire study area from the east project limit all the way to the west.

A separated path is needed along Table Rock Road from Biddle Road to the North project limit; however, this is not feasible because the roadway is completely developed by commercial and industrial use. Crater Lake Highway (CLH) is similarly developed, but a Tier 1 project proposes a re-alignment of Crater Lake Avenue 1,000 feet to the east of its current location running parallel to CLH. This would provide an ideal spot to locate the recommended separated multi-use path.

With no mitigations almost all of the roadways have unacceptable MMLOS ratings. It was not possible to bring Table Rock Road to an acceptable MMLOS rating with any available mitigation because the roadway is completely developed by commercial and industrial use.

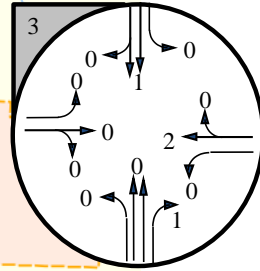
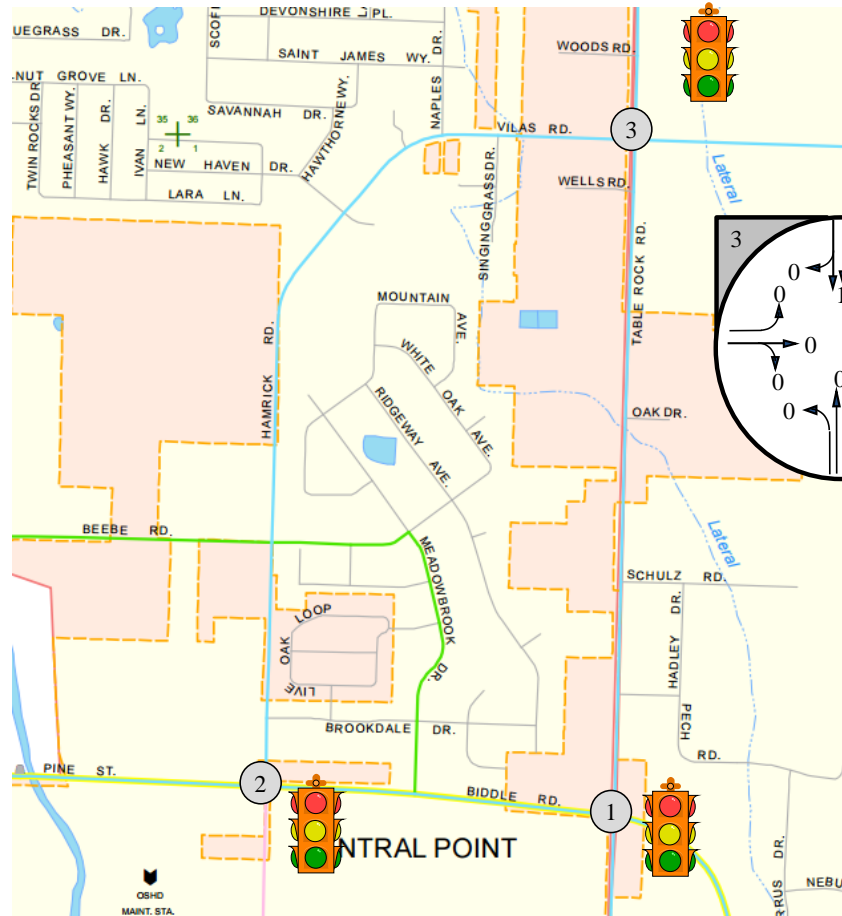
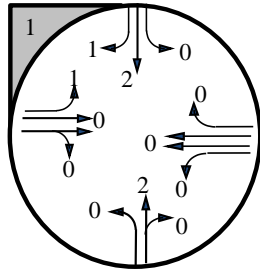
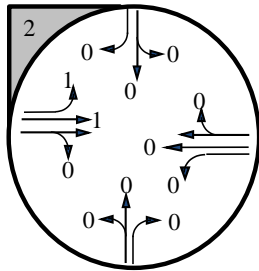
**Table P-5: NBNM to create NBM and meet required MMLOS levels**

Roadway	Dir	From-To	Recommended Mitigation
Vilas Rd	W	E Project Limit-Crater Lake Ave	
Vilas Rd	E	Crater Lake Ave-E Project Limit	
Vilas Rd	W	Crater Lake Ave-Crater Lake Hwy	Sidewalk added
Vilas Rd	E	Crater Lake Hwy-Crater Lake Ave	Sidewalk added
Vilas Rd	W	Crater Lake Hwy-Industry Dr	
Vilas Rd	E	Industry Dr-Crater Lake Hwy	Sidewalk added
Vilas Rd	W	Industry Dr-Peace Ln	Sidewalk added
Vilas Rd	E	Peace Ln-Industry Dr	Sidewalk added
Vilas Rd	W	Peace Ln-Airway Dr	
Vilas Rd	E	Airway Dr-Peace Ln	Sidewalk added
Vilas Rd	W	Airway Dr-Table Rock Rd	
Vilas Rd	E	Table Rock Rd-Airway Dr	Sidewalk added
Vilas Rd	W	Table Rock Rd-W Project Limit	
Vilas Rd	E	W Project Limit-Table Rock Rd	Sidewalk added
Pine St/Biddle Rd	W	E Project Limit-Table Rock Rd	Separated shared use path
Pine St/Biddle Rd	E	Table Rock Rd-E Project Limit	Separated shared use path

Pine St/Biddle Rd	W	Table Rock Rd-Hamrick Rd	Separated shared use path
Pine St/Biddle Rd	E	Hamrick Rd-Table Rock Rd	Separated shared use path
Pine St/Biddle Rd	W	Hamrick Rd-W Project Limit	Separated shared use path
Pine St/Biddle Rd	E	W Project Limit-Hamrick Rd	Separated shared use path
Hamrick Rd	N	S Project Limit-Pine St/Biddle Rd	
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	
Hamrick Rd	N	Pine St/Biddle Rd-Beebe Rd	Sidewalk added
Hamrick Rd	S	Beebe Rd-Pine St/Biddle Rd	Sidewalk added
Table Rock Rd	N	S Project Limit-Biddle Rd	Sidewalk added
Table Rock Rd	S	Biddle Rd-S Project Limit	Sidewalk added
Table Rock Rd	N	Biddle Rd-Vilas Rd	Separated shared use path <sup>1</sup>
Table Rock Rd	S	Vilas Rd-Biddle Rd	Separated shared use path <sup>1</sup>
Table Rock Rd	N	Vilas Rd-N Project Limit	Separated shared use path <sup>1</sup>
Table Rock Rd	S	N Project Limit-Vilas Rd	Separated shared use path <sup>1</sup>
Airway Dr	N	S Project Limit-Vilas Rd	Bike lane/shoulder added
Airway Dr	S	Vilas Rd-S Project Limit	Bike lane/shoulder added
Peace Ln	N	Vilas Rd-N Project Limit	Bike lane/shoulder added
Peace Ln	S	N Project Limit-Vilas Rd	Bike lane/shoulder added
Industry Dr	N	Vilas Rd-N Project Limit	
Industry Dr	S	N Project Limit-Vilas Rd	
Crater Lake Hwy	N	S Project Limit-Vilas Rd	Separated shared use path
Crater Lake Hwy	S	Vilas Rd-S Project Limit	Separated shared use path
Crater Lake Hwy	N	Vilas Rd-N Project Limit	Separated shared use path
Crater Lake Hwy	S	N Project Limit-Vilas Rd	Separated shared use path
Crater Lake Ave	N	S Project Limit-Vilas Rd	Bike lane/shoulder added
Crater Lake Ave	S	Vilas Rd-S Project Limit	Bike lane/shoulder added
Crater Lake Ave	N	Vilas Rd-N Project Limit	Bike lane/shoulder added
Crater Lake Ave	S	N Project Limit-Vilas Rd	Bike lane/shoulder added

<sup>1</sup> A separated path is needed along Table Rock Road from Biddle Road to the North project limit; however, this is probably not feasible because the roadway is comp

Bike Volumes are for peak hour 4:15 pm – 5:15 pm.



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP - Bike Volumes

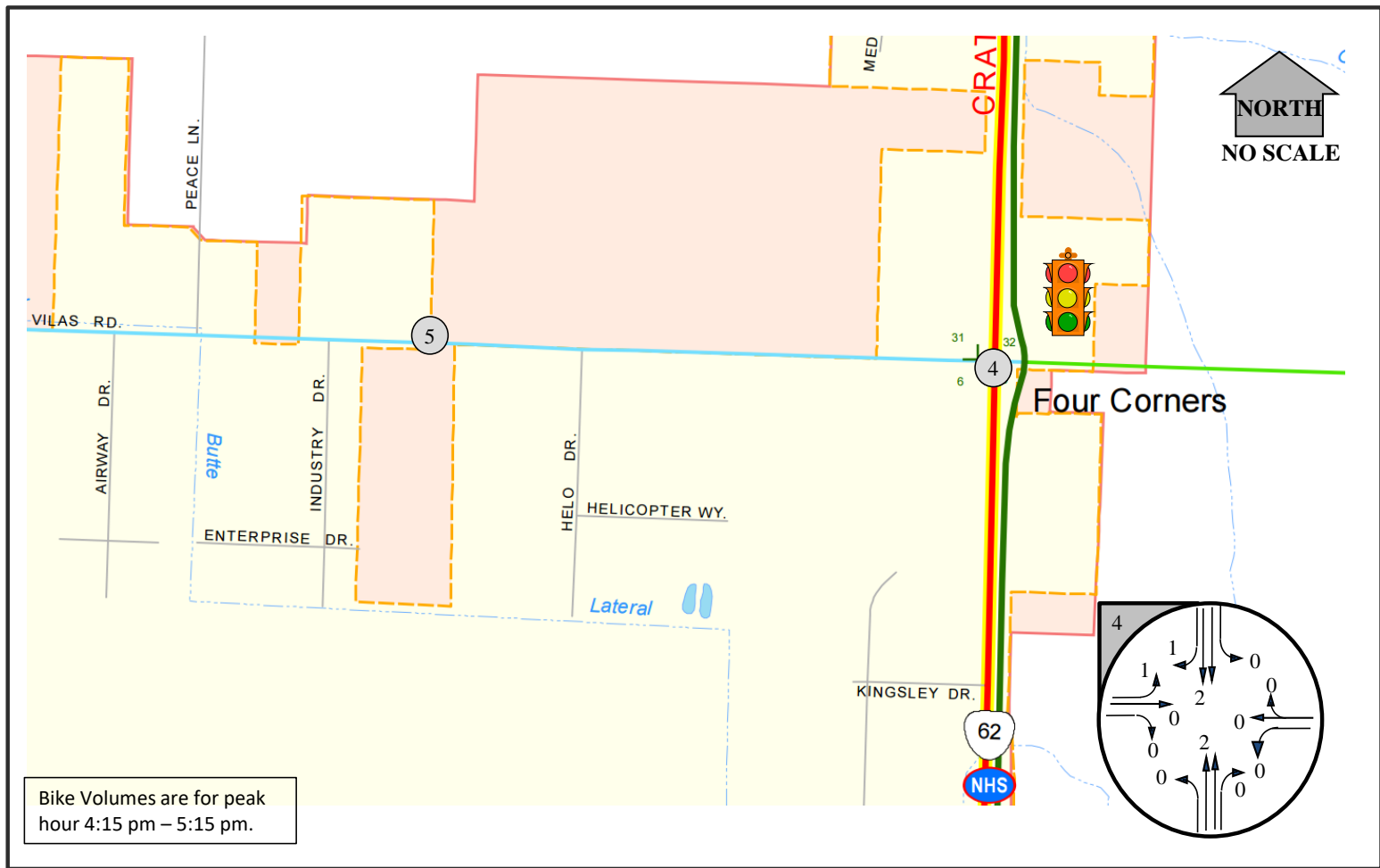
File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E

FIGURE P-1



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP - Bike Volumes

File : OR62-Vilas

Prepared By: Katie Brown

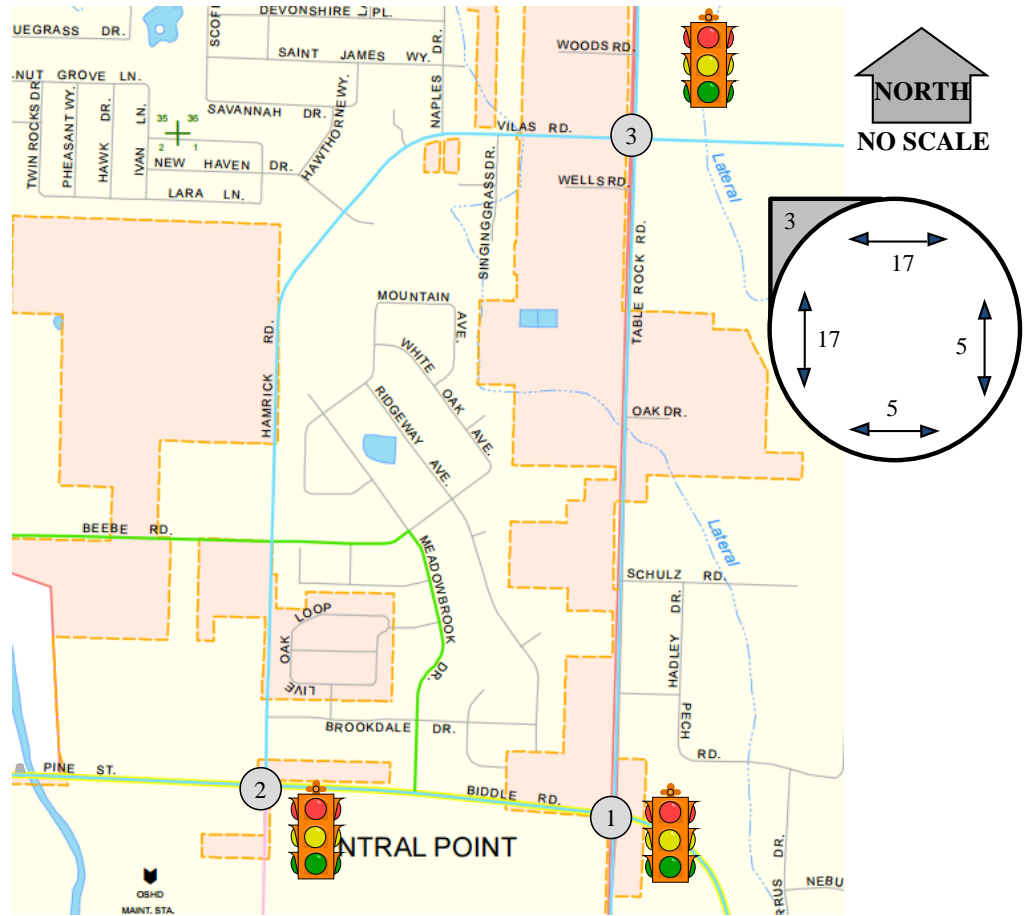
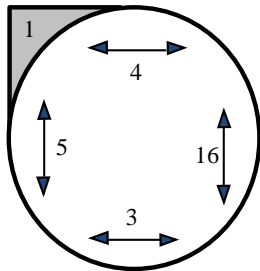
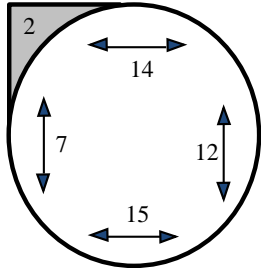
Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE P-2

Pedestrian volumes represent entire count period.  
 Intersections 1 and 2 = 24 hours  
 Intersection 3 = 16 hours

Medford Average Annual  
 City Growth Rate = 1.1%  
 (2015 – 2035)  
<http://www.ci.medford.or.us/Page.asp?NavID=79>



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP - Pedestrian Volumes

File : OR62-Vilas

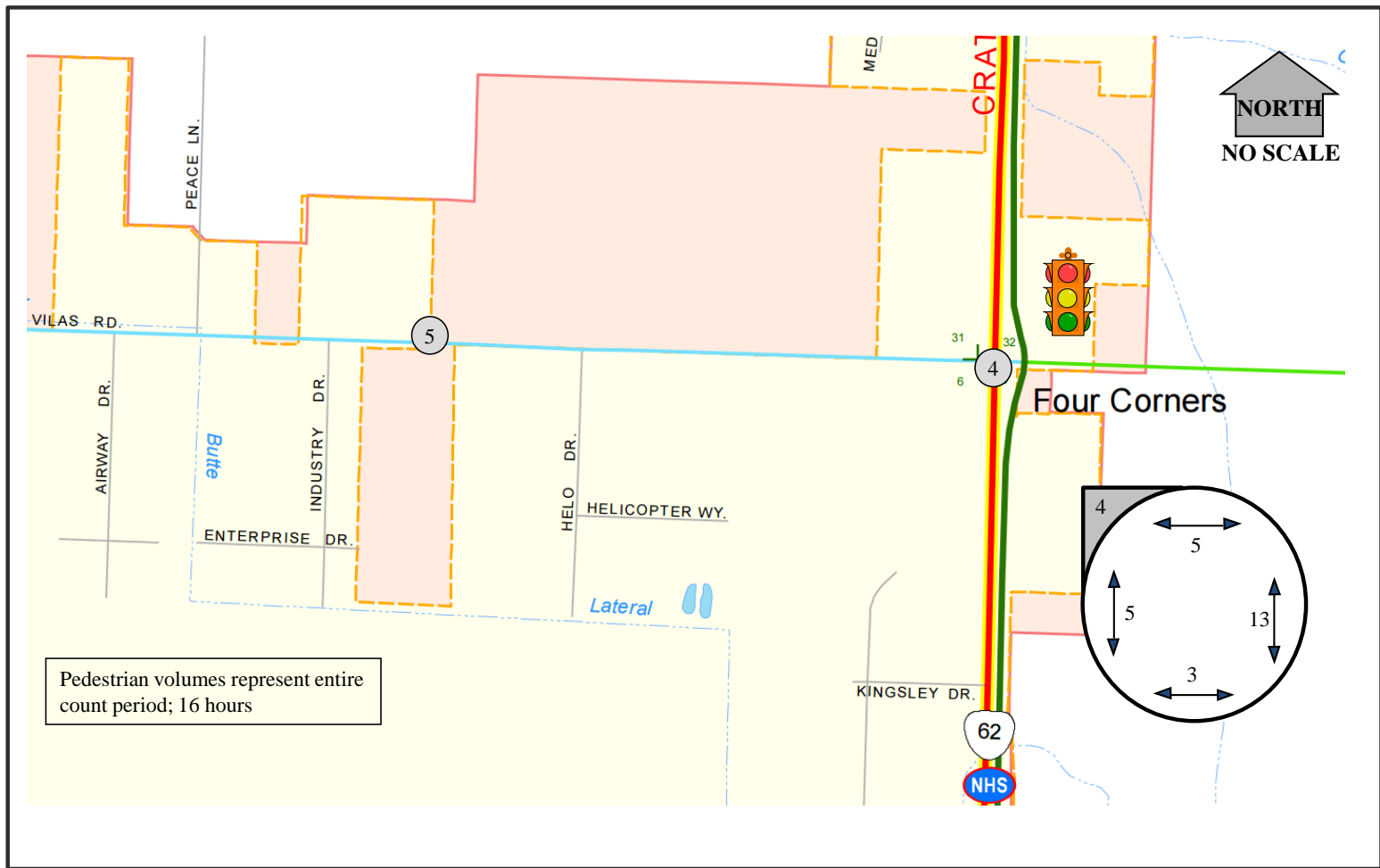
Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE P-3





Pedestrian volumes represent entire count period; 16 hours

OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP - Pedestrian Volumes

File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E

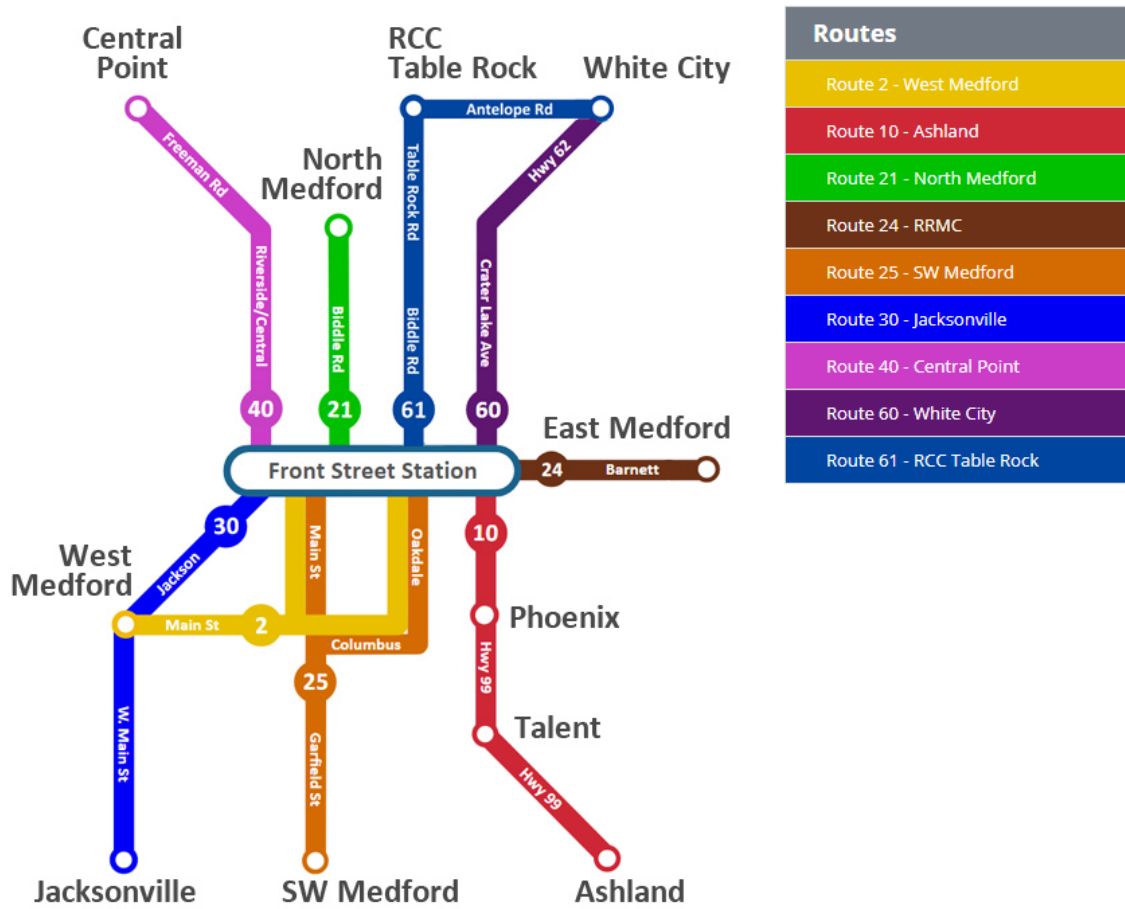
FIGURE P-4

**APPENDIX Q:**

**ROGUE VALLEY TRANSPORTATION DISTRICT TRANSIT ROUTE SCHEDULES AND  
TRANSIT LEVEL OF SERVICE (LOS) DEVELOPMENT**

## Study Area Transit Summary

Rogue Valley Transportation District offers bus service in the study area. Routes 60 – White City and 61 - RCC Table Rock travel through the study area with stops scheduled every half hour 5 AM to 8 PM for Route 60 and once per hour between 6 AM and 8 PM for Route 61.





# Route 60 - White City

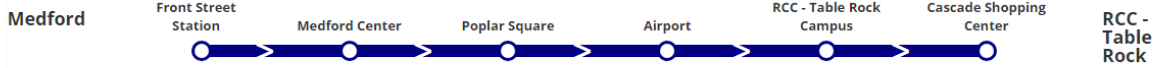


[View this route in Google Maps](#)

	Front Street Station	Crater Lake & Main	Providence Hospital	Crater Lake & Brookhurst	Delta Waters & Tahitian	Crater Lake Wal-Mart	Crater Lake & Vilas	Cascade Shopping Center	SORCC
AM	5:00	5:05	5:08	5:11	5:15	5:22	5:26	5:31	5:36
	5:30	5:35	5:38	5:41	5:45	5:52	5:56	6:01	6:06
	6:00	6:05	6:08	6:11	6:15	6:22	6:26	6:31	6:36
	6:30	6:35	6:38	6:41	6:45	6:52	6:56	7:01	7:06
	7:00	7:05	7:08	7:11	7:15	7:22	7:26	7:31	7:36
	7:30	7:35	7:38	7:41	7:45	7:52	7:56	8:01	8:06
	8:00	8:05	8:08	8:11	8:15	8:22	8:26	8:31	8:36
	8:30	8:35	8:38	8:41	8:45	8:52	8:56	9:01	9:06
	9:00	9:05	9:08	9:11		9:22	9:26	9:31	9:36
	9:30	9:35	9:38	9:41		9:52	9:56	10:01	10:06
	10:00	10:05	10:08	10:11		10:22	10:26	10:31	10:36
10:30	10:35	10:38	10:41	10:45	10:52	10:56	11:01	11:06	

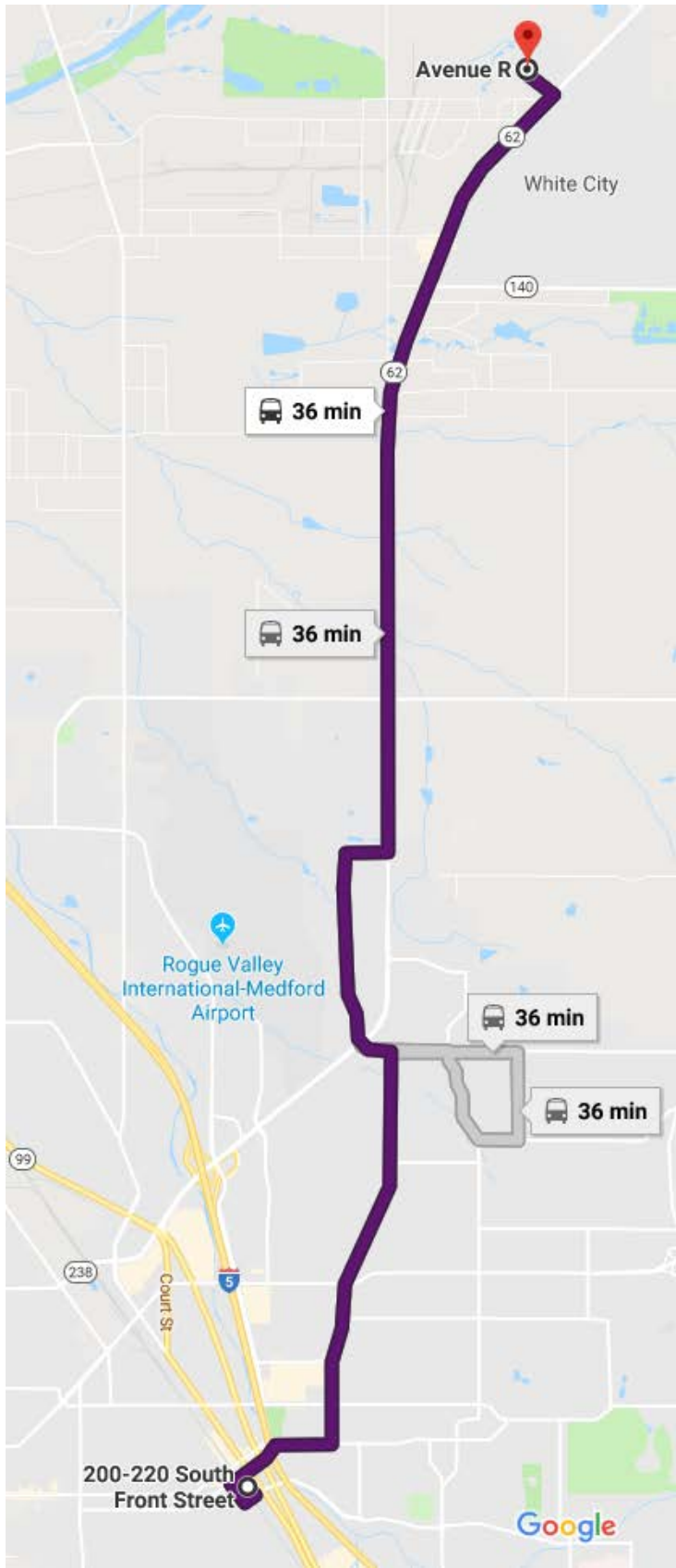


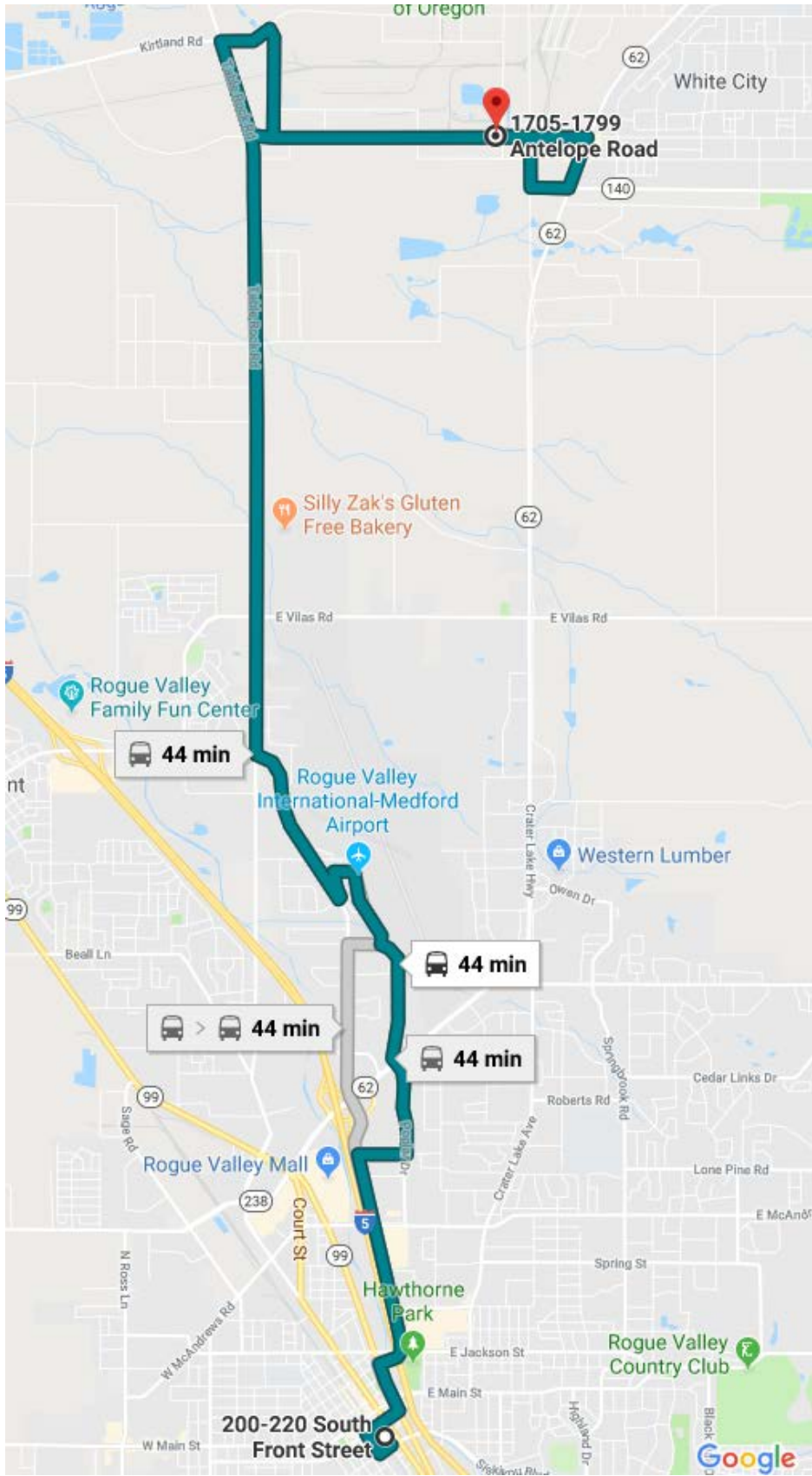
# Route 61 - RCC Shuttle

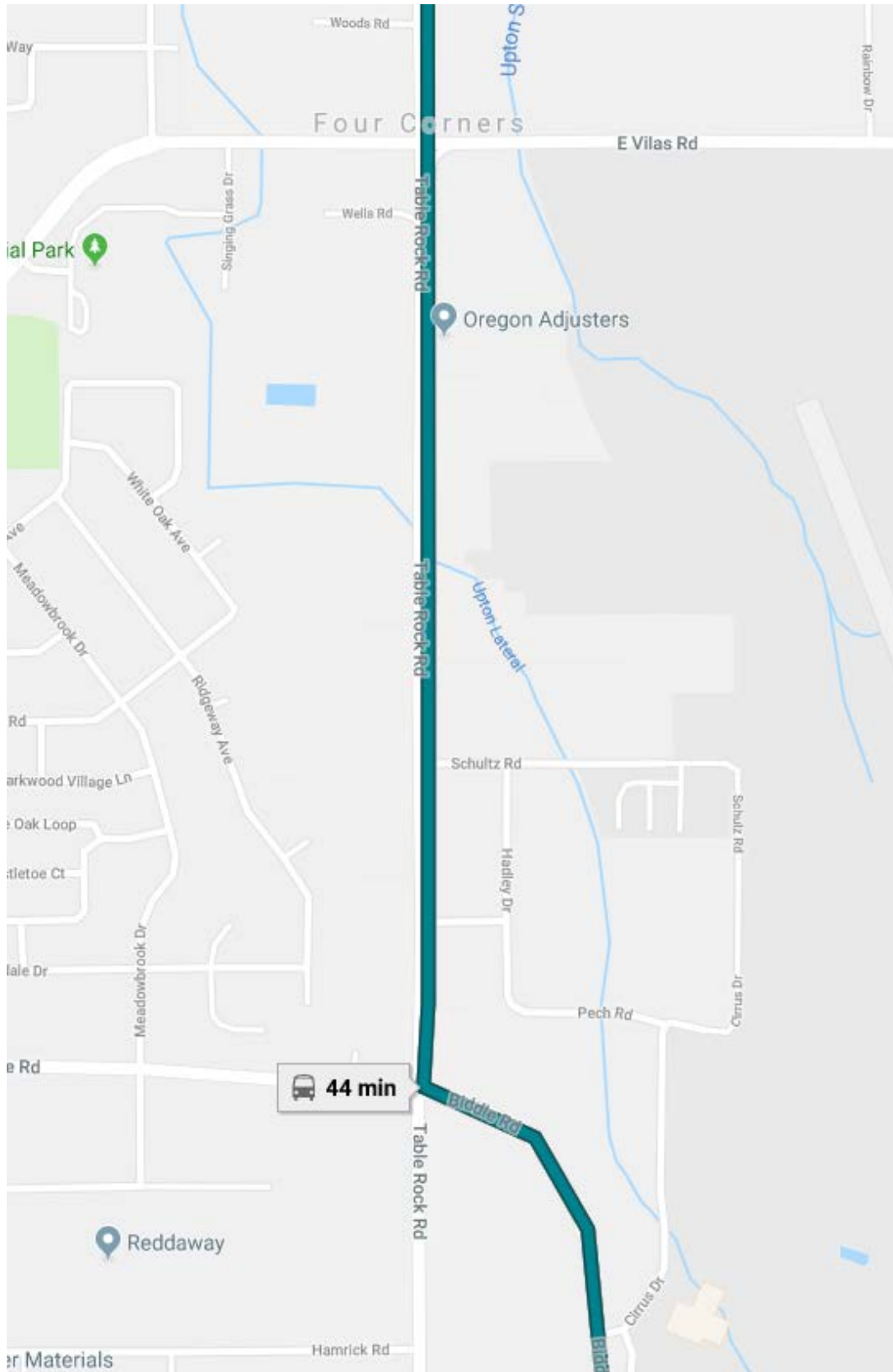


[View this route in Google Maps](#)

	Front Street Station	Medford Center	Poplar Square	Airport	RCC - Table Rock Campus	Cascade Shopping Center
AM	6:00	6:05	6:11	6:20	6:31	6:40
	7:00	7:05	7:11	7:20	7:31	7:40
	8:00	8:05	8:11	8:20	8:31	8:40
	9:00	9:05	9:11	9:20	9:31	9:40
	10:00	10:05	10:11	10:20	10:31	10:40
	11:00	11:05	11:11	11:20	11:31	11:40
PM	12:00	12:05	12:11	12:20	12:31	12:40
	1:00	1:05	1:11	1:20	1:31	1:40
	2:00	2:05	2:11	2:20	2:31	2:40
	3:00	3:05	3:11	3:20	3:31	3:40
	4:00	4:05	4:11	4:20	4:31	4:40
	5:00	5:05	5:11	5:20	5:31	5:40









Route 60 covers Crater Lake Highway from the South project limit to the North project limit.

Distance Crater Lake Walmart to Crater Lake Highway and Vilas Road = 1.8 miles

Time listed in RVTD schedule = 4 min

Distance Crater Lake & Vilas Road to Cascade Shopping Center = 2.6 miles

Time listed in RVTD schedule = 5 min

$$\frac{1.8 \text{ miles}}{4 \text{ min}} * \frac{60 \text{ min}}{\text{hour}} = 27 \text{ mph}$$

$$\frac{2.6 \text{ miles}}{5 \text{ min}} * \frac{60 \text{ min}}{\text{hour}} = 31.2 \text{ mph}$$

Route 61 covers Biddle Road east of Table Rock Road and Table Rock Road from Biddle Road to North project limit.

Distance Airport – RCC Table Rock Campus = 5 miles

Time listed in RVTD schedule = 11 min

$$\frac{5 \text{ miles}}{11 \text{ min}} * \frac{60 \text{ min}}{\text{hour}} = 27.3 \text{ mph}$$

**APPENDIX R:**  
**COST - SAVINGS ANALYSIS**

The cost-savings analysis discussion includes alternatives that were considered but dismissed. The description and analysis of the dismissed scenarios are in Appendix A.

Vilas IAMP Cost – Savings Analysis

---

A high level cost estimate is constructed for each scenario (in 2017 dollars). This captures the capital cost generated for each scenario for all necessary intersection mitigations required within the study area to meet the design standards (using 2040 volumes to capture future change). Also included are the costs for the pertinent RTP and TSP Tier 1 and Tier 2 projects. The mitigation costs are for turn lanes, striping, traffic signal, sidewalk, ADA ramps, etc. Additionally, the annual cost generated by delay, fuel use, emissions, and crash with associated costs (added delay, fuel, and CO<sub>2</sub>) is estimated. This net “year of construction” cost is compared for each step up in scenario mitigations – i.e., the additional cost created when the Tier 2 projects are added to the Tier 1 projects, or when the interchange is added in addition to the Tier 1 and Tier 2 projects. The results of this analysis can be seen in Table R-1. Especially noteworthy is that the addition of the interchange to the Tier 1 and Tier 2 projects precipitates over \$21 million in additional annual costs while just adding the Tier 2 projects to the existing Tier 1 projects only adds about \$2 million.

**Table R-1: Change in Net Cost between Progressive Scenarios**

Scenario Step	Capital Costs for Additional Improvements	Annual Savings with Mitigations	Net Change at Year 1
NBNM to NBM	\$11,200,000	\$17,900,000	\$6,700,000
NBM to NBT1	\$1,900,000	\$29,400,000	\$31,300,000
NBT1 to NBT2	\$27,500,000	-\$1,900,000	-\$29,400,000
NBT2 to JTAT2	\$180,000	-\$20,600,000	-\$20,500,000
JTAT2 to FullT2	N/A	-\$35,100,000	-\$35,100,000

## Cost – Savings Summary by Scenario (in 2017 Dollars)

**Table R-2: NBNM to NBM**

	<b>NBNM</b>	<b>NBM</b>	<b>Difference</b>
<b>Construction Costs</b>			
	\$0	\$11,219,300	-\$11,219,300
		<b>Total Initial Cost</b>	-\$11,219,300
<b>Annual Costs</b>			
Delay Total	\$92,056,880	\$74,796,215	\$17,260,665
Fuel	\$8,146,476	\$7,726,923	\$419,553
Emissions Total	\$560,492	\$531,626	\$28,866
Crash	\$3,073,492	\$2,861,140	\$212,352
Crash Added Delay	\$66,251	\$61,756	\$4,495
Crash Added Fuel	\$11,989	\$11,176	\$813
Crash Added CO2	\$1,372	\$1,278	\$93
		<b>Total Annual Savings</b>	\$17,926,838
		<b>Total Year 1 Savings</b>	\$6,707,538

**Table R-3: NBM to NBT1**

	<b>NBM</b>	<b>NBT1</b>	<b>Difference</b>
<b>Construction Costs</b>			
	\$11,219,300	\$9,300,450	\$1,918,850
		<b>Total Initial Cost</b>	\$1,918,850
<b>Annual Costs</b>			
Delay Total	\$74,796,215	\$46,028,440	\$28,767,775
Fuel	\$7,726,923	\$7,159,187	\$567,736
Emissions Total	\$531,626	\$492,565	\$39,061
Crash	\$2,861,140	\$2,836,766	\$24,374
Crash Added Delay	\$61,756	\$61,089	\$666
Crash Added Fuel	\$11,176	\$11,055	\$121
Crash Added CO2	\$1,278	\$1,265	\$14
		<b>Total Annual Savings</b>	\$29,399,747
		<b>Total Year 1 Savings</b>	\$31,318,597

**Table R-4: NBT1 to NBT2**

	<b>NBT1</b>	<b>NBT2</b>	<b>Difference</b>
<b>Construction Costs</b>			
	\$9,300,450	\$36,788,295	-\$27,487,845
		<b>Total Initial Cost</b>	-\$27,487,845
<b>Annual Costs</b>			
Delay Total	\$46,028,440	\$46,028,440	\$0
Fuel	\$7,159,187	\$7,875,105	-\$715,919
Emissions Total	\$492,565	\$541,822	-\$49,257
Crash	\$2,836,766	\$3,973,840	-\$1,137,074
Crash Added Delay	\$61,089	\$86,032	-\$24,943
Crash Added Fuel	\$11,055	\$15,569	-\$4,514
Crash Added CO2	\$1,265	\$1,781	-\$516
		<b>Total Annual Savings</b>	-\$1,932,222
		<b>Total Year 1 Savings</b>	-\$29,420,067

**Table R-5: NBT2 to JTAT2**

	<b>NBT2</b>	<b>JTAT2</b>	<b>Difference</b>
<b>Construction Costs</b>			
	\$36,788,295	\$36,609,295	\$179,000
		<b>Total Initial Cost</b>	\$179,000
<b>Annual Costs</b>			
Delay Total	\$46,028,440	\$63,289,105	-\$17,260,665
Fuel	\$7,875,105	\$10,434,381	-\$2,559,275
Emissions Total	\$541,822	\$717,905	-\$176,083
Crash	\$3,973,840	\$4,694,276	-\$720,436
Crash Added Delay	\$86,032	\$96,883	-\$10,851
Crash Added Fuel	\$15,569	\$17,532	-\$1,963
Crash Added CO2	\$1,781	\$2,006	-\$225
		<b>Total Annual Savings</b>	-\$20,729,498
		<b>Total Year 1 Savings</b>	-\$20,550,498

**Table R-6: JTAT2 to FullT2**

	JTAT2	FullT2	Difference
<b>Construction Costs</b>			
	\$36,609,295	\$36,609,296	-\$1
		<b>Total Initial Cost</b>	-\$1
<b>Annual Costs</b>			
Delay Total	\$63,289,105	\$97,810,435	-\$34,521,330
Fuel	\$10,434,381	\$10,285,305	\$149,075
Emissions Total	\$717,905	\$707,648	\$10,257
Crash	\$4,694,276	\$5,397,878	-\$703,602
Crash Added Delay	\$96,883	\$110,959	-\$14,076
Crash Added Fuel	\$17,532	\$20,079	-\$2,547
Crash Added CO2	\$2,006	\$2,297	-\$291
		<b>Total Annual Savings</b>	-\$35,082,514
		<b>Total Year 1 Savings</b>	-\$35,082,515

**Table R-7: Change in Net Cost between Progressive Scenarios**

Scenario Step	Capital Costs for Additional Improvements	Annual Savings with Mitigations	Net Change at Year 1
NBNM to NBM	\$11,200,000	\$17,900,000	\$6,700,000
NBM to NBT1	\$1,900,000	\$29,400,000	\$31,300,000
NBT1 to NBT2	\$27,500,000	-\$1,900,000	-\$29,400,000
NBT2 to JTAT2	\$180,000	-\$20,600,000	-\$20,500,000
JTAT2 to FullT2	N/A	-\$35,100,000	-\$35,100,000

**Table R-8: Summary of Annual Costs**

	SCENARIO					
	NBNM	NBM	NBT1	NBT2	JTAT2	FullT2
Delay (vehicle-hours)	1600	1300	800	800	1100	1700
Annual Delay (vehicle-hrs)	4,622,222	3,755,556	2,311,111	2,311,111	3,177,778	4,911,111
<b>COST Delay Total</b>	\$92,056,880	\$74,796,215	\$46,028,440	\$46,028,440	\$63,289,105	\$97,810,435
Gallons of Fuel	912.6	865.6	802	882.2	1168.9	1152.2
Annual Gallons of Fuel	2,636,400	2,500,622	2,316,889	2,548,578	3,376,822	3,328,578
<b>COST Fuel</b>	\$8,146,476	\$7,726,923	\$7,159,187	\$7,875,105	\$10,434,381	\$10,285,305
<b>Emissions Annual (2017\$)</b>						
NOx	4.7165196	4.473613156	4.144914222	4.559405644	6.041134956	5.954825644
	\$35,420	\$33,596	\$31,127	\$34,240	\$45,368	\$44,719
CO	0.000496454	0.000470886	0.000436288	0.000479917	0.000635882	0.000626797
CO2	6006.491665	5697.150105	5278.551737	5806.406911	7693.390431	7583.475451
	\$215,528	\$204,428	\$189,407	\$208,348	\$276,058	\$272,114
PM2.5	0.5220072	0.4951232	0.458744	0.5046184	0.6686108	0.6590584
	\$179,327	\$170,091	\$157,594	\$173,353	\$229,690	\$226,408
SO2	2.6785824	2.540632178	2.353959111	2.589355022	3.430851378	3.381835022
	\$118,888	\$112,765	\$104,480	\$114,928	\$152,278	\$150,102
VOC	5.945082	5.638903111	5.224584444	5.747042889	7.614734111	7.505942889
	\$11,329.52	\$10,746.04	\$9,956.47	\$10,952.12	\$14,511.37	\$14,304.05
<b>COST Total</b>	\$560,492.47	\$531,626.44	\$492,565.16	\$541,821.67	\$717,904.51	\$707,647.85
<b>Crash (2017\$)</b>						
FI	26	24.2	24	33.6	39.9	45.9
Fatal	0.13	0.12	0.12	0.17	0.20	0.23
InjuryA	0.75	0.69	0.69	0.96	1.15	1.32
InjuryB	4.92	4.58	4.54	6.36	7.55	8.68
InjuryC	8.13	7.56	7.50	10.50	12.47	14.34
PDO	56.3	52.5	51.9	73.2	81.3	93
Fatal Cost	\$1,304,076	\$1,213,794	\$1,203,762	\$1,685,267	\$2,001,255	\$2,302,195
InjuryA Cost	\$353,400	\$328,934	\$326,215	\$456,702	\$542,333	\$623,887
InjuryB Cost	\$633,926	\$590,039	\$585,162	\$819,227	\$972,832	\$1,119,123
InjuryC Cost	\$535,282	\$498,224	\$494,107	\$691,749	\$821,452	\$944,979
PDO Cost	\$246,809	\$230,150	\$227,520	\$320,895	\$356,404	\$407,695
<b>COST Crash Total</b>	\$3,073,492	\$2,861,140	\$2,836,766	\$3,973,840	\$4,694,276	\$5,397,878
Delay (hrs)						
Fatal	33.04	30.75	30.49	42.69	50.70	58.32
InjuryA	34.65	32.25	31.99	44.78	53.18	61.17
InjuryB	228.29	212.48	210.73	295.02	350.33	403.01
InjuryC	377.08	350.98	348.08	487.31	578.67	665.69
PDO	2653.42	2474.33	2446.05	3449.92	3831.67	4383.09
<b>COST Total Added Delay</b>	\$66,251	\$61,756	\$61,089	\$86,032	\$96,883	\$110,959
<b>Total Added Delay</b>	3,326	3,101	3,067	4,320	4,865	5,571
Fuel/Crash (gal)						
Fatal	38.74	36.05	35.76	50.06	59.45	68.38
InjuryA	40.32	37.53	37.22	52.10	61.87	71.18
InjuryB	265.62	247.23	245.19	343.26	407.63	468.92
InjuryC	438.75	408.38	405.00	567.00	673.31	774.56
PDO	3096.50	2887.50	2854.50	4026.00	4471.50	5115.00
<b>COST Added Fuel</b>	\$11,989	\$11,176	\$11,055	\$15,569	\$17,532	\$20,079
<b>Total Added Fuel</b>	3,880	3,617	3,578	5,038	5,674	6,498
CO2/Crash						
Fatal	0.38	0.35	0.35	0.49	0.58	0.67
InjuryA	0.40	0.37	0.37	0.51	0.61	0.70
InjuryB	2.62	2.44	2.42	3.39	4.02	4.63
InjuryC	4.33	4.03	3.99	5.59	6.64	7.64

PDO	30.50	28.44	28.11	39.65	44.04	50.38
<b>COST Total Added CO2</b>	\$1,372	\$1,278	\$1,265	\$1,781	\$2,006	\$2,297
<b>Total Added CO2</b>	38	36	35	50	56	64



Table R-9: Tier 1 and 2 Project Costs

TIER 1						
Project ID	Location	Jurisdiction	Description	2017 Cost	Original Cost	Reference Doc
				<b>Grand Total for all Tier 1 and 2 Projects:</b>		\$30,783,536
216	E. Pine St & Hamrick Rd	Central Point	On the south leg a left turn only lane and a thru/right turn lane and. On the north leg a channelized southbound right turn. On the West leg a	\$709,587	\$727,000	DKS Memo 6.28.18
218	E. Pine St & Table Rock Rd	Central Point	Widen west approach to add second eastbound left turn lane.	\$572,451.38	\$500,920	Central Point TSP 12.18.08
219	Table Rock Rd & Vilas Rd	Central Point	Widen to increase capacity, add eastbound lane & shared through-right turn movement	\$1,751,803	\$1,751,803	RVMPD RTP 2.21.17
R54	Table Rock Road from Lone Pine Creek to Pine Street-Biddle Road	Jackson County	Widen to 3-lane urban minor arterial standard with sidewalks and bike lanes from Lone Pine Creek to Airport Road and to 5-lane urban minor	\$225,000	\$225,000	Jackson County TSP 3.2017
I2	Table Rock Road/Biddle Road	Jackson County	Widen the south leg of Table Rock Road to a five-lane cross section and optimize the signal timing/phasing	\$0	\$0	Jackson County TSP 3.2017
I3	Table Rock Road/Vilas Road	Jackson County	Monitor traffic operations at the intersection following construction of the OR 62 Bypass. If issues persist, install a second separate left-turn	\$1,000,000	\$1,000,000	Jackson County TSP 3.2017
I39	Crater Lake Ave & E Vilas Rd	Medford	Re-align Crater Lake Ave to the east and install traffic signal	\$390,419	\$400,000	TSP Project List from Kyle Kearns 9.12.18
I40	Crater Lake Hwy & Vilas Rd	Medford	Monitor needs after construction of Crater Lake Highway Bypass	\$4,880	\$5,000	TSP Project List from Kyle Kearns 9.12.18
<b>TOTAL COST:</b>				\$4,654,141		
TIER 2						
Project ID	Location	Jurisdiction	Description	2017 Cost	Original Cost	Reference Doc
467	Lear Way, Coker Butte Rd to Vilas Rd	Medford	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	6,212,819	\$6,465,000	TSP Project List from Kyle Kearns 9.12.19
627	Crater Lake Ave, Coker Butte Rd to northern UGB	Medford	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	8,245,318	\$8,580,000	TSP Project List from Kyle Kearns 9.12.19
628	Lear Way, Vilas Rd to northern city limits	Medford	Construct new minor collector roadway (includes one lane each direction, bike facilities, and sidewalks)	1,825,886	\$1,900,000	TSP Project List from Kyle Kearns 9.12.19
629	Airway Dr / Industry Dr, Vilas Rd to Coker Butte Rd	Medford	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	8,980,478	\$9,345,000	TSP Project List from Kyle Kearns 9.12.19
632, R91	Vilas Road, Table Rock Rd to eastern UGB	Medford	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike facilities, and sidewalks	16,380,123	\$17,045,000	TSP Project List from Kyle Kearns 9.12.19
I43	Vilas Rd & Airway Dr or Industry Dr	Medford	Install traffic signal or roundabout when warranted	384,397	\$400,000	TSP Project List from Kyle Kearns 9.12.19
I44	Vilas Rd & Lear Way	Medford	Install traffic signal or roundabout when warranted	384,397	\$400,000	TSP Project List from Kyle Kearns 9.12.19
<b>TOTAL COST:</b>				26,129,395		

**Table R-10: No-build Mitigated (NBM) Intersection Mitigations and Costs**

Intersection	Leg	Mitigation		Length (ft)	Width	Amount	Unit Cost	Unit	Cost	
Table Rock Rd X Biddle Rd	North	SBR Storage Lane	Turn lane	200		1	\$300,000	ea	\$300,000	
		Durable Striping		200			\$5	ft	\$1,000	
		Sidewalk		200	6		\$11	sq ft	\$13,200	
		Curb & Gutter		200			\$41	ft	\$8,200	
	South	ADA Ramp				1	\$15,000	ea	\$15,000	
	West	Widen to 5-ln cross section							\$225,000	
		2nd EBL storage lane	Turn lane	250		1	\$300,000	ea	\$300,000	
Intersection Total:									\$862,400	
Hamrick x Biddle Rd	North	Channelized SBR storage lane		250	12	1			\$727,000	
	East	WBR Storage Lane	Turn lane	200		1	\$300,000	ea	\$300,000	
		Durable Striping		200			\$5	ft	\$1,000	
		Sidewalk		200	6		\$11	sq ft	\$13,200	
		Curb & Gutter		200			\$41	ft	\$8,200	
	South	ADA Ramp				1	\$15,000	ea	\$15,000	
	South	Left turn only								
		Thru right lane								
West	2nd EBL storage lane	Turn lane								
Intersection Total:									\$1,064,400	
Table Rock X Vilas	North	SBR Storage Lane	Turn lane	200		1	\$300,000	ea	\$300,000	
		Durable Striping		200			\$5	ft	\$1,000	
		Sidewalk		200	6		\$11	sq ft	\$13,200	
		Curb & Gutter		200			\$41	ft	\$8,200	
		ADA Ramp					1	\$15,000	ea	\$15,000
	East	EB acceleration lane	New Pavement		500	12	1	\$85	sq ft	\$510,000
		Durable Striping			500		1	\$5	ft	\$2,500
		Sidewalk			500	6	1	\$11	sq ft	\$33,000
		Curb & Gutter			500		1	\$41	ft	\$20,500
		ADA Ramp					1	\$350	ea	\$350
		WBR Storage Lane	Turn lane		150		1	\$300,000	ea	\$300,000
		Durable Striping			150			\$5	ft	\$750
		Sidewalk			150	6		\$11	sq ft	\$9,900
	West	Curb & Gutter			150			\$41	ft	\$6,150
		ADA Ramp					1	\$15,000	ea	\$15,000
		EB acceleration lane								\$799,500
Shared Thru Right movement										
Intersection Total:									\$2,035,050	
CLH X Vilas	East	WBL Storage Lane	Turn lane	200		1	\$300,000	ea	\$300,000	
		Through lane to CLA	New Pavement	1000	12	2	\$85	sq ft	\$2,040,000	
		Durable Striping		1000		2	\$5	ft	\$10,000	
		Sidewalk		1000	6	2	\$11	sq ft	\$132,000	
		Curb & Gutter		1000		2	\$41	ft	\$82,000	
	South	Sign				2	\$350	ea	\$700	
	South	2nd NBL storage lane	Turn lane	225		1	\$300,000	ea	\$300,000	
	West	WB acceleration lane	New Pavement		700	12	1	\$85	sq ft	\$714,000
		Durable Striping			700		1	\$5	ft	\$3,500
		Sidewalk			700	6	1	\$11	sq ft	\$46,200
		Curb & Gutter			700		1	\$41	ft	\$28,700
ADA Ramp				700		1	\$350	ea	\$350	
West	2nd EBL storage lane	Turn lane	250		1	\$300,000	ea	\$300,000		
Intersection Total:									\$3,957,450	
CLA X Vilas	Re-align 1,000' to the east								\$400,000	
	Traffic Signal					1	1000000	ea	\$1,000,000	
Intersection Total:									\$1,400,000	
Airway Dr X Vilas	South	NBL storage lane	Turn Lane	200		1	\$300,000	ea	\$300,000	
Intersection Total:									\$300,000	
Industry Dr X Vilas	South	NBL storage lane	Turn Lane	200		1	\$300,000	ea	\$300,000	
	Traffic Signal					1	1000000	ea	\$1,000,000	
Intersection Total:									\$1,300,000	
Peace Ln X Vilas Rd	North	SBL storage lane	Turn Lane	200		1	\$300,000	ea	\$300,000	
Intersection Total:									\$300,000	

SCENARIO TOTAL \$11,219,300

**Table R-11: No-build with Tier 1 Projects (NBT1) Intersection Mitigations and Costs**

Intersection	Mitigation		Length (ft)	Width	Amount	Unit Cost	Unit	Cost		
	Leg									
Table Rock Rd X Biddle Rd	North	SBR Storage Lane	Turn lane	200		1	\$300,000	ea	\$300,000	
			Durable Striping	200			\$5	ft	\$1,000	
			Sidewalk	200	6		\$11	sq ft	\$13,200	
			Curb & Gutter	200			\$41	ft	\$8,200	
			ADA Ramp			1	\$15,000	ea	\$15,000	
Intersection Total:									\$337,400	
Hamrick x Biddle Rd	North	2nd SBR storage lane		190	12	1	\$300,000	ea	\$300,000	
		NB Acceleration Lane	New Pavement	575	12		\$85	sq ft	\$586,500	
			Durable Striping	575			\$5	ft	\$2,875	
			Sidewalk	575	6		\$11	sq ft	\$37,950	
			Curb & Gutter	575			\$41	ft	\$23,575	
			Sign	575		1	\$350	ea	\$350	
	East	WBR Storage Lane	Turn lane	200		1	\$300,000	ea	\$300,000	
			Durable Striping	200			\$5	ft	\$1,000	
			Sidewalk	200	6		\$11	sq ft	\$13,200	
			Curb & Gutter	200			\$41	ft	\$8,200	
	West	ADA Ramp				1	\$15,000	ea	\$15,000	
		2nd EBL storage lane	Turn lane	390		1	\$300,000	ea	\$300,000	
Intersection Total:									\$1,588,650	
Table Rock X Vilas	North	SBR Storage Lane	Turn lane	200		1	\$300,000	ea	\$300,000	
			Durable Striping	200			\$5	ft	\$1,000	
			Sidewalk	200	6		\$11	sq ft	\$13,200	
			Curb & Gutter	200			\$41	ft	\$8,200	
			ADA Ramp			1	\$15,000	ea	\$15,000	
	East	EB acceleration lane	New Pavement	500	12		\$85	sq ft	\$510,000	
			Sign			1	\$350	ea	\$350	
Intersection Total:									\$847,750	
CLH X Vilas	North	2nd SBR storage lane	Turn lane	150		1	\$300,000	ea	\$300,000	
			Durable Striping	150			\$5	ft	\$750	
			Sidewalk	150	6		\$11	sq ft	\$9,900	
			Curb & Gutter	150			\$41	ft	\$6,150	
			ADA Ramp			1	\$15,000	ea	\$15,000	
	East	WBL Storage Lane	Turn lane	200		1	\$300,000	ea	\$300,000	
		WBR Storage Lane	Turn lane	200		1	\$300,000	ea	\$300,000	
			Durable Striping	200			\$5	ft	\$1,000	
			Sidewalk	200	6		\$11	sq ft	\$13,200	
			Curb & Gutter	200			\$41	ft	\$8,200	
			ADA Ramp			1	\$15,000	ea	\$15,000	
		Through lane to CLA	New Pavement	1000	12	2	\$85	sq ft	\$2,040,000	
			Durable Striping	1000		2	\$5	ft	\$10,000	
	South	Sidewalk	1000	6	2	\$11	sq ft	\$132,000		
		Curb & Gutter	1000		2	\$41	ft	\$82,000		
			Sign			2	\$350	ea	\$700	
		2nd NBL storage lane	Turn lane	225		1	\$300,000	ea	\$300,000	
		West	WB acceleration lane	New Pavement	700	12	1	\$85	sq ft	\$714,000
				Durable Striping	700		1	\$5	ft	\$3,500
				Sidewalk	700	6	1	\$11	sq ft	\$46,200
	Curb & Gutter		700		1	\$41	ft	\$28,700		
	ADA Ramp	700		1	\$350	ea	\$350			
	2nd EBL storage lane	Turn lane	250		1	\$300,000	ea	\$300,000		
Intersection Total:									\$4,626,650	
CLA X Vilas	South	NBL storage lane		200						
	West	EBL storage lane		200						
	North	SBL storage lane		200						
Intersection Total:									\$0	
Airway Dr X Vilas	South	NBL storage lane	Turn Lane	200		1	\$300,000	ea	\$300,000	
Intersection Total:									\$300,000	
Industry Dr X Vilas	South	NBL storage lane	Turn Lane	200		1	\$300,000	ea	\$300,000	
		Traffic Signal				1	1000000	ea	\$1,000,000	
Intersection Total:									\$1,300,000	
Peace Ln X Vilas Rd	North	SBL storage lane	Turn Lane	200		1	\$300,000	ea	\$300,000	
Intersection Total:									\$300,000	
<b>SCENARIO TOTAL</b>									<b>\$9,300,450</b>	

**Table R-12: No-build with Tier 1 and 2 Projects (NBT2) Intersection Mitigations and Costs**

Intersection	Leg	Mitigation	Length (ft)	Width	Amount	Unit Cost	Unit	Cost	
Table Rock Rd X Biddle Rd	North	SBR Storage Lane	Turn lane	200		1	\$300,000	ea	\$300,000
			Durable Striping	200			\$5	ft	\$1,000
			Sidewalk	200	6		\$11	sq ft	\$13,200
			Curb & Gutter	200			\$41	ft	\$8,200
			ADA Ramp			1	\$15,000	ea	\$15,000
Intersection Total:									\$337,400
Hamrick x Biddle Rd	North	2nd SBR storage lane		190	12	1	\$300,000	ea	\$300,000
Intersection Total:									\$300,000
Table Rock X Vilas	North	SBR Storage Lane	Turn lane	200		1	\$300,000	ea	\$300,000
			Durable Striping	200			\$5	ft	\$1,000
			Sidewalk	200	6		\$11	sq ft	\$13,200
			Curb & Gutter	200			\$41	ft	\$8,200
			ADA Ramp			1	\$15,000	ea	\$15,000
	East	2nd SBL storage lane	Turn lane	160		1	\$300,000	ea	\$300,000
		2nd WBL storage lane		200					\$0
		WBR storage lane		200					\$0
	South	EB acceleration lane	New Pavement	500	12		\$85	sq ft	\$510,000
			Sign			1	\$350	ea	\$350
		2nd NBR storage lane	Turn lane	225		1	\$300,000	ea	\$300,000
			Durable Striping	225			\$5	ft	\$1,125
	West		Sidewalk	225	6		\$11	sq ft	\$14,850
			Curb & Gutter	225			\$41	ft	\$9,225
			ADA Ramp			1	\$15,000	ea	\$15,000
		WB acceleration lane	New Pavement	500	12		\$85	sq ft	\$510,000
			Durable Striping	500			\$5	ft	\$2,500
		Sidewalk	500	6		\$11	sq ft	\$33,000	
		Curb & Gutter	500			\$41	ft	\$20,500	
		Sign			1	\$350	ea	\$350	
	Intersection Total:								
CLH X Vilas	North	2nd SBR storage lane	Turn lane	150		1	\$300,000	ea	\$300,000
			Durable Striping	150			\$5	ft	\$750
			Sidewalk	150	6		\$11	sq ft	\$9,900
			Curb & Gutter	150			\$41	ft	\$6,150
	South		ADA Ramp			1	\$15,000	ea	\$15,000
		2nd NBL storage lane	Turn lane	225		1	\$300,000	ea	\$300,000
	West	2nd EBR storage lane	Turn lane	200		1	\$300,000	ea	\$300,000
			Durable Striping	200			\$5	ft	\$1,000
			Sidewalk	200	6		\$11	sq ft	\$13,200
			Curb & Gutter	200			\$41	ft	\$8,200
	ADA Ramp	200		1	\$15,000	ea	\$15,000		
	2nd EBL storage lane	Turn lane	250		1	\$300,000	ea	\$300,000	
Intersection Total:									\$1,269,200
CLA X Vilas	South	NBL storage lane		200					
	West	EBL storage lane		200					
	North	SBL storage lane		200					
Intersection Total:									\$0
Airway/Peace X Vilas	Realign Peace Ln with Airway		Urban traffic signal			1	\$1,000,000	ea	\$1,000,000
			Turn lane			5	\$300,000	ea	\$1,500,000
			New Pavement	750	12	2	\$85	sq ft	\$1,530,000
			Durable Striping	750		2	\$5	ft	\$7,500
			Sidewalk	750	6	2	\$11	sq ft	\$99,000
			Curb & Gutter	750		2	\$41	ft	\$61,500
Intersection Total:									\$4,198,000
Lear Wy X Vilas	North	SBL storage lane	Turn lane			1	\$300,000	ea	\$300,000
	East	WBR Storage lane	Turn lane			1	\$300,000	ea	\$300,000
	West	EBR Storage lane	Turn lane			1	\$300,000	ea	\$300,000
Intersection Total:									\$900,000
Industry Dr X Vilas	South		Urban traffic signal			1	\$1,000,000	ea	\$1,000,000
			NBL Storage Lane	Turn lane		1	\$300,000	ea	\$300,000
			EBR Storage lane	Turn lane		1	\$300,000	ea	\$300,000
Intersection Total:									\$1,600,000

**SCENARIO TOTAL \$10,658,900**

Tier 2 Projects 26,129,395

**SCENARIO TOTAL with Tier 2 PROJECTS \$36,788,295**

**Table R-13: JTA-build with Tier 1 and 2 Projects (JTAT2) Intersection Mitigations and Costs**

Intersection	Leg	Mitigation	Length (ft)	Width	Amount	Unit Cost	Unit	Cost		
Hamrick x Biddle Rd	North	2nd SBR storage lane	190	12	1	\$300,000	ea	\$300,000		
Intersection Total:								\$300,000		
Table Rock X Vilas	East	2nd WBL storage lane	200					\$0		
		WBR storage lane	200					\$0		
		EB acceleration lane	500	12		\$85	sq ft	\$510,000		
	South	New Pavement	Sign			1	\$350	ea	\$350	
			2nd NBR storage lane	225		1	\$300,000	ea	\$300,000	
			Durable Striping	225			\$5	ft	\$1,125	
		West	New Pavement	Sidewalk	225	6		\$11	sq ft	\$14,850
				Curb & Gutter	225			\$41	ft	\$9,225
				ADA Ramp			1	\$15,000	ea	\$15,000
	West	New Pavement	WB acceleration lane	500	12		\$85	sq ft	\$510,000	
			Durable Striping	500			\$5	ft	\$2,500	
			Sidewalk	500	6		\$11	sq ft	\$33,000	
Curb & Gutter			500			\$41	ft	\$20,500		
		Sign			1	\$350	ea	\$350		
Intersection Total:								\$1,416,900		
CLH X Vilas	South	2nd NBL storage lane	225		1	\$300,000	ea	\$300,000		
		2nd EBR storage lane	200		1	\$300,000	ea	\$300,000		
	West	New Pavement	Durable Striping	200			\$5	ft	\$1,000	
			Sidewalk	200	6		\$11	sq ft	\$13,200	
		West	New Pavement	Curb & Gutter	200			\$41	ft	\$8,200
				ADA Ramp	200		1	\$15,000	ea	\$15,000
Intersection Total:								\$637,400		
CLA X Vilas	South	NBL storage lane	200							
	West	EBL storage lane	200							
	North	SBL storage lane	200							
Intersection Total:								\$0		
NB Ramps X Vilas	East	3rd WBT	500	12		\$85	sq ft	\$510,000		
	West	2nd EBL	240		1	\$300,000	ea	\$300,000		
SB Ramps X Vilas	West	2 additional EBT lanes	500	12	2	\$85	sq ft	\$1,020,000		
		North	2nd SBR off ramp			1	\$300,000	ea	\$300,000	
			2nd lane along entire off ramp	880	12		\$85	sq ft	\$897,600	
Intersection Total:								\$3,027,600		
Airway/Industry/Peace X Vilas	Realign Peace Ln with Airway	Urban traffic signal			1	\$1,000,000	ea	\$1,000,000		
		Turn lane			5	\$300,000	ea	\$1,500,000		
		New Pavement	750	12	2	\$85	sq ft	\$1,530,000		
		Durable Striping	750		2	\$5	ft	\$7,500		
		Sidewalk	750	6	2	\$11	sq ft	\$99,000		
		Curb & Gutter	750		2	\$41	ft	\$61,500		
	East	WBR storage lane	200		1	\$300,000	ea	\$300,000		
	West	EBR storage lane	200		1	\$300,000	ea	\$300,000		
	Intersection Total:								\$4,798,000	
	Lear Wy X Vilas	North	SBL storage lane			1	\$300,000	ea	\$300,000	
Intersection Total:								\$300,000		

SCENARIO TOTAL \$10,479,900

Tier 2 Projects ONLY! \$26,129,395

SCENARIO TOTAL with PROJECTS \$36,609,295

**Table R-14: Full-build with Tier 1 and 2 Projects (FullT2) Intersection Mitigations and Costs**

Intersection	Leg	Mitigation	Length (ft)	Width	Amount	Unit Cost	Unit	Cost	
Hamrick x Biddle Rd	North	2nd SBR storage lane	190	12	1	\$300,000	ea	\$300,000	
Intersection Total:								\$300,000	
Table Rock X Vilas	East	2nd WBL storage lane	200					\$0	
		WBR storage lane	200					\$0	
		EB acceleration lane	New Pavement	500	12		\$85	sq ft	\$510,000
			Sign			1	\$350	ea	\$350
	South	2nd NBR storage lane	Turn lane	225		1	\$300,000	ea	\$300,000
			Durable Striping	225			\$5	ft	\$1,125
			Sidewalk	225	6		\$11	sq ft	\$14,850
			Curb & Gutter	225			\$41	ft	\$9,225
			ADA Ramp			1	\$15,000	ea	\$15,000
	West	WB acceleration lane	New Pavement	500	12		\$85	sq ft	\$510,000
			Durable Striping	500			\$5	ft	\$2,500
			Sidewalk	500	6		\$11	sq ft	\$33,000
			Curb & Gutter	500			\$41	ft	\$20,500
	North		Sign			1	\$350	ea	\$350
2nd SBL storage lane		Turn Lane	200		1	\$300,000	ea	\$300,000	
Intersection Total:								\$1,716,900	
CLH X Vilas	South	2nd NBL storage lane	Turn lane	225		1	\$300,000	ea	\$300,000
		2nd EBR storage lane	Turn lane	200		1	\$300,000	ea	\$300,000
	West		Durable Striping	200			\$5	ft	\$1,000
			Sidewalk	200	6		\$11	sq ft	\$13,200
			Curb & Gutter	200			\$41	ft	\$8,200
			ADA Ramp	200		1	\$15,000	ea	\$15,000
Intersection Total:								\$637,400	
CLA X Vilas	South	NBL storage lane	200						
	West	EBL storage lane	200						
	North	SBL storage lane	200						
Intersection Total:								\$0	
NB Ramps X Vilas	East	3rd WBT	New Pavement	500	12		\$85	sq ft	\$510,000
	West	2nd EBL	Turn lane	240		1	\$300,000	ea	\$300,000
SB Ramps X Vilas	West	2 additional EBT lanes		500	12	2	\$85	sq ft	\$1,020,000
		2nd SBR off ramp	Turn lane			1	\$300,000	ea	\$300,000
	North	2nd lane along entire off ramp		880	12		\$85	sq ft	\$897,600
Intersection Total:								\$3,027,600	
Airway/Industry/Peace X Vilas	Realign Peace Ln with Airway		Urban traffic signal			1	\$1,000,000	ea	\$1,000,000
			Turn lane			6	\$300,000	ea	\$1,800,000
			New Pavement	750	12	2	\$85	sq ft	\$1,530,000
			Durable Striping	750		2	\$5	ft	\$7,500
			Sidewalk	750	6	2	\$11	sq ft	\$99,000
			Curb & Gutter	750		2	\$41	ft	\$61,500
Intersection Total:								\$4,498,000	
Lear Wy X Vilas	North	SBL storage lane	Turn lane			1	\$300,000	ea	\$300,000
Intersection Total:								\$300,000	

**SCENARIO TOTAL \$10,479,900**

Tier 2 Projects ONLY \$26,129,395

**SCENARIO TOTAL with PROJECTS \$36,609,295**