

Technical Memorandum #2 Technical Appendices
Appendix B – 2019 Traffic Counts

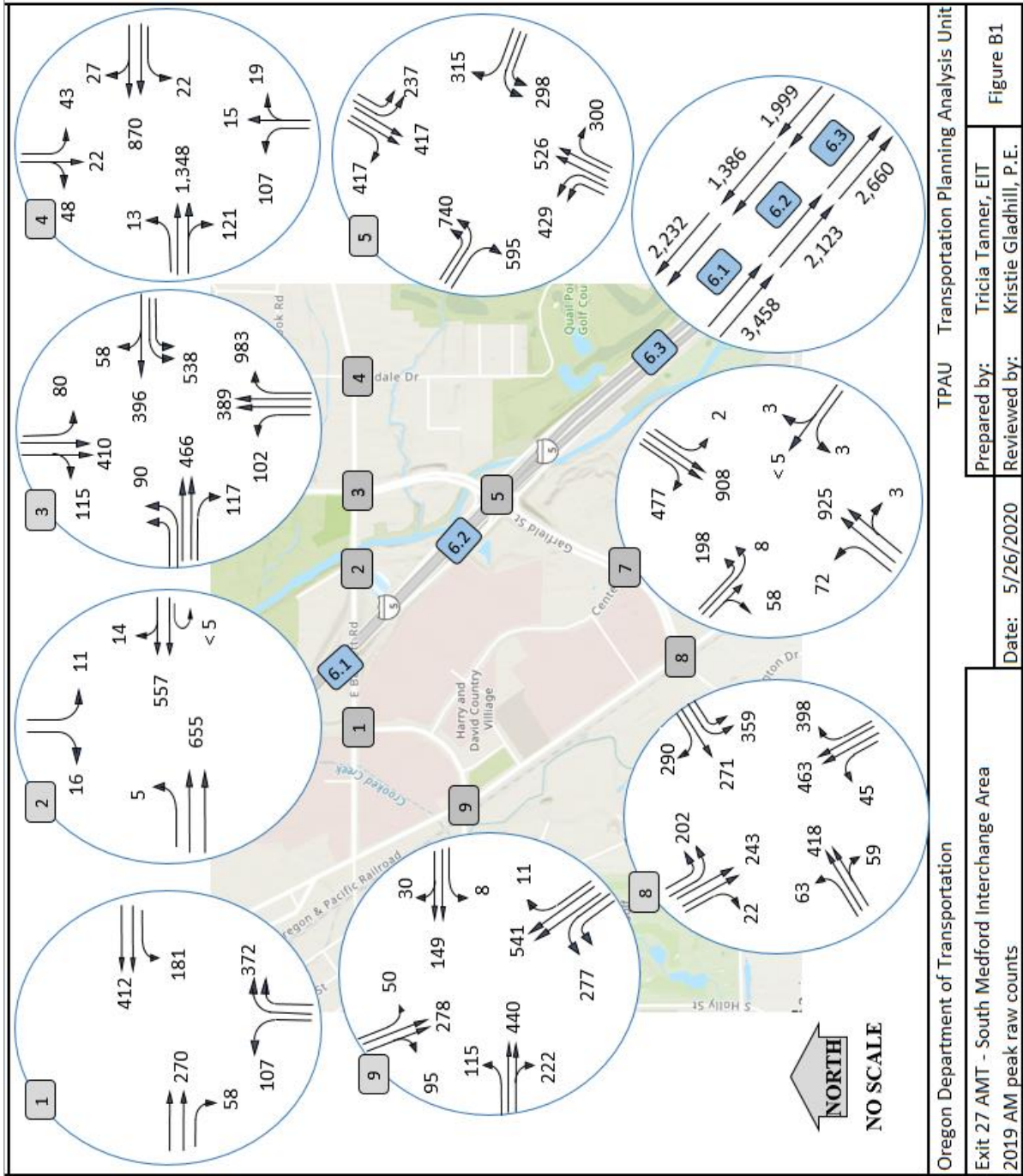
2019 Traffic Counts

ODOT Region 3 Traffic Staff collected the required counts for the project area in September and December 2019 as shown in Table B1. Peak hours were found to be 7:30 – 8:30 AM for AM peak; 4:30 – 5:30 PM for PM peak. Counts were adjusted to the 30th highest hour conditions (30HV) for both AM and PM peak hour volumes. The processes used for developing the seasonal factors were detailed in the Methodology Memorandum, see TM#1 Appendix

Table B-1: Traffic Count Summary

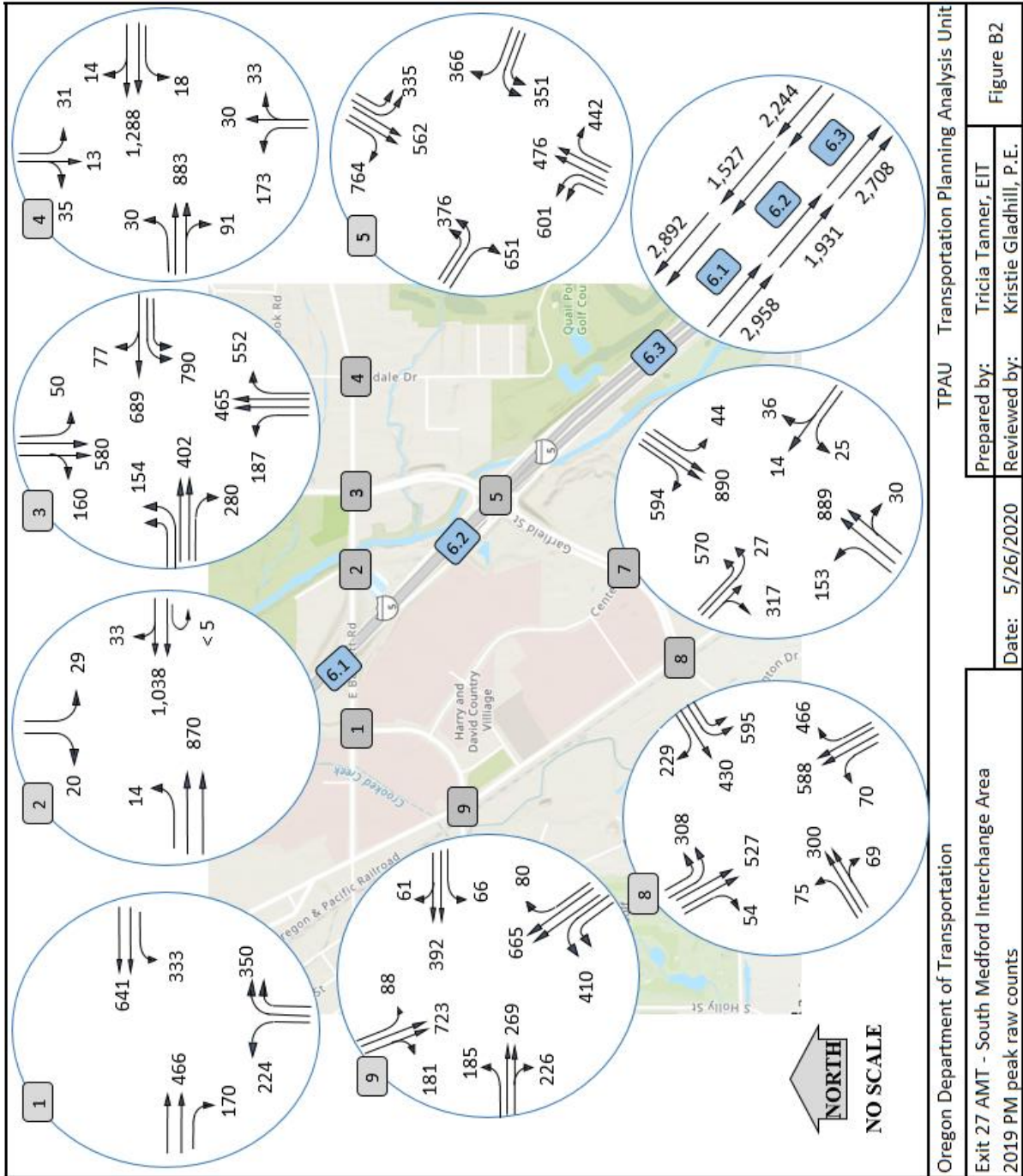
Study Intersection	Count Date	Count Duration	Seasonal Adjustment Factor
Garfield St / I-5 Exit 27 Southbound Ramp Terminal	9/25/2019	16 hour	1.05
Garfield St / I-5 Exit 27 Northbound Ramp Terminal	9/25/2019	16 hour	1.05
Garfield St / OR 99	9/25/2019	16 hour	1.06
Garfield St / Center Dr	9/25/2019	16 hour	1.06
Barnett Rd / E. Stewart Ave	9/25/2019	16 hour	1.06
Barnett Rd / Highland Dr	9/25/2019	16 hour	1.06
Barnett Rd / Ellendale Dr	9/25/2019	16 hour	1.06
Barnett Rd / Alba Dr	12/3/2019	16 hour	1.14
Riverside Ave / OR 99 / E. Stewart Ave	12/3/2019	16 hour	1.14

Figure B-1: 2019 Raw AM Peak Hour Counts



Oregon Department of Transportation		TPAU Transportation Planning Analysis Unit	
Exit 27 AMT - South Medford Interchange Area		Prepared by:	Tricia Tanner, EIT
2019 AM peak raw counts		Date:	5/26/2020
		Reviewed by:	Kristie Gladhill, P.E.
		Figure B1	

Figure B-2: 2019 Raw PM Peak Hour Counts



Oregon Department of Transportation		TPAU Transportation Planning Analysis Unit	
Exit 27 AMT - South Medford Interchange Area		Prepared by:	Tricia Tanner, EIT
2019 PM peak raw counts		Date:	5/26/2020
		Reviewed by:	Kristie Gladhill, P.E.
		Figure B2	

Figure B-3: 2019 Seasonally Adjusted 30HV AM Peak Hour Volumes, not balanced

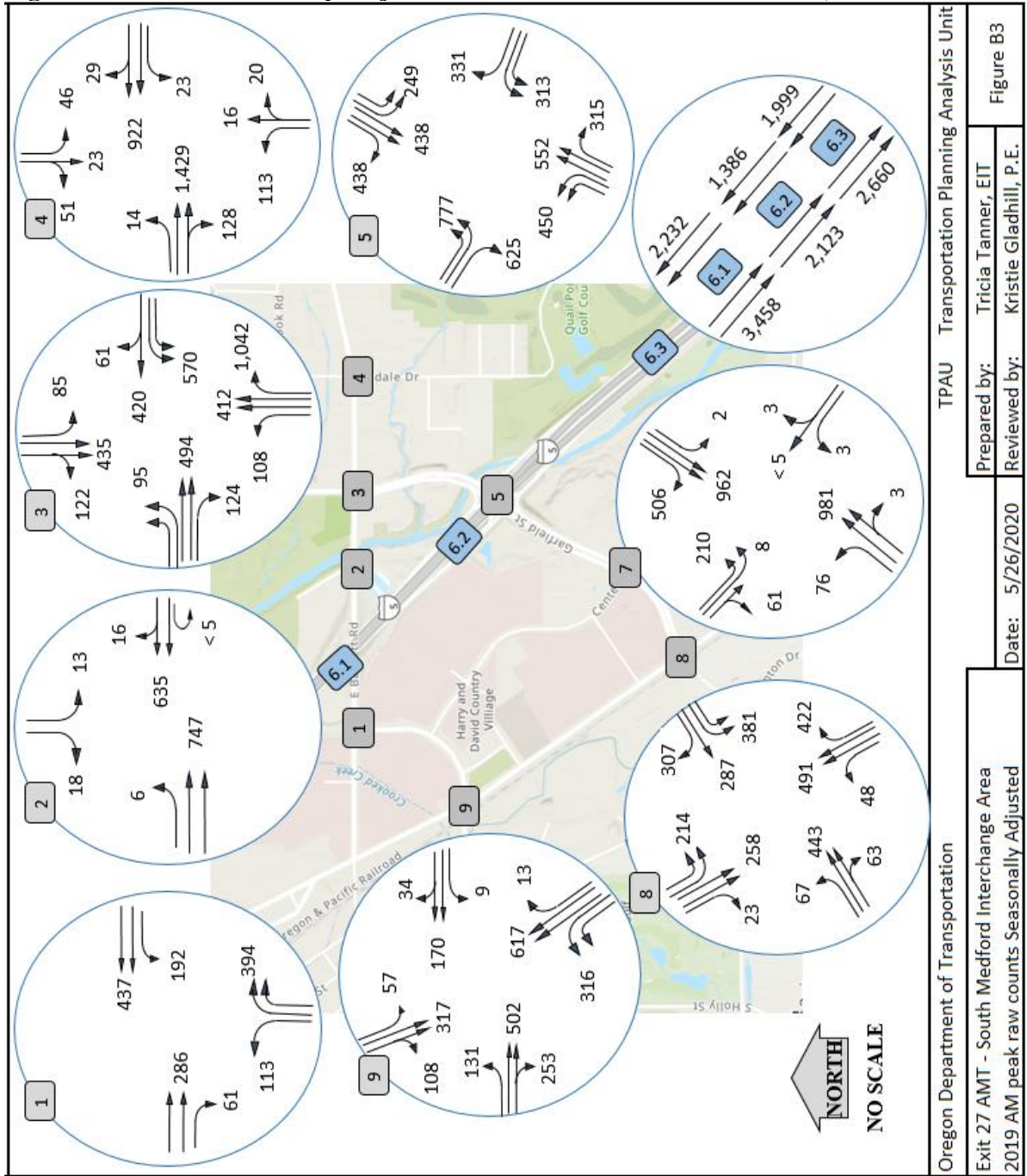
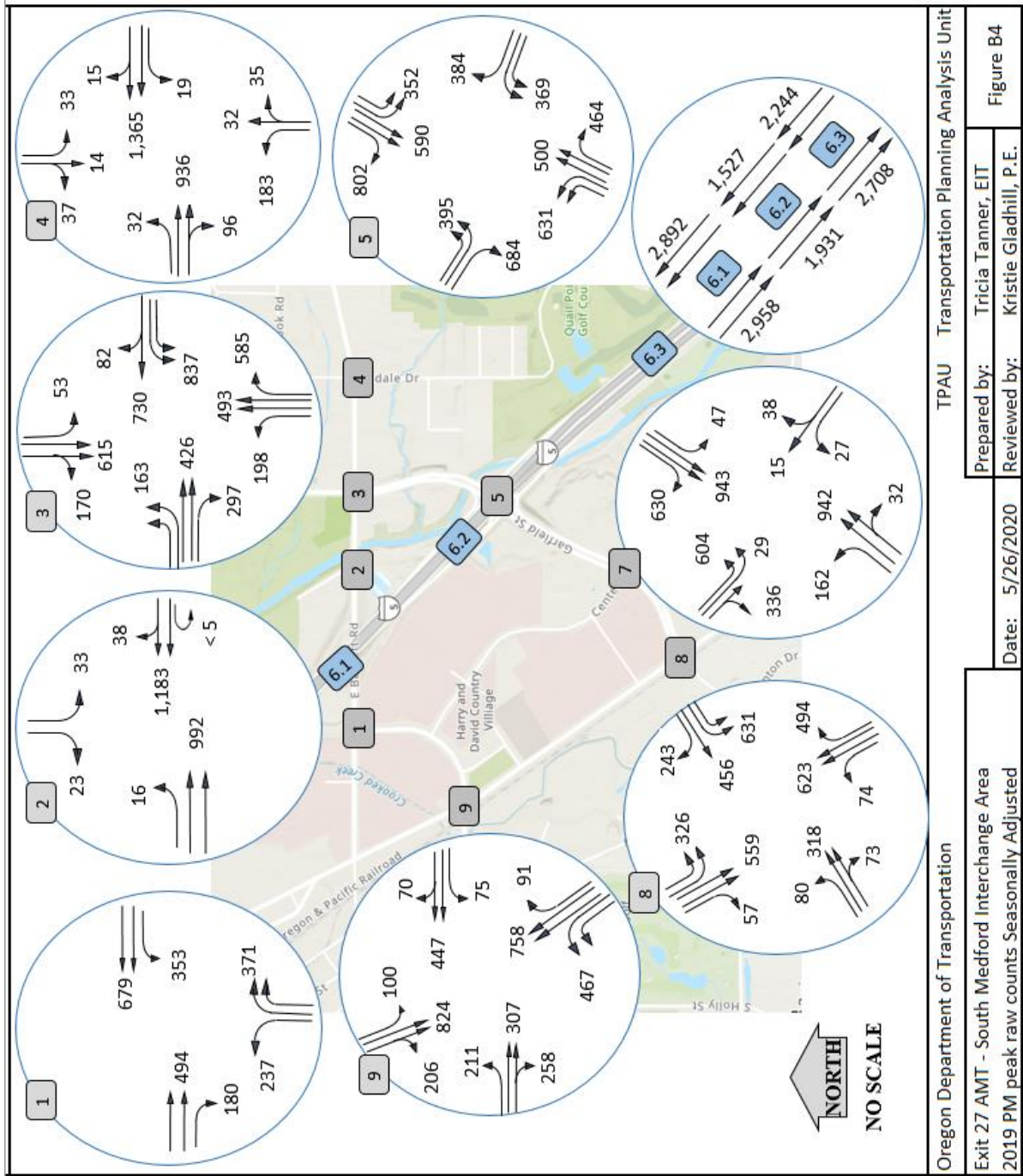


Figure B-4: 2019 Seasonally Adjusted 30HV PM Peak Hour Volumes, not balanced



Oregon Department of Transportation		TPAU Transportation Planning Analysis Unit	
Exit 27 AMT - South Medford Interchange Area		Prepared by:	Tricia Tanner, EIT
2019 PM peak raw counts Seasonally Adjusted		Date:	5/26/2020
		Reviewed by:	Kristie Gladhill, P.E.
		Figure B4	

Figure B-5: 2019 Raw 24 Hour Counts

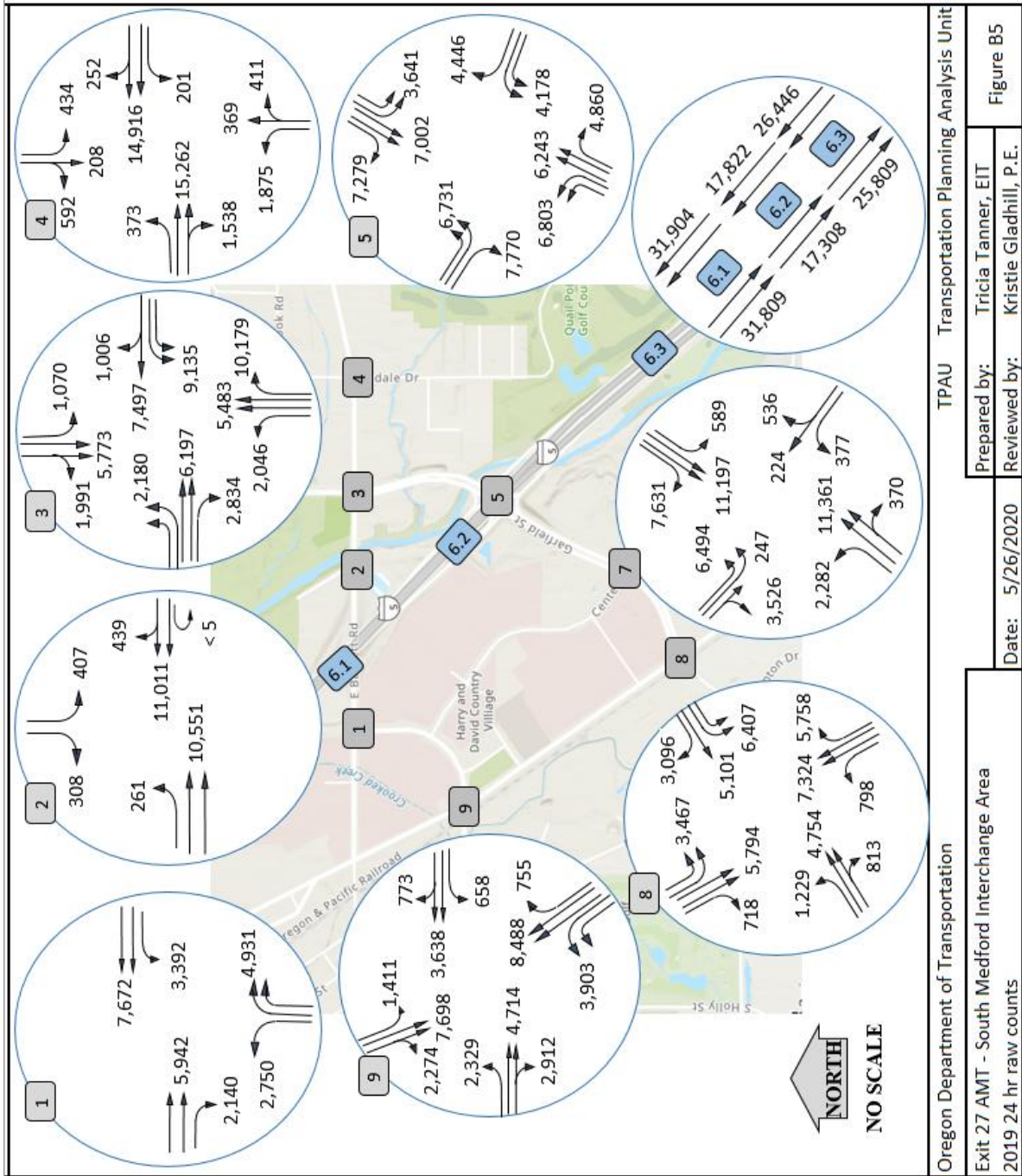


Figure B-6: 2019 Peak Hour Factors

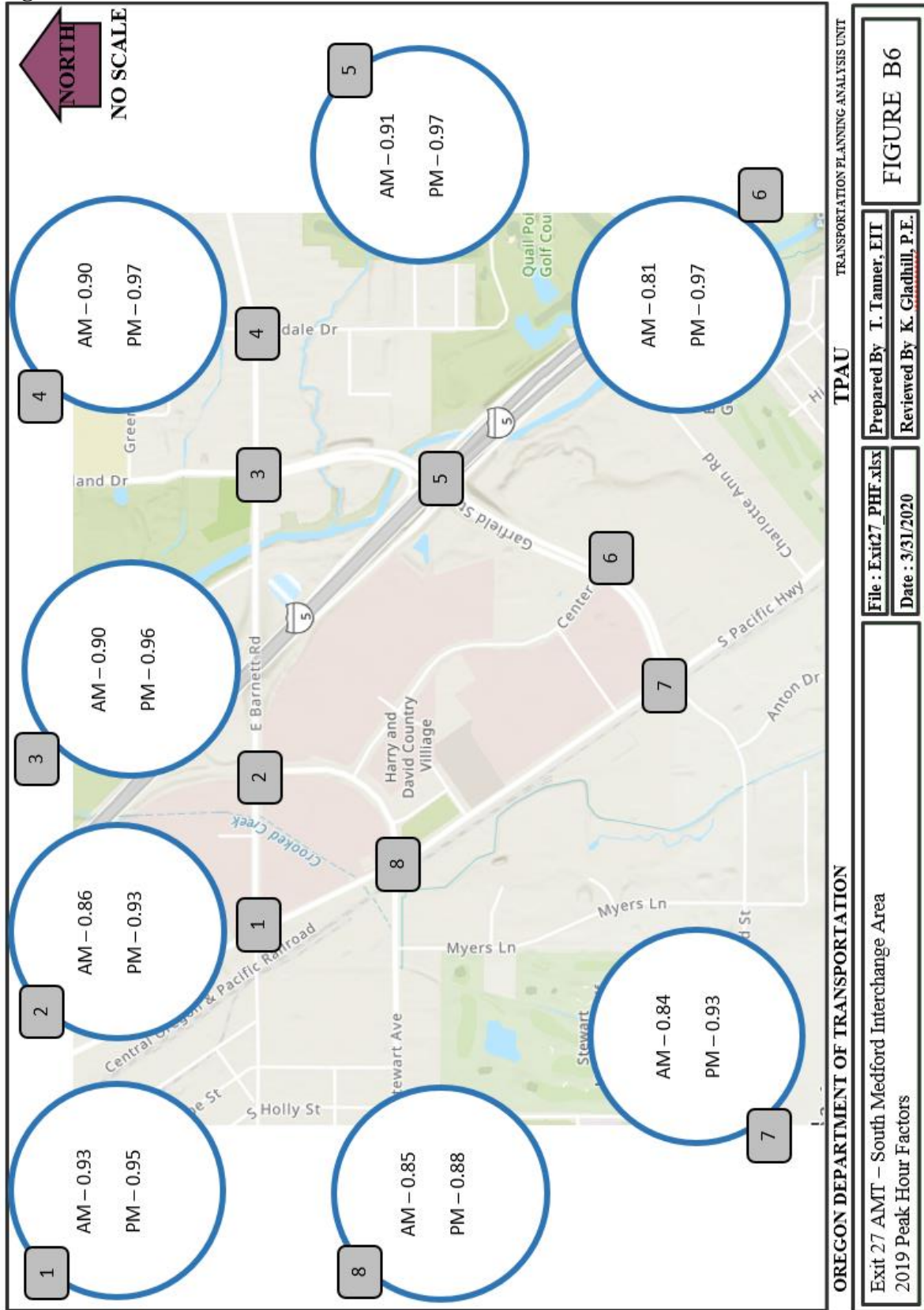


Figure B-7: 2019 AM Peak Hour K factors

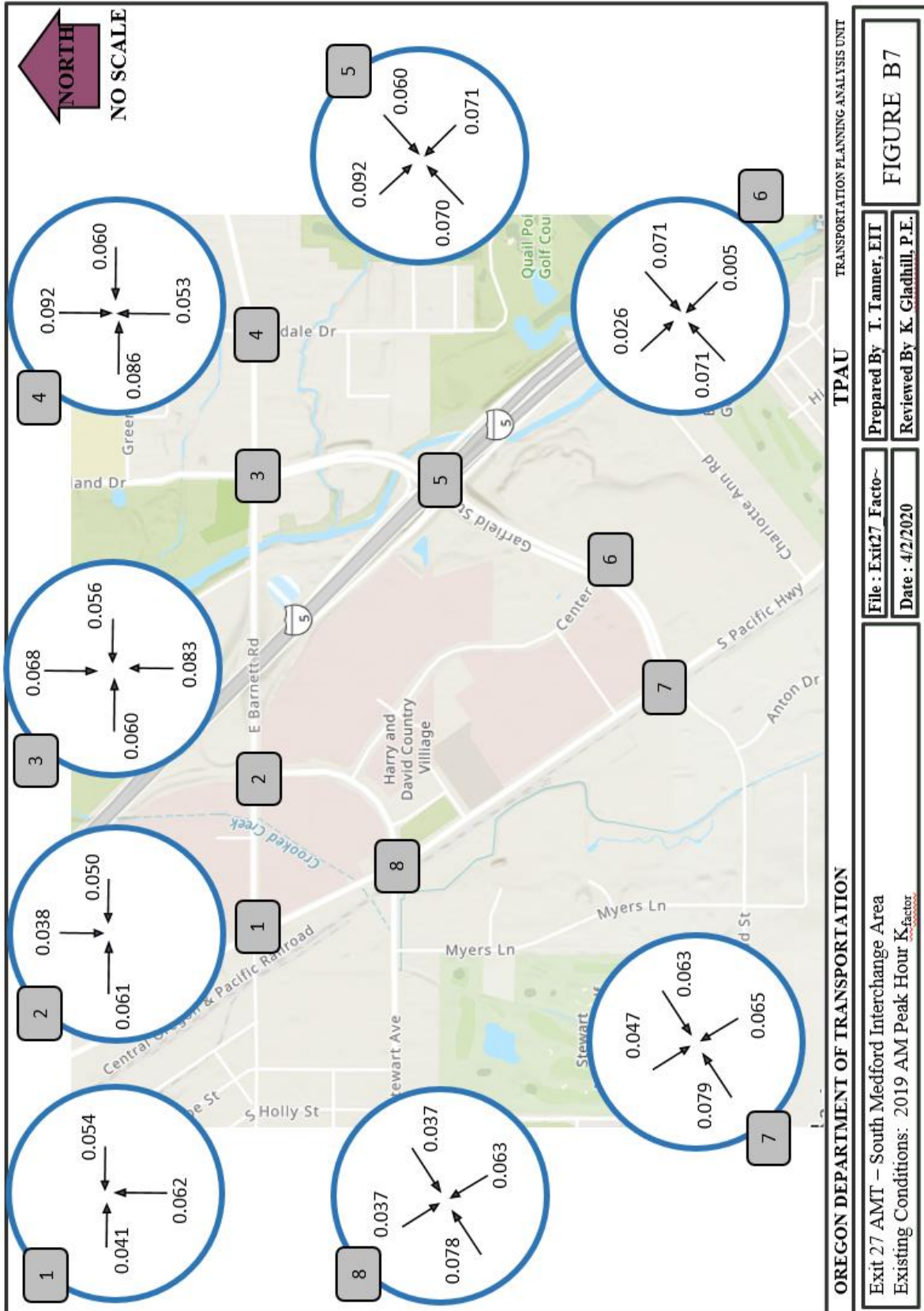


Figure B-8: 2019 PM Peak Hour K factors

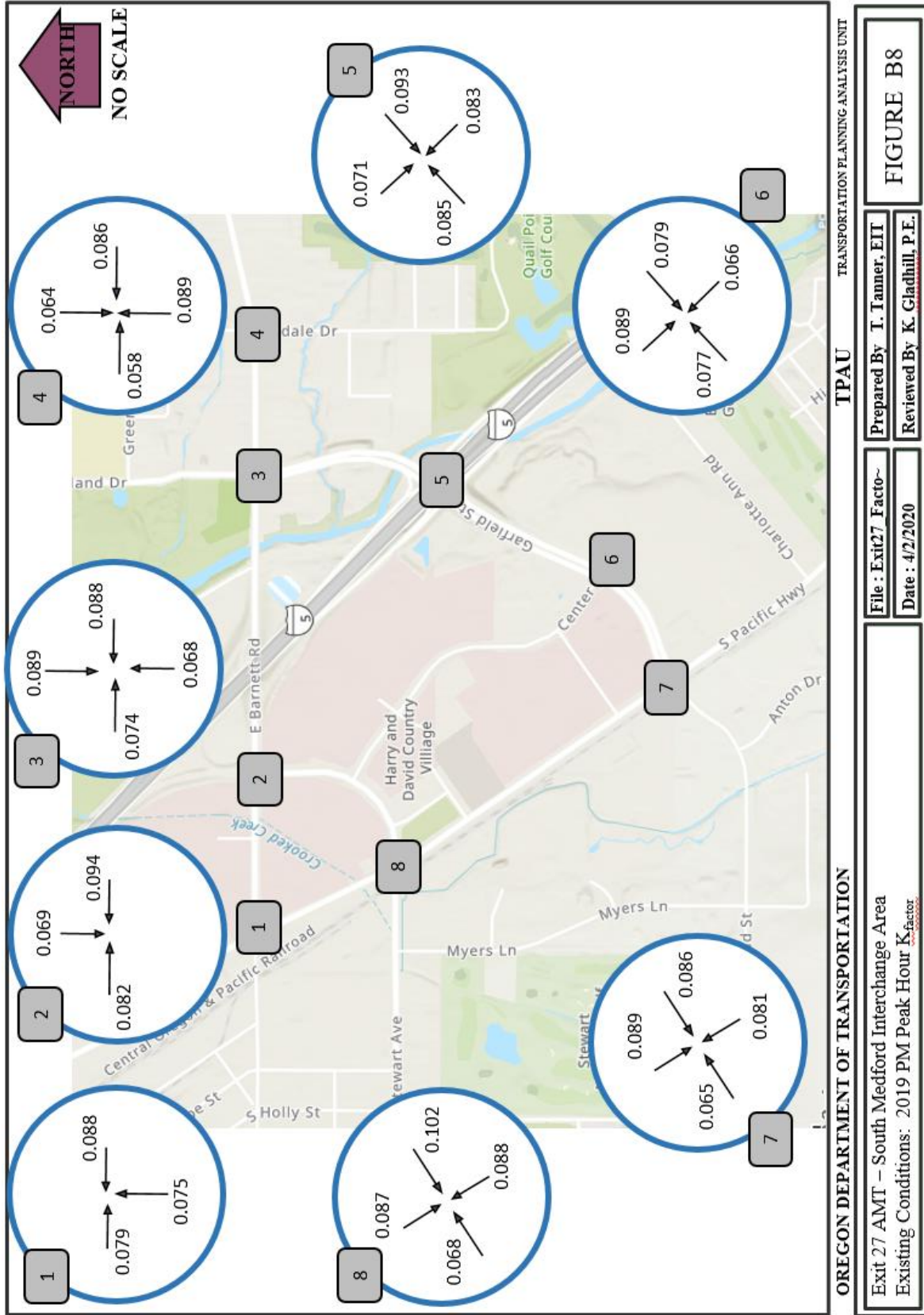


Figure B-9: 2019 AM Peak Hour Truck Percentage

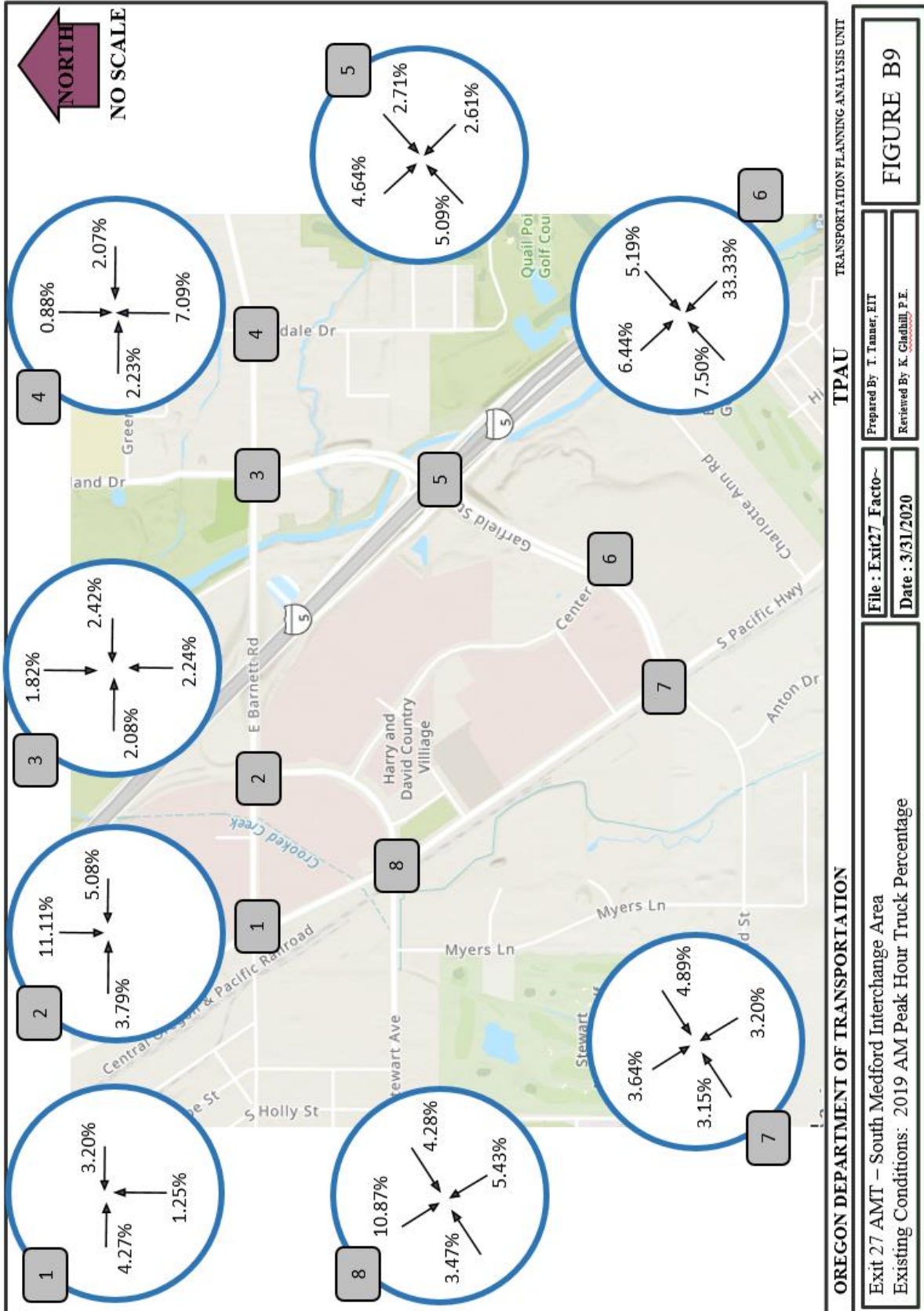


Figure B-10: 2019 PM Peak Hour Truck Percentage

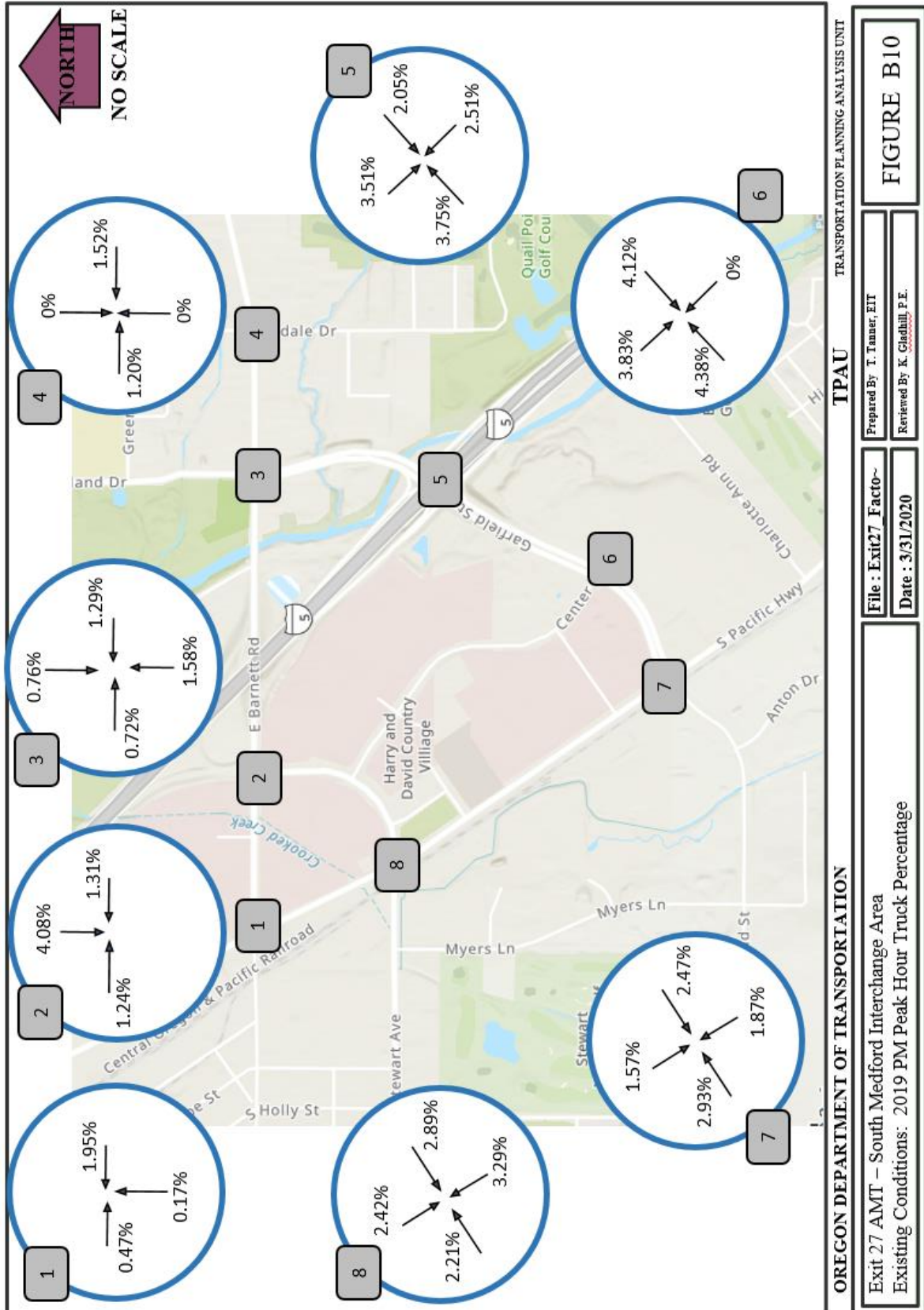


Figure B-11: 2019 Raw AM Peak Hour Pedestrian Volumes

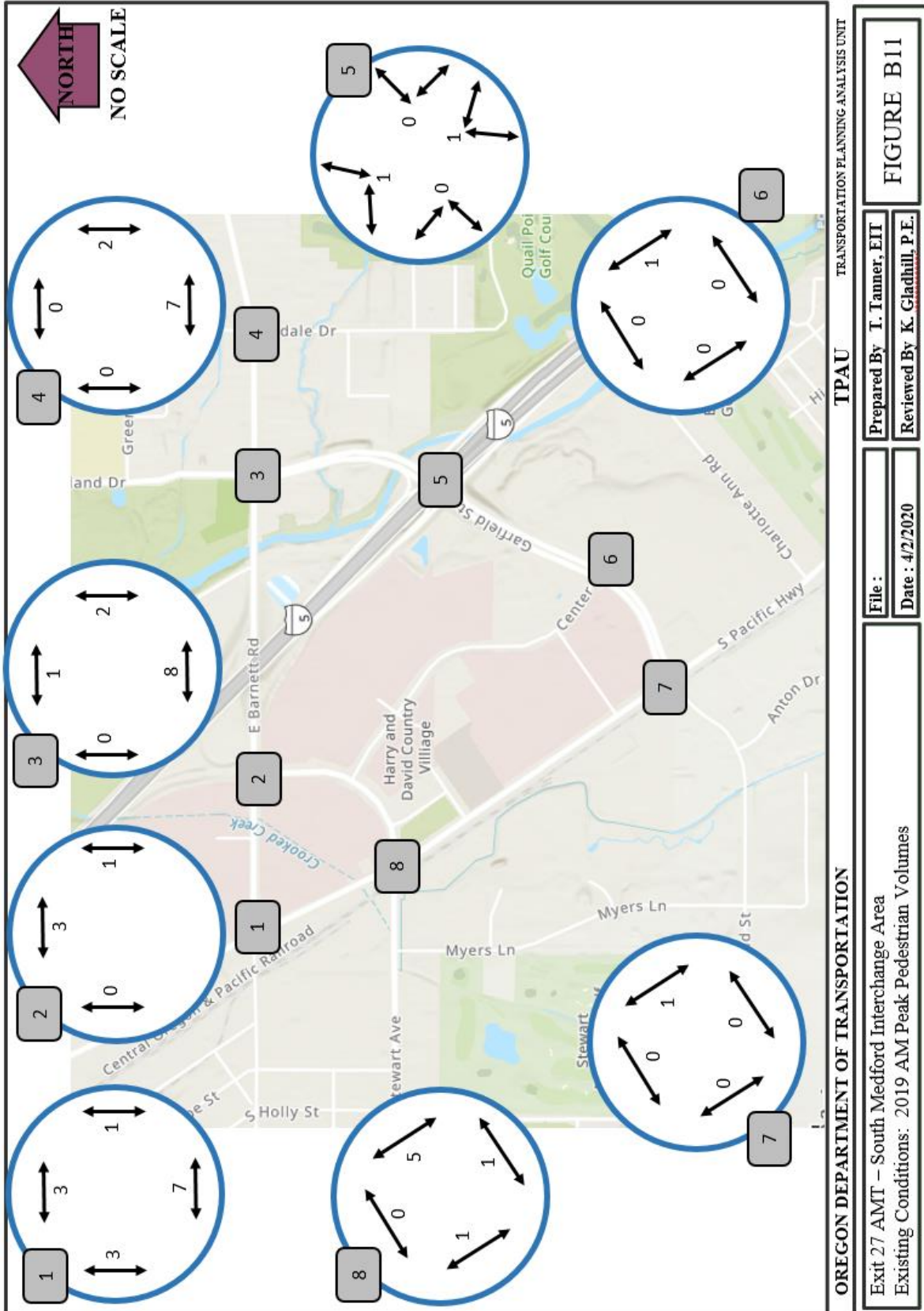


Figure B-12: 2019 Raw PM Peak Hour Pedestrian Volumes

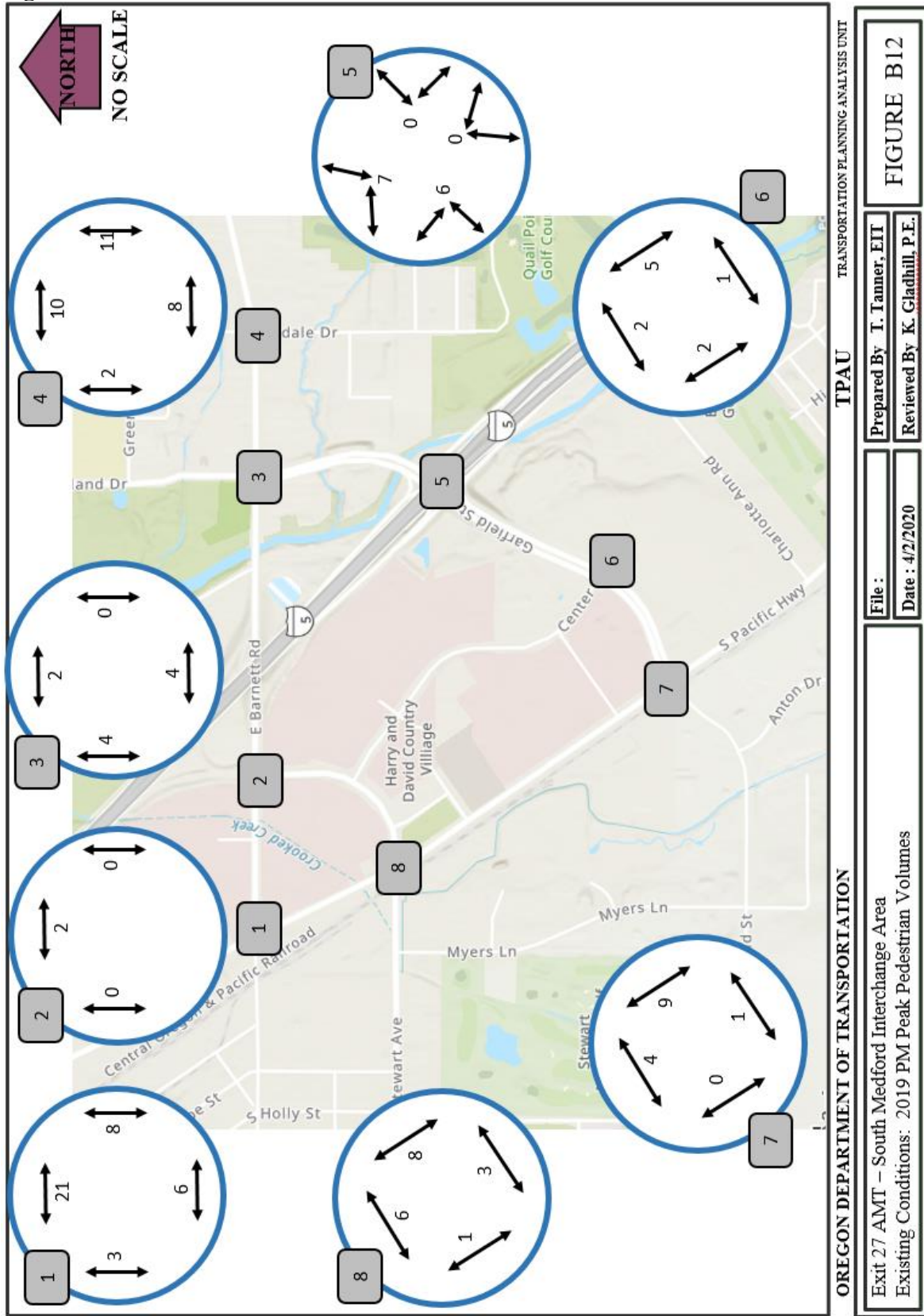
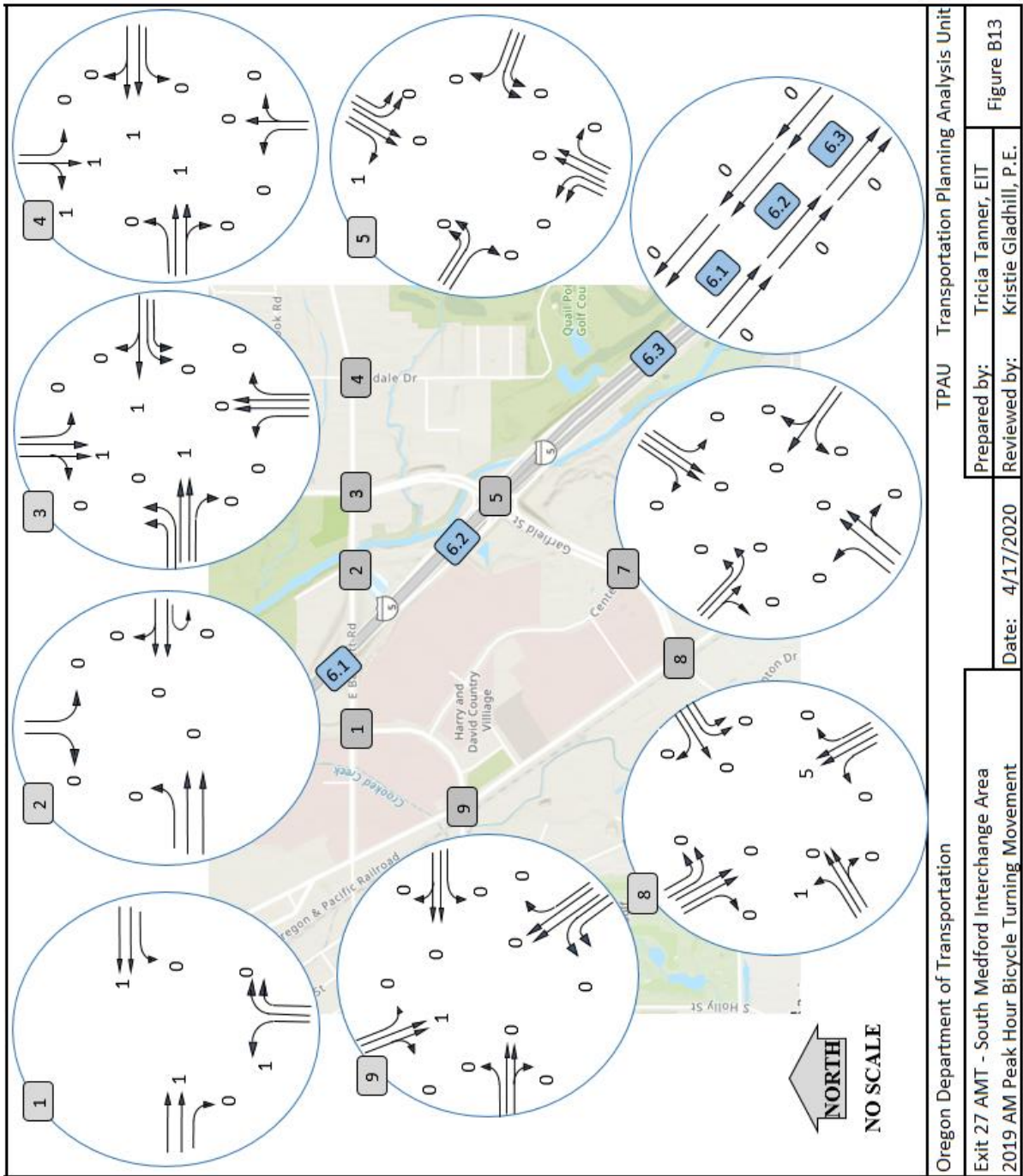
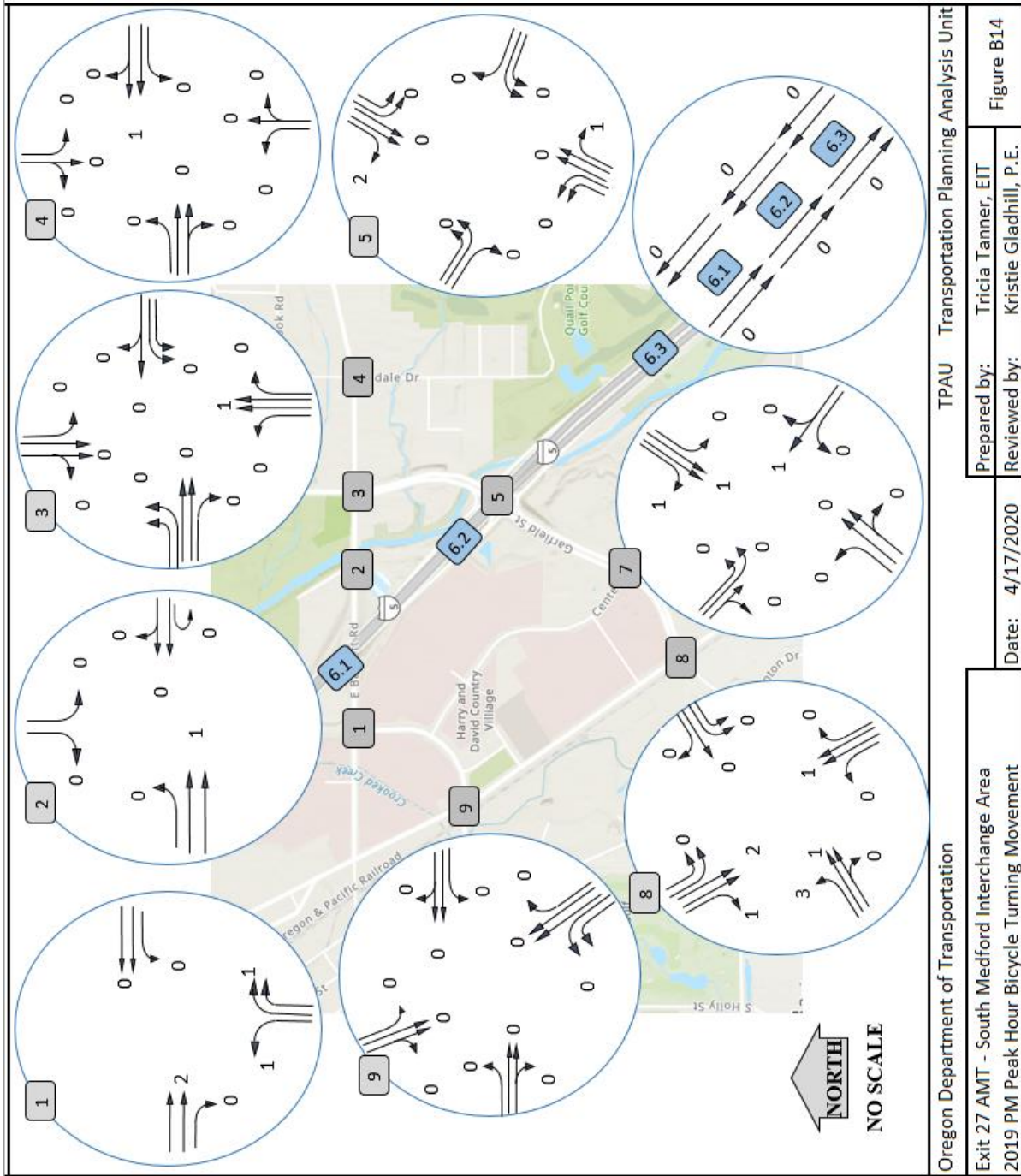


Figure B-13: 2019 Raw AM Peak Hour Bicycle Turning Movement



Oregon Department of Transportation		TPAU Transportation Planning Analysis Unit	
Exit 27 AMT - South Medford Interchange Area		Prepared by: Tricia Tanner, EIT	Figure B13
2019 AM Peak Hour Bicycle Turning Movement		Reviewed by: Kristie Gladhill, P.E.	
		Date: 4/17/2020	

Figure B-14: 2019 Raw PM Peak Hour Bicycle Turning Movement



Contact Information

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