

Caldera Brewery Zone Change

Appendices A-K

November 20, 2010

Prepared By:



*TRANSPORTATION
ENGINEERING, LLC*

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

RECEIVED

NOV 19 2010

City of Ashland
Field _____ Office _____ County _____

APPENDICES

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- Appendix B: ITE Trip Generation Data, ODOT Future Volumes Table
- Appendix C: Crash Data, ODOT I-5 Exit 14 Interchange Project Information
- Appendix D: Existing Year 2010 Synchro Output
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*SOUTHERN
OREGON
TRANSPORTATION
ENGINEERING, LLC*

Appendix A

Traffic Count Data,
Seasonal Trend
Information

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

Date: 9/16/2009
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

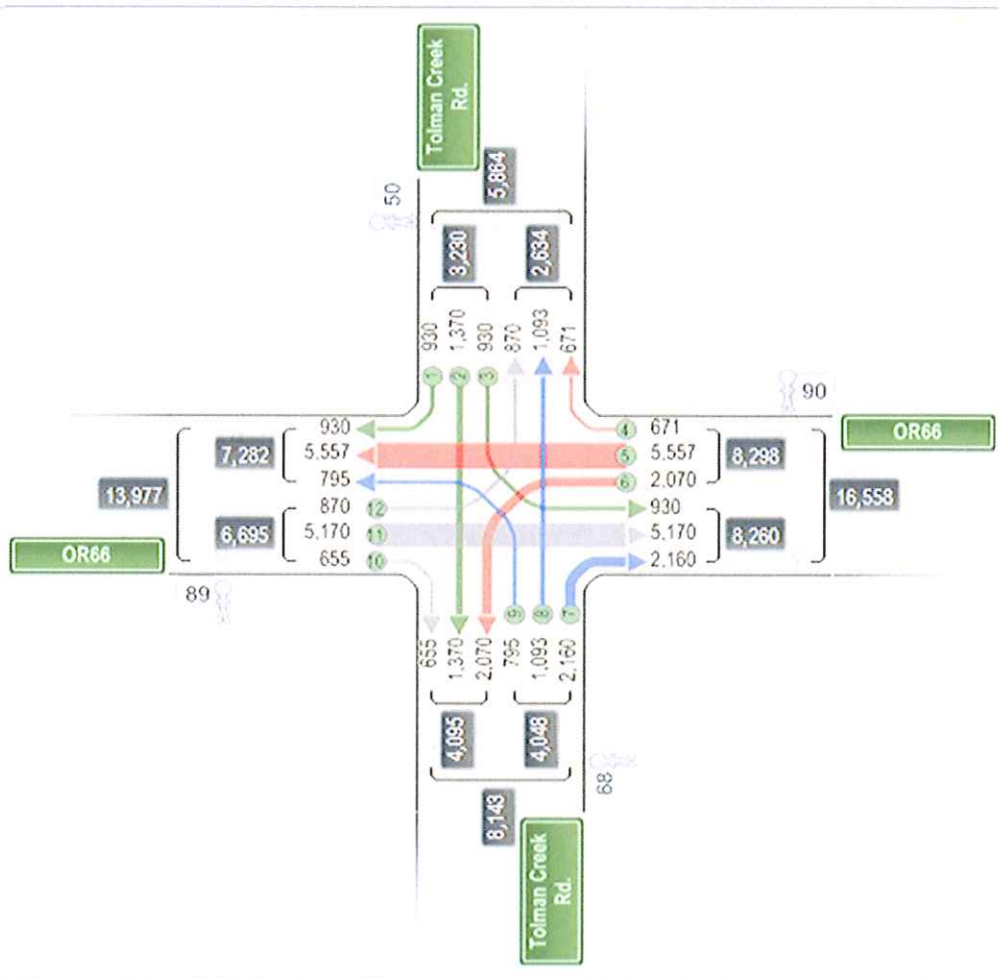
Site Number: 15112009
Mile Point: 1.04
Street Number: 021
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: OR66 @ Tolman Creek Rd.

site 1601-west leg
91 bicyclists with helmets

County: Jackson
City: Ashland



**Summary of Traffic Count
Transportation Development Division**

Site: 15112009 Date: 9/16/2009
 County: Jackson Hours: 6:00 AM-10:00 PM
 City: Ashland Highway #: 021
 Milepoint: 1.04 Location: OR66 @ Tolman Creek Rd.
 Count Number: 1.00 Weather: Clear

Time of Day	Summary By Movements												TOTAL	Entering Volumes			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		North	East	South	West
6:00	2	1	2	4	5	13	2	6	0	2	19	0	56	5	22	8	21
6:15	6	3	6	2	7	12	1	9	0	0	23	1	70	15	21	10	24
6:30	4	0	4	4	8	28	1	10	0	0	26	0	85	8	40	11	26
6:45	3	2	3	2	20	39	5	14	1	4	23	3	119	8	61	20	30
7:00	8	7	8	6	17	32	1	21	0	2	38	1	141	23	55	22	41
7:15	10	6	10	5	17	51	2	23	3	4	66	2	199	26	73	28	72
7:30	12	5	12	6	20	61	8	34	3	4	75	2	242	29	87	45	81
7:45	10	20	10	15	36	105	7	33	7	4	47	4	298	40	166	47	55
8:00	19	19	19	11	31	100	15	43	14	4	78	8	381	57	142	72	90
8:15	21	8	21	11	25	104	23	25	12	8	72	7	337	50	140	60	87
8:30	19	14	19	8	29	76	18	26	9	6	80	5	309	52	113	53	91
8:45	16	22	16	15	35	113	18	24	5	5	72	6	347	54	163	47	83
9:00	48	65	49	37	102	318	53	99	27	40	254	42	1134	162	457	179	336
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	69	84	69	27	125	361	78	142	64	57	306	36	1418	222	513	284	399
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	52	79	52	36	155	340	54	156	71	62	237	55	1349	183	531	281	354
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	58	128	58	42	168	386	86	172	71	81	349	64	1663	244	596	329	494
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	60	113	60	44	146	379	106	154	74	81	370	68	1655	233	569	334	519
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	19	22	19	12	42	88	16	38	21	26	87	23	413	60	142	75	136
14:15	10	25	10	11	40	81	18	39	11	13	121	16	395	45	132	68	150
14:30	17	23	17	10	40	109	31	47	24	22	110	10	460	57	159	102	142
14:45	16	28	16	12	36	100	10	43	23	13	87	10	394	60	148	76	110
15:00	20	34	20	12	27	94	23	39	14	22	104	27	436	74	133	76	153
15:15	11	40	11	9	40	58	33	33	21	13	100	15	384	62	107	87	128
15:30	17	28	17	12	48	98	18	44	23	15	92	16	428	62	158	85	123
15:45	17	27	16	16	41	109	27	47	21	25	105	12	463	60	166	95	142
16:00	18	27	18	12	39	124	30	52	20	23	121	18	502	63	175	102	162
16:15	11	32	11	12	48	118	31	49	19	22	98	12	463	54	178	99	132
16:30	11	31	11	14	47	107	26	41	17	16	137	11	469	53	168	84	164
16:45	13	35	13	14	39	104	29	41	15	12	114	22	451	61	157	85	148
17:00	24	38	24	18	41	121	29	50	16	36	133	6	535	86	180	95	175
17:15	26	27	26	22	49	83	21	45	18	27	89	7	440	79	154	84	123
17:30	19	23	19	19	35	131	20	33	12	6	105	9	431	61	185	65	120
17:45	13	29	13	8	38	102	22	35	12	7	97	13	389	55	148	69	117
18:00	83	88	83	52	136	371	51	133	36	58	299	30	1420	254	559	220	387
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	41	60	41	31	55	246	47	77	18	31	252	16	915	142	332	142	299
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	22	30	22	26	61	153	18	51	10	23	177	9	602	74	240	79	209
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	20	22	20	13	33	136	15	35	10	16	137	9	466	62	182	60	162
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Count	845	1245	845	610	1881	5051	993	1963	722	790	4700	595	20240	2935	7542	3678	6085
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
24hr Volume	930	1370	930	671	2070	5557	1093	2160	795	869	5170	655	22284	3229	8297	4046	6894

Traffic Count Summary Sheet
Transportation Development Division (N-E)

Site: 15112009
 County: Jackson
 City: Ashland

Date: 9/18/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 021
 OR66 @ Tolman Creek Rd.

Milepoint: 1.04
 Count Number: 1.00

Location:
 Weather: Clear

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrlr	Other	Wtrlr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
6:15	4	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0
6:30	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
6:45	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:00	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
7:15	7	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10	0
7:30	10	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	12	0
7:45	4	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	0
8:00	13	1	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	19	0
8:15	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0
8:30	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0
8:45	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16	0
9:00	37	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	48	1
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	58	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	41	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	42	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	58	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	47	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	16	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0
14:15	7	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
14:30	11	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	17	0
14:45	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0
15:00	14	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
15:15	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
15:30	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	0
15:45	14	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	17	0
16:00	9	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	0
16:15	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
16:30	9	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
16:45	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0
17:00	21	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0
17:15	24	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0
17:30	14	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19	0
17:45	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0
18:00	63	0	16	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	83	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	35	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	18	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	17	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	667	1	142	4	10	1	0	4	0	2	0	0	0	0	0	0	4	10	845	1

Traffic Count Summary Sheet
Transportation Development Division (N-S)

Site: 15112009
 County: Jackson
 City: Ashland

Date: 9/16/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 021
 OR66 @ Tolman Creek Rd.

Milepoint: 1.04
 Count Number: 1.00

Location:
 Weather: Clear

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrfr	Other	Wtrfr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
7:00	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
7:15	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	1
7:30	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
7:45	14	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	20	0
8:00	17	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0
8:15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	8	0
8:30	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	14	0
8:45	18	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0
9:00	55	0	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	65	3
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	71	0	11	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	84	6
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	63	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	79	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	109	0	13	1	3	0	0	1	0	0	0	0	0	0	0	0	1	0	128	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	84	0	22	1	2	1	0	1	0	0	0	0	0	0	0	0	0	2	113	7
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	19	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1
14:15	20	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0
14:30	14	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1
14:45	20	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	28	0
15:00	28	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34	2
15:15	32	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40	3
15:30	21	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0
15:45	23	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	27	2
16:00	23	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	27	0
16:15	28	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0
16:30	29	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0
16:45	27	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0
17:00	36	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	0
17:15	24	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0
17:30	17	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0
17:45	28	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0
18:00	78	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	4
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	51	0	8	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	60	2
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	19	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1027	4	163	8	16	2	0	4	0	0	0	0	0	0	0	0	12	9	1245	35

Traffic Count Summary Sheet
Transportation Development Division (N-W)

Site: 15112009
 County: Jackson
 City: Ashland

Date: 9/16/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 021
 OR66 @ Tolman Creek Rd.

Milepoint: 1.04
 Count Number: 1.00

Location:
 Weather: Clear

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrtr	Other	Wtrtr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
6:15	4	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0
6:30	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
6:45	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:00	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
7:15	7	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	10	0
7:30	10	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	12	0
7:45	4	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	0
8:00	13	1	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	19	0
8:15	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0
8:30	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0
8:45	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16	0
9:00	37	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	49	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	58	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	41	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	42	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	58	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	47	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	16	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0
14:15	7	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
14:30	11	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	17	0
14:45	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0
15:00	14	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
15:15	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
15:30	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	0
15:45	14	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	16	0
16:00	9	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	0
16:15	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
16:30	9	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
16:45	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0
17:00	21	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0
17:15	24	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0
17:30	14	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19	0
17:45	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0
18:00	63	0	16	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	83	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	35	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	18	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	17	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	667	1	142	4	10	1	0	3	0	2	0	0	0	0	0	0	4	11	845	0

Traffic Count Summary Sheet
Transportation Development Division (E-N)

Site: 15112009
 County: Jackson
 City: Ashland

Date: 9/16/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 021
 OR66 @ Tolman Creek Rd.

Milepoint: 1.04
 Count Number: 1.00

Location:
 Weather: Clear

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrfr	Other	Wtrfr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
6:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
6:30	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
6:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:00	3	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	6	0
7:15	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0
7:30	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
7:45	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0
8:00	7	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	11	0
8:15	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
8:30	7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0
8:45	13	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0
9:00	24	0	12	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	22	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	28	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	32	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	37	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
14:15	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
14:30	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
14:45	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
15:00	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
15:15	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
15:30	9	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12	0
15:45	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0
16:00	7	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
16:15	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
16:30	11	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
16:45	6	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
17:00	14	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0
17:15	15	0	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22	0
17:30	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0
17:45	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
18:00	44	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	28	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	21	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	11	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	13	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	477	0	111	2	10	2	0	2	3	1	0	0	0	0	0	0	0	2	610	0

Traffic Count Summary Sheet
Transportation Development Division (E-S)

Site: 15112009
 County: Jackson
 City: Ashland

Date: 9/16/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 021
 OR66 @ Tolman Creek Rd.

Milepoint: 1.04
 Count Number: 1.00

Location:
 Weather: Clear

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle	
	Car	Wtrtr	Other	Wtrtr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl					
6:00	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0	
6:15	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7	0
6:30	3	0	2	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	8	0	
6:45	10	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	20	0	
7:00	10	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	17	0	
7:15	9	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	17	0	
7:30	14	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	20	0	
7:45	28	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	36	0	
8:00	22	0	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	31	0	
8:15	14	0	6	0	0	1	0	0	3	0	0	0	0	0	0	0	1	0	25	0	
8:30	20	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	29	0	
8:45	19	0	6	1	3	2	0	1	2	0	0	0	0	0	0	0	1	0	35	0	
9:00	66	0	28	3	2	0	0	0	2	0	1	0	0	0	0	0	1	1	102	0	
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	82	0	35	1	2	0	0	3	0	0	0	0	0	0	0	0	0	2	125	0	
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	108	0	41	2	1	1	0	1	0	1	0	0	0	0	0	0	0	2	155	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	123	0	36	3	2	0	0	1	0	0	0	0	0	0	0	0	1	2	168	0	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	104	0	38	0	2	0	0	0	2	1	0	0	0	0	0	0	1	0	146	0	
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	34	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	
14:15	25	0	11	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	40	0	
14:30	32	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	
14:45	30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	36	0	
15:00	16	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	
15:15	35	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	
15:30	31	0	11	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0	
15:45	31	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0	
16:00	29	1	7	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	39	0	
16:15	39	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	48	0	
16:30	38	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0	
16:45	31	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	
17:00	28	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0	
17:15	36	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	0	
17:30	26	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	35	0	
17:45	30	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	
18:00	112	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	138	0	
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	43	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	55	0	
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	53	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	61	0	
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	27	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1382	2	407	21	27	6	0	8	14	2	1	0	0	0	0	0	22	9	1881	0	

Traffic Count Summary Sheet
Transportation Development Division (E-W)

Site: 15112009
 County: Jackson
 City: Ashland

Date: 9/16/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 021
 Location: OR66 @ Tolman Creek Rd.

Milepoint: 1.04
 Count Number: 1.00

Location:
 Weather: Clear

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrlr	Other	Wtrlr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	8	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	13	0
6:15	8	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
6:30	19	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0
6:45	30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0
7:00	27	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32	0
7:15	35	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	51	1
7:30	47	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	61	0
7:45	77	0	23	0	2	0	0	0	1	0	0	0	0	0	0	0	1	1	105	0
8:00	80	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	100	0
8:15	76	1	24	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	104	1
8:30	52	0	22	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	76	0
8:45	84	0	23	1	1	0	0	0	2	1	0	0	0	0	0	0	0	1	113	0
9:00	227	0	75	3	4	1	0	0	2	0	0	0	0	0	0	0	3	3	318	2
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	260	0	85	0	12	0	0	0	1	0	0	0	0	0	0	0	0	3	361	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	250	1	81	1	2	0	0	2	0	0	0	0	0	0	0	0	1	2	340	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	290	0	82	2	3	1	0	0	1	0	0	0	0	0	0	0	0	7	386	3
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	284	1	82	1	3	0	0	1	1	0	0	0	0	0	0	0	2	4	379	3
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	70	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	88	0
14:15	64	0	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	81	3
14:30	78	0	27	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	109	0
14:45	80	0	17	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	100	3
15:00	71	1	20	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	94	1
15:15	39	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	58	0
15:30	74	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	98	0
15:45	85	0	16	0	1	0	0	0	1	0	0	0	0	0	0	0	1	5	109	0
16:00	100	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	124	0
16:15	94	0	20	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	118	0
16:30	83	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	107	2
16:45	83	1	18	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	104	1
17:00	94	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	121	2
17:15	60	0	20	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	83	0
17:30	108	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	131	0
17:45	80	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	102	0
18:00	292	2	68	3	0	0	0	0	0	0	0	0	0	0	0	0	2	4	371	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	201	0	38	1	0	0	0	0	0	2	0	0	0	0	0	0	0	4	246	2
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	129	1	21	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	153	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	114	0	17	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2	136	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3853	10	1024	19	43	4	0	6	14	6	0	0	0	0	0	0	14	58	5051	29

Traffic Count Summary Sheet
Transportation Development Division (S-N)

Site: 15112009
 County: Jackson
 City: Ashland

Date: 9/16/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 021
 OR66 @ Tolman Creek Rd.

Milepoint: 1.04
 Count Number: 1.00

Location:
 Weather: Clear

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrr	Other	Wtrr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
6:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:45	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
7:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
7:30	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
7:45	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7
8:00	9	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1
8:15	18	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0
8:30	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1
8:45	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0
9:00	41	0	9	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	53	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	64	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	78	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	46	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	54	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	74	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	86	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	88	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	7	0	8	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	16	0
14:15	12	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	3
14:30	27	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	31	0
14:45	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
15:00	15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	23	0
15:15	23	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	33	0
15:30	14	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1
15:45	22	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0
16:00	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	30	1
16:15	28	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	31	0
16:30	18	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	1
16:45	26	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0
17:00	23	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	29	2
17:15	19	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0
17:30	17	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
17:45	13	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22	0
18:00	32	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	51	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	38	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	47	2
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	793	0	170	3	5	0	0	2	0	0	0	0	0	0	0	0	11	9	993	20

**Traffic Count Summary Sheet
Transportation Development Division (S-E)**

Site: 15112009
County: Jackson
City: Ashland

Date: 9/16/2009
Hours: 6:00 AM-10:00 PM
Highway #: 021
OR68 @ Tolman Creek Rd.

Milepoint: 1.04
Count Number: 1.00

Location:
Weather: Clear

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wvtr	Other	Wvtr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
6:15	7	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
6:30	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	10	0
6:45	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14	0
7:00	15	0	2	0	0	1	0	0	2	0	0	0	0	0	0	0	1	0	21	0
7:15	17	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	23	0
7:30	28	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0
7:45	21	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	33	0
8:00	34	0	6	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	43	0
8:15	20	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0
8:30	17	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0
8:45	17	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	0
9:00	88	0	27	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	99	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	100	0	31	1	5	0	0	1	1	1	0	0	0	0	0	0	0	2	142	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	120	0	26	1	1	0	0	0	0	0	0	0	0	0	0	0	4	4	156	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	123	1	35	2	5	1	0	0	1	0	0	0	0	0	0	0	4	4	172	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	115	0	30	0	2	0	0	3	1	0	0	0	0	0	0	0	2	1	154	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	30	0	6	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	38	0
14:15	29	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0
14:30	36	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	47	0
14:45	32	0	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0
15:00	26	0	12	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	39	0
15:15	26	0	4	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	33	0
15:30	26	0	14	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	44	0
15:45	33	0	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0
16:00	33	0	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	52	0
16:15	31	1	14	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	49	0
16:30	31	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0
16:45	32	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0
17:00	36	0	12	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	50	0
17:15	35	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	45	0
17:30	27	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0
17:45	24	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0
18:00	107	0	25	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	133	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	63	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	77	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	51	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	27	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1457	4	403	11	35	2	0	7	7	2	3	0	0	0	0	0	11	21	1963	0

Traffic Count Summary Sheet
Transportation Development Division (S-W)

Site: 15112009
 County: Jackson
 City: Ashland

Date: 9/16/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 021
 OR66 @ Tolman Creek Rd.

Milepoint: 1.04
 Count Number: 1.00

Location:
 Weather: Clear

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrfr	Other	Wtrfr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
7:30	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:45	4	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
8:00	8	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	14	
8:15	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
8:30	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	9	
8:45	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
9:00	22	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	27	
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	52	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	64	
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	49	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	71	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	50	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	71	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00	56	1	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	74	
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	
14:15	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
14:30	21	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	
14:45	12	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
15:00	8	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
15:15	17	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21	
15:30	18	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
15:45	16	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	21	
16:00	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20	
16:15	14	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19	
16:30	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
16:45	12	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
17:00	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
17:15	15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
17:30	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
17:45	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
18:00	34	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	12	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	555	1	132	5	10	2	0	1	0	0	0	0	0	0	0	0	6	10	722	0

Traffic Count Summary Sheet
Transportation Development Division (W-N)

Site: 15112009
 County: Jackson
 City: Ashland

Date: 9/16/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 021
 OR68 @ Tolman Creek Rd.

Milepoint: 1.04
 Count Number: 1.00

Location:
 Weather: Clear

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrr	Other	Wtrr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0
7:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
7:15	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
7:30	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0
7:45	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0
8:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
8:15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	8	0
8:30	4	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0
8:45	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0
9:00	30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	40	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	49	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	50	0	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	62	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	59	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	81	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	66	0	10	0	2	0	0	1	0	0	0	0	0	0	0	0	1	1	81	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	21	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0
14:15	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0
14:30	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22	0
14:45	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0
15:00	17	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	22	0
15:15	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0
15:30	12	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0
15:45	20	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0
16:00	16	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0
16:15	18	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0
16:30	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0
16:45	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
17:00	31	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0
17:15	25	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	27	0
17:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
17:45	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7	0
18:00	47	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	58	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	24	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	31	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	638	0	118	3	7	0	0	1	1	0	0	0	0	0	0	0	18	4	790	0

Traffic Count Summary Sheet
Transportation Development Division (W-E)

Site: 15112009
 County: Jackson
 City: Ashland

Date: 9/16/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 021
 OR66 @ Tolman Creek Rd.

Milepoint: 1.04
 Count Number: 1.00

Location:
 Weather: Clear

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrlr	Other	Wtrlr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	14	1	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	19	0
6:15	21	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	23	0
6:30	19	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26	0
6:45	18	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0
7:00	32	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	0
7:15	45	1	17	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	66	0
7:30	57	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	75	0
7:45	29	0	14	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	47	0
8:00	60	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	78	0
8:15	49	1	18	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	72	0
8:30	63	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	0
8:45	48	0	19	0	2	0	0	1	1	0	0	0	0	0	0	0	0	1	72	0
9:00	176	0	64	2	4	0	0	0	2	0	0	0	0	0	0	0	3	3	254	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	225	0	70	0	4	0	0	0	4	0	0	0	0	0	0	0	1	2	306	3
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	221	2	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	237	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	269	0	73	3	0	0	0	1	1	0	0	0	0	0	0	0	0	2	349	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	275	0	75	3	9	1	0	1	1	0	0	0	0	0	0	0	0	5	370	3
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	62	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	87	1
14:15	92	1	20	1	1	0	0	2	0	0	0	0	0	0	0	0	3	1	121	0
14:30	79	0	27	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	110	1
14:45	56	1	27	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	87	0
15:00	70	1	27	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	104	2
15:15	80	0	19	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	100	2
15:30	72	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92	0
15:45	77	0	22	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	105	1
16:00	101	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	121	0
16:15	72	0	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	98	1
16:30	106	1	27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	137	0
16:45	89	0	19	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3	114	1
17:00	109	0	20	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	133	2
17:15	76	0	9	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	89	0
17:30	84	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	0
17:45	79	1	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	97	2
18:00	249	2	45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	299	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	207	0	41	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	252	3
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	153	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	177	2
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	117	0	18	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	137	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3651	12	882	23	40	4	0	9	19	0	0	0	0	0	0	0	11	49	4700	29

Traffic Count Summary Sheet
Transportation Development Division (W-S)

Site: 15112009
 County: Jackson
 City: Ashland

Date: 9/16/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 021
 OR66 @ Tolman Creek Rd.

Milepoint: 1.04
 Count Number: 1.00

Location:
 Weather: Clear

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wvtr	Other	Wvtr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
8:00	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:15	5	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:30	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5
8:45	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:00	30	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	4	1	42	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	21	0	7	0	2	1	0	0	0	0	0	0	0	0	0	0	4	1	36	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	35	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	55	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	38	0	21	0	1	0	0	1	0	0	0	0	0	0	0	0	2	1	64	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	49	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	68	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	16	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	23	0
14:15	9	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	16	0
14:30	4	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
14:45	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	10	0
15:00	21	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	27	0
15:15	10	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15	0
15:30	11	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	16	0
15:45	8	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	12	0
16:00	13	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	18	0
16:15	6	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	12	0
16:30	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
16:45	16	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	22	0
17:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	0
17:15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
17:30	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
17:45	9	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0
18:00	26	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	30	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	411	0	127	2	11	1	0	2	0	0	0	0	0	0	0	0	32	9	595	0

**Summary of Traffic Count
Transportation Development Division**

Site: 15092009
County: Jackson
City: Ashland

Date: 9/22/2009
Hours: 6:00 AM-10:00 PM
Highway #: 001
Pacific Hwy(I-5) s/b on/off
Location: ramps @ Green Springs
Weather: Clear

Milepoint: 14.17
Count Number:

Time of Day	Summary By Movements								Entering Volumes		
	N-E	N-S	N-W	E-S	E-W	W-E	W-S	TOTAL	North	East	West
6:00	15	0	21	1	7	21	3	68	36	8	24
6:15	15	0	20	1	27	39	5	107	35	28	44
6:30	21	1	33	2	26	40	4	127	55	28	44
6:45	28	1	58	3	18	48	2	158	87	21	50
7:00	19	0	44	4	21	79	5	172	63	25	84
7:15	24	0	77	1	23	74	10	209	101	24	84
7:30	33	0	106	4	40	102	6	291	139	44	108
7:45	41	0	123	0	48	89	9	310	164	48	98
8:00	31	0	116	4	44	121	5	321	147	48	126
8:15	27	0	117	8	38	108	10	308	144	46	118
8:30	28	0	88	2	51	120	11	298	114	53	131
8:45	48	0	106	5	60	74	12	305	154	65	86
9:00	106	3	340	22	213	392	45	1121	449	235	437
9:15	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0
10:00	113	0	268	14	228	403	36	1062	381	242	439
10:15	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0
11:00	96	0	282	21	235	484	44	1162	378	256	528
11:15	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0
12:00	105	0	302	14	251	540	49	1261	407	265	589
12:15	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0
13:00	110	2	291	19	239	526	57	1244	403	258	583
13:15	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0
14:00	21	0	43	2	47	174	13	300	64	49	187
14:15	33	0	80	8	68	147	17	351	113	74	164
14:30	29	2	79	4	54	124	9	301	110	58	133
14:45	27	0	103	4	59	138	13	344	130	63	151
15:00	31	0	90	3	60	154	17	355	121	63	171
15:15	30	0	71	4	59	137	13	314	101	63	150
15:30	41	0	90	3	61	165	14	374	131	64	179
15:45	30	0	95	0	54	145	18	342	125	54	163
16:00	33	1	82	6	59	191	13	385	116	65	204
16:15	34	0	87	6	58	173	12	368	121	62	185
16:30	33	0	76	6	61	179	14	369	109	67	193
16:45	31	0	91	4	70	170	12	378	122	74	182
17:00	33	0	69	1	58	190	8	359	102	59	198
17:15	46	0	119	4	58	145	13	385	165	62	158
17:30	41	0	111	1	62	133	5	353	152	63	138
17:45	36	0	100	2	45	124	18	326	136	47	142
18:00	80	1	265	12	214	463	46	1081	346	226	509
18:15	22	0	0	0	0	0	0	22	22	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0
19:00	63	1	223	4	140	293	32	756	287	144	325
19:15	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0
20:00	39	2	124	3	75	256	24	523	165	78	280
20:15	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0
21:00	49	0	134	5	62	209	14	473	183	67	223
21:15	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0
Total Count	1640	14	4524	207	2989	6970	638	16982	6178	3196	7606
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
24hr Volume	1804	18	4977	228	3288	7667	702	18681	6796	3516	8369

Traffic Count Summary Sheet
Transportation Development Division (N-E)

Site: 15092009
 County: Jackson
 City: Ashland

Date: 9/22/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 001
 Pacific Hwy(I-5) s/b on/off ramps @ Green
 Location: Sptings Hwy(OR65)
 Weather: Clear

Milepoint: 14.17
 Count Number:

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrlr	Other	Wtrlr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	6	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	15	0
6:15	6	0	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0
6:30	10	0	8	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	21	0
6:45	15	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0
7:00	5	0	9	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	19	0
7:15	14	0	7	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	24	0
7:30	20	0	11	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	33	0
7:45	23	0	13	1	0	0	0	0	0	3	0	0	0	0	0	0	0	1	41	0
8:00	16	2	8	0	2	1	0	0	0	1	0	0	0	0	0	0	0	1	31	0
8:15	19	0	1	0	2	1	0	0	2	1	0	0	0	0	0	0	0	1	27	0
8:30	13	1	8	0	1	1	0	0	1	0	0	0	0	0	0	0	0	1	26	0
8:45	30	0	13	1	0	1	0	0	0	1	0	0	0	0	0	0	0	2	48	0
9:00	46	3	33	5	5	0	0	2	6	4	0	0	0	0	0	0	2	106	0	
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	56	0	39	3	5	1	0	0	4	3	0	0	0	0	0	0	2	113	0	
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	56	0	22	8	2	1	1	1	2	2	0	0	0	0	0	0	0	1	96	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	52	1	31	7	2	2	3	1	4	1	0	0	0	0	0	0	1	105	0	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	61	1	32	4	0	1	0	1	6	3	0	0	0	0	0	0	1	110	0	
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	10	0	8	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	21	0
14:15	16	1	12	1	0	0	0	1	0	1	0	0	0	0	0	0	1	33	0	
14:30	18	0	8	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	29	0
14:45	15	0	6	2	2	0	1	0	0	1	0	0	0	0	0	0	0	0	27	0
15:00	19	0	7	1	1	0	0	0	0	1	0	0	1	0	0	0	1	31	0	
15:15	19	0	6	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	30	0
15:30	28	1	9	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41	0
15:45	17	0	11	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30	0
16:00	25	0	3	1	1	0	0	0	1	0	0	0	0	0	0	0	2	33	0	
16:15	16	2	14	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34	0
16:30	21	0	7	2	1	0	0	0	1	0	0	0	0	0	0	0	1	33	0	
16:45	27	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0
17:00	23	0	7	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33	0
17:15	35	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	1	46	0	
17:30	27	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0
17:45	23	0	8	0	4	0	0	0	0	0	0	0	0	0	0	0	1	36	0	
18:00	78	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	80	0	
18:15	0	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	47	1	12	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	63	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	28	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	38	0	9	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	49	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	978	15	438	57	35	12	5	7	38	28	0	0	2	1	0	0	1	23	1640	0

Traffic Count Summary Sheet
Transportation Development Division (N-W)

Site: 15092009
 County: Jackson
 City: Ashland

Date: 9/22/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 001
 Pacific Hwy(I-5) s/b on/off ramps @ Green
 Location: Springs Hwy(OR66)
 Weather: Clear

Milepoint: 14.17
 Count Number:

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrtr	Other	Wtrtr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	13	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0
6:15	13	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
6:30	18	0	14	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33	0
6:45	32	0	18	0	4	0	0	0	2	1	0	0	0	0	0	0	0	1	58	0
7:00	31	0	11	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	44	0
7:15	51	0	24	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	77	0
7:30	68	0	29	3	1	0	0	0	2	0	0	0	0	0	0	0	2	1	106	0
7:45	100	1	19	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	123	0
8:00	95	0	16	0	2	0	0	1	0	0	0	0	0	0	0	0	1	1	116	0
8:15	87	0	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	117	0
8:30	61	0	21	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	88	0
8:45	84	0	16	1	2	0	0	0	1	0	1	0	0	0	0	0	0	1	106	0
9:00	229	2	76	5	9	2	0	2	1	0	1	0	0	0	0	0	6	8	340	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	197	1	52	3	12	0	0	2	1	0	0	0	0	0	0	0	0	0	268	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	192	0	76	1	6	0	0	1	2	1	0	0	0	0	0	0	1	2	282	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	224	2	62	1	3	1	1	1	0	1	0	0	1	0	0	0	2	3	302	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	207	2	64	6	3	0	0	2	2	0	0	0	0	0	0	0	1	4	291	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	29	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	43	0
14:15	58	1	14	1	4	0	0	0	0	0	0	0	0	0	0	0	1	1	80	0
14:30	63	0	13	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	79	0
14:45	84	0	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	103	0
15:00	75	1	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	90	0
15:15	60	1	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	71	0
15:30	84	0	21	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	90	0
15:45	76	0	15	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	95	0
16:00	66	0	13	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	82	0
16:15	68	0	16	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	87	0
16:30	56	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	76	0
16:45	72	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	91	0
17:00	66	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	69	0
17:15	98	1	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	119	0
17:30	92	0	16	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	111	0
17:45	79	1	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0
18:00	226	1	34	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	265	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	188	1	26	0	1	0	0	0	1	0	1	0	0	0	0	0	2	3	223	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	105	0	17	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	124	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	119	0	13	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	134	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3446	15	859	31	69	4	2	17	18	6	3	0	1	0	0	0	21	32	4524	0

**Traffic Count Summary Sheet
Transportation Development Division (E-S)**

Site: 15092009
County: Jackson
City: Ashland

Date: 9/22/2009
Hours: 6:00 AM-10:00 PM
Highway #: 001
Pacific Hwy(I-5) s/b on/off ramps @ Green
Location: Splings Hwy(OR66)
Weather: Clear

Milepoint: 14.17
Count Number:

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wvtr	Other	Wvtr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
6:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:00	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0
7:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
8:15	6	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
8:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:45	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
9:00	14	1	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	22	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	10	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	14	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	10	0	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	21	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	9	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	13	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
14:15	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0
14:30	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0
14:45	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
15:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
15:15	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
15:30	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
16:15	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
16:30	3	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0
16:45	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:15	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
17:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
18:00	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	139	3	40	7	6	2	1	3	1	0	0	0	0	0	0	0	0	5	207	0

Traffic Count Summary Sheet
Transportation Development Division (E-W)

Site: 15092009
 County: Jackson
 City: Ashland

Date: 9/22/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 001
 Pacific Hwy(I-5) s/b on/off ramps @ Green
 Location: Spings Hwy(OR66)
 Weather: Clear

Milepoint: 14.17
 Count Number:

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle	
	Car	Wtrlr	Other	Wtrlr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl					
6:00	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	
6:15	13	0	9	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	27	0
6:30	12	0	7	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1	26	0
6:45	9	0	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	18	0
7:00	14	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21	0
7:15	16	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	23	0
7:30	29	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	40	0
7:45	39	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	48	0
8:00	37	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	0
8:15	31	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	38	0
8:30	36	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	51	0
8:45	41	1	12	1	1	2	0	0	1	0	0	0	0	0	0	0	0	1	0	60	0
9:00	155	1	49	1	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	213	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	173	0	48	1	3	1	0	1	0	0	0	0	0	0	0	0	0	0	1	228	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	154	0	62	2	5	0	2	4	1	0	0	0	0	0	0	0	0	1	4	235	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	161	0	72	3	7	0	2	1	0	0	0	0	0	0	0	0	0	1	4	251	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	176	1	49	2	5	1	0	1	0	0	0	0	0	0	0	0	0	3	1	239	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	31	1	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	47	0
14:15	49	0	13	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	66	0
14:30	36	0	15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	54	0
14:45	40	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	59	0
15:00	43	0	14	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0
15:15	44	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	0
15:30	45	0	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	0
15:45	43	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0
16:00	44	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	0
16:15	38	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	56	0
16:30	45	1	13	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	61	0
16:45	50	1	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	70	0
17:00	39	0	15	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	58	0
17:15	50	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	0
17:30	49	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	62	0
17:45	34	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	45	0
18:00	170	1	35	0	2	0	0	1	1	0	0	0	0	0	0	0	0	2	2	214	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	106	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	140	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	60	1	12	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	75	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	49	0	7	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	2	62	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2166	8	648	28	53	9	6	12	6	4	0	0	0	0	0	0	0	18	31	2989	0

Traffic Count Summary Sheet
Transportation Development Division (W-E)

Site: 15092009
 County: Jackson
 City: Ashland

Date: 9/22/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 001
 Pacific Hwy(I-5) s/b on/off ramps @ Green
 Location: Springs Hwy(OR66)
 Weather: Clear

Milepoint: 14.17
 Count Number:

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrfr	Other	Wtrfr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	13	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0
6:15	29	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	0
6:30	33	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	40	0	0
6:45	38	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	48	0
7:00	58	0	17	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	79	0
7:15	59	0	13	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	74	0
7:30	82	0	17	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	102	0
7:45	73	0	11	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	89	0
8:00	94	0	22	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	121	0
8:15	89	1	14	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	108	0
8:30	88	1	23	0	2	1	0	2	2	0	0	0	0	0	0	0	0	1	120	0
8:45	55	2	15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	74	0
9:00	279	0	83	6	10	1	0	3	3	0	0	0	0	0	0	0	5	2	392	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	282	2	95	3	9	1	2	2	0	1	0	0	0	0	0	0	4	2	403	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	333	0	118	2	11	1	2	3	5	0	1	0	0	0	0	0	1	7	484	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	391	0	125	2	13	1	1	1	1	1	0	0	0	0	0	0	1	3	540	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	396	2	104	3	6	0	0	3	1	2	0	0	0	0	0	0	4	5	526	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	119	2	40	2	7	0	0	1	0	0	0	0	0	0	0	0	2	1	174	0
14:15	112	0	27	1	4	0	0	0	0	0	0	0	0	0	0	0	2	1	147	0
14:30	83	1	35	2	1	0	0	1	0	0	0	0	0	0	0	0	1	0	124	0
14:45	102	1	31	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2	138	0
15:00	114	0	35	0	2	0	0	0	0	0	1	0	0	0	0	0	0	2	154	0
15:15	87	0	42	2	1	0	0	0	0	0	0	0	0	0	0	0	1	4	137	0
15:30	115	0	42	3	1	0	0	0	0	0	0	0	0	0	0	0	2	2	165	0
15:45	104	0	34	1	4	0	0	0	0	1	0	0	0	0	0	0	1	0	145	0
16:00	145	0	38	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	191	0
16:15	132	1	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	173	0
16:30	127	1	45	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	179	0
16:45	131	0	33	1	2	1	0	1	0	0	0	0	0	0	0	0	0	1	170	0
17:00	144	0	40	2	1	0	0	0	1	0	0	0	0	0	0	0	0	2	190	0
17:15	116	1	28	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	145	0
17:30	105	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	133	0
17:45	106	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	124	0
18:00	348	0	88	3	14	3	0	3	0	0	0	0	0	0	0	0	0	4	463	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	234	1	51	0	1	1	0	0	1	0	0	0	0	0	0	0	0	4	293	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	226	0	25	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	256	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	181	0	22	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2	209	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5223	16	1420	42	109	14	5	18	21	8	2	0	0	0	0	0	30	62	6970	0

Traffic Count Summary Sheet
Transportation Development Division (W-S)

Site: 15092009
 County: Jackson
 City: Ashland

Date: 9/22/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 001
 Pacific Hwy(I-5) s/b on/off ramps @ Green
 Location: Spings Hwy(OR66)
 Weather: Clear

Milepoint: 14.17
 Count Number:

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrlr	Other	Wtrlr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
6:15	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
6:30	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
6:45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:00	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
7:15	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
7:30	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
7:45	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0
8:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
8:15	6	1	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	10	0
8:30	7	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
8:45	7	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
9:00	29	1	7	2	0	1	0	1	1	0	2	0	0	0	0	0	1	0	45	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	25	3	6	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	36	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	28	0	14	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	44	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	43	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	49	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	36	2	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	57	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	10	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	13	0
14:15	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0
14:30	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
14:45	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0
15:00	11	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	17	0
15:15	10	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0
15:30	10	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
15:45	12	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0
16:00	8	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0
16:15	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
16:30	9	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	14	0
16:45	9	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
17:00	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0
17:15	8	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	13	0
17:30	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
17:45	11	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0
18:00	37	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	27	1	1	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	32	2
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	21	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	24	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	11	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	451	12	127	18	8	1	0	6	5	2	3	0	0	0	0	0	1	6	638	2

**Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume**

Time settings

Date: 9/16/2009
Hours: 8:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 15262009
Mile Point: 14.17
Street Number: 001
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

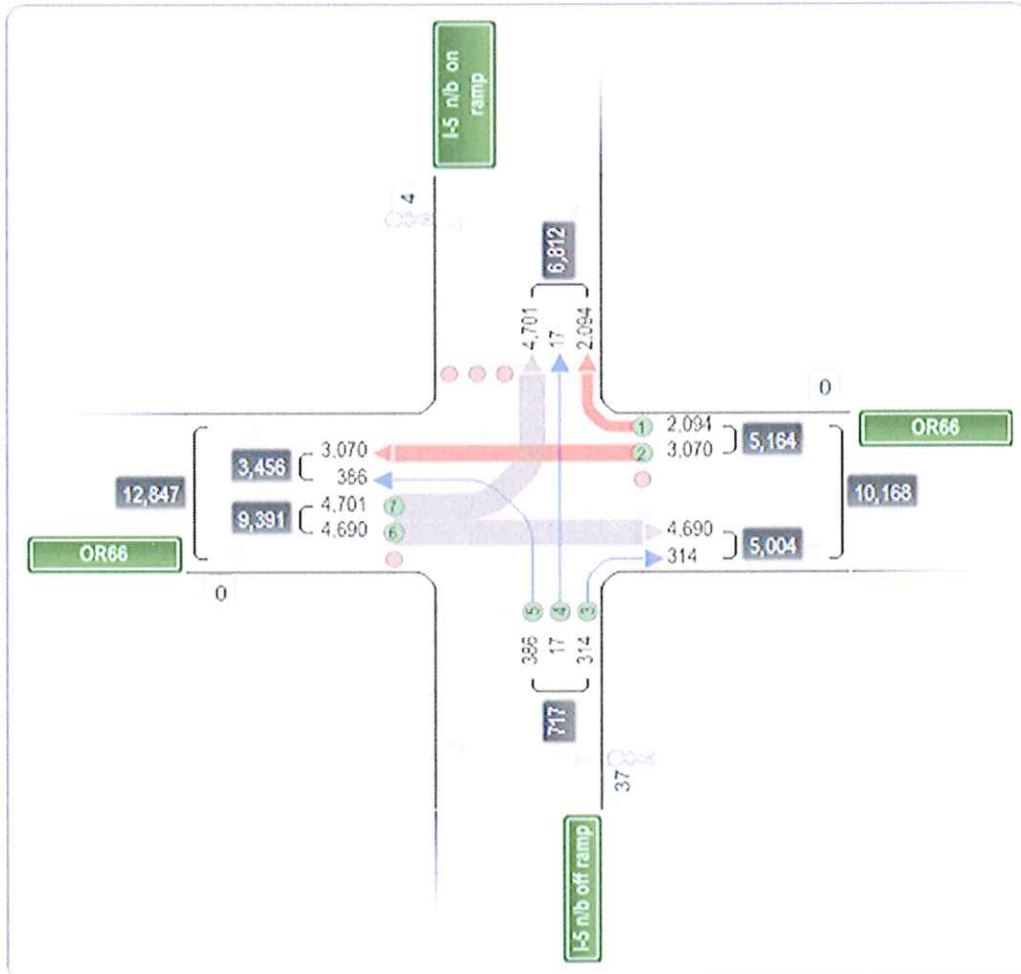
Location Description: Pacific Hwy (-5) n/b on/off ramps @ Green Springs Hwy(OR66)

n/b off ramp site 15465
n/b on ramp site 16830
east leg site 16827

30 bicylists with helmets

traffic combined when dark

County: Jackson
City: Ashland



**Summary of Traffic Count
Transportation Development Division**

Site: 15262009 Date: 9/16/2009
 County: Jackson Hours: 6:00 AM-10:00 PM
 City: Ashland Highway #: 001
 Milepoint: 14.17 Pacific Hwy (-5) n/b on/off
 Count Number: 1.00 Location: ramps @ Green Springs
 Weather: Clear

Time of Day	Summary By Movements								Entering Volumes		
	E-N	E-W	S-N	S-E	S-W	W-N	W-E	TOTAL	East	South	West
6:00	11	7	0	1	1	15	19	54	18	2	34
6:15	17	11	0	1	1	31	24	85	28	2	55
6:30	22	14	0	2	1	29	32	100	38	3	61
6:45	21	23	0	2	1	25	33	105	44	3	58
7:00	35	17	0	0	0	49	23	124	52	0	72
7:15	27	30	0	3	1	78	34	171	57	4	110
7:30	45	27	0	2	4	89	51	218	72	6	140
7:45	38	50	0	1	6	97	72	264	88	7	169
8:00	32	43	0	6	4	74	71	230	75	10	145
8:15	35	46	0	7	1	68	76	233	81	8	144
8:30	31	39	1	5	8	68	78	228	70	14	144
8:45	38	62	0	3	9	69	84	265	100	12	153
9:00	122	198	0	16	15	263	235	849	320	31	498
9:15	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0
10:00	116	266	1	18	34	252	292	979	382	53	544
10:15	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0
11:00	134	213	1	28	31	276	255	938	347	60	531
11:15	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0
12:00	133	241	3	25	24	299	328	1051	374	52	625
12:15	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0
13:00	139	199	1	18	22	264	312	955	338	41	576
13:15	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0
14:00	41	52	0	5	10	95	71	274	93	15	166
14:15	25	54	0	4	10	79	93	265	79	14	172
14:30	39	52	0	12	16	95	109	323	91	28	204
14:45	39	64	0	8	13	59	78	261	103	21	137
15:00	33	46	0	5	7	95	87	273	79	12	182
15:15	61	49	1	4	7	100	74	296	110	12	174
15:30	49	49	0	4	3	83	79	267	98	7	162
15:45	38	57	1	3	6	101	83	289	95	10	184
16:00	50	61	0	5	5	119	104	344	111	10	223
16:15	36	51	0	9	14	91	92	293	87	23	183
16:30	69	55	0	7	7	106	101	345	124	14	207
16:45	39	42	0	10	4	93	104	292	81	14	197
17:00	37	56	0	7	6	131	99	338	93	13	230
17:15	37	56	0	2	4	91	109	299	93	8	200
17:30	38	52	1	8	6	82	97	284	90	15	179
17:45	21	51	1	7	5	81	100	266	72	13	181
18:00	91	204	1	21	29	324	284	954	295	51	608
18:15	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0
19:00	73	138	1	12	15	172	227	638	211	28	399
19:15	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0
20:00	57	70	1	10	14	131	150	433	127	25	281
20:15	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0
21:00	34	45	1	4	6	103	105	298	79	11	208
21:15	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0
Total Count	1903	2790	15	285	350	4273	4263	13879	4693	650	8536
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
24hr Volume	2094	3069	17	314	385	4701	4690	15267	5163	715	9390

Traffic Count Summary Sheet
Transportation Development Division (E-N)

Site: 15262009
 County: Jackson
 City: Ashland

Date: 9/16/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 001
 Pacific Hwy (-5) n/b on/off ramps @ Green
 Location: Springs Hwy(OR66)
 Weather: Clear

Milepoint: 14.17
 Count Number: 1.00

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrlr	Other	Wtrlr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
6:15	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0
6:30	20	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0
6:45	11	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0
7:00	26	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0
7:15	18	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	27	0
7:30	30	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0
7:45	22	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	38	0
8:00	15	1	14	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	32	0
8:15	28	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0
8:30	16	0	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0
8:45	17	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	38	0
9:00	67	0	44	2	4	0	0	4	0	0	0	0	1	0	0	0	0	0	122	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	74	1	32	1	5	1	0	1	0	1	0	0	0	0	0	0	0	0	116	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	64	0	52	6	4	1	0	3	1	0	0	0	1	0	0	0	0	2	134	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	67	0	47	11	1	1	0	2	3	0	0	0	0	0	0	0	0	1	133	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	66	0	58	8	3	0	0	1	2	0	0	0	1	0	0	0	0	0	139	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	22	0	14	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	41	0
14:15	12	0	10	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	25	0
14:30	24	0	10	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0
14:45	21	0	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0
15:00	14	0	17	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	33	0
15:15	26	0	29	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	61	0
15:30	18	0	24	3	1	0	0	1	0	0	0	0	0	0	0	0	0	2	49	0
15:45	18	0	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0
16:00	28	0	15	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	50	0
16:15	18	1	13	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	36	0
16:30	39	0	20	3	3	0	0	1	0	0	0	0	0	0	0	0	0	3	69	0
16:45	21	0	14	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	39	0
17:00	18	0	14	1	1	0	0	2	0	0	0	0	0	0	0	0	0	1	37	0
17:15	18	0	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	37	0
17:30	19	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	0
17:45	14	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	21	0
18:00	48	0	34	6	2	0	0	0	0	0	0	0	0	0	0	0	0	1	91	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	67	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	73	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	54	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	57	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	31	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1098	22	609	63	50	6	0	17	10	0	3	0	4	0	0	0	2	19	1903	0

Traffic Count Summary Sheet
Transportation Development Division (E-W)

Site: 15262009
 County: Jackson
 City: Ashland

Date: 9/16/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 001
 Pacific Hwy (-5) n/b on/off ramps @ Green
 Location: Springs Hwy(OR66)
 Weather: Clear

Milepoint: 14.17
 Count Number: 1.00

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrfr	Other	Wtrfr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
6:15	10	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11	0
6:30	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
6:45	14	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	23	1
7:00	11	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	17	0
7:15	13	0	15	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	30	0
7:30	20	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	27	0
7:45	35	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	50	0
8:00	31	1	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0
8:15	21	1	19	1	1	0	0	1	0	0	0	0	0	0	0	0	1	1	46	0
8:30	18	0	16	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	39	0
8:45	40	0	17	1	0	0	0	1	0	0	0	0	1	0	0	0	1	1	62	0
9:00	126	0	59	2	3	1	6	2	1	0	0	0	0	0	0	0	0	4	198	1
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	159	0	89	1	8	1	2	0	0	0	0	0	0	0	0	0	2	4	266	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	130	0	70	2	5	2	0	0	0	0	0	0	0	0	0	0	0	4	213	2
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	167	0	71	3	4	0	0	1	0	0	0	1	0	0	0	0	1	3	241	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	132	0	53	1	5	0	0	2	2	1	0	0	0	0	0	0	1	2	199	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	33	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0
14:15	26	0	20	2	2	0	0	1	0	0	0	1	0	0	0	0	0	2	54	0
14:30	31	0	18	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	52	0
14:45	46	0	15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	64	0
15:00	28	0	14	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	46	2
15:15	32	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	49	3
15:30	35	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	49	2
15:45	39	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	57	0
16:00	38	0	19	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	61	0
16:15	37	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	51	0
16:30	47	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	55	0
16:45	25	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	42	0
17:00	36	0	18	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	56	0
17:15	37	1	14	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	56	0
17:30	34	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	52	0
17:45	41	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	51	0
18:00	163	0	32	4	0	0	0	0	0	0	0	0	0	0	0	0	4	1	204	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	138	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	67	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	70	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	43	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	45	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1910	6	712	28	44	7	0	14	3	2	0	1	2	0	0	0	18	43	2790	14

Traffic Count Summary Sheet
Transportation Development Division (S-N)

Site: 15262009
 County: Jackson
 City: Ashland

Date: 9/16/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 001
 Pacific Hwy (-5) n/b on/off ramps @ Green
 Location: Springs Hwy(OR66)
 Weather: Clear

Milepoint: 14.17
 Count Number: 1.00

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtr/r	Other	Wtr/r	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	1	15	0

**Traffic Count Summary Sheet
Transportation Development Division (S-E)**

Site: 15262009
County: Jackson
City: Ashland

Date: 9/16/2009
Hours: 6:00 AM-10:00 PM
Highway #: 001
Pacific Hwy (-5) n/b on/off ramps @ Green
Location: Springs Hwy(OR66)
Weather: Clear

Milepoint: 14.17
Count Number: 1.00

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicle s	Bicycle
	Car	Wtrlr	Other	Wtrlr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
6:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00	4	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0
8:15	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
8:30	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
8:45	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
9:00	9	0	5	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	16	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	10	0	5	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	18	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	14	0	9	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	28	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	14	0	8	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	25	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	8	0	7	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	18	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
14:15	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
14:30	7	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	12	0
14:45	6	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	8	0
15:00	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
15:15	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
15:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
15:45	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
16:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
16:15	6	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
16:30	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
16:45	5	0	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	10	0
17:00	3	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	0
17:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
17:30	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
17:45	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
18:00	12	0	6	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	21	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	179	0	72	10	13	1	0	6	2	0	0	0	1	0	0	0	0	1	285	0

Traffic Count Summary Sheet
Transportation Development Division (S-W)

Site: 15262009
 County: Jackson
 City: Ashland

Date: 9/16/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 001
 Pacific Hwy (-5) n/b on/off ramps @ Green
 Location: Springs Hwy(OR66)
 Weather: Clear

Milepoint: 14.17
 Count Number: 1.00

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrlr	Other	Wtrlr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
7:45	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
8:00	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
8:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30	4	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	0
8:45	1	0	6	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	9	0
9:00	6	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	15	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	19	1	11	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	34	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	17	0	11	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	31	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	11	0	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	24	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	11	0	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	7	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
14:15	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
14:30	8	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16	0
14:45	8	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	13	0
15:00	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0
15:15	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
15:30	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
15:45	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
16:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
16:15	8	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
16:30	2	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7	0
16:45	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
17:00	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
17:15	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
17:30	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
17:45	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
18:00	23	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	14	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	15	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	13	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	14	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	212	1	103	7	12	2	0	2	7	0	0	0	0	0	0	0	0	4	350	0

Traffic Count Summary Sheet
Transportation Development Division (W-N)

Site: 15262009
 County: Jackson
 City: Ashland

Date: 9/16/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 001
 Pacific Hwy (-5) r/b on/off ramps @ Green
 Location: Springs Hwy(OR66)
 Weather: Clear

Milepoint: 14.17
 Count Number: 1.00

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrtr	Other	Wtrtr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	13	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	15	0
6:15	29	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	31	0
6:30	26	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	29	0
6:45	18	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	0
7:00	38	0	6	0	1	0	0	0	2	0	0	0	0	0	0	0	1	1	49	0
7:15	53	0	16	2	2	1	0	0	0	1	0	0	0	0	0	0	1	0	76	0
7:30	66	0	19	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	89	0
7:45	65	0	22	0	1	1	0	0	4	1	0	0	1	0	0	0	0	2	97	0
8:00	49	0	22	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	74	0
8:15	45	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	68	0
8:30	47	0	18	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	66	0
8:45	40	0	23	0	1	0	0	1	3	0	0	0	0	0	0	0	0	1	69	0
9:00	157	1	81	2	6	1	0	0	7	1	0	0	1	0	0	0	4	2	263	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	163	1	79	1	2	0	0	0	3	1	0	0	0	0	0	0	1	1	252	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	172	0	90	2	8	0	0	1	0	0	0	0	0	0	0	0	1	2	276	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	199	0	81	6	8	1	0	0	1	0	0	0	1	0	0	0	2	2	299	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	182	0	67	1	9	0	0	1	1	0	0	0	0	0	0	0	1	2	264	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	67	1	21	2	1	1	0	1	0	1	0	0	0	0	0	0	0	0	95	0
14:15	54	0	19	0	0	1	0	0	2	0	0	0	0	0	0	0	3	0	79	0
14:30	58	0	33	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	95	0
14:45	34	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	0
15:00	59	0	30	1	1	0	0	2	0	0	1	0	0	0	0	0	0	1	95	0
15:15	67	0	29	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	100	0
15:30	48	0	30	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	83	0
15:45	67	0	30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	101	0
16:00	85	0	29	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	119	0
16:15	53	0	34	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	91	0
16:30	80	0	21	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	106	0
16:45	64	0	28	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	93	0
17:00	91	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	131	0
17:15	70	0	19	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	91	0
17:30	45	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	82	0
17:45	58	0	21	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	81	0
18:00	228	0	85	4	5	0	0	0	0	0	0	0	0	0	0	0	1	1	324	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	171	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	172	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	131	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	98	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	103	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2989	5	1073	30	66	11	0	9	33	6	2	0	3	0	0	0	15	31	4273	0

Traffic Count Summary Sheet
Transportation Development Division (W-E)

Site: 15262009
 County: Jackson
 City: Ashland

Date: 9/16/2009
 Hours: 6:00 AM-10:00 PM
 Highway #: 001
 Pacific Hwy (-5) n/b on/off ramps @ Green
 Location: Springs Hwy(OR66)
 Weather: Clear

Milepoint: 14.17
 Count Number: 1.00

Time of Day	Passenger		Other 2 axle		Sgl. Unit Truck			Sgl. Trailer Truck			Dbl. Trailer Truck			Trp. Trailer Trucks			Bus	Motor-cycle	Vehicles	Bicycle
	Car	Wtrr	Other	Wtrr	2 Axl	3 Axl	4+ Axl	4- Axl	5 Axl	6+ Axl	5- Axl	6 Axl	7+ Axl	7- Axl	8 Axl	9+ Axl				
6:00	17	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	19	0
6:15	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	1
6:30	28	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	32	0
6:45	15	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	2
7:00	17	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0
7:15	15	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	3
7:30	25	0	21	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	51	0
7:45	39	0	25	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	72	0
8:00	42	0	15	2	5	0	0	0	2	0	0	0	1	0	0	0	1	3	71	0
8:15	43	0	22	1	4	0	1	1	0	1	0	0	0	0	0	0	0	3	76	0
8:30	43	0	22	1	5	0	0	1	0	0	0	0	1	0	0	0	0	5	78	2
8:45	51	0	26	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	84	0
9:00	123	1	82	9	9	2	0	3	1	0	1	0	1	0	0	0	0	3	235	2
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	199	0	75	3	6	0	0	3	1	2	0	0	0	0	0	0	0	3	292	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	150	0	84	5	4	1	1	0	0	2	0	0	0	0	0	0	0	8	255	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	221	1	82	3	4	1	0	4	4	0	0	0	0	0	0	0	0	6	326	5
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	191	0	95	7	6	2	0	2	1	2	0	0	0	0	0	0	1	5	312	5
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	38	0	25	2	2	0	0	1	1	0	0	0	0	0	0	0	0	2	71	2
14:15	68	0	21	1	0	0	0	2	0	0	0	0	0	0	0	0	0	1	93	1
14:30	75	0	21	3	4	0	0	1	0	0	0	0	0	0	0	0	0	5	109	0
14:45	52	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	78	0
15:00	52	1	30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	87	0
15:15	46	0	23	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	74	0
15:30	51	0	23	1	1	0	0	0	0	0	0	0	0	0	0	0	1	2	79	0
15:45	52	0	27	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	83	0
16:00	69	0	31	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	104	0
16:15	65	0	21	2	2	1	0	0	0	0	0	0	1	0	0	0	0	0	92	2
16:30	64	0	31	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	101	0
16:45	63	0	34	1	1	0	0	1	0	0	1	0	0	0	0	0	1	2	104	1
17:00	73	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	4
17:15	76	0	27	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	109	0
17:30	73	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	97	0
17:45	69	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	100	0
18:00	207	1	69	2	1	0	0	0	1	0	0	0	0	0	0	0	1	2	284	5
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	221	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	227	2
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	142	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	150	6
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	102	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	105	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2900	15	1066	71	77	9	2	19	13	7	2	0	4	0	0	0	8	70	4283	48

*Southern Oregon
Transportation Engineering, LLC
Medford, Or. 97504*

N-S Street: Washington
E-W Street: Ashland St
Weather: Warm, Dry
Vehicle Type: All Vehicles

File Name : Washington_Ashland
Site Code : 00000002
Start Date : 9/15/2010
Page No : 1

Groups Printed- Unshifted

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	
06:30 AM	1	0	3	0	4	1	43	6	0	50	3	0	2	0	5	8	58	0	1	67	126
06:45 AM	0	0	2	0	2	0	80	11	0	91	3	0	1	1	5	9	60	1	3	73	171
Total	1	0	5	0	6	1	123	17	0	141	6	0	3	1	10	17	118	1	4	140	297
07:00 AM	0	0	0	0	0	0	63	4	1	68	0	0	3	0	3	3	59	2	0	64	135
07:15 AM	0	0	1	0	1	0	79	7	1	87	1	0	2	0	3	9	83	1	0	93	184
07:30 AM	1	0	1	0	2	0	100	6	1	107	1	0	5	0	6	4	113	2	2	121	236
07:45 AM	4	0	1	0	5	0	167	13	1	181	3	0	7	1	11	8	89	0	1	98	295
Total	5	0	3	0	8	0	409	30	4	443	5	0	17	1	23	24	344	5	3	376	850
08:00 AM	2	0	1	0	3	0	162	8	1	171	6	0	9	0	15	14	108	0	2	124	313
08:15 AM	0	0	2	1	3	3	144	16	1	164	4	0	3	0	7	18	120	3	2	143	317
08:30 AM	4	0	0	0	4	0	134	4	1	139	8	0	5	0	13	15	121	4	2	142	298
08:45 AM	2	1	1	0	4	1	158	12	1	172	5	0	13	0	18	13	93	5	1	112	306
Total	8	1	4	1	14	4	598	40	4	646	23	0	30	0	53	60	442	12	7	521	1234
09:00 AM	2	0	1	0	3	0	122	5	0	127	3	0	6	0	9	6	92	2	0	100	239
09:15 AM	2	1	0	0	3	2	110	8	0	120	6	0	8	0	14	8	102	0	0	110	247
*** BREAK ***																					
Total	4	1	1	0	6	2	232	13	0	247	9	0	14	0	23	14	194	2	0	210	486
*** BREAK ***																					
03:30 PM	4	0	0	0	4	0	132	6	0	138	13	0	8	0	21	3	167	1	1	172	335
03:45 PM	1	0	0	0	1	0	138	7	1	146	7	0	16	0	23	14	137	4	1	156	326
Total	5	0	0	0	5	0	270	13	1	284	20	0	24	0	44	17	304	5	2	328	661
04:00 PM	2	0	1	0	3	0	146	3	0	149	6	0	19	0	25	17	177	4	2	200	377
04:15 PM	1	0	0	0	1	1	163	1	1	166	8	0	12	0	20	2	146	6	2	156	343
04:30 PM	1	0	2	0	3	0	161	5	1	167	7	0	4	1	12	13	170	6	0	189	371
04:45 PM	3	0	0	0	3	0	144	1	1	146	6	0	12	0	18	7	158	2	0	167	334
Total	7	0	3	0	10	1	614	10	3	628	27	0	47	1	75	39	651	18	4	712	1425
05:00 PM	2	0	1	0	3	0	162	4	1	167	11	0	18	0	29	7	219	3	1	230	429
05:15 PM	2	0	0	0	2	1	191	5	0	197	7	0	7	0	14	4	186	3	0	193	406
05:30 PM	0	0	0	1	1	0	155	2	0	157	8	0	11	0	19	7	152	1	4	164	341
05:45 PM	2	0	1	0	3	1	139	4	0	144	3	0	8	0	11	5	113	1	0	119	277
Total	6	0	2	1	9	2	647	15	1	665	29	0	44	0	73	23	670	8	5	706	1453
06:00 PM	2	1	0	0	3	0	120	0	0	120	8	1	17	0	26	15	138	1	1	155	304
06:15 PM	4	0	1	0	5	2	133	1	1	137	3	0	11	0	14	5	102	1	3	111	267
Grand Total	42	3	19	2	66	12	3146	139	14	3311	130	1	207	3	341	214	2963	53	29	3259	6977
Apprch %	63.6	4.5	28.8	3		0.4	95	4.2	0.4		38.1	0.3	60.7	0.9		6.6	90.9	1.6	0.9		
Total %	0.6	0	0.3	0	0.9	0.2	45.1	2	0.2	47.5	1.9	0	3	0	4.9	3.1	42.5	0.8	0.4	46.7	

Southern Oregon Transportation Engineering, LLC Medford, Or. 97504

N-S Street: Washington
E-W Street: Ashland St
Weather: Warm, Dry
Vehicle Type: All Vehicles

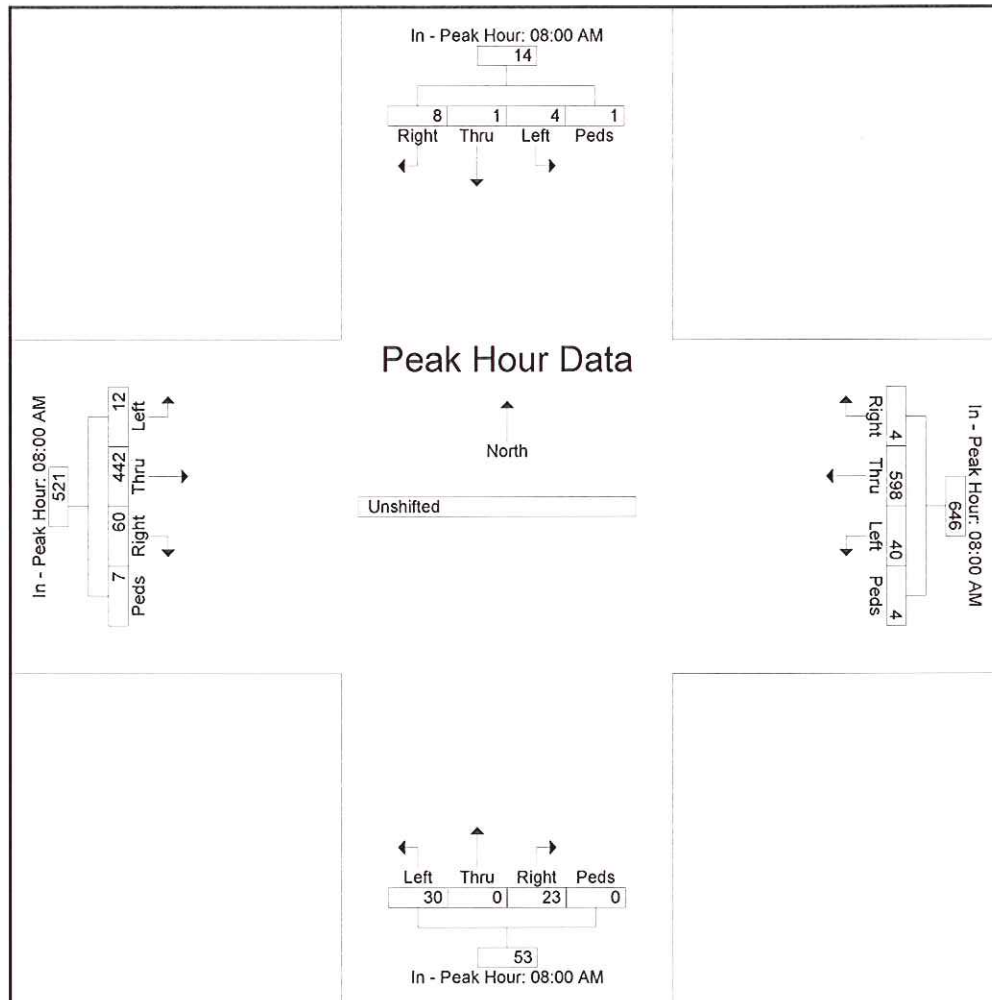
File Name : Washington_Ashland
Site Code : 00000002
Start Date : 9/15/2010
Page No : 2

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					08:00 AM					08:00 AM					08:00 AM				
+0 mins.	2	0	1	0	3	0	162	8	1	171	6	0	9	0	15	14	108	0	2	124
+15 mins.	0	0	2	1	3	3	144	16	1	164	4	0	3	0	7	18	120	3	2	143
+30 mins.	4	0	0	0	4	0	134	4	1	139	8	0	5	0	13	15	121	4	2	142
+45 mins.	2	1	1	0	4	1	158	12	1	172	5	0	13	0	18	13	93	5	1	112
Total Volume	8	1	4	1	14	4	598	40	4	646	23	0	30	0	53	60	442	12	7	521
% App. Total	57.1	7.1	28.6	7.1		0.6	92.6	6.2	0.6		43.4	0	56.6	0		11.5	84.8	2.3	1.3	
PHF	.500	.250	.500	.250	.875	.333	.923	.625	1.000		.719	.000	.577	.000	.736	.833	.913	.600	.875	.911

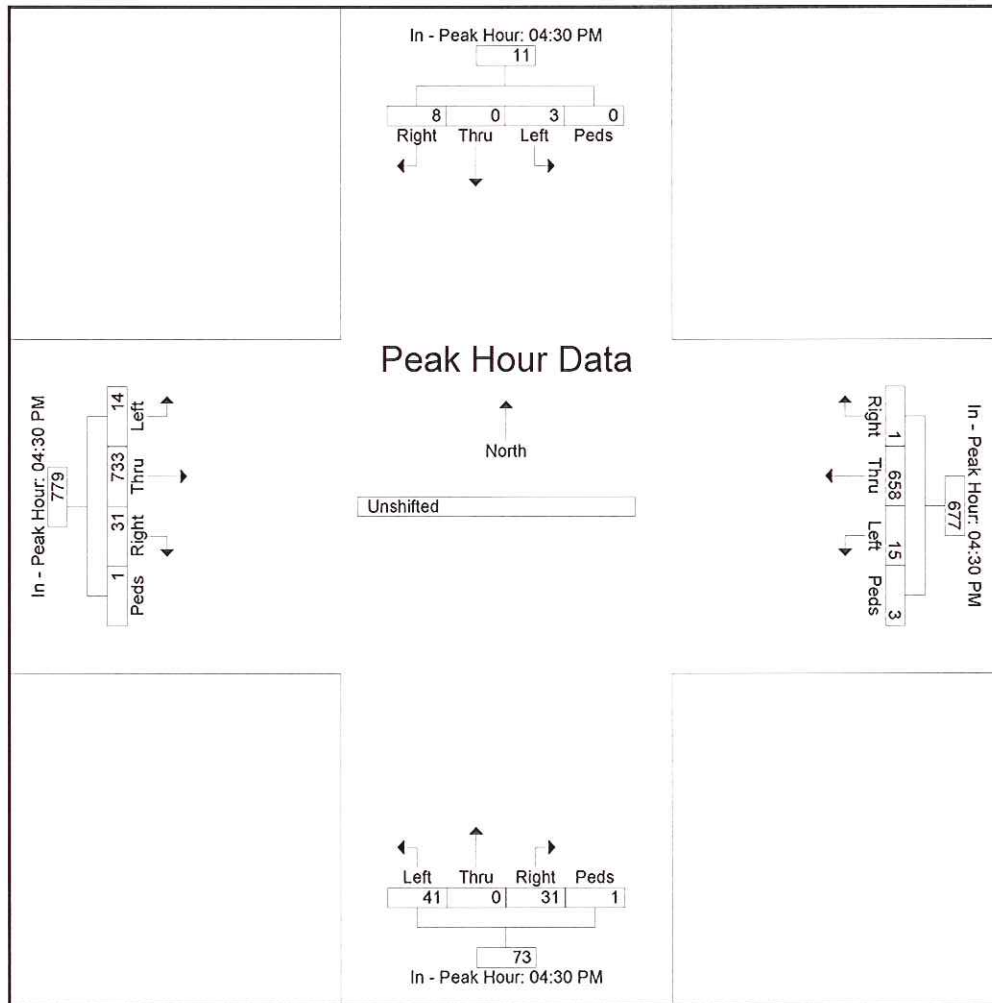


*Southern Oregon
Transportation Engineering, LLC
Medford, Or. 97504*

N-S Street: Washington
E-W Street: Ashland St
Weather: Warm, Dry
Vehicle Type: All Vehicles

File Name : Washington_Ashland
Site Code : 00000002
Start Date : 9/15/2010
Page No : 3

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
+0 mins.	1	0	2	0	3	0	161	5	1	167	7	0	4	1	12	13	170	6	0	189	
+15 mins.	3	0	0	0	3	0	144	1	1	146	6	0	12	0	18	7	158	2	0	167	
+30 mins.	2	0	1	0	3	0	162	4	1	167	11	0	18	0	29	7	219	3	1	230	
+45 mins.	2	0	0	0	2	1	191	5	0	197	7	0	7	0	14	4	186	3	0	193	
Total Volume	8	0	3	0	11	1	658	15	3	677	31	0	41	1	73	31	733	14	1	779	
% App. Total	72.7	0	27.3	0		0.1	97.2	2.2	0.4		42.5	0	56.2	1.4		4	94.1	1.8	0.1		
PHF	.667	.000	.375	.000	.917	.250	.861	.750	.750	.859	.705	.000	.569	.250	.629	.596	.837	.583	.250	.847	



*Southern Oregon
Transportation. Engineering, LLC
Medford, Or. 97504*

N-S Street: Clover Ln
E-W Street: Ashland St
Weather: Warm, Dry
Vehicle Type: All Vehicles

File Name : Clover_Ln_Ashland
Site Code : 00000001
Start Date : 9/14/2010
Page No : 1

Groups Printed- Unshifted

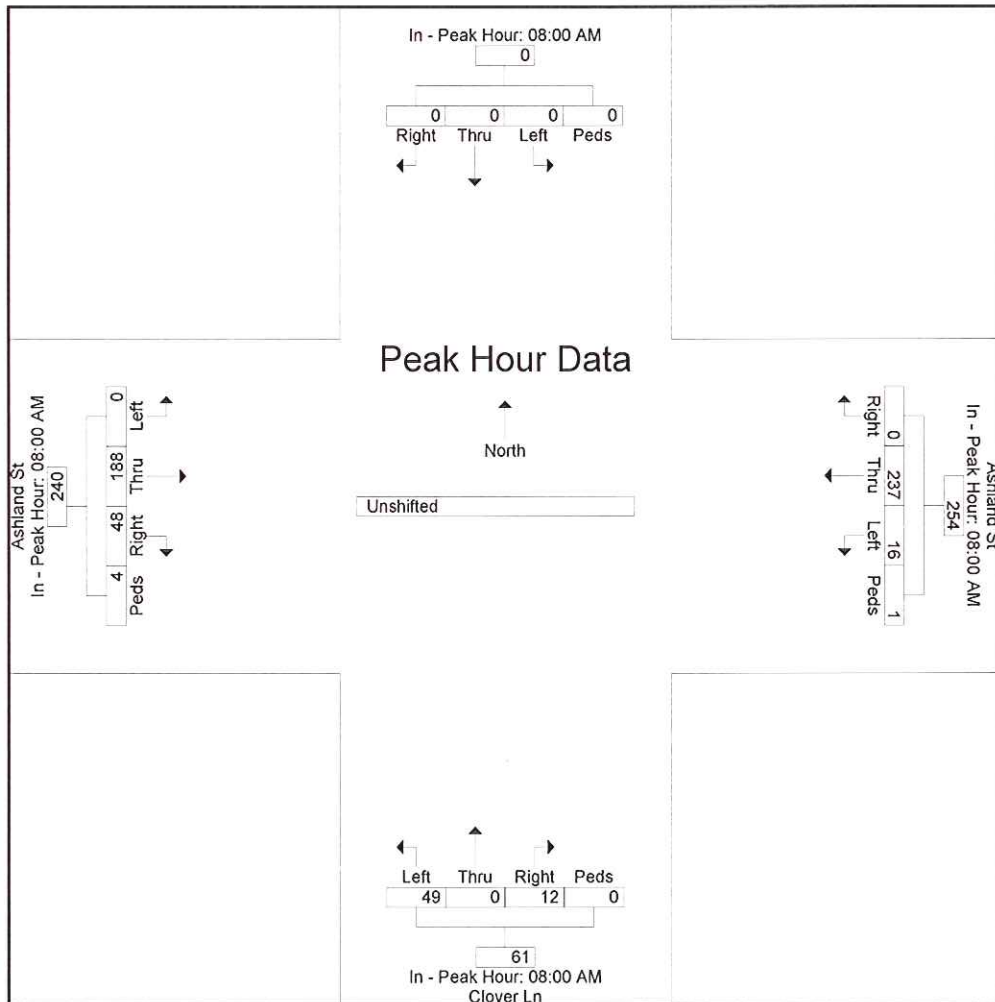
Start Time	From North					Ashland St From East					Clover Ln From South					Ashland St From West					Int. Total
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	
06:30 AM	0	0	0	0	0	0	22	1	0	23	1	0	3	0	4	2	9	0	0	11	38
06:45 AM	0	0	0	0	0	0	31	0	0	31	2	0	10	0	12	6	21	0	0	27	70
Total	0	0	0	0	0	0	53	1	0	54	3	0	13	0	16	8	30	0	0	38	108
07:00 AM	0	0	0	0	0	0	29	0	0	29	2	0	5	0	7	8	29	0	0	37	73
07:15 AM	0	0	0	0	0	0	36	2	2	40	0	0	5	0	5	6	21	0	1	28	73
07:30 AM	0	0	0	1	1	0	65	0	0	65	2	0	10	0	12	8	37	0	0	45	123
07:45 AM	0	0	0	0	0	0	47	0	1	48	2	0	8	2	12	12	47	0	0	59	119
Total	0	0	0	1	1	0	177	2	3	182	6	0	28	2	36	34	134	0	1	169	388
08:00 AM	0	0	0	0	0	0	65	2	0	67	3	0	10	0	13	12	51	0	1	64	144
08:15 AM	0	0	0	0	0	0	48	5	1	54	2	0	13	0	15	13	39	0	1	53	122
08:30 AM	0	0	0	0	0	0	70	4	0	74	3	0	18	0	21	14	49	0	1	64	159
08:45 AM	0	0	0	0	0	0	54	5	0	59	4	0	8	0	12	9	49	0	1	59	130
Total	0	0	0	0	0	0	237	16	1	254	12	0	49	0	61	48	188	0	4	240	555
09:00 AM	0	0	0	0	0	0	62	0	0	62	4	0	7	0	11	12	39	0	0	51	124
09:15 AM	0	0	0	0	0	0	57	1	0	58	1	0	11	0	12	2	34	0	1	37	107
*** BREAK ***																					
Total	0	0	0	0	0	0	119	1	0	120	5	0	18	0	23	14	73	0	1	88	231
*** BREAK ***																					
03:30 PM	0	0	0	0	0	0	62	1	0	63	2	0	13	0	15	14	63	0	0	77	155
03:45 PM	0	0	0	1	1	0	67	1	1	69	4	0	11	0	15	9	72	0	2	83	168
Total	0	0	0	1	1	0	129	2	1	132	6	0	24	0	30	23	135	0	2	160	323
04:00 PM	0	0	0	2	2	0	91	5	0	96	4	0	14	0	18	20	61	0	2	83	199
04:15 PM	0	0	0	0	0	0	74	1	0	75	3	0	11	0	14	12	65	0	2	79	168
04:30 PM	0	0	0	0	0	0	78	2	0	80	11	0	7	0	18	20	61	0	1	82	180
04:45 PM	0	0	0	0	0	0	68	1	0	69	3	0	11	0	14	19	79	0	0	98	181
Total	0	0	0	2	2	0	311	9	0	320	21	0	43	0	64	71	266	0	5	342	728
05:00 PM	0	0	0	0	0	0	78	3	0	81	4	0	20	0	24	11	81	0	1	93	198
05:15 PM	0	0	0	0	0	0	70	2	0	72	3	0	13	0	16	16	93	0	0	109	197
05:30 PM	0	0	0	0	0	0	68	1	0	69	2	0	16	0	18	13	70	0	3	86	173
05:45 PM	0	0	0	0	0	0	59	2	1	62	2	0	13	0	15	17	50	0	1	68	145
Total	0	0	0	0	0	0	275	8	1	284	11	0	62	0	73	57	294	0	5	356	713
06:00 PM	0	0	0	0	0	0	45	5	1	51	7	0	14	0	21	18	60	0	0	78	150
06:15 PM	0	0	0	0	0	1	71	3	2	77	5	0	14	0	19	12	57	0	0	69	165
Grand Total	0	0	0	4	4	1	1417	47	9	1474	76	0	265	2	343	285	1237	0	18	1540	3361
Apprch %	0	0	0	100		0.1	96.1	3.2	0.6		22.2	0	77.3	0.6		18.5	80.3	0	1.2		
Total %	0	0	0	0.1	0.1	0	42.2	1.4	0.3	43.9	2.3	0	7.9	0.1	10.2	8.5	36.8	0	0.5	45.8	

Southern Oregon Transportation Engineering, LLC Medford, Or. 97504

N-S Street: Clover Ln
E-W Street: Ashland St
Weather: Warm, Dry
Vehicle Type: All Vehicles

File Name : Clover_Ln_Ashland
Site Code : 00000001
Start Date : 9/14/2010
Page No : 2

Start Time	From North					Ashland St From East					Clover Ln From South					Ashland St From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
+0 mins.	0	0	0	0	0	0	65	2	0	67	3	0	10	0	13	12	51	0	1	64	
+15 mins.	0	0	0	0	0	0	48	5	1	54	2	0	13	0	15	13	39	0	1	53	
+30 mins.	0	0	0	0	0	0	70	4	0	74	3	0	18	0	21	14	49	0	1	64	
+45 mins.	0	0	0	0	0	0	54	5	0	59	4	0	8	0	12	9	49	0	1	59	
Total Volume	0	0	0	0	0	0	237	16	1	254	12	0	49	0	61	48	188	0	4	240	
% App. Total	0	0	0	0	0	0	93.3	6.3	0.4		19.7	0	80.3	0		20	78.3	0	1.7		
PHF	.000	.000	.000	.000	.000	.000	.846	.800	.250	.858	.750	.000	.681	.000	.726	.857	.922	.000	1.000		

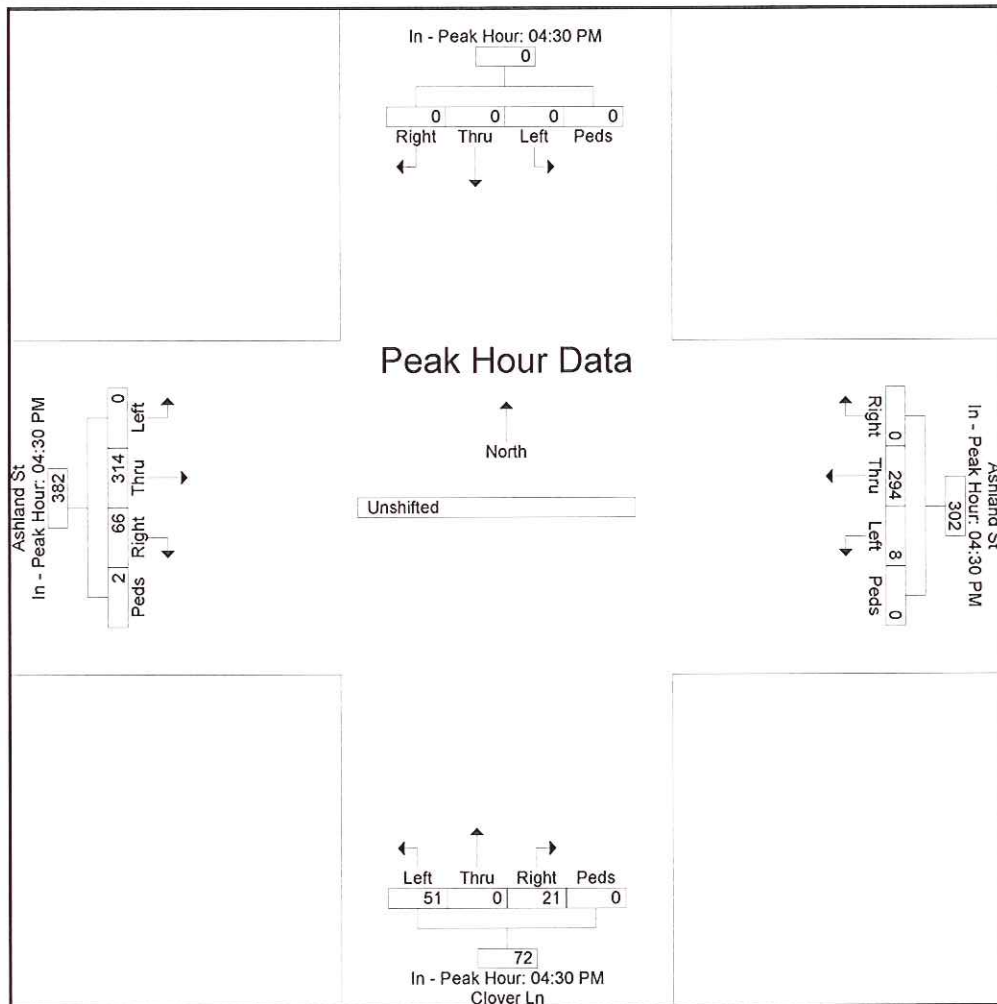


*Southern Oregon
Transportation Engineering, LLC
Medford, Or. 97504*

N-S Street: Clover Ln
E-W Street: Ashland St
Weather: Warm, Dry
Vehicle Type: All Vehicles

File Name : Clover_Ln_Ashland
Site Code : 00000001
Start Date : 9/14/2010
Page No : 3

Start Time	From North					Ashland St From East					Clover Ln From South					Ashland St From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:30 PM					04:30 PM					04:30 PM					
+0 mins.	0	0	0	0	0	0	78	2	0	80	11	0	7	0	18	20	61	0	1	82	
+15 mins.	0	0	0	0	0	0	68	1	0	69	3	0	11	0	14	19	79	0	0	98	
+30 mins.	0	0	0	0	0	0	78	3	0	81	4	0	20	0	24	11	81	0	1	93	
+45 mins.	0	0	0	0	0	0	70	2	0	72	3	0	13	0	16	16	93	0	0	109	
Total Volume	0	0	0	0	0	0	294	8	0	302	21	0	51	0	72	66	314	0	2	382	
% App. Total	0	0	0	0	0	0	97.4	2.6	0		29.2	0	70.8	0		17.3	82.2	0	0.5		
PHF	.000	.000	.000	.000	.000	.000	.942	.667	.000	.932	.477	.000	.638	.000	.750	.825	.844	.000	.500	.876	



Caldera Brewing Co. & Clover Ln

Date: November 9, 2010

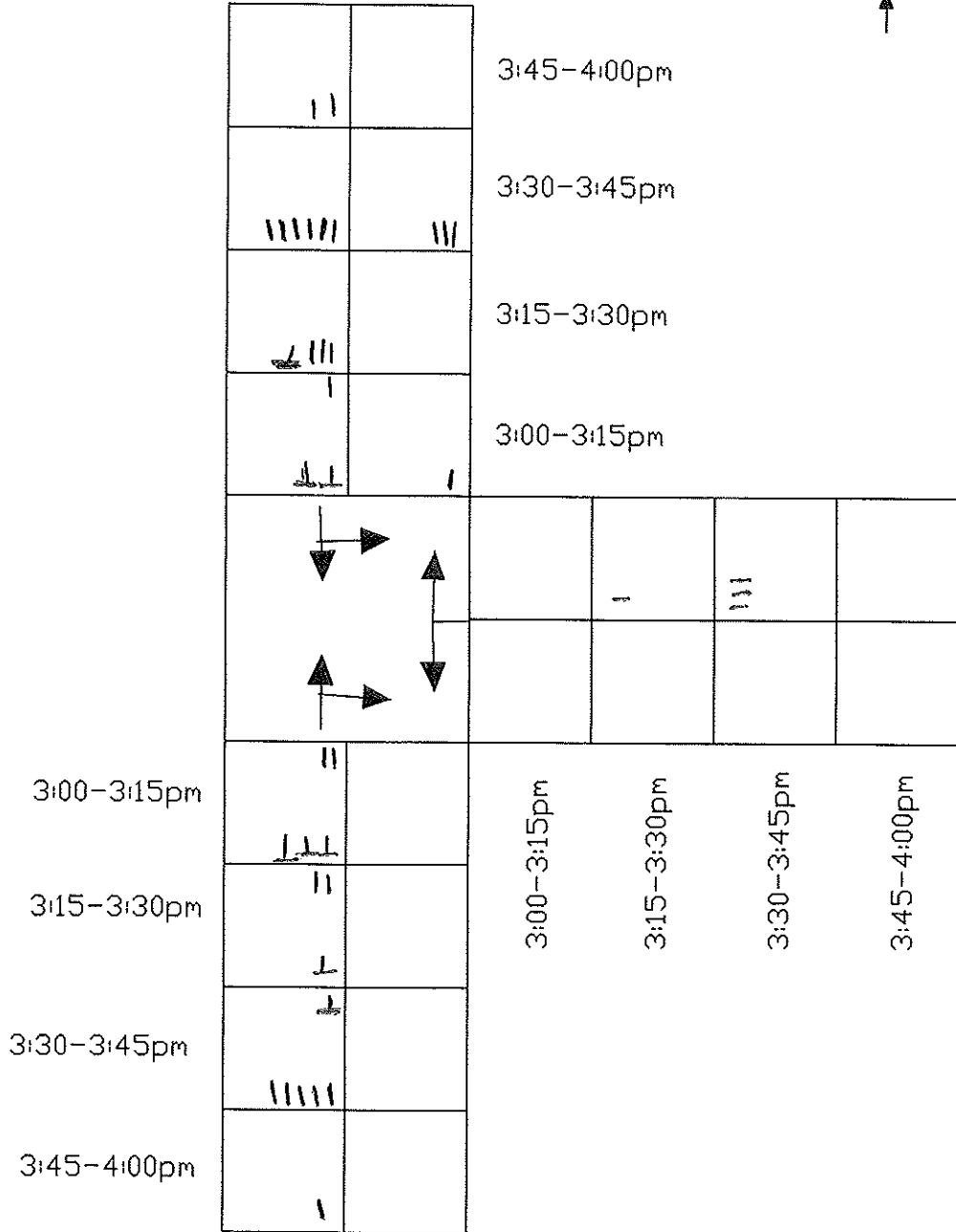
Weather: Overcast

Clover Lane

North



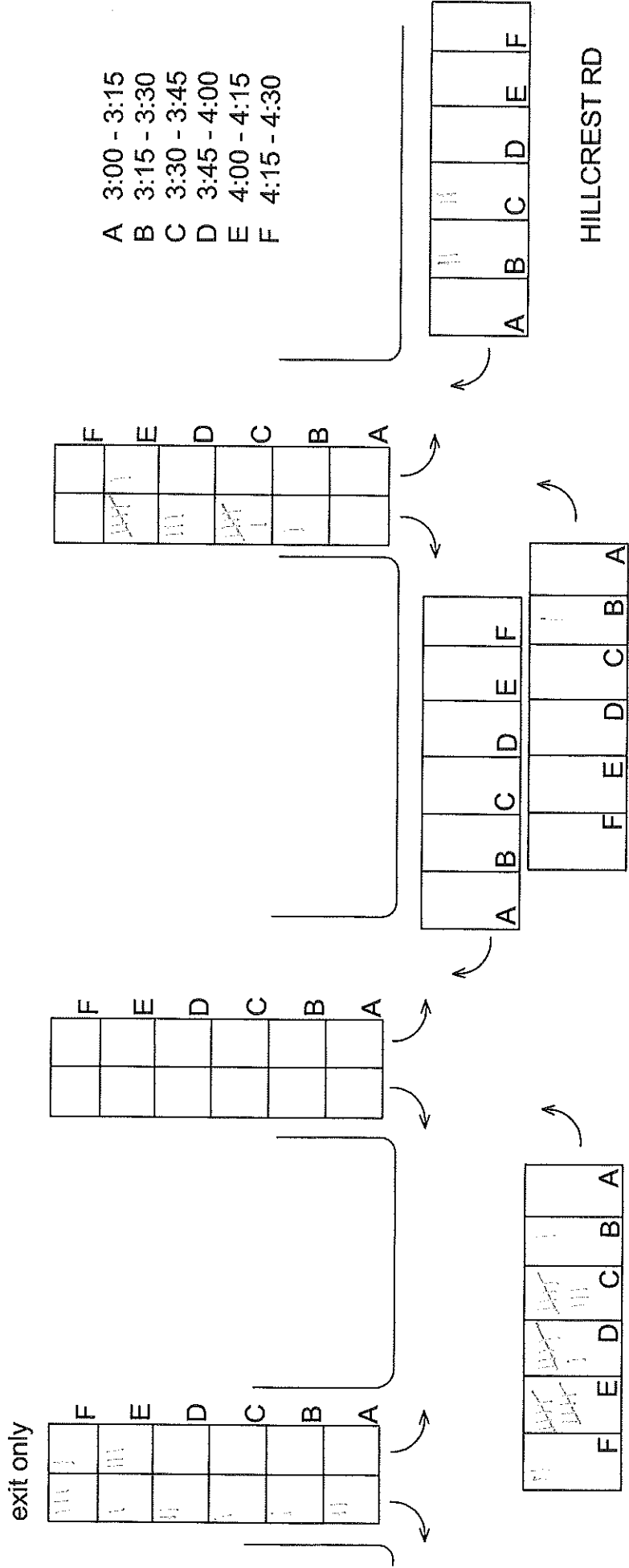
P=Pedestrian
B=Bicyclist
T=Truck



Caldera Brewing Co.

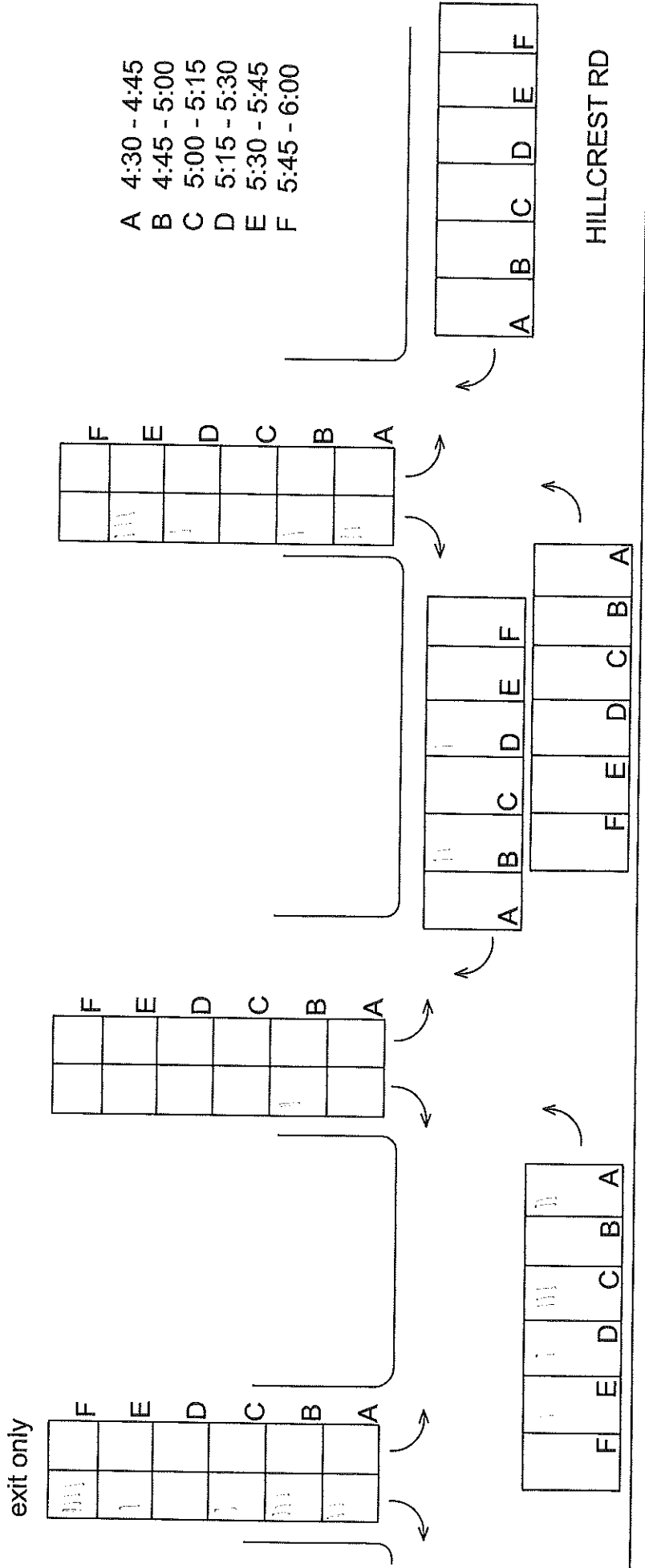
Clover Lane

North ↑



HILLCREST ORCHARDS
 DATE: NOVEMBER 10, 2010
 WEATHER: OVERCAST

North ↑



HILLCREST ORCHARDS
 DATE: NOVEMBER 10, 2010
 WEATHER: OVERCAST

Seasonal Factors From Seasonal Trend Table Data

Seasonal Trend	15-Sep	Peak SF	Calculated SF
Interstate	0.94	0.91	1.03
Summer	0.91	0.83	1.10
Commuter	0.93	0.90	1.03
Average of Summer, Commuter (25/75)	0.925	0.88	1.05

2010 SEASONAL TREND TABLE (Printed: 07/07/10)

TREND	1-Jan	15-Jan	1-Feb	15-Feb	1-Mar	15-Mar	1-Apr	15-Apr	1-May	15-May	1-Jun	15-Jun	1-Jul
INTERSTATE URBANIZED	1.00	1.01	0.99	0.97	0.96	0.95	0.94	0.93	0.94	0.94	0.93	0.91	0.91
INTERSTATE NONURBANIZED	1.26	1.33	1.28	1.23	1.16	1.10	1.08	1.06	1.03	1.00	0.95	0.91	0.88
COMMUTER	1.01	1.02	1.01	0.99	0.98	0.98	0.95	0.93	0.93	0.93	0.92	0.90	0.90
COASTAL DESTINATION	1.20	1.22	1.20	1.18	1.14	1.09	1.09	1.08	1.06	1.04	0.99	0.94	0.88
COASTAL DESTINATION ROUTE	1.46	1.53	1.49	1.44	1.36	1.28	1.24	1.20	1.15	1.09	1.03	0.96	0.86
AGRICULTURE	1.16	1.18	1.15	1.13	1.11	1.08	1.04	0.99	0.96	0.94	0.92	0.90	0.89
RECREATIONAL SUMMER	1.82	1.95	1.90	1.84	1.73	1.63	1.51	1.40	1.22	1.03	0.95	0.87	0.80
RECREATIONAL SUMMER WINTER	1.22	1.35	1.35	1.35	1.36	1.37	1.53	1.69	1.64	1.60	1.35	1.09	0.97
RECREATIONAL WINTER	0.98	1.07	1.16	1.25	1.07	0.89	1.30	1.72	2.26	2.80	2.23	1.66	1.42
SUMMER	1.19	1.23	1.20	1.17	1.14	1.12	1.07	1.02	0.99	0.95	0.92	0.89	0.86
SUMMER < 2500	1.34	1.41	1.37	1.33	1.25	1.18	1.10	1.03	0.96	0.90	0.87	0.83	0.81

TREND	Peak Period												
	15-Jul	1-Aug	15-Aug	1-Sep	15-Sep	1-Oct	15-Oct	1-Nov	15-Nov	1-Dec	15-Dec	1-Jan	Seasonal Factor
INTERSTATE URBANIZED	0.91	0.91	0.91	0.93	0.94	0.95	0.95	0.96	0.98	0.98	0.99	0.99	0.91
INTERSTATE NONURBANIZED	0.84	0.85	0.85	0.90	0.94	0.99	1.04	1.05	1.06	1.12	1.18	1.18	0.84
COMMUTER	0.90	0.90	0.90	0.91	0.93	0.93	0.94	0.96	0.99	1.00	1.01	1.01	0.90
COASTAL DESTINATION	0.82	0.82	0.83	0.88	0.94	1.01	1.07	1.12	1.16	1.17	1.18	1.18	0.82
COASTAL DESTINATION ROUTE	0.76	0.77	0.77	0.85	0.93	1.06	1.18	1.25	1.32	1.36	1.39	1.39	0.76
AGRICULTURE	0.88	0.87	0.87	0.89	0.91	0.92	0.93	0.97	1.01	1.07	1.14	1.14	0.87
RECREATIONAL SUMMER	0.74	0.75	0.77	0.82	0.88	1.00	1.11	1.30	1.48	1.59	1.69	1.69	0.74
RECREATIONAL SUMMER WINTER	0.85	0.91	0.96	1.11	1.27	1.61	1.96	1.74	1.51	1.30	1.08	1.08	0.85
RECREATIONAL WINTER	1.19	1.27	1.35	1.48	1.61	2.05	2.49	2.10	1.71	1.31	0.90	0.90	0.89
SUMMER	0.83	0.84	0.84	0.88	0.91	0.95	0.99	1.04	1.09	1.12	1.16	1.16	0.83
SUMMER < 2500	0.80	0.81	0.82	0.83	0.84	0.89	0.93	1.01	1.08	1.18	1.27	1.27	0.80

*Seasonal Trend Table factors are based on previous year ATR data and the table is updated yearly.

*SOUTHERN
OREGON
TRANSPORTATION
ENGINEERING, LLC*

Appendix B

ITE Trip Generation Data,
ODOT Future Volumes Table

Land Use: 770 Business Park

Description

Business parks consist of a group of flex-type or incubator one- or two-story buildings served by a common roadway system. The tenant space is flexible and lends itself to a variety of uses; the rear side of the building is usually served by a garage door. Tenants may be start-up companies or small mature companies that require a variety of space. The space may include offices; retail and wholesale stores; restaurants; recreational areas; and warehousing, manufacturing, light industrial, or scientific research functions. The average mix is 20 to 30 percent office/commercial and 70 to 80 percent industrial/warehousing. General office building (Land Use 710), corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750) and research and development center (Land Use 760) are related uses.

Additional Data

The studies were conducted between the 1980s and the 1990s at sites throughout the United States.

Trip Characteristics

The trip generation for the a.m. and p.m. peak hours of the generator typically coincided with the peak hours of the adjacent street traffic; therefore, only one a.m. peak hour and one p.m. peak hour, which represent both the peak hour of the generator and the peak hour of the adjacent street traffic, are shown for business parks.

Source Numbers

155, 211, 212, 213, 216, 407, 423

Business Park (770)

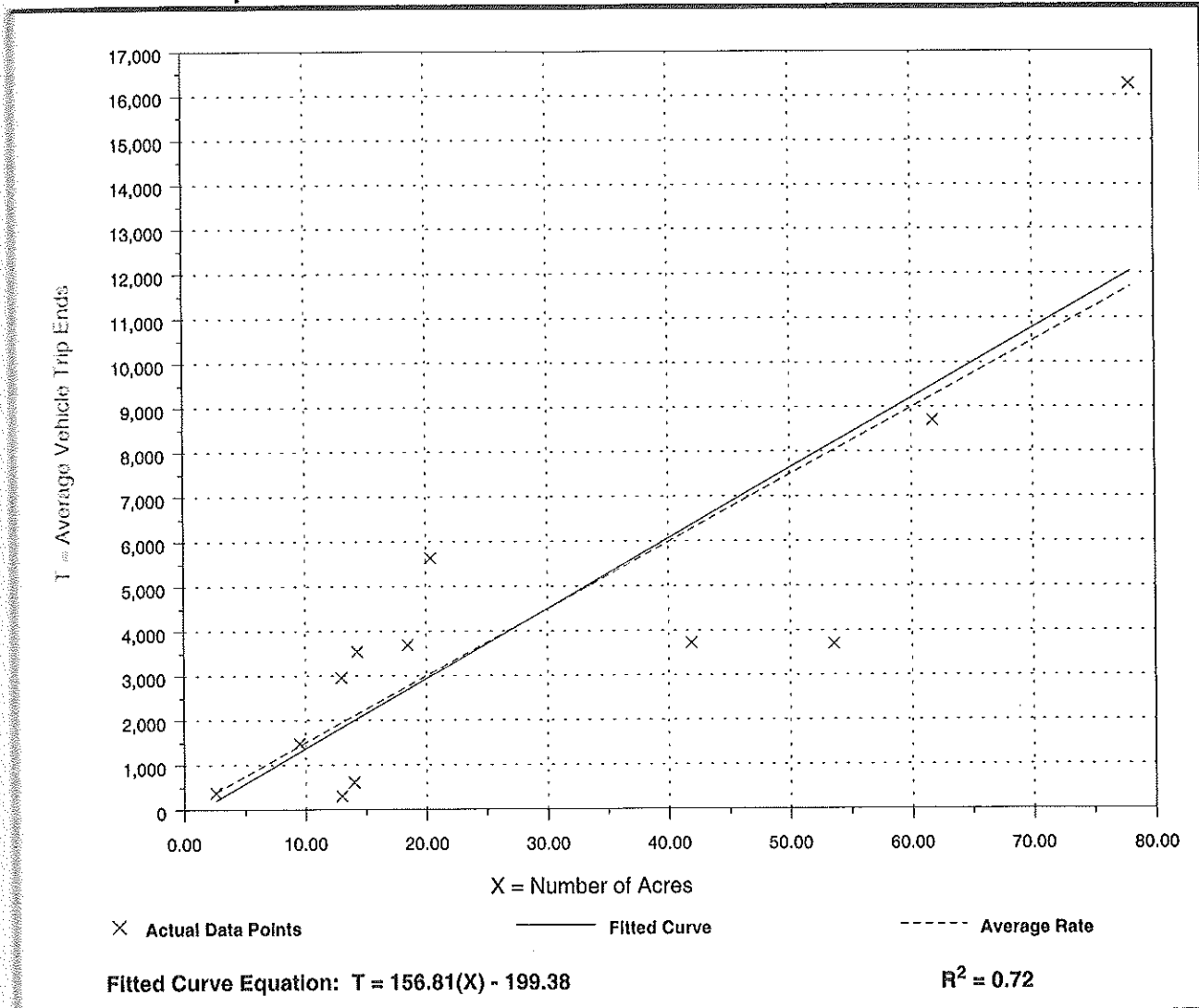
Average Vehicle Trip Ends vs: Acres
On a: Weekday

Number of Studies: 12
Average Number of Acres: 28
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
149.79	23.54 - 276.76	72.38

Data Plot and Equation



Business Park (770)

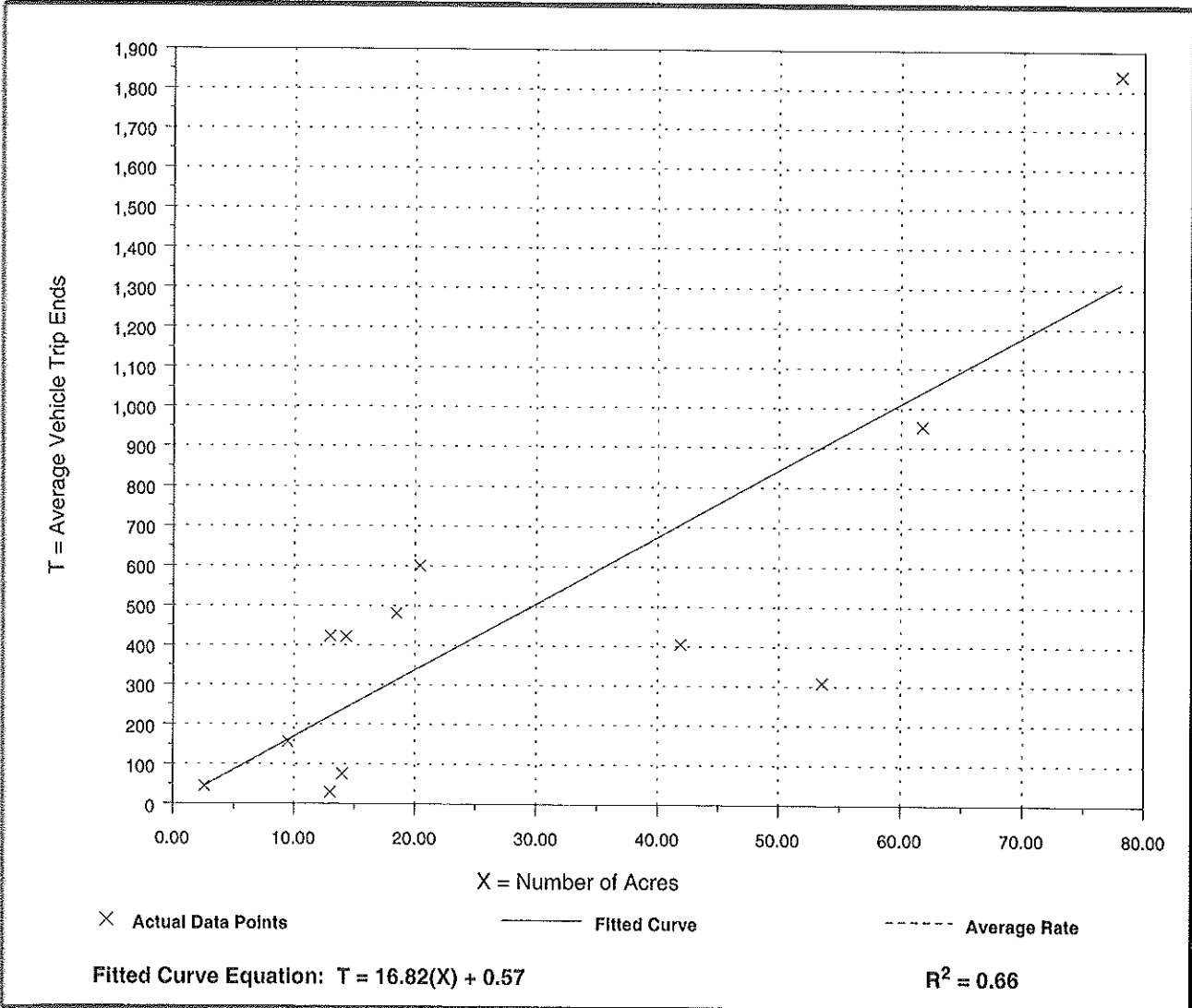
Average Vehicle Trip Ends vs: Acres
On a: Weekday,
P.M. Peak Hour

Number of Studies: 12
 Average Number of Acres: 28
 Directional Distribution: 20% entering, 80% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
16.84	2.31 - 32.54	9.82

Data Plot and Equation



2028 Future Volumes Table

HWY	DIR	Mileage Type	MP	HS	DESCRIPTION	2006	2007	2008	2028	RSQ
017	1		16.79		0.01 mile north of Emport Avenue	45700			67100	MODEL
017	1		19.34		0.01 mile north of Rear Main Avenue	35000			59100	MODEL
017	1		19.48		0.01 mile north of O.B. Riley Road	37400			54400	MODEL
017	1		19.65		0.01 mile north of Butler Market Road	45400			63400	MODEL
017	1		19.69		0.14 mile south of Butler Market Road	25600			37100	MODEL
017	1		20.46		0.01 mile north of Revere Avenue	25600			35200	MODEL
017	1		20.45		0.01 mile south of Revere Avenue	32800			50800	MODEL
017	1		20.74		0.01 mile south of N.E. Norton Avenue	32900			50000	MODEL
017	1		20.63		0.01 mile north of Central Oregon Highway (US20 Greenwood Avenue)				52100	MODEL
018	1		0.75		0.75 mile southeast of Pacific Highway (I-5)	33700			52100	MODEL
018	1		2.65		0.01 mile east of Cloverdale Road		11400		17000	0.5202
018	1		5.72		0.01 mile west of Springfield-Crescent Highway (Jasper Jct)	10700			17000	0.7614
018	1		5.74		0.01 mile east of Springfield-Crescent Highway (Jasper Jct)	12000			17500	0.7573
018	1		8.55		0.01 mile east of Rattlesnake Road	11200			15100	0.7654
018	1		9.65		0.10 mile east of Dexter Road	7600			9500	0.6304
018	1		13.18		0.01 mile west of Jasper-Lowell Road	7300			8700	0.7068
018	1		13.20		0.01 mile east of Jasper-Lowell Road	5200			6500	0.7328
018	1		34.13		West city limits of Oakridge	5400			7700	0.7173
018	1		34.32		0.01 mile east of River Road	5800			6700	0.1249
018	1		34.86		0.01 mile west of Rainbow Street	7200			10300	0.7558
018	1		35.47		0.01 mile west of Crestview Street	6500			8700	0.1262
018	1		35.49		0.01 mile east of Crestview Street	6800			9500	0.0944
018	1		35.84		0.01 mile west of Hills Street	5500			5600	0.3592
018	1		35.95		East city limits of Oakridge	5900			5900	0.0016
018	1		37.36		Oakridge Automatic Traffic Recorder, Sta. 20-017, 0.10 mile east of Keason Springs Road	3200			3300	0.6456
018	1		45.16		0.01 mile southeast of McCredie Springs Station Road	2600			3200	0.1066
018	1		69.83		0.01 mile north of Crescent Lake Highway	2600			3200	0.0397
018	1		69.43		0.01 mile south of Crescent Lake Highway	2500			3500	0.1101
018	1		66.05		0.45 mile northwest of The Dalles-California Highway (US97)	2600			3700	0.0859
019	1		0.15		0.15 mile east of The Dalles-California Highway (US97)	2000			2400	0.1406
019	1		18.22		Klamath Lake County Line	1800			2900	0.7354
019	1		49.60		Silver Lake Automatic Vehicle Classifier, Sta. 19-010, 2.25 miles southeast of 1st street, east of Silver Lake	600			1200	0.4459
019	1		62.65		Picture Rock Pass Summit	690			900	0.2622
019	1		97.61		0.01 mile west of Sand Hollow Road	520			900	0.3155
019	1		93.35		0.01 mile north of MA Street	590			690	0.2829
019	1		98.37		0.01 mile south of MA Street	690			690	0.1634
019	1		98.69		East city limits of Paisley	870			630	0.9023
019	1		120.37		0.20 mile north of Lakeview-Burns Highway (US325)	620			800	0.4720
019	1		120.63		Valley Falls Automatic Traffic Recorder, Sta. 18-004, 0.26 mile south of Lakeview-Burns Highway No. 49 (US356)	530			800	0.1107
019	1		138.31		0.03 mile north of Warner Highway (OR142)	810			800	0.0091
019	1		138.35		0.01 mile south of Warner Highway (OR142)	1000			1100	0.6019
019	1		140.72		0.01 mile north of road to Hot Springs	1400			1500	0.0124
019	1		142.64		North city limits of Lakeview	1400			1500	0.6963
019	1		142.69		0.01 mile north of 6th Street North	2400			2500	0.2744
019	1		143.02		0.01 mile north of Klamath Falls-Lakeview Highway (OR140)	2100			2200	0.6850
019	1		143.06		0.03 mile southeast of Klamath Falls-Lakeview Highway (OR140)	2400			2500	0.6190
019	1		143.31		0.01 mile south of Center Street	4600			4700	0.7226
019	1		143.66		0.01 mile north of 4th Street South	4600			4700	0.7104
019	1		143.87		0.01 mile north of 7th Street South	4100			4200	0.6912
019	1		144.05		South city limits of Lakeview, 0.01 mile south of 9th Street South	3700			3800	0.7637
019	1		144.21		0.01 mile south of 10th Street South	2400			2500	0.3708
019	1		144.46		0.01 mile south of 12th Street South	2400			2500	0.0217
019	1		149.64		0.01 mile north of Crane Creek Road	1600			2000	0.2709
019	1		157.43		New Pine Creek Automatic Traffic Recorder, Sta. 19-008, 0.30 mile north of Oregon-California State Line	1100			1200	0.1158
020	1		-0.11		On Link River Bridge, 0.03 mile west of The Dalles-California Highway (US97) Undercrossing	830			1000	0.0441
020	1		0.17		0.01 mile southwest of Ewajana Street	6500			9100	MODEL
020	1		2.73		0.01 mile west of Atamont Drive	10000			13000	MODEL
020	1		2.73		0.01 mile east of Atamont Drive	19000			21400	MODEL
020	1		3.27		0.01 mile west of Klamath Falls-Main Highway (OR39)	19700			22100	MODEL
020	1		3.26		0.01 mile east of Klamath Falls-Main Highway (OR39)	22400			25100	MODEL
020	1		3.73		0.01 mile west of Ward Street	25200			28500	MODEL
020	1		3.95		0.01 mile east of Ward Street	22700			27200	MODEL
020	1		4.01		0.01 mile east of Hornedale Road	20500			24700	MODEL
020	1		4.26		0.01 mile east of Hornedale Road	18300			22900	MODEL
020	1		4.51		0.06 mile west of Madison Street	12400			16000	MODEL
020	1		5.51		0.06 mile east of Madison Avenue	11100			14500	MODEL
020	1		5.66		0.08 mile east of Klamath Falls-Main Highway (OR39)	5700			7000	MODEL
020	1		10.09		0.01 mile west of S. Red Valley Road	3500			4600	0.6401
020	1		10.11		0.01 mile east of S. Red Valley Road	3100			4100	0.2762
020	1		19.01		0.01 mile west of Dairy-Bonanza Highway (OR70)	2400			3400	0.2115
020	1		19.02		0.05 mile east of Dairy-Bonanza Highway (OR70)	1500			2500	0.3387
020	1		27.42		0.01 mile west of Big Mountain Cutoff	1300			1800	0.4141
020	1		40.88		0.10 mile east of Goddard Springs Road at Beatty	1000			1200	0.0015
020	1		44.85		Beatty Automatic Vehicle Classifier, Sta. 18-017, 4.20 miles east of Yellow Jacket Springs Road at Beatty	920			1100	0.0142
020	1		50.37		0.01 mile west of Liberty Pine Road	1000			1100	0.3514
020	1		53.66		0.01 mile west of Elder Street Road at Bly	1100			1200	0.5757
020	1		53.65		0.01 mile east of Elder Street at Bly	1100			1200	0.0651
020	1		70.73		4.00 miles southeast of Quartz Mountain Pass Summit	690			900	0.0432
020	1		68.56		0.10 mile west of Tunnel Hill Road	550			1100	0.1555
020	1		69.07		0.01 mile east of Tunnel Hill Road	1100			1300	0.0679
020	1		62.43		0.70 mile east of Westside Road at Maddock Corner	1300			1600	0.0026
020	1		93.69		0.01 mile west of road to Airport	1700			1800	0.7490
020	1		95.35		0.01 mile east of Roberta Avenue	2200			2300	0.7456
020	1		95.71		0.01 mile east of "R" Street	2900			3000	0.7673
020	1		95.04		0.01 mile west of "L" Street	3400			3500	0.7398
020	1		98.35		0.01 mile west of Fremont Highway (US305)	3700			3800	0.7913
021	1		1.03		0.01 mile west of Tolman Creek Road	11800			16100	MODEL
021	1		1.27		0.07 mile west of Pacific Highway (I-5)	13400			17900	MODEL
021	1		1.42		0.08 mile east of Pacific Highway (I-5)	8900			11100	MODEL
021	1		1.82		0.09 mile east of E. Main Street	6900			8500	MODEL
021	1		1.97		0.01 mile northwest of Dead Indian Memorial Road	7200			8600	MODEL
021	1		2.04		0.05 mile southeast of Dead Indian Memorial Road	5500			6700	MODEL
021	1		2.49		0.04 mile southeast of Crowson Road	4100			5100	MODEL
021	1		4.51		0.02 mile southwest of county road to Emigrant Lake Recreation Area	2300			3000	MODEL
021	1		6.48		0.01 mile northwest of S. Skiyou Highway	1600			1800	MODEL
021	1		6.61		Skalyou Automatic Traffic Recorder, Sta. 15-007, 0.15 mile east of S. Skiyou Highway No. 273 (OR273)	1000			1300	0.2637
021	1		9.26		0.10 mile east of Buckhorn Spring Road	510			520	0.4743
021	1		17.51		0.02 mile east of Eastside Hyatt Lake access Road	590			600	0.2643
021	1		23.42		On Jenny Creek Bridge	310			320	0.4655
021	1		43.72		0.01 mile east of Hemlock Mountain Road	510			520	0.8278
021	1		49.90		0.01 mile west of Kono-Warden Road	1500			1500	0.4533
021	1		49.92		0.01 mile east of Kono-Warden Road (to US97)	2800			3500	0.7652
021	1		59.67		0.01 mile east of Clover Creek Road	3900			4900	0.7383
021	1		54.45		0.01 mile east of Round Lake Road	4000			6500	0.7274
021	1		56.64		0.10 mile southwest of Weyerhaeuser Corp. Road	4100			6100	MODEL
021	1		56.75		0.01 mile northeast of Weyerhaeuser Corp. Road	4800			6700	MODEL
021	1		55.16		0.10 mile west of Granite Street	6400			6900	MODEL
021	1		58.65		0.01 mile west of Lake of the Woods Highway (OR140)	9700			12500	MODEL
021	1		59.04		0.01 mile west of The Dalles-California Highway (US97)	11900			19300	MODEL
022	1		0.20		0.20 mile north of Rogue Valley Highway (OR29) Skalyou Boulevard	30600			39700	MODEL
022	1		0.45		0.01 mile east of northbound on-ramp to Pacific Highway (I-5)	37000			41700	MODEL
022	1		0.62		0.19 mile east of Pacific Highway No. 1 (I-5)	45000			52400	MODEL
022	1		1.11		North Medford Automatic Traffic Recorder, Sta. No. 15-017, 0.64 mile east of Pacific Highway No. 1 (I-5)	44200			51300	MODEL
022	1		1.30		0.01 mile south-east of Whistle Avenue	41600			48000	MODEL
022	1		2.09		0.01 mile north of Ellet Road	30600			38600	MODEL
022	1		3.64		North city limits of Medford, 0.01 mile south of Vias Road East	33500			42500	MODEL

ODOT 2028 Future Volume Data									
HWY	MP	Description	2007	2028	RSQ	Rate/Yr	21-yr rate		
21	1.03	0.01 miles west of Tolman Creek	11,800	18,100	MODEL	1.021	1.534		
21	1.27	0.07 miles west of I-5	13,400	17,900	MODEL	1.013	1.336		
21	1.42	0.08 miles east of I-5	8,900	11,100	MODEL	1.011	1.247		
Average						1.015	1.372		

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Appendix C

Crash Data,
ODOT I-5 Exit 14 Interchange
Project Information

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

OR 66 (Hwy 021) MP 1.18 to 1.45
 January 1, 2005 through December 31, 2009

COLLISION TYPE	FATAL CRASHES		NON-PROPERTY DAMAGE		TOTAL CRASHES	TOTAL PEOPLE		TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
	FATAL CRASHES	PROPERTY DAMAGE ONLY	FATAL CRASHES	PROPERTY DAMAGE ONLY		KILLED	INJURED							
YEAR: 2009														
SIDESWIPE - OVERTAKING	0	0	1	1	0	0	0	0	1	0	1	0	0	0
2009 TOTAL	0	0	1	1	0	0	0	0	1	0	1	0	0	0
YEAR: 2008														
REAR-END	0	0	1	1	0	0	0	0	1	0	1	0	1	0
TURNING MOVEMENTS	0	1	0	0	1	0	1	0	1	0	1	0	1	0
2008 TOTAL	0	1	1	1	2	0	1	0	2	0	2	0	2	0
YEAR: 2007														
ANGLE	0	1	0	0	1	0	1	0	1	0	0	1	1	0
REAR-END	0	1	1	1	2	0	1	0	2	0	2	0	0	0
TURNING MOVEMENTS	0	2	0	0	2	0	3	0	2	0	2	0	0	0
2007 TOTAL	0	4	1	1	5	0	5	0	5	0	4	1	1	0
YEAR: 2006														
PEDESTRIAN	0	1	0	0	1	0	1	0	0	1	1	0	1	0
REAR-END	0	2	0	0	2	0	2	0	2	0	1	1	0	1
TURNING MOVEMENTS	0	3	3	0	6	0	4	1	6	0	6	0	6	0
2006 TOTAL	0	6	3	0	9	0	7	1	8	1	8	1	7	1
YEAR: 2005														
REAR-END	0	0	2	2	2	0	0	0	1	1	1	1	0	0
TURNING MOVEMENTS	0	0	3	3	3	0	0	0	3	0	2	1	2	0
2005 TOTAL	0	0	5	5	5	0	0	0	4	1	3	2	2	0
FINAL TOTAL	0	11	11	22	22	0	13	1	20	2	18	4	12	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

021 GREEN SPRINGS

OR 66 (Hwy 021) MP 1.19 to 1.45
January 1, 2005 through December 31, 2009

SER#	INVEST D C S L K TIME	E A U C O DATE	RDW FC	CONTS #	AD CHAR	INT-TYPE	SPCL USE	TRFQ INJ	A S	ACTN EVENT	CAUSE
CITY	URBAN AREA	COUNTY	COMPT#	FIRST STREET	DIRCT	LEGS	TRFQ	INJ	E LICH		
CITY	URBAN AREA	COUNTY	COMPT#	SECOND STREET	LOCIN	PLANS#	VEH TYPE	SVNTY	E X RES		
CITY	URBAN AREA	COUNTY	COMPT#	SECOND STREET	LOCIN	PLANS#	VEH TYPE	SVNTY	E X RES		
01108	N N N	06/12/2005	JACKSON	1 14	ASHLAND ST	W	STRGHT	01 NONE	STRGHT	01 NONE	07.27
		Sun	ASHLAND	0 0	ASHLAND ST	W	STRGHT	01 NONE	STRGHT	01 NONE	00
		2P	MEDFORD UA	1.13	WASHINGTON ST	03	STRGHT	01 NONE	STRGHT	01 NONE	07
01583	N N N	08/15/2005	JACKSON	1 14	ASHLAND ST	W	ALLEY	01 NONE	STRGHT	01 NONE	02
		Mon	ASHLAND	0 0	ASHLAND ST	W	ALLEY	01 NONE	STRGHT	01 NONE	00
		12P	MEDFORD UA	1.17	WASHINGTON ST	06	ALLEY	01 NONE	STRGHT	01 NONE	00
02201	N N N N	10/01/2007	JACKSON	1 14	ASHLAND ST	W	STRGHT	01 NONE	STRGHT	01 NONE	07
		Mon	ASHLAND	0 0	ASHLAND ST	W	STRGHT	01 NONE	STRGHT	01 NONE	00
		4P	MEDFORD UA	1.18	WASHINGTON ST	04	STRGHT	01 NONE	STRGHT	01 NONE	07
01004	N N N	05/12/2006	JACKSON	1 14	ASHLAND ST	W	INFER	01 NONE	TURN-L	01 NONE	02
		Fri	ASHLAND	0 0	ASHLAND ST	W	INFER	01 NONE	TURN-L	01 NONE	00
		9A	MEDFORD UA	1.19	WASHINGTON ST	04	INFER	01 NONE	TURN-L	01 NONE	02
00697	N N N	04/02/2006	JACKSON	1 14	ASHLAND ST	W	ALLEY	01 NONE	TURN-R	01 NONE	10
		Sun	ASHLAND	0 0	ASHLAND ST	W	ALLEY	01 NONE	TURN-R	01 NONE	00
		7P	MEDFORD UA	1.20	WASHINGTON ST	08	ALLEY	01 NONE	TURN-R	01 NONE	10
00291	N N N	02/04/2007	JACKSON	1 14	ASHLAND ST	W	ALLEY	01 NONE	TURN-L	01 NONE	02
		Sun	ASHLAND	0 0	ASHLAND ST	W	ALLEY	01 NONE	TURN-L	01 NONE	00
		11A	MEDFORD UA	1.20	SB EXTO ASHLAND ST	05	ALLEY	01 NONE	TURN-L	01 NONE	02

Ashland Exit 14 and Exit 19 Bridge Construction

North and South Ashland Interchanges



Project locations

I-5 Exit 14 and Greensprings Highway Interchange - Project begins July 2010

Construction began in mid-July on a project to widen the bridge over Interstate 5 at exit 14.

The Oregon Department of Transportation contractor will start work by constructing a crossover detour in the median to maintain two lanes in both directions while the interstate's roadbed is lowered to improve vertical clearance for large loads.

Later in the fall and winter, work will begin on constructing foundations to widen the bridge. When complete the updated bridge will have two travel lanes, a center turn lane, bicycle lanes and sidewalks on both sides of the bridge. Roadway lighting, traffic signals and a short west side median will also be

added. The bridge's new art deco design and landscaping was established in partnership with the City of Ashland.

During construction, at least a single lane in each direction will be maintained on the bridge.

Work is scheduled through April 2012.

[Click here for the latest news release](#)

[Click here for the project fact sheet](#)

I-5 Exit 19 and South Valley View Dr. - Project begins August 2010

Replaces the existing South Valley View Road bridge over I-5. The replacement bridge will provide 2 -12 foot travel lanes and a 16 foot turn lane, as well as 10 wide shared shoulders to accommodate pedestrians and bicycles.

At times, there will be alternating single lane traffic controlled by flaggers on South Valley View Road. During construction, interstate on-and-off ramps at the exit will remain open with infrequent night closures. There will also be occasional nighttime lane closures on I-5.

The first stages of construction, through September, will see the widening of the existing southbound off ramp, and the west side of Valley View Road. The bridge work over I-5 will begin later in the fall through winter.

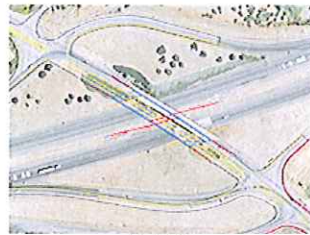
The prime contractor for the total \$15.8 million project is Oregon State Bridge Construction, Inc. of Aumsville.

Proposed designs - Aerial Views



Exit 14

[Click to view PDF file](#)



Exit 19

[Click to view PDF file](#)

Key project milestones (Subject to change)

- Design phase start: October 2008.
- Design complete: February 2010.
- Construction start: Summer 2010.
- Construction complete: June 2012.

Project Budget

- \$32,389,000 for design and construction.
- Funding provided by the Oregon Transportation Investment Act.

Project Gallery



Exit 14

*SOUTHERN
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TRANSPORTATION
ENGINEERING, LLC*













Appendix D

Existing Year 2010
Synchro Output

HCM Signalized Intersection Capacity Analysis

1: Ashland Street & Tolman Creek Rd

10/18/2010





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵↗		↵	↵↗		↵	↗		↵	↗	
Volume (vph)	25	324	28	129	476	48	43	79	127	86	68	80
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	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	0.99		1.00	0.91		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1471	3245		1511	3201		1539	1569		1614	1575	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1471	3245		1511	3201		1539	1569		1614	1575	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	27	345	30	137	506	51	46	84	135	91	72	85
RTOR Reduction (vph)	0	7	0	0	7	0	0	75	0	0	55	0
Lane Group Flow (vph)	27	368	0	137	550	0	46	144	0	91	102	0
Heavy Vehicles (%)	13%	1%	4%	10%	2%	7%	8%	0%	2%	3%	1%	3%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	1.8	14.4		8.2	20.8		3.5	12.0		6.5	15.0	
Effective Green, g (s)	1.8	14.4		8.2	20.8		3.5	12.0		6.5	15.0	
Actuated g/C Ratio	0.03	0.26		0.15	0.38		0.06	0.22		0.12	0.27	
Clearance Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	48	848		225	1208		98	342		190	429	
v/s Ratio Prot	0.02	0.11		c0.09	c0.17		0.03	c0.09		c0.06	c0.06	
v/s Ratio Perm												
v/c Ratio	0.56	0.43		0.61	0.45		0.47	0.42		0.48	0.24	
Uniform Delay, d1	26.3	17.0		21.9	12.9		24.9	18.6		22.7	15.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.2	0.4		4.6	0.3		3.5	0.8		1.9	0.3	
Delay (s)	40.5	17.3		26.6	13.2		28.4	19.4		24.6	15.9	
Level of Service	D	B		C	B		C	B		C	B	
Approach Delay (s)		18.9			15.8			21.0			19.1	
Approach LOS		B			B			C			B	

Intersection Summary

HCM Average Control Delay	17.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	55.1	Sum of lost time (s)	14.0
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 17: Ashland Street & Washington St













10/18/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	461	63	42	613	4	32	0	24	4	1	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	13	475	65	43	632	4	33	0	25	4	1	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		TWLTL			TWLTL							
Median storage (veh)		2			2							
Upstream signal (ft)		712										
pX, platoon unblocked				0.99			0.99	0.99	0.99	0.99	0.99	
vC, conflicting volume	636			540			946	1257	270	985	1288	318
vC1, stage 1 conf vol							535	535		721	721	
vC2, stage 2 conf vol							411	723		264	567	
vCu, unblocked vol	636			521			930	1244	249	970	1274	318
tC, single (s)	4.1			4.2			7.6	6.5	7.1	7.5	6.5	6.9
tC, 2 stage (s)							6.6	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.6	4.0	3.4	3.5	4.0	3.3
p0 queue free %	99			96			92	100	97	99	100	99
cM capacity (veh/h)	957			1013			395	345	727	347	336	684
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	13	317	223	43	421	215	58	13				
Volume Left	13	0	0	43	0	0	33	4				
Volume Right	0	0	65	0	0	4	25	8				
cSH	957	1700	1700	1013	1700	1700	691	496				
Volume to Capacity	0.01	0.19	0.13	0.04	0.25	0.13	0.08	0.03				
Queue Length 95th (ft)	1	0	0	3	0	0	7	2				
Control Delay (s)	8.8	0.0	0.0	8.7	0.0	0.0	12.9	12.5				
Lane LOS	A			A			B	B				
Approach Delay (s)	0.2			0.6			12.9	12.5				
Approach LOS							B	B				
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			37.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Ashland Street & I-5 SB Off ramp

10/18/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖						↓	↘
Volume (veh/h)	0	449	40	20	205	0	0	0	0	140	0	454
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	468	42	21	214	0	0	0	0	146	0	473
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												4
Median type		TWLTL			None							
Median storage (veh)		2										
Upstream signal (ft)		1151										
pX, platoon unblocked				0.94			0.94	0.94	0.94	0.94	0.94	
vC, conflicting volume	214			509			723	723	468	723	765	214
vC1, stage 1 conf vol							468	468		255	255	
vC2, stage 2 conf vol							255	255		468	509	
vCu, unblocked vol	214			449			676	676	405	676	720	214
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.2	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	100			98			100	100	100	71	100	43
cM capacity (veh/h)	1369			1058			293	511	613	505	479	826
Direction, Lane #	EB 1	EB 2	WB 1	SB 1								
Volume Total	468	42	234	619								
Volume Left	0	0	21	146								
Volume Right	0	42	0	473								
cSH	1700	1700	1058	1081								
Volume to Capacity	0.28	0.02	0.02	0.57								
Queue Length 95th (ft)	0	0	2	94								
Control Delay (s)	0.0	0.0	0.9	15.0								
Lane LOS			A	C								
Approach Delay (s)	0.0		0.9	15.0								
Approach LOS				C								
Intersection Summary												
Average Delay			7.0									
Intersection Capacity Utilization			50.1%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8: Ashland Street & I-5 NB On ramp

10/18/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔			
Volume (veh/h)	294	295	0	0	202	145	23	1	22	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	327	328	0	0	224	161	26	1	24	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		None			TWLTL							
Median storage (veh)					2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	386			328			1286	1367	328	1287	1286	305
vC1, stage 1 conf vol							981	981		305	305	
vC2, stage 2 conf vol							305	386		982	981	
vCu, unblocked vol	386			328			1286	1367	328	1287	1286	305
tC, single (s)	4.1			4.1			7.2	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.2	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	72			100			87	99	97	100	100	100
cM capacity (veh/h)	1167			1243			195	202	707	202	228	740
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	654	386	51									
Volume Left	327	0	26									
Volume Right	0	161	24									
cSH	1167	1700	373									
Volume to Capacity	0.28	0.23	0.14									
Queue Length 95th (ft)	29	0	12									
Control Delay (s)	6.2	0.0	18.7									
Lane LOS	A		C									
Approach Delay (s)	6.2	0.0	18.7									
Approach LOS			C									
Intersection Summary												
Average Delay			4.6									
Intersection Capacity Utilization			69.0%		ICU Level of Service				C			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

11: Ashland Street & Clover Lane

10/18/2010

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↖	
Volume (veh/h)	231	50	17	293	51	13
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	266	57	20	337	59	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage (veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			323		641	266
vC1, stage 1 conf vol					266	
vC2, stage 2 conf vol					376	
vCu, unblocked vol			323		641	266
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		90	98
cM capacity (veh/h)			1248		610	778
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	266	57	20	337	74	
Volume Left	0	0	20	0	59	
Volume Right	0	57	0	0	15	
cSH	1700	1700	1248	1700	638	
Volume to Capacity	0.16	0.03	0.02	0.20	0.12	
Queue Length 95th (ft)	0	0	1	0	10	
Control Delay (s)	0.0	0.0	7.9	0.0	11.4	
Lane LOS			A		B	
Approach Delay (s)	0.0		0.4		11.4	
Approach LOS					B	
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			27.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 1: Ashland Street & Tolman Creek Rd

10/18/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖		↖	↖	
Volume (vph)	98	507	49	189	411	73	71	113	190	92	140	79
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	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	0.91		1.00	0.95	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1646	3100		1662	3245		1662	1575		1662	1655	
Fit Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1646	3100		1662	3245		1662	1575		1662	1655	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	111	576	56	215	467	83	81	128	216	105	159	90
RTOR Reduction (vph)	0	8	0	0	14	0	0	76	0	0	26	0
Lane Group Flow (vph)	111	624	0	215	536	0	81	268	0	105	223	0
Heavy Vehicles (%)	1%	6%	4%	0%	0%	1%	0%	0%	1%	0%	0%	0%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.9	20.1		13.9	26.1		6.2	17.5		6.5	17.8	
Effective Green, g (s)	7.9	20.1		13.9	26.1		6.2	17.5		6.5	17.8	
Actuated g/C Ratio	0.11	0.28		0.19	0.36		0.09	0.24		0.09	0.25	
Clearance Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	181	865		321	1176		143	383		150	409	
v/s Ratio Prot	0.07	c0.20		c0.13	0.17		0.05	c0.17		c0.06	0.13	
v/s Ratio Perm												
v/c Ratio	0.61	0.72		0.67	0.46		0.57	0.70		0.70	0.55	
Uniform Delay, d1	30.6	23.4		26.9	17.5		31.6	24.8		31.8	23.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.0	3.0		5.2	0.3		5.1	5.5		13.4	1.5	
Delay (s)	36.6	26.4		32.2	17.8		36.7	30.3		45.2	25.1	
Level of Service	D	C		C	B		D	C		D	C	
Approach Delay (s)		27.9			21.8			31.5			31.0	
Approach LOS		C			C			C			C	

Intersection Summary

HCM Average Control Delay	27.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	72.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 17: Ashland Street & Washington St

10/18/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	741	33	16	622	1	43	0	33	3	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	823	37	18	691	1	48	0	37	3	0	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		TWLT			TWLT							
Median storage (veh)		2			2							
Upstream signal (ft)		712										
pX, platoon unblocked				0.87			0.87	0.87	0.87	0.87	0.87	
vC, conflicting volume	692			860			1265	1603	430	1172	1621	346
vC1, stage 1 conf vol							875	875		727	727	
vC2, stage 2 conf vol							390	728		445	893	
vCu, unblocked vol	692			545			1010	1397	52	903	1417	346
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			98			87	100	96	99	100	99
cM capacity (veh/h)	912			902			359	313	882	355	309	656
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	17	549	311	18	461	231	84	12				
Volume Left	17	0	0	18	0	0	48	3				
Volume Right	0	0	37	0	0	1	37	9				
cSH	912	1700	1700	902	1700	1700	634	533				
Volume to Capacity	0.02	0.32	0.18	0.02	0.27	0.14	0.13	0.02				
Queue Length 95th (ft)	1	0	0	2	0	0	11	2				
Control Delay (s)	9.0	0.0	0.0	9.1	0.0	0.0	13.4	11.9				
Lane LOS	A			A			B	B				
Approach Delay (s)	0.2			0.2			13.4	11.9				
Approach LOS							B	B				
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			40.0%		ICU Level of Service				A			
Analysis Period (min)			15									













HCM Unsignalized Intersection Capacity Analysis
 2: Ashland Street & I-5 SB Off ramp

10/18/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖						↓	↘
Volume (veh/h)	0	727	50	16	262	0	0	0	0	152	0	377
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	749	52	16	270	0	0	0	0	157	0	389
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												4
Median type		TWLTL			None							
Median storage (veh)		2										
Upstream signal (ft)		1151										
pX, platoon unblocked				0.78			0.78	0.78	0.78	0.78	0.78	
vC, conflicting volume	270			801			1053	1053	749	1053	1104	270
vC1, stage 1 conf vol							749	749		303	303	
vC2, stage 2 conf vol							303	303		749	801	
vCu, unblocked vol	270			600			924	924	534	924	990	270
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			100	100	100	57	100	50
cM capacity (veh/h)	1305			740			274	375	427	366	341	771
Direction, Lane #	EB 1	EB 2	WB 1	SB 1								
Volume Total	749	52	287	545								
Volume Left	0	0	16	157								
Volume Right	0	52	0	389								
cSH	1700	1700	740	1082								
Volume to Capacity	0.44	0.03	0.02	0.50								
Queue Length 95th (ft)	0	0	2	73								
Control Delay (s)	0.0	0.0	0.8	16.5								
Lane LOS			A	C								
Approach Delay (s)	0.0		0.8	16.5								
Approach LOS				C								
Intersection Summary												
Average Delay			5.7									
Intersection Capacity Utilization			57.4%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8: Ashland Street & I-5 NB On ramp

10/18/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖	↗			
Volume (veh/h)	447	432	0	0	256	193	22	0	28	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	486	470	0	0	278	210	24	0	30	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		None			TWLTL							
Median storage (veh)					2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	488			470			1824	1929	470	1840	1824	383
vC1, stage 1 conf vol							1441	1441		383	383	
vC2, stage 2 conf vol							383	488		1457	1441	
vCu, unblocked vol	488			470			1824	1929	470	1840	1824	383
tC, single (s)	4.1			4.1			7.1	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	55			100			70	100	95	100	100	100
cM capacity (veh/h)	1086			1103			81	63	582	83	107	669
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	955	488	54									
Volume Left	486	0	24									
Volume Right	0	210	30									
cSH	1086	1700	184									
Volume to Capacity	0.45	0.29	0.30									
Queue Length 95th (ft)	59	0	29									
Control Delay (s)	8.9	0.0	36.1									
Lane LOS	A		E									
Approach Delay (s)	8.9	0.0	36.1									
Approach LOS			E									
Intersection Summary												
Average Delay			7.0									
Intersection Capacity Utilization			92.3%			ICU Level of Service			F			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

11: Ashland Street & Clover Lane

10/18/2010

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↘	↙	↑	↖	↗
Volume (veh/h)	368	69	8	388	54	22
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	387	73	8	408	57	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage (veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			460		813	387
vC1, stage 1 conf vol					387	
vC2, stage 2 conf vol					425	
vCu, unblocked vol			460		813	387
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)					5.5	
tF (s)			2.2		3.6	3.3
p0 queue free %			99		89	97
cM capacity (veh/h)			1112		541	665
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	387	73	8	408	80	
Volume Left	0	0	8	0	57	
Volume Right	0	73	0	0	23	
cSH	1700	1700	1112	1700	572	
Volume to Capacity	0.23	0.04	0.01	0.24	0.14	
Queue Length 95th (ft)	0	0	1	0	12	
Control Delay (s)	0.0	0.0	8.3	0.0	12.3	
Lane LOS			A		B	
Approach Delay (s)	0.0		0.2		12.3	
Approach LOS					B	
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			33.5%		ICU Level of Service	A
Analysis Period (min)			15			

*SOUTHERN
OREGON
TRANSPORTATION
ENGINEERING, LLC*

Appendix E

Existing Year 2010
SimTraffic Output

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:55	7:55	7:55	7:55	7:55	7:55
End Time	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intvl	2	2	2	2	2	2
Vehs Entered	1985	2061	2003	2102	2035	2039
Vehs Exited	1987	2070	2002	2111	2044	2043
Starting Vehs	47	42	56	49	53	47
Ending Vehs	45	33	57	40	44	43
Denied Entry Before	0	2	0	2	2	1
Denied Entry After	1	0	0	0	0	0
Travel Distance (mi)	1055	1102	1058	1124	1088	1085
Travel Time (hr)	48.0	51.2	47.0	51.4	50.0	49.5
Total Delay (hr)	12.5	14.1	11.5	13.6	13.4	13.0
Total Stops	1941	2159	1948	2070	2037	2029
Fuel Used (gal)	39.5	41.7	39.2	41.8	40.9	40.6

Interval #0 Information Seeding

Start Time	7:55
End Time	8:00
Total Time (min)	5

Volumes adjusted by Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	515	556	511	607	553	545
Vehs Exited	516	546	532	595	556	548
Starting Vehs	47	42	56	49	53	47
Ending Vehs	46	52	35	61	50	47
Denied Entry Before	0	2	0	2	2	1
Denied Entry After	2	1	1	0	2	1
Travel Distance (mi)	268	290	266	313	289	285
Travel Time (hr)	12.1	13.9	12.0	14.9	14.1	13.4
Total Delay (hr)	3.1	4.1	3.1	4.3	4.3	3.8
Total Stops	501	601	484	611	587	555
Fuel Used (gal)	10.1	11.1	9.9	11.9	11.1	10.8

Interval #2 Information Recording

Start Time 8:15
 End Time 9:00
 Total Time (min) 45
 Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1470	1505	1492	1495	1482	1489
Vehs Exited	1471	1524	1470	1516	1488	1494
Starting Vehs	46	52	35	61	50	47
Ending Vehs	45	33	57	40	44	43
Denied Entry Before	2	1	1	0	2	1
Denied Entry After	1	0	0	0	0	0
Travel Distance (mi)	787	812	792	812	799	800
Travel Time (hr)	35.9	37.2	35.0	36.5	35.9	36.1
Total Delay (hr)	9.4	9.9	8.5	9.2	9.0	9.2
Total Stops	1440	1558	1464	1459	1450	1475
Fuel Used (gal)	29.4	30.7	29.3	29.9	29.8	29.8

Intersection: 1: Ashland Street & Tolman Creek Rd

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)	135	177	130	155	134	163	110	202	116	142
Average Queue (ft)	31	89	52	76	64	91	41	72	55	54
95th Queue (ft)	81	145	103	129	113	144	84	146	98	101
Link Distance (ft)		900	900		650	650		1032		905
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			150			100		100	
Storage Blk Time (%)	0	1		1	0		0	3	1	1
Queuing Penalty (veh)	0	0		1	0		0	1	1	1

Intersection: 2: Ashland Street & I-5 SB Off ramp

Movement	WB	SB	SB
Directions Served	LT	LT	R
Maximum Queue (ft)	64	193	125
Average Queue (ft)	6	65	68
95th Queue (ft)	32	142	120
Link Distance (ft)	477	1067	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)		2	2
Queuing Penalty (veh)		10	2

Intersection: 8: Ashland Street & I-5 NB On ramp

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	R
Maximum Queue (ft)	339	16	65	50
Average Queue (ft)	98	2	16	16
95th Queue (ft)	240	11	47	41
Link Distance (ft)	477	243	938	
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)				100
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Queuing and Blocking Report

Base Yr 2010 AM

10/18/2010

Intersection: 11: Ashland Street & Clover Lane

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	35	71
Average Queue (ft)	6	32
95th Queue (ft)	26	57
Link Distance (ft)		952
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Ashland Street & Washington St

Movement	EB	WB	NB	NB	SB
Directions Served	L	L	LT	R	LTR
Maximum Queue (ft)	35	46	59	58	44
Average Queue (ft)	8	15	23	22	12
95th Queue (ft)	31	40	55	54	38
Link Distance (ft)			623		75
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)	150	150		100	
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Network Summary

Network wide Queuing Penalty: 18

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:25	4:25	4:25	4:25	4:25	4:25
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intvls	2	2	2	2	2	2
Vehs Entered	2508	2588	2588	2512	2465	2528
Vehs Exited	2433	2559	2552	2460	2421	2485
Starting Vehs	67	86	80	65	72	71
Ending Vehs	142	115	116	117	116	118
Denied Entry Before	2	3	2	4	1	1
Denied Entry After	86	125	45	17	171	88
Travel Distance (mi)	1318	1383	1379	1354	1303	1347
Travel Time (hr)	148.6	186.4	96.8	116.0	279.3	165.4
Total Delay (hr)	104.5	140.2	50.7	70.8	235.9	120.4
Total Stops	3980	4362	3849	3983	4510	4135
Fuel Used (gal)	69.9	80.5	59.6	63.8	99.4	74.6

Interval #0 Information Seeding

Start Time 4:25
 End Time 4:30
 Total Time (min) 5

Volumes adjusted by Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 4:30
 End Time 4:45
 Total Time (min) 15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	699	720	694	679	657	688
Vehs Exited	667	684	690	643	574	651
Starting Vehs	67	86	80	65	72	71
Ending Vehs	99	122	84	101	155	112
Denied Entry Before	2	3	2	4	1	1
Denied Entry After	14	14	1	41	90	31
Travel Distance (mi)	353	365	368	347	314	350
Travel Time (hr)	23.9	31.4	20.9	27.2	40.7	28.8
Total Delay (hr)	12.1	19.3	8.5	15.7	30.3	17.2
Total Stops	930	1080	889	962	1276	1029
Fuel Used (gal)	15.1	17.1	14.7	15.8	17.8	16.1

Interval #2 Information Recording

Start Time 4:45
 End Time 5:30
 Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1809	1868	1894	1833	1808	1840
Vehs Exited	1766	1875	1862	1817	1847	1832
Starling Vehs	99	122	84	101	155	112
Ending Vehs	142	115	116	117	116	118
Denied Entry Before	14	14	1	41	90	31
Denied Entry After	86	125	45	17	171	88
Travel Distance (mi)	965	1018	1010	1007	988	998
Travel Time (hr)	124.7	154.9	75.9	88.8	238.5	136.6
Total Delay (hr)	92.4	120.9	42.1	55.1	205.6	103.2
Total Stops	3050	3282	2960	3021	3234	3109
Fuel Used (gal)	54.8	63.3	44.9	48.0	81.6	58.5

Intersection: 1: Ashland Street & Tolman Creek Rd

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)	174	361	297	174	295	233	124	292	124	291
Average Queue (ft)	87	176	127	106	104	113	64	120	73	116
95th Queue (ft)	164	290	245	185	226	202	116	227	129	220
Link Distance (ft)		900	900		650	650		1032		905
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			150			100		100	
Storage Blk Time (%)	0	13		6	1		2	10	4	9
Queuing Penalty (veh)	1	13		12	2		5	8	8	8

Intersection: 2: Ashland Street & I-5 SB Off ramp

Movement	EB	EB	WB	SB	SB
Directions Served	T	R	LT	LT	R
Maximum Queue (ft)	313	83	89	1086	125
Average Queue (ft)	59	10	12	893	98
95th Queue (ft)	245	111	60	1459	178
Link Distance (ft)	333	333	477	1067	
Upstream Blk Time (%)	3	0		43	
Queuing Penalty (veh)	11	0		0	
Storage Bay Dist (ft)					100
Storage Blk Time (%)				68	13
Queuing Penalty (veh)				255	20

Intersection: 8: Ashland Street & I-5 NB On ramp

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	R
Maximum Queue (ft)	496	21	652	125
Average Queue (ft)	334	4	310	24
95th Queue (ft)	571	16	755	94
Link Distance (ft)	477	246	950	
Upstream Blk Time (%)	6		2	
Queuing Penalty (veh)	54		0	
Storage Bay Dist (ft)				100
Storage Blk Time (%)			65	0
Queuing Penalty (veh)			18	0

Intersection: 11: Ashland Street & Clover Lane

Movement	EB	WB	NB
Directions Served	R	L	LR
Maximum Queue (ft)	5	26	95
Average Queue (ft)	0	3	41
95th Queue (ft)	4	18	72
Link Distance (ft)			952
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Ashland Street & Washington St

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	TR	LT	R	LR
Maximum Queue (ft)	63	199	166	33	3	105	53	34
Average Queue (ft)	8	28	18	6	0	33	23	10
95th Queue (ft)	39	206	170	25	2	75	54	35
Link Distance (ft)		650	650		333	623		75
Upstream Blk Time (%)		1	0					
Queuing Penalty (veh)		2	1					
Storage Bay Dist (ft)	150			150			100	
Storage Blk Time (%)		3				1	0	
Queuing Penalty (veh)		0				0	0	

Network Summary

Network wide Queuing Penalty: 418

*SOUTHERN
OREGON
TRANSPORTATION
ENGINEERING, LLC*






















Appendix F

Design Year 2011
Synchro Output

HCM Signalized Intersection Capacity Analysis

1: Ashland Street & Tolman Creek Rd

11/18/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	99	515	50	193	419	75	72	114	193	93	142	80
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	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	0.91		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)	1646	3100		1662	3245		1662	1575		1662	1655	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1646	3100		1662	3245		1662	1575		1662	1655	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	112	585	57	219	476	85	82	130	219	106	161	91
RTOR Reduction (vph)	0	9	0	0	16	0	0	88	0	0	28	0
Lane Group Flow (vph)	112	633	0	219	545	0	82	261	0	106	224	0
Heavy Vehicles (%)	1%	6%	4%	0%	0%	1%	0%	0%	1%	0%	0%	0%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.6	18.7		11.8	22.9		4.6	16.7		6.1	18.2	
Effective Green, g (s)	7.6	18.7		11.8	22.9		4.6	16.7		6.1	18.2	
Actuated g/C Ratio	0.11	0.28		0.18	0.34		0.07	0.25		0.09	0.27	
Clearance Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	186	861		291	1104		114	391		151	448	
v/s Ratio Prot	0.07	c0.20		c0.13	0.17		0.05	c0.17		c0.06	0.14	
v/s Ratio Perm												
v/c Ratio	0.60	0.74		0.75	0.49		0.72	0.67		0.70	0.50	
Uniform Delay, d1	28.4	22.1		26.4	17.6		30.7	22.8		29.7	20.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.4	3.3		10.5	0.3		19.4	4.3		13.8	0.9	
Delay (s)	33.8	25.3		36.9	17.9		50.1	27.1		43.5	21.6	
Level of Service	C	C		D	B		D	C		D	C	
Approach Delay (s)		26.6			23.3			31.5			28.1	
Approach LOS		C			C			C			C	

Intersection Summary













HCM Average Control Delay	26.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	67.3	Sum of lost time (s)	14.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

17: Ashland Street & Washington St













11/18/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑↑		↵	↑↑			↑	↵		↕	
Volume (veh/h)	15	753	33	16	635	1	44	0	33	3	0	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	837	37	18	706	1	49	0	37	3	0	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		TWLTL			TWLTL							
Median storage (veh)		2			2							
Upstream signal (ft)		712										
pX, platoon unblocked				0.87			0.87	0.87	0.87	0.87	0.87	
vC, conflicting volume	707			873			1287	1631	437	1193	1648	353
vC1, stage 1 conf vol							888	888		742	742	
vC2, stage 2 conf vol							398	742		452	907	
vCu, unblocked vol	707			560			1034	1429	59	927	1449	353
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			98			86	100	96	99	100	98
cM capacity (veh/h)	901			890			351	307	872	348	303	649
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	17	558	316	18	470	236	86	13				
Volume Left	17	0	0	18	0	0	49	3				
Volume Right	0	0	37	0	0	1	37	10				
cSH	901	1700	1700	890	1700	1700	614	533				
Volume to Capacity	0.02	0.33	0.19	0.02	0.28	0.14	0.14	0.02				
Queue Length 95th (ft)	1	0	0	2	0	0	12	2				
Control Delay (s)	9.1	0.0	0.0	9.1	0.0	0.0	13.7	11.9				
Lane LOS	A			A			B	B				
Approach Delay (s)	0.2			0.2			13.7	11.9				
Approach LOS							B	B				
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			40.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Ashland Street & I-5 SB Off ramp













11/18/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↘		↙						↑	↘
Volume (veh/h)	0	739	51	16	271	0	0	0	0	155	0	382
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	762	53	16	279	0	0	0	0	160	0	394
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												4
Median type		TWLTL			None							
Median storage veh		2										
Upstream signal (ft)		1151										
pX, platoon unblocked				0.78			0.78	0.78	0.78	0.78	0.78	
vC, conflicting volume	279			814			1074	1074	762	1074	1127	279
vC1, stage 1 conf vol							762	762		312	312	
vC2, stage 2 conf vol							312	312		762	814	
vCu, unblocked vol	279			616			951	951	548	951	1019	279
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			100	100	100	55	100	48
cM capacity (veh/h)	1295			729			265	369	419	358	334	762
Direction, Lane #	EB 1	EB 2	WB 1	SB 1								
Volume Total	762	53	296	554								
Volume Left	0	0	16	160								
Volume Right	0	53	0	394								
cSH	1700	1700	729	1071								
Volume to Capacity	0.45	0.03	0.02	0.52								
Queue Length 95th (ft)	0	0	2	77								
Control Delay (s)	0.0	0.0	0.8	17.0								
Lane LOS			A	C								
Approach Delay (s)	0.0		0.8	17.0								
Approach LOS				C								
Intersection Summary												
Average Delay			5.8									
Intersection Capacity Utilization			58.2%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

8: Ashland Street & I-5 NB On ramp

11/18/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔			
Volume (veh/h)	452	441	0	0	265	200	22	0	28	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	491	479	0	0	288	217	24	0	30	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		None			TWLTL							
Median storage (veh)					2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	505			479			1859	1967	479	1874	1859	397
vC1, stage 1 conf vol							1462	1462		397	397	
vC2, stage 2 conf vol							397	505		1477	1462	
vCu, unblocked vol	505			479			1859	1967	479	1874	1859	397
tC, single (s)	4.1			4.1			7.1	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	54			100			68	100	95	100	100	100
cM capacity (veh/h)	1070			1094			76	50	574	79	102	657
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	971	505	54									
Volume Left	491	0	24									
Volume Right	0	217	30									
cSH	1070	1700	172									
Volume to Capacity	0.46	0.30	0.32									
Queue Length 95th (ft)	62	0	32									
Control Delay (s)	9.2	0.0	38.6									
Lane LOS	A		E									
Approach Delay (s)	9.2	0.0	38.6									
Approach LOS			E									
Intersection Summary												
Average Delay			7.2									
Intersection Capacity Utilization			94.1%		ICU Level of Service				F			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

11: Ashland Street & Clover Lane

11/18/2010

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↘	↙	↑	↖	↗
Volume (veh/h)	372	74	9	393	65	27
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	392	78	9	414	68	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage (veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			469		824	392
vC1, stage 1 conf vol					392	
vC2, stage 2 conf vol					433	
vCu, unblocked vol			469		824	392
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)					5.5	
tF (s)			2.2		3.6	3.3
p0 queue free %			99		87	96
cM capacity (veh/h)			1103		536	661
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	392	78	9	414	97	
Volume Left	0	0	9	0	68	
Volume Right	0	78	0	0	28	
cSH	1700	1700	1103	1700	567	
Volume to Capacity	0.23	0.05	0.01	0.24	0.17	
Queue Length 95th (ft)	0	0	1	0	15	
Control Delay (s)	0.0	0.0	8.3	0.0	12.6	
Lane LOS			A		B	
Approach Delay (s)	0.0		0.2		12.6	
Approach LOS					B	
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			34.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 1: Ashland Street & Tolman Creek Rd

11/18/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↗		↙	↗		↙	↗		↙	↗	
Volume (vph)	99	529	50	196	425	76	72	114	199	95	142	80
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	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	0.90		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)	1646	3101		1662	3245		1662	1573		1662	1655	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1646	3101		1662	3245		1662	1573		1662	1655	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	112	601	57	223	483	86	82	130	226	108	161	91
RTOR Reduction (vph)	0	9	0	0	16	0	0	90	0	0	28	0
Lane Group Flow (vph)	112	649	0	223	553	0	82	266	0	108	224	0
Heavy Vehicles (%)	1%	6%	4%	0%	0%	1%	0%	0%	1%	0%	0%	0%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.6	18.9		12.0	23.3		4.6	17.0		6.1	18.5	
Effective Green, g (s)	7.6	18.9		12.0	23.3		4.6	17.0		6.1	18.5	
Actuated g/C Ratio	0.11	0.28		0.18	0.34		0.07	0.25		0.09	0.27	
Clearance Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	184	862		293	1112		112	393		149	450	
v/s Ratio Prot	0.07	c0.21		c0.13	0.17		0.05	c0.17		c0.06	0.14	
v/s Ratio Perm												
v/c Ratio	0.61	0.75		0.76	0.50		0.73	0.68		0.72	0.50	
Uniform Delay, d1	28.8	22.4		26.6	17.7		31.1	23.0		30.1	20.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.6	3.8		11.1	0.4		21.7	4.6		16.0	0.9	
Delay (s)	34.4	26.2		37.7	18.1		52.8	27.6		46.1	21.7	
Level of Service	C	C		D	B		D	C		D	C	
Approach Delay (s)		27.4			23.6			32.3			29.0	
Approach LOS		C			C			C			C	

Intersection Summary

HCM Average Control Delay	27.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			













HCM Unsignalized Intersection Capacity Analysis
 17: Ashland Street & Washington St

11/18/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	775	33	16	645	1	44	0	34	3	0	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	861	37	18	717	1	49	0	38	3	0	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		TWLTL			TWLTL							
Median storage (veh)		2			2							
Upstream signal (ft)		712										
pX, platoon unblocked				0.86			0.86	0.86	0.86	0.86	0.86	
vC, conflicting volume	718			898			1317	1666	449	1217	1684	359
vC1, stage 1 conf vol							913	913		753	753	
vC2, stage 2 conf vol							404	753		464	931	
vCu, unblocked vol	718			566			1051	1456	47	935	1476	359
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			98			86	100	96	99	100	98
cM capacity (veh/h)	893			877			344	302	880	343	298	643
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	17	574	324	18	478	240	87	13				
Volume Left	17	0	0	18	0	0	49	3				
Volume Right	0	0	37	0	0	1	38	10				
cSH	893	1700	1700	877	1700	1700	611	528				
Volume to Capacity	0.02	0.34	0.19	0.02	0.28	0.14	0.14	0.03				
Queue Length 95th (ft)	1	0	0	2	0	0	12	2				
Control Delay (s)	9.1	0.0	0.0	9.2	0.0	0.0	13.7	12.0				
Lane LOS	A			A			B	B				
Approach Delay (s)	0.2			0.2			13.7	12.0				
Approach LOS							B	B				
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			41.1%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 2: Ashland Street & I-5 SB Off ramp

11/18/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↘		↙						↓	↗
Volume (veh/h)	0	762	51	17	281	0	0	0	0	160	0	382
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	786	53	18	290	0	0	0	0	165	0	394
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												4
Median type		TWLTL			None							
Median storage (veh)		2										
Upstream signal (ft)		1151										
pX, platoon unblocked				0.77			0.77	0.77	0.77	0.77	0.77	
vC, conflicting volume	290			838			1110	1110	786	1110	1163	290
vC1, stage 1 conf vol							786	786		325	325	
vC2, stage 2 conf vol							325	325		786	838	
vCu, unblocked vol	290			640			993	993	571	993	1062	290
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			100	100	100	52	100	48
cM capacity (veh/h)	1284			708			255	356	403	343	322	752
Direction, Lane #	EB 1	EB 2	WB 1	SB 1								
Volume Total	786	53	307	559								
Volume Left	0	0	18	165								
Volume Right	0	53	0	394								
cSH	1700	1700	708	1067								
Volume to Capacity	0.46	0.03	0.02	0.52								
Queue Length 95th (ft)	0	0	2	79								
Control Delay (s)	0.0	0.0	0.9	17.8								
Lane LOS			A	C								
Approach Delay (s)	0.0		0.9	17.8								
Approach LOS				C								
Intersection Summary												
Average Delay			6.0									
Intersection Capacity Utilization			59.8%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

8: Ashland Street & I-5 NB On ramp

11/18/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖	↗			
Volume (veh/h)	452	469	0	0	276	210	22	0	30	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	491	510	0	0	300	228	24	0	33	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		None			TWLTL							
Median storage (veh)					2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	528			510			1907	2021	510	1923	1907	414
vC1, stage 1 conf vol							1492	1492		414	414	
vC2, stage 2 conf vol							414	528		1509	1492	
vCu, unblocked vol	528			510			1907	2021	510	1923	1907	414
tC, single (s)	4.1			4.1			7.1	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	53			100			66	100	94	100	100	100
cM capacity (veh/h)	1049			1066			71	39	552	74	97	642

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1001	528	57
Volume Left	491	0	24
Volume Right	0	228	33
cSH	1049	1700	167
Volume to Capacity	0.47	0.31	0.34
Queue Length 95th (ft)	64	0	35
Control Delay (s)	9.5	0.0	40.7
Lane LOS	A		E
Approach Delay (s)	9.5	0.0	40.7
Approach LOS			E

Intersection Summary		
Average Delay		7.4
Intersection Capacity Utilization	97.0%	ICU Level of Service
Analysis Period (min)		15
		F

HCM Unsignalized Intersection Capacity Analysis
 11: Ashland Street & Clover Lane

11/18/2010

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↘	↙	↑	↖	↗
Volume (veh/h)	372	104	12	393	87	36
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	392	109	13	414	92	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage (veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			501		831	392
vC1, stage 1 conf vol					392	
vC2, stage 2 conf vol					439	
vCu, unblocked vol			501		831	392
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)					5.5	
tF (s)			2.2		3.6	3.3
p0 queue free %			99		83	94
cM capacity (veh/h)			1074		532	661
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	392	109	13	414	129	
Volume Left	0	0	13	0	92	
Volume Right	0	109	0	0	38	
cSH	1700	1700	1074	1700	564	
Volume to Capacity	0.23	0.06	0.01	0.24	0.23	
Queue Length 95th (ft)	0	0	1	0	22	
Control Delay (s)	0.0	0.0	8.4	0.0	13.3	
Lane LOS			A		B	
Approach Delay (s)	0.0		0.2		13.3	
Approach LOS					B	
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			36.7%		ICU Level of Service	A
Analysis Period (min)			15			

*SOUTHERN
OREGON
TRANSPORTATION
ENGINEERING, LLC*

Appendix G

Design Year 2011
SimTraffic Output

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:25	4:25	4:25	4:25	4:25	4:25
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intvls	2	2	2	2	2	2
Vehs Entered	2641	2450	2605	2570	2438	2540
Vehs Exited	2594	2408	2570	2531	2380	2497
Starting Vehs	86	69	69	95	68	75
Ending Vehs	133	111	104	134	126	118
Denied Entry Before	1	0	0	3	2	1
Denied Entry After	56	203	1	10	229	99
Travel Distance (mi)	1411	1301	1394	1369	1300	1355
Travel Time (hr)	169.0	233.4	107.4	166.5	216.6	178.6
Total Delay (hr)	121.9	190.0	60.7	120.7	173.3	133.3
Total Stops	4689	4327	4095	4405	3935	4290
Fuel Used (gal)	77.6	88.5	63.0	75.5	84.6	77.8

Interval #0 Information Seeding

Start Time 4:25
 End Time 4:30
 Total Time (min) 5

Volumes adjusted by Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 4:30
 End Time 4:45
 Total Time (min) 15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	711	640	711	658	720	688
Vehs Exited	662	579	679	629	675	645
Starting Vehs	86	69	69	95	68	75
Ending Vehs	135	130	101	124	113	120
Denied Entry Before	1	0	0	3	2	1
Denied Entry After	37	94	9	53	7	39
Travel Distance (mi)	358	315	369	339	365	349
Travel Time (hr)	32.0	36.8	24.9	35.8	23.2	30.6
Total Delay (hr)	20.0	26.4	12.6	24.4	11.0	18.9
Total Stops	1210	1165	1046	1186	1008	1124
Fuel Used (gal)	17.2	16.9	15.9	17.5	15.0	16.5

Interval #2 Information Recording

Start Time 4:45
End Time 5:30
Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1930	1810	1894	1912	1718	1852
Vehs Exited	1932	1829	1891	1902	1705	1850
Starting Vehs	135	130	101	124	113	120
Ending Vehs	133	111	104	134	126	118
Denied Entry Before	37	94	9	53	7	39
Denied Entry After	56	203	1	10	229	99
Travel Distance (mi)	1053	986	1025	1031	935	1006
Travel Time (hr)	137.0	196.6	82.5	130.7	193.4	148.0
Total Delay (hr)	101.9	163.6	48.0	96.2	162.3	114.4
Total Stops	3479	3162	3049	3219	2927	3166
Fuel Used (gal)	60.4	71.6	47.1	58.0	69.6	61.3

Intersection: 1: Ashland Street & Tolman Creek Rd

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)	174	302	246	174	267	208	125	287	124	283
Average Queue (ft)	80	166	121	106	95	108	62	125	75	103
95th Queue (ft)	152	269	211	179	214	182	118	232	128	209
Link Distance (ft)		900	900		650	650		1032		905
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			150			100		100	
Storage Blk Time (%)	0	10		6	0		3	10	8	5
Queuing Penalty (veh)	0	11		13	1		11	7	19	4

Intersection: 2: Ashland Street & I-5 SB Off ramp

Movement	EB	EB	WB	SB	SB
Directions Served	T	R	LT	LT	R
Maximum Queue (ft)	324	133	118	1093	125
Average Queue (ft)	77	9	13	938	105
95th Queue (ft)	283	94	62	1421	177
Link Distance (ft)	333	333	477	1067	
Upstream Blk Time (%)	4	0		43	
Queuing Penalty (veh)	15	1		0	
Storage Bay Dist (ft)					100
Storage Blk Time (%)				69	16
Queuing Penalty (veh)				262	25

Intersection: 8: Ashland Street & I-5 NB On ramp

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	R
Maximum Queue (ft)	495	23	811	124
Average Queue (ft)	368	5	452	21
95th Queue (ft)	588	18	964	89
Link Distance (ft)	477	246	950	
Upstream Blk Time (%)	8		12	
Queuing Penalty (veh)	71		0	
Storage Bay Dist (ft)				100
Storage Blk Time (%)			82	0
Queuing Penalty (veh)			22	0

Intersection: 11: Ashland Street & Clover Lane

Movement	EB	WB	NB
Directions Served	R	L	LR
Maximum Queue (ft)	10	34	113
Average Queue (ft)	0	3	46
95th Queue (ft)	5	17	89
Link Distance (ft)			952
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Ashland Street & Washington St

Movement	EB	EB	EB	WB	NB	NB	SB
Directions Served	L	T	TR	L	LT	R	LR
Maximum Queue (ft)	63	218	160	42	79	51	42
Average Queue (ft)	8	30	17	8	33	22	11
95th Queue (ft)	40	187	139	29	70	52	37
Link Distance (ft)		650	650		623		75
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	150			150		100	
Storage Blk Time (%)	0	4			0	0	
Queuing Penalty (veh)	0	1			0	0	

Network Summary

Network wide Queuing Penalty: 463

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:25	4:25	4:25	4:25	4:25	4:25
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intvl	2	2	2	2	2	2
Vehs Entered	2386	2497	2639	2426	2355	2460
Vehs Exited	2324	2399	2554	2348	2284	2382
Starting Vehs	88	59	65	69	57	66
Ending Vehs	150	157	150	147	128	145
Denied Entry Before	3	2	1	1	0	0
Denied Entry After	279	166	16	210	332	201
Travel Distance (mi)	1251	1322	1387	1284	1248	1298
Travel Time (hr)	305.0	172.1	130.5	231.7	272.4	222.3
Total Delay (hr)	263.1	128.0	84.0	188.6	230.7	178.9
Total Stops	4521	4069	4405	3905	3850	4151
Fuel Used (gal)	103.8	75.6	67.8	87.3	96.1	86.1

Interval #0 Information Seeding

Start Time 4:25
 End Time 4:30
 Total Time (min) 5
 Volumes adjusted by Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 4:30
 End Time 4:45
 Total Time (min) 15
 Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	699	695	764	729	664	710
Vehs Exited	633	642	709	664	620	653
Starting Vehs	88	59	65	69	57	66
Ending Vehs	154	112	120	134	101	123
Denied Entry Before	3	2	1	1	0	0
Denied Entry After	71	8	9	42	54	37
Travel Distance (mi)	350	357	375	361	337	356
Travel Time (hr)	34.2	20.9	27.8	28.6	30.3	28.4
Total Delay (hr)	22.6	9.0	15.3	16.6	19.1	16.5
Total Stops	1228	849	1052	988	1020	1024
Fuel Used (gal)	17.3	14.7	16.5	16.2	16.0	16.1

SimTraffic Simulation Summary

Design Yr 2011 Build PM

11/13/2010

Interval #2 Information Recording

Start Time 4:45

End Time 5:30

Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1687	1802	1875	1697	1691	1752
Vehs Exited	1691	1757	1845	1684	1664	1728
Starting Vehs	154	112	120	134	101	123
Ending Vehs	150	157	150	147	128	145
Denied Entry Before	71	8	9	42	54	37
Denied Entry After	279	166	16	210	332	201
Travel Distance (mi)	901	965	1012	923	911	943
Travel Time (hr)	270.8	151.2	102.7	203.1	242.0	194.0
Total Delay (hr)	240.5	118.9	68.7	172.1	211.6	162.4
Total Stops	3293	3220	3353	2917	2830	3123
Fuel Used (gal)	86.5	61.0	51.4	71.1	80.1	70.0

Intersection: 1: Ashland Street & Tolman Creek Rd

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)	174	350	281	174	229	208	124	298	122	238
Average Queue (ft)	78	169	122	89	75	93	58	112	69	98
95th Queue (ft)	153	285	227	171	175	170	107	222	123	193
Link Distance (ft)		900	900		650	650		1032		905
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			150			100		100	
Storage Blk Time (%)	0	12		5	0		1	10	6	5
Queuing Penalty (veh)	0	12		12	1		4	8	13	5

Intersection: 2: Ashland Street & I-5 SB Off ramp

Movement	EB	EB	WB	SB	SB
Directions Served	T	R	LT	LT	R
Maximum Queue (ft)	362	220	115	1098	125
Average Queue (ft)	125	13	11	962	80
95th Queue (ft)	365	119	55	1432	176
Link Distance (ft)	333	333	477	1067	
Upstream Blk Time (%)	6	0		59	
Queuing Penalty (veh)	24	1		0	
Storage Bay Dist (ft)					100
Storage Blk Time (%)				76	12
Queuing Penalty (veh)				292	18

Intersection: 8: Ashland Street & I-5 NB On ramp

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	R
Maximum Queue (ft)	497	32	888	124
Average Queue (ft)	404	6	435	11
95th Queue (ft)	600	22	928	60
Link Distance (ft)	477	246	950	
Upstream Blk Time (%)	12		5	
Queuing Penalty (veh)	111		0	
Storage Bay Dist (ft)				100
Storage Blk Time (%)			83	0
Queuing Penalty (veh)			24	0

Intersection: 11: Ashland Street & Clover Lane

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	38	153
Average Queue (ft)	4	52
95th Queue (ft)	21	104
Link Distance (ft)		952
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Ashland Street & Washington St

Movement	EB	EB	EB	WB	NB	NB	SB
Directions Served	L	T	TR	L	LT	R	LR
Maximum Queue (ft)	95	362	325	38	98	71	44
Average Queue (ft)	10	65	38	7	34	26	13
95th Queue (ft)	55	325	234	28	78	58	40
Link Distance (ft)		650	650		623		75
Upstream Blk Time (%)		1	0				0
Queuing Penalty (veh)		3	1				0
Storage Bay Dist (ft)	150			150		100	
Storage Blk Time (%)		6			1	0	
Queuing Penalty (veh)		1			0	0	

Network Summary

Network wide Queuing Penalty: 530

*SOUTHERN
OREGON
TRANSPORTATION
ENGINEERING, LLC*

Appendix H

Future Year 2030
Synchro Output

HCM Signalized Intersection Capacity Analysis

1: Ashland Street & Tolman Creek Rd

11/18/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↙	↖	↗	↙	↖	↗	↙	↖	↗	↙	↖	↗	
Volume (vph)	124	646	62	242	525	94	90	144	242	117	178	100	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	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	0.91		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)	1646	3101		1662	3244		1662	1576		1662	1656		
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00		
Satd. Flow (perm)	1646	3101		1662	3244		1662	1576		1662	1656		
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)	131	680	65	255	553	99	95	152	255	123	187	105	
RTOR Reduction (vph)	0	9	0	0	17	0	0	83	0	0	27	0	
Lane Group Flow (vph)	131	736	0	255	635	0	95	324	0	123	265	0	
Heavy Vehicles (%)	1%	6%	4%	0%	0%	1%	0%	0%	1%	0%	0%	0%	
Turn Type	Prot			Prot			Prot			Prot			
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases													
Actuated Green, G (s)	8.2	19.9		12.9	24.6		4.6	19.4		6.1	20.9		
Effective Green, g (s)	8.2	19.9		12.9	24.6		4.6	19.4		6.1	20.9		
Actuated g/C Ratio	0.11	0.28		0.18	0.34		0.06	0.27		0.08	0.29		
Clearance Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	187	854		297	1104		106	423		140	479		
v/s Ratio Prot	0.08	c0.24		c0.15	0.20		0.06	c0.21		c0.07	0.16		
v/s Ratio Perm													
v/c Ratio	0.70	0.86		0.86	0.58		0.90	0.76		0.88	0.55		
Uniform Delay, d1	30.9	24.9		28.8	19.6		33.6	24.4		32.7	21.7		
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2	11.2	8.9		21.0	0.7		55.3	8.0		41.8	1.4		
Delay (s)	42.1	33.8		49.8	20.3		88.9	32.4		74.5	23.1		
Level of Service	D	C		D	C		F	C		E	C		
Approach Delay (s)		35.1			28.6			43.1			38.4		
Approach LOS		D			C			D			D		
Intersection Summary													
HCM Average Control Delay			34.9									HCM Level of Service	C
HCM Volume to Capacity ratio			0.82										
Actuated Cycle Length (s)			72.3									Sum of lost time (s)	14.0
Intersection Capacity Utilization			80.8%									ICU Level of Service	D
Analysis Period (min)			15										
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis

2: Ashland Street & I-5 SB Off ramp

11/18/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖						↓	↘
Volume (veh/h)	0	926	64	20	339	0	0	0	0	194	0	479
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	955	66	21	349	0	0	0	0	200	0	494
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												4
Median type		TWLTL			None							
Median storage (veh)		2										
Upstream signal (ft)		1151										
pX, platoon unblocked				0.73			0.73	0.73	0.73	0.73	0.73	
vC, conflicting volume	349			1021			1345	1345	955	1345	1411	349
vC1, stage 1 conf vol							955	955		391	391	
vC2, stage 2 conf vol							391	391		955	1021	
vCu, unblocked vol	349			844			1288	1288	754	1288	1379	349
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			100	100	100	21	100	29
cM capacity (veh/h)	1221			564			150	280	301	254	241	696
Direction, Lane #	EB 1	EB 2	WB 1	SB 1								
Volume Total	955	66	370	694								
Volume Left	0	0	21	200								
Volume Right	0	66	0	494								
cSH	1700	1700	564	881								
Volume to Capacity	0.56	0.04	0.04	0.79								
Queue Length 95th (ft)	0	0	3	206								
Control Delay (s)	0.0	0.0	1.2	31.9								
Lane LOS			A	D								
Approach Delay (s)	0.0		1.2	31.9								
Approach LOS				D								













Intersection Summary

Average Delay		10.8		
Intersection Capacity Utilization		71.3%	ICU Level of Service	C
Analysis Period (min)		15		

HCM Unsignalized Intersection Capacity Analysis

8: Ashland Street & I-5 NB On ramp

11/18/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			1			1	1			
Volume (veh/h)	568	553	0	0	331	250	28	0	36	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	598	582	0	0	348	263	29	0	38	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		None			TWLTL							
Median storage (veh)					2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	612			582			2258	2389	582	2277	2258	480
vC1, stage 1 conf vol							1778	1778		480	480	
vC2, stage 2 conf vol							480	612		1797	1778	
vCu, unblocked vol	612			582			2258	2389	582	2277	2258	480
tC, single (s)	4.1			4.1			7.1	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	39			100			0	100	92	100	100	100
cM capacity (veh/h)	977			1002			15	13	502	36	52	590
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	1180	612	67									
Volume Left	598	0	29									
Volume Right	0	263	38									
cSH	977	1700	33									
Volume to Capacity	0.61	0.36	2.06									
Queue Length 95th (ft)	108	0	191									
Control Delay (s)	13.8	0.0	751.1									
Lane LOS	B		F									
Approach Delay (s)	13.8	0.0	751.1									
Approach LOS			F									
Intersection Summary												
Average Delay			36.0									
Intersection Capacity Utilization			114.5%			ICU Level of Service			H			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

11: Ashland Street & Clover Lane

11/18/2010

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↘	↙	↑	↘	↙
Volume (veh/h)	467	92	11	493	79	33
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	492	97	12	519	83	35
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage (veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			588		1034	492
vC1, stage 1 conf vol					492	
vC2, stage 2 conf vol					542	
vCu, unblocked vol			588		1034	492
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)					5.5	
tF (s)			2.2		3.6	3.3
p0 queue free %			99		82	94
cM capacity (veh/h)			997		463	581
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	492	97	12	519	118	
Volume Left	0	0	12	0	83	
Volume Right	0	97	0	0	35	
cSH	1700	1700	997	1700	492	
Volume to Capacity	0.29	0.06	0.01	0.31	0.24	
Queue Length 95th (ft)	0	0	1	0	23	
Control Delay (s)	0.0	0.0	8.7	0.0	14.6	
Lane LOS			A		B	
Approach Delay (s)	0.0		0.2		14.6	
Approach LOS					B	
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			41.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 17: Ashland Street & Washington St

11/18/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕	↕		↕	
Volume (veh/h)	19	944	41	20	796	1	55	0	41	4	0	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	20	994	43	21	838	1	58	0	43	4	0	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		TWLTL			TWLTL							
Median storage (veh)		2			2							
Upstream signal (ft)		712										
pX, platoon unblocked				0.82			0.82	0.82	0.82	0.82	0.82	
vC, conflicting volume	839			1037			1528	1936	518	1417	1957	419
vC1, stage 1 conf vol							1055	1055		881	881	
vC2, stage 2 conf vol							473	881		537	1077	
vCu, unblocked vol	839			601			1201	1700	0	1066	1726	419
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			97			81	100	95	99	100	98
cM capacity (veh/h)	804			807			300	257	893	288	254	588
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	20	662	374	21	559	280	101	16				
Volume Left	20	0	0	21	0	0	58	4				
Volume Right	0	0	43	0	0	1	43	12				
cSH	804	1700	1700	807	1700	1700	524	460				
Volume to Capacity	0.02	0.39	0.22	0.03	0.33	0.16	0.19	0.03				
Queue Length 95th (ft)	2	0	0	2	0	0	18	3				
Control Delay (s)	9.6	0.0	0.0	9.6	0.0	0.0	15.3	13.1				
Lane LOS	A			A			C	B				
Approach Delay (s)	0.2			0.2			15.3	13.1				
Approach LOS							C	B				

Intersection Summary

Average Delay		1.1										
Intersection Capacity Utilization		46.4%			ICU Level of Service				A			
Analysis Period (min)		15										

HCM Signalized Intersection Capacity Analysis
 1: Ashland Street & Tolman Creek Rd

11/20/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↖	↗	↙	↖		↙	↖	↗	↙	↖	↗
Volume (vph)	124	652	62	247	536	96	90	144	244	118	178	100
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Fr't	1.00	0.99		1.00	0.98		1.00	0.91		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)	1646	3101		1662	3244		1662	1575		1662	1656	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1646	3101		1662	3244		1662	1575		1662	1656	
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)	131	686	65	260	564	101	95	152	257	124	187	105
RTOR Reduction (vph)	0	9	0	0	17	0	0	86	0	0	29	0
Lane Group Flow (vph)	131	742	0	260	648	0	95	323	0	124	263	0
Heavy Vehicles (%)	1%	6%	4%	0%	0%	1%	0%	0%	1%	0%	0%	0%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.2	19.9		12.1	23.8		5.0	18.8		6.1	19.9	
Effective Green, g (s)	8.2	19.9		12.1	23.8		5.0	18.8		6.1	19.9	
Actuated g/C Ratio	0.12	0.28		0.17	0.34		0.07	0.27		0.09	0.28	
Clearance Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	190	870		284	1089		117	418		143	465	
v/s Ratio Prot	0.08	c0.24		c0.16	0.20		0.06	c0.21		c0.07	0.16	
v/s Ratio Perm												
v/c Ratio	0.69	0.85		0.92	0.59		0.81	0.77		0.87	0.57	
Uniform Delay, d1	30.1	24.1		28.9	19.5		32.5	24.1		32.0	21.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.0	8.1		31.9	0.9		33.2	8.6		38.7	1.6	
Delay (s)	40.1	32.3		60.8	20.4		65.7	32.7		70.7	23.4	
Level of Service	D	C		E	C		E	C		E	C	
Approach Delay (s)		33.4			31.8			38.9			37.5	
Approach LOS		C			C			D			D	

Intersection Summary

HCM Average Control Delay	34.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	70.9	Sum of lost time (s)	14.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 17: Ashland Street & Washington St

11/20/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕	↕		↕	
Volume (veh/h)	19	953	41	20	814	1	55	0	41	4	0	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	20	1003	43	21	857	1	58	0	43	4	0	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		TWLTL			TWLTL							
Median storage (veh)		2			2							
Upstream signal (ft)		712										
pX, platoon unblocked				0.82			0.82	0.82	0.82	0.82	0.82	
vC, conflicting volume	858			1046			1547	1965	523	1441	1986	429
vC1, stage 1 conf vol							1065	1065		899	899	
vC2, stage 2 conf vol							482	900		542	1086	
vCu, unblocked vol	858			613			1224	1735	0	1095	1761	429
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			97			80	100	95	98	100	98
cM capacity (veh/h)	791			799			295	252	893	280	249	580
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	20	669	378	21	571	287	101	16				
Volume Left	20	0	0	21	0	0	58	4				
Volume Right	0	0	43	0	0	1	43	12				
cSH	791	1700	1700	799	1700	1700	515	451				
Volume to Capacity	0.03	0.39	0.22	0.03	0.34	0.17	0.20	0.03				
Queue Length 95th (ft)	2	0	0	2	0	0	18	3				
Control Delay (s)	9.7	0.0	0.0	9.6	0.0	0.0	15.5	13.3				
Lane LOS	A			A			C	B				
Approach Delay (s)	0.2			0.2			15.5	13.3				
Approach LOS							C	B				
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			46.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Ashland Street & I-5 SB Off ramp

11/20/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↘		↖						↖	↘
Volume (veh/h)	0	935	64	21	357	0	0	0	0	196	0	479
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	964	66	22	368	0	0	0	0	202	0	494
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												6
Median type		TWLTL			None							
Median storage (veh)		2										
Upstream signal (ft)		1151										
pX, platoon unblocked				0.73			0.73	0.73	0.73	0.73	0.73	
vC, conflicting volume	368			1030			1375	1375	964	1375	1441	368
vC1, stage 1 conf vol							964	964		411	411	
vC2, stage 2 conf vol							411	411		964	1030	
vCu, unblocked vol	368			854			1329	1329	763	1329	1419	368
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			100	100	100	18	100	27
cM capacity (veh/h)	1202			556			139	275	296	248	236	680
Direction, Lane #	EB 1	EB 2	WB 1	SB 1								
Volume Total	964	66	390	696								
Volume Left	0	0	22	202								
Volume Right	0	66	0	494								
cSH	1700	1700	556	853								
Volume to Capacity	0.57	0.04	0.04	0.82								
Queue Length 95th (ft)	0	0	3	227								
Control Delay (s)	0.0	0.0	1.2	34.4								
Lane LOS			A	D								
Approach Delay (s)	0.0		1.2	34.4								
Approach LOS				D								
Intersection Summary												
Average Delay			11.5									
Intersection Capacity Utilization			71.9%		ICU Level of Service					C		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8: Ashland Street & I-5 NB On ramp

11/20/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔			
Volume (veh/h)	568	564	0	0	350	266	28	0	36	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	598	594	0	0	368	280	29	0	38	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		None			TWLTL							
Median storage (veh)					2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	648			594			2298	2438	594	2317	2298	508
vC1, stage 1 conf vol							1789	1789		508	508	
vC2, stage 2 conf vol							508	648		1808	1789	
vCu, unblocked vol	648			594			2298	2438	594	2317	2298	508
tC, single (s)	4.1			4.1			7.1	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	37			100			0	100	92	100	100	100
cM capacity (veh/h)	947			992			13	12	494	34	48	569
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	1192	648	67									
Volume Left	598	0	29									
Volume Right	0	280	38									
cSH	947	1700	30									
Volume to Capacity	0.63	0.38	2.28									
Queue Length 95th (ft)	116	0	198									
Control Delay (s)	14.8	0.0	868.3									
Lane LOS	B		F									
Approach Delay (s)	14.8	0.0	868.3									
Approach LOS			F									
Intersection Summary												
Average Delay			39.9									
Intersection Capacity Utilization			117.3%		ICU Level of Service				H			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

11: Ashland Street & Clover Lane

11/20/2010

Movement	→	↘	↙	←	↖	↗
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↘	↙	↑	↖	↗
Volume (veh/h)	467	104	12	493	114	48
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	492	109	13	519	120	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage (veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			601		1036	492
vC1, stage 1 conf vol					492	
vC2, stage 2 conf vol					544	
vCu, unblocked vol			601		1036	492
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)					5.5	
tF (s)			2.2		3.6	3.3
p0 queue free %			99		74	91
cM capacity (veh/h)			986		462	581
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	492	109	13	519	171	
Volume Left	0	0	13	0	120	
Volume Right	0	109	0	0	51	
cSH	1700	1700	986	1700	492	
Volume to Capacity	0.29	0.06	0.01	0.31	0.35	
Queue Length 95th (ft)	0	0	1	0	38	
Control Delay (s)	0.0	0.0	8.7	0.0	16.2	
Lane LOS			A		C	
Approach Delay (s)	0.0		0.2		16.2	
Approach LOS					C	
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			44.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

1: Ashland Street & Tolman Creek Rd

11/21/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔		↔	↔	
Volume (vph)	124	652	62	247	536	96	90	144	244	118	178	100
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	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	0.91		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)	1646	3101		1662	3244		1662	1575		1662	1656	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1646	3101		1662	3244		1662	1575		1662	1656	
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)	131	686	65	260	564	101	95	152	257	124	187	105
RTOR Reduction (vph)	0	9	0	0	17	0	0	86	0	0	29	0
Lane Group Flow (vph)	131	742	0	260	648	0	95	323	0	124	263	0
Heavy Vehicles (%)	1%	6%	4%	0%	0%	1%	0%	0%	1%	0%	0%	0%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.2	19.9		12.1	23.8		5.0	18.8		6.1	19.9	
Effective Green, g (s)	8.2	19.9		12.1	23.8		5.0	18.8		6.1	19.9	
Actuated g/C Ratio	0.12	0.28		0.17	0.34		0.07	0.27		0.09	0.28	
Clearance Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	190	870		284	1089		117	418		143	465	
v/s Ratio Prot	0.08	c0.24		c0.16	0.20		0.06	c0.21		c0.07	0.16	
v/s Ratio Perm												
v/c Ratio	0.69	0.85		0.92	0.59		0.81	0.77		0.87	0.57	
Uniform Delay, d1	30.1	24.1		28.9	19.5		32.5	24.1		32.0	21.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.0	8.1		31.9	0.9		33.2	8.6		38.7	1.6	
Delay (s)	40.1	32.3		60.8	20.4		65.7	32.7		70.7	23.4	
Level of Service	D	C		E	C		E	C		E	C	
Approach Delay (s)		33.4			31.8			38.9			37.5	
Approach LOS		C			C			D			D	

Intersection Summary

HCM Average Control Delay	34.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	70.9	Sum of lost time (s)	14.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

17: Ashland Street & Washington St

11/21/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕	↕		↕	↕
Volume (veh/h)	19	963	41	20	814	1	55	0	41	4	0	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	20	1003	43	21	857	1	58	0	43	4	0	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		TWLTL			TWLTL							
Median storage (veh)		2			2							
Upstream signal (ft)		712			439							
pX, platoon unblocked				0.82			0.82	0.82	0.82	0.82	0.82	
vC, conflicting volume	858			1046			1547	1965	523	1441	1986	429
vC1, stage 1 conf vol							1065	1065		899	899	
vC2, stage 2 conf vol							482	900		542	1086	
vCu, unblocked vol	858			613			1224	1735	0	1095	1761	429
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			97			80	100	95	98	100	98
cM capacity (veh/h)	791			799			295	252	893	280	249	580
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	20	669	378	21	571	287	101	16				
Volume Left	20	0	0	21	0	0	58	4				
Volume Right	0	0	43	0	0	1	43	12				
cSH	791	1700	1700	799	1700	1700	515	451				
Volume to Capacity	0.03	0.39	0.22	0.03	0.34	0.17	0.20	0.03				
Queue Length 95th (ft)	2	0	0	2	0	0	18	3				
Control Delay (s)	9.7	0.0	0.0	9.6	0.0	0.0	15.5	13.3				
Lane LOS	A			A			C	B				
Approach Delay (s)	0.2			0.2			15.5	13.3				
Approach LOS							C	B				
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			46.7%									
Analysis Period (min)			15									
ICU Level of Service									A			

HCM Signalized Intersection Capacity Analysis

2: Ashland Street & I-5 SB Off ramp

11/21/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↘	↑						↑	↗
Volume (vph)	0	935	64	21	357	0	0	0	0	196	0	479
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
Lane Util. Factor		1.00	1.00	1.00	1.00						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)		1750	1430	1554	1733						1646	1473
Flt Permitted		1.00	1.00	0.21	1.00						0.95	1.00
Satd. Flow (perm)		1750	1430	338	1733						1646	1473
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	964	66	22	368	0	0	0	0	202	0	494
RTOR Reduction (vph)	0	0	17	0	0	0	0	0	0	0	0	409
Lane Group Flow (vph)	0	964	49	22	368	0	0	0	0	0	202	85
Heavy Vehicles (%)	0%	0%	4%	7%	1%	0%	0%	0%	0%	1%	0%	1%
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		74.7	74.7	74.7	74.7						17.3	17.3
Effective Green, g (s)		74.7	74.7	74.7	74.7						17.3	17.3
Actuated g/C Ratio		0.75	0.75	0.75	0.75						0.17	0.17
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1307	1068	252	1295						285	255
v/s Ratio Prot		c0.55			0.21							
v/s Ratio Perm			0.03	0.07							0.12	0.06
v/c Ratio		0.74	0.05	0.09	0.28						0.71	0.34
Uniform Delay, d1		7.1	3.3	3.4	4.1						39.0	36.3
Progression Factor		1.00	1.00	0.43	0.61						1.00	1.00
Incremental Delay, d2		3.8	0.1	0.4	0.3						7.8	0.8
Delay (s)		10.9	3.4	1.8	2.8						46.8	37.1
Level of Service		B	A	A	A						D	D
Approach Delay (s)		10.4			2.7		0.0				39.9	
Approach LOS		B			A		A				D	
Intersection Summary												
HCM Average Control Delay			18.7			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			78.6%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 8: Ashland Street & I-5 NB On ramp

11/21/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑			↑	↗		↑	↗			
Volume (vph)	568	564	0	0	350	266	28	0	36	0	0	0
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			
Lane Util. Factor	1.00	1.00			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)	1662	1733			1733	1458		1583	1377			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	1662	1733			1733	1458		1583	1377			
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)	598	594	0	0	368	280	29	0	38	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	214	0	0	36	0	0	0
Lane Group Flow (vph)	598	594	0	0	368	66	0	29	2	0	0	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	2%	5%	0%	8%	0%	0%	0%
Turn Type	Split					Perm	Perm		Perm			
Protected Phases	4	4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)	60.0	60.0			23.5	23.5		4.5	4.5			
Effective Green, g (s)	60.0	60.0			23.5	23.5		4.5	4.5			
Actuated g/C Ratio	0.60	0.60			0.24	0.24		0.04	0.04			
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)	997	1040			407	343		71	62			
v/s Ratio Prot	c0.36	0.34			c0.21							
v/s Ratio Perm						0.05		0.02	0.00			
v/c Ratio	0.60	0.57			0.90	0.19		0.41	0.03			
Uniform Delay, d1	12.5	12.2			37.2	30.6		46.5	45.7			
Progression Factor	0.96	0.96			1.00	1.00		1.00	1.00			
Incremental Delay, d2	2.0	1.7			22.9	0.3		3.8	0.2			
Delay (s)	13.9	13.3			60.1	30.9		50.3	45.8			
Level of Service	B	B			E	C		D	D			
Approach Delay (s)		13.6			47.5			47.7			0.0	
Approach LOS		B			D			D			A	
Intersection Summary												
HCM Average Control Delay			26.3				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			78.6%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

11: Ashland Street & Clover Lane

11/21/2010

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↘	↙	↑	↘	↗
Volume (veh/h)	467	104	12	493	114	48
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	492	109	13	519	120	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage (veh)	2			2		
Upstream signal (ft)	334					
pX, platoon unblocked			0.81		0.81	0.81
vC, conflicting volume			601		1036	492
vC1, stage 1 conf vol					492	
vC2, stage 2 conf vol					544	
vCu, unblocked vol			392		928	257
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)					5.5	
tF (s)			2.2		3.6	3.3
p0 queue free %			99		74	92
cM capacity (veh/h)			955		463	638
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	492	109	13	519	171	
Volume Left	0	0	13	0	120	
Volume Right	0	109	0	0	51	
cSH	1700	1700	955	1700	504	
Volume to Capacity	0.29	0.06	0.01	0.31	0.34	
Queue Length 95th (ft)	0	0	1	0	37	
Control Delay (s)	0.0	0.0	8.8	0.0	15.8	
Lane LOS			A		C	
Approach Delay (s)	0.0		0.2		15.8	
Approach LOS					C	
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			44.9%		ICU Level of Service	A
Analysis Period (min)			15			

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Appendix I

Future Year 2030
Simtraffic Output

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:25	4:25	4:25	4:25	4:25	4:25
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intvl	2	2	2	2	2	2
Vehs Entered	3265	3349	3393	3320	3314	3328
Vehs Exited	3290	3323	3407	3294	3240	3310
Starting Vehs	117	99	154	103	85	112
Ending Vehs	92	125	140	129	159	126
Denied Entry Before	0	3	2	1	3	1
Denied Entry After	3	3	6	1	3	2
Travel Distance (mi)	1791	1833	1862	1791	1798	1815
Travel Time (hr)	149.1	136.1	135.8	122.9	131.4	135.1
Total Delay (hr)	89.3	74.8	73.5	62.9	71.1	74.3
Total Stops	5870	5651	5562	4896	5333	5464
Fuel Used (gal)	83.9	82.1	82.5	77.7	79.4	81.1

Interval #0 Information Seeding

Start Time 4:25
 End Time 4:30
 Total Time (min) 5

Volumes adjusted by Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 4:30
 End Time 4:45
 Total Time (min) 15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	876	900	875	908	867	885
Vehs Exited	848	824	874	878	809	846
Starting Vehs	117	99	154	103	85	112
Ending Vehs	145	175	155	133	143	147
Denied Entry Before	0	3	2	1	3	1
Denied Entry After	1	4	2	2	4	2
Travel Distance (mi)	463	469	481	478	454	469
Travel Time (hr)	34.6	39.4	35.8	33.0	31.6	34.9
Total Delay (hr)	19.1	23.6	19.8	17.0	16.4	19.2
Total Stops	1434	1729	1514	1310	1263	1448
Fuel Used (gal)	20.8	22.0	21.7	20.7	19.5	20.9

Interval #2 Information Recording

Start Time 4:45
 End Time 5:30
 Total Time (min) 45
 Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2389	2449	2518	2412	2447	2445
Vehs Exited	2442	2499	2533	2416	2431	2465
Starting Vehs	145	175	155	133	143	147
Ending Vehs	92	125	140	129	159	126
Denied Entry Before	1	4	2	2	4	2
Denied Entry After	3	3	6	1	3	2
Travel Distance (mi)	1328	1364	1382	1313	1344	1346
Travel Time (hr)	114.4	96.8	100.0	89.8	99.9	100.2
Total Delay (hr)	70.2	51.2	53.7	46.0	54.8	55.2
Total Stops	4436	3922	4048	3586	4070	4012
Fuel Used (gal)	63.1	60.0	60.9	57.1	59.9	60.2

Intersection: 1: Ashland Street & Tolman Creek Rd

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)	175	665	425	175	452	397	125	597	125	671
Average Queue (ft)	146	332	228	162	218	184	113	276	117	376
95th Queue (ft)	204	576	396	200	419	328	144	511	141	822
Link Distance (ft)		900	900		650	650		1032		905
Upstream Blk Time (%)		1			0					9
Queuing Penalty (veh)		0			1					0
Storage Bay Dist (ft)	150			150			100		100	
Storage Blk Time (%)	14	37		36	1		40	22	58	10
Queuing Penalty (veh)	45	46		95	4		155	19	160	12

Intersection: 2: Ashland Street & I-5 SB Off ramp

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	R	L	T	LT	R
Maximum Queue (ft)	361	148	52	352	525	225
Average Queue (ft)	227	9	14	109	170	122
95th Queue (ft)	440	79	43	298	368	237
Link Distance (ft)	333	333		498	1067	
Upstream Blk Time (%)	7	0				
Queuing Penalty (veh)	35	0				
Storage Bay Dist (ft)			150			200
Storage Blk Time (%)				6	4	1
Queuing Penalty (veh)				1	21	2

Intersection: 8: Ashland Street & I-5 NB On ramp

Movement	EB	EB	WB	WB	NB	NB
Directions Served	L	T	T	R	LT	R
Maximum Queue (ft)	413	509	278	236	189	114
Average Queue (ft)	207	177	195	133	92	27
95th Queue (ft)	393	381	292	260	174	71
Link Distance (ft)		498	244		946	
Upstream Blk Time (%)		1	7	1		
Queuing Penalty (veh)		6	42	0		
Storage Bay Dist (ft)	400			275		200
Storage Blk Time (%)	1	1	7	1	0	0
Queuing Penalty (veh)	3	3	18	2	0	0

Intersection: 11: Ashland Street & Clover Lane

Movement	EB	WB	WB	NB
Directions Served	R	L	T	LR
Maximum Queue (ft)	15	35	347	261
Average Queue (ft)	1	7	52	97
95th Queue (ft)	6	28	222	211
Link Distance (ft)			728	951
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200	100		
Storage Blk Time (%)			3	
Queuing Penalty (veh)			0	

Intersection: 17: Ashland Street & Washington St

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	LT	R	LR
Maximum Queue (ft)	40	434	265	44	23	194	125	59
Average Queue (ft)	11	91	25	14	1	63	40	16
95th Queue (ft)	37	320	180	39	16	142	98	48
Link Distance (ft)		650	650		333	623		75
Upstream Blk Time (%)								1
Queuing Penalty (veh)								0
Storage Bay Dist (ft)	150			150			100	
Storage Blk Time (%)		3				9	1	
Queuing Penalty (veh)		1				4	0	

Network Summary

Network wide Queuing Penalty: 676

SimTraffic Simulation Summary
 Future Yr 2030 Build PM

11/20/2010

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:25	4:25	4:25	4:25	4:25	4:25
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intvls	2	2	2	2	2	2
Vehs Entered	3367	3405	3363	3351	3358	3368
Vehs Exited	3325	3361	3316	3332	3306	3328
Starting Vehs	105	118	109	99	83	100
Ending Vehs	147	162	156	118	135	142
Denied Entry Before	2	1	3	4	6	3
Denied Entry After	1	28	1	3	2	7
Travel Distance (mi)	1854	1859	1855	1838	1818	1845
Travel Time (hr)	158.9	181.3	165.5	137.9	133.9	155.5
Total Delay (hr)	96.3	118.9	103.2	76.1	73.0	93.5
Total Stops	6422	7029	6711	5705	5462	6268
Fuel Used (gal)	88.0	93.6	89.4	82.9	81.3	87.0

Interval #0 Information Seeding

Start Time 4:25
 End Time 4:30
 Total Time (min) 5

Volumes adjusted by Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 4:30
 End Time 4:45
 Total Time (min) 15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	881	915	910	876	884	895
Vehs Exited	808	854	858	836	844	839
Starting Vehs	105	118	109	99	83	100
Ending Vehs	178	179	161	139	123	156
Denied Entry Before	2	1	3	4	6	3
Denied Entry After	4	0	2	5	5	3
Travel Distance (mi)	468	482	483	470	460	473
Travel Time (hr)	40.0	39.7	37.0	31.8	32.6	36.2
Total Delay (hr)	24.3	23.6	20.8	16.0	17.1	20.4
Total Stops	1647	1684	1533	1293	1304	1489
Fuel Used (gal)	22.1	22.4	21.3	19.9	20.1	21.2

Interval #2 Information Recording

Start Time 4:45
 End Time 5:30
 Total Time (min) 45
 Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2486	2490	2453	2475	2474	2474
Vehs Exited	2517	2507	2458	2496	2462	2488
Starting Vehs	178	179	161	139	123	156
Ending Vehs	147	162	156	118	135	142
Denied Entry Before	4	0	2	5	5	3
Denied Entry After	1	28	1	3	2	7
Travel Distance (mi)	1386	1377	1372	1368	1358	1372
Travel Time (hr)	118.9	141.6	128.4	106.1	101.3	119.3
Total Delay (hr)	72.0	95.3	82.4	60.2	55.9	73.2
Total Stops	4775	5345	5178	4412	4158	4773
Fuel Used (gal)	65.9	71.3	68.1	63.0	61.1	65.9

Queuing and Blocking Report
 Future Yr 2030 Build PM

11/20/2010

Intersection: 1: Ashland Street & Tolman Creek Rd

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)	175	828	734	175	526	487	125	871	125	780
Average Queue (ft)	144	466	362	167	290	240	114	423	121	408
95th Queue (ft)	206	887	732	194	533	451	143	816	135	852
Link Distance (ft)		900	900		650	650		1032		905
Upstream Blk Time (%)		8	0		0	0		0		5
Queuing Penalty (veh)		0	0		0	0		0		0
Storage Bay Dist (ft)	150			150			100		100	
Storage Blk Time (%)	10	50		49	2		49	25	63	9
Queuing Penalty (veh)	32	62		132	6		192	23	174	11

Intersection: 2: Ashland Street & I-5 SB Off ramp

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	R	L	T	LT	R
Maximum Queue (ft)	367	130	110	399	514	225
Average Queue (ft)	235	7	22	94	171	119
95th Queue (ft)	451	72	70	293	367	231
Link Distance (ft)	333	333		498	1067	
Upstream Blk Time (%)	8	0		0		
Queuing Penalty (veh)	41	0		0		
Storage Bay Dist (ft)			150			200
Storage Blk Time (%)				4	4	1
Queuing Penalty (veh)				1	20	2

Intersection: 8: Ashland Street & I-5 NB On ramp

Movement	EB	EB	WB	WB	NB	NB
Directions Served	L	T	T	R	LT	R
Maximum Queue (ft)	402	453	265	236	176	67
Average Queue (ft)	211	189	203	141	91	26
95th Queue (ft)	381	393	290	261	176	56
Link Distance (ft)		498	244		946	
Upstream Blk Time (%)		1	7	0		
Queuing Penalty (veh)		6	42	0		
Storage Bay Dist (ft)	400			275		200
Storage Blk Time (%)	1	0	7	0	0	
Queuing Penalty (veh)	4	2	18	1	0	

Queuing and Blocking Report
 Future Yr 2030 Build PM

11/20/2010

Intersection: 11: Ashland Street & Clover Lane

Movement	EB	WB	WB	NB
Directions Served	R	L	T	LR
Maximum Queue (ft)	10	35	363	456
Average Queue (ft)	1	5	45	195
95th Queue (ft)	6	25	191	436
Link Distance (ft)			728	951
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200	100		
Storage Blk Time (%)			3	
Queuing Penalty (veh)			0	

Intersection: 17: Ashland Street & Washington St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LR
Maximum Queue (ft)	47	522	436	48	15	3	187	114	56
Average Queue (ft)	11	121	41	11	1	0	67	38	15
95th Queue (ft)	38	378	240	37	8	2	186	86	50
Link Distance (ft)		650	650		333	333	623		75
Upstream Blk Time (%)		0	0						1
Queuing Penalty (veh)		0	0						0
Storage Bay Dist (ft)	150			150				100	
Storage Blk Time (%)		5					8	1	
Queuing Penalty (veh)		1					3	1	

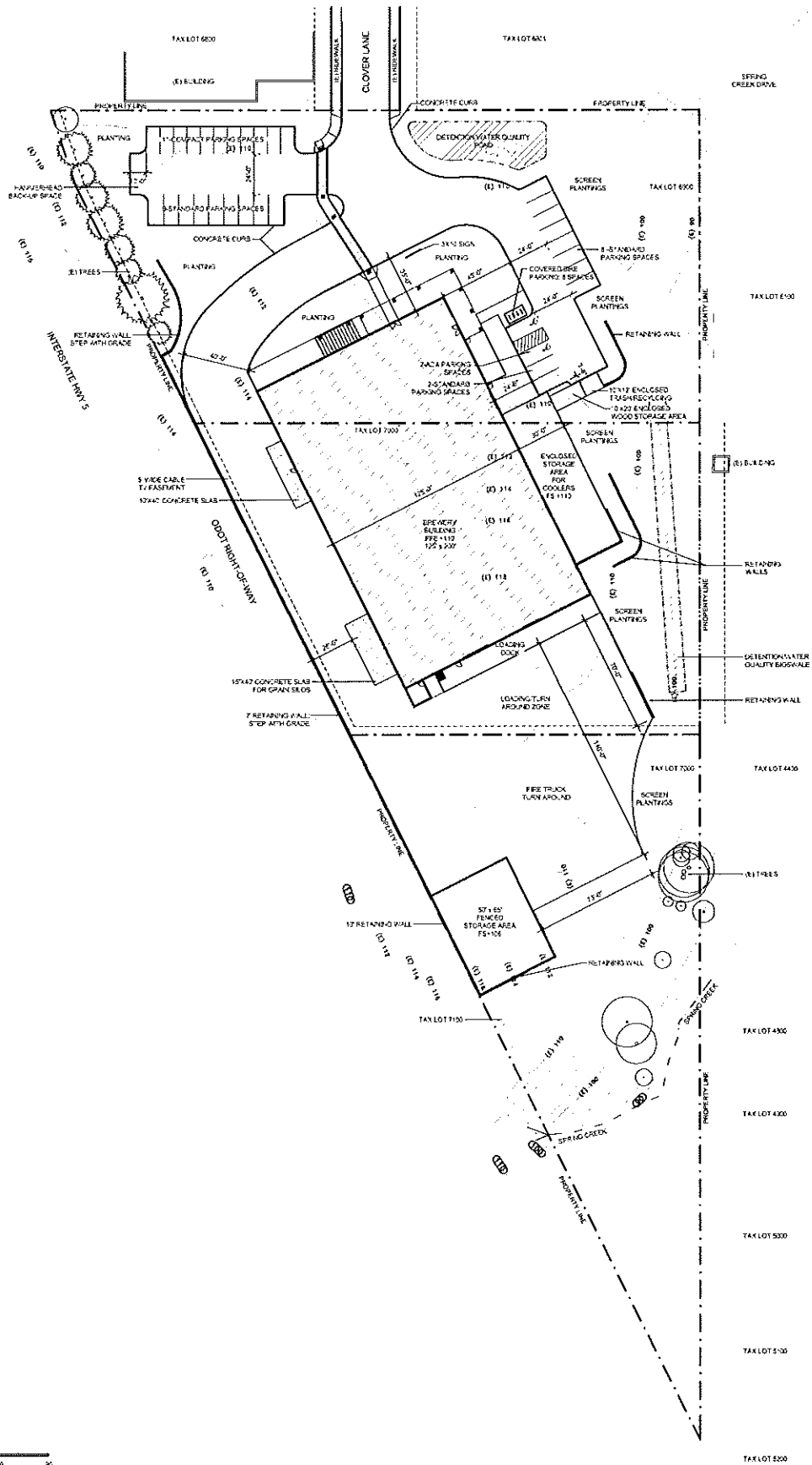
Network Summary

Network wide Queuing Penalty: 776

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Appendix J

Site Plan



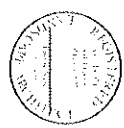
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November 12, 2010

CALDERA BREWING COMPANY
 590 CLOVER LANE
 ASHLAND, OREGON

Drawn By:
 Scale: 1" = 30'-0"

Revision Date:



Laurie Sager
 AND ASSOCIATES LANDSCAPE ARCHITECTS INC
 700 MISTLETOE ROAD, SUITE 201
 ASHLAND, OREGON 97520

*SOUTHERN
OREGON
TRANSPORTATION
ENGINEERING, LLC*

Appendix K

Agency Requirements

TIA (Transportation Impact Analysis) – All land use actions that either propose direct or indirect access to a State highway or a boulevard will need to provide the City of Ashland with the information outlined below. The governing jurisdiction will then inform ODOT of the intended land use action and provide pertinent review material. These guidelines are intended to ensure that developments do not negatively impact the operation and/or safety of the roadway.

- A. Applicants must submit a preliminary site plan for review to the City of Ashland, prior to the pre-application conference. At a minimum, the site plan shall illustrate:
 - 1. The location of existing access point(s) on both sides of the road within 500 feet in each direction for Category 4 segments or 5 lane boulevards, and 300 feet for Category 5 segments and 3 lane arterials;
 - 2. Distances to neighboring constructed public access points, median openings, traffic signals, intersections, and other transportation features on both sides of the property (this should include the section of roadway between the nearest upstream and downstream collector);
 - 3. Number and direction of site access driveway lanes to be constructed, as well as an internal signing and striping plan;
 - 4. All planned transportation features on the State highway/boulevard (such as auxiliary lanes, signals, etc.);
 - 5. Trip generation data or appropriate traffic studies (See the following section for the state's traffic impact study requirement thresholds.);
 - 6. Parking and internal circulation plan;
 - 7. Plat map showing property lines, right of way, and ownership of abutting properties;
 - 8. A detailed description and justification of any requested access variances;
- B. Proposed land use actions, new developments, and/or redevelopment accessing a State highway/boulevard, directly or indirectly (via collector or local streets), will need to provide traffic impact studies to the respective local reviewing jurisdiction(s) and ODOT, if the proposed land use meets one or more of the following traffic impact study thresholds. A traffic impact study will not be required of a development that does not exceed the stated thresholds.
 - 1. **Trip Generation Threshold:** 50 newly generated vehicle trips (inbound and outbound) during the adjacent street peak hour;
 - 2. **Mitigation Threshold:** Installation of any traffic control device and/or construction of any geometric improvements that will affect the progression or operation of traffic traveling on, entering, or exiting the highway;
 - 3. **Heavy Vehicle Trip Generation Threshold:** 20 newly generated heavy vehicle trips (inbound and outbound) during the day;
 - 4. All traffic impact studies will need to be prepared by a registered professional engineer in accordance with ODOT's development review guidelines.
- C. **Traffic Impact Study Requirements**

1. The following is a summary of the Oregon State Highway minimum requirements for a traffic report. ODOT views the following requirements as the minimum considerations to be dealt with by Professional Traffic Engineering Consultants in their analysis of traffic impacts resulting from new developments adjacent to State highways.
2. The analysis shall include alternates other than what the developer originally submits as a proposal for access to state highways, city streets, and county roads.
3. The analysis of alternate access proposals shall include:
 - (a) Existing daily and appropriate design peak hour counts by traffic movements, at intersections which would be affected by traffic generated by the development (use traffic flow diagrams).
 - (b) Projected daily and appropriate design peak hour volumes for these same intersections, and at the proposed access points after completion of the development. If the development is to be constructed in phases, projected traffic volumes at the completion of each phase should be determined.
 - (c) Trip Generation shall be calculated using the Institute of Transportation Engineers' manual "TRIP GENERATION 5th Edition" or other, more current, and/or applicable information.
 - (d) A determination of the need for a traffic signal based on warrants in the "Manual on Uniform Traffic Control Devices."
4. The recommendations made in the report should be specific and shall be based on a minimum level of service "D" when the development is in full service. As an example, if a traffic signal is recommended, the recommendations should include the type of traffic signal control and what movements should be signalized. If a storage lane for right turns or left turns is needed, the recommendations should include the amount of storage needed. If several intersections are involved for signalization, and an interconnect system is considered, specific analysis should be made concerning progression of traffic between intersections.
5. The internal circulation of parking lots must be analyzed to the extent that it can be determined whether the points of access will operate properly.
6. The report shall include an analysis of the impacts to neighboring driveway access points and adjacent streets affected by the proposed new development driveways.
7. The report should include a discussion of bike and pedestrian usage and the availability of mass transit to serve the development.

Karl Johnson, E.I.T.
Assistant Engineer
City of Ashland

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This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records law for disclosure and retention. If you have received this message in error, please contact me at (541) 488-5347. Thank you.



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation
Appropriate Region Addresses

Date: June 24, 2010

File:

Address: Kimberly Parducci, PE & PTOE
Southern Oregon Transportation Engineering, LLC

Subject: Traffic Impact Analysis Scope of Work:
590 Clover Lane Plan Map Amendment
& Caldera Brewery Tasting Room

The purpose of this letter is to define the scope of work for a Traffic Impact Study (TIS), which evaluates the impact for the Caldera Brewery Development. It is the Oregon Department of Transportation's (ODOT) understanding that this development will occur with approximately employment zoning being added to the City of Ashland over the life of the project. All of the development is currently being proposed as Employment for tax lot 7000. The total acreage of the proposed zone change is approximately 1.09 acres. A 20,000 sq. ft brewery building is proposed to be developed on tax lot 7000 & 6900. The information identifying the limits of the project shall be defined in the TIS and shall be pre-approved by the City of Ashland and ODOT before continuing the evaluation.

As this project involves land use actions, the Oregon Transportation Planning Rule (Oregon Administrative Rule, OAR 660-012-0060, *Plan and Land Use Regulation Amendments*) apply. Analysis of significant affect to both state and City transportation facilities and facilities adequacy with proposed mitigation based on the entire site will be required or portions of the parcels will have to be withdrawn from the zone change requests or limitations of the uses within zone changes will have to be approved by all agencies.

Scope of Work:

GENERAL

1. Executive Summary

Provide a description of the development, site location and study area (including a site map). Briefly describe the purpose of the analysis, principal findings, recommendations and conclusions.

2. Analysis Study Area

Provide a text description (including tax-lot descriptions) of the proposed development; and a graphic showing the intersections and accesses to be evaluated as part of this analysis.

A. Major Intersections to be evaluated:

- a) *Ashland Street & I-5 NB Ramps*
- b) *Ashland Street & I-5 SB Ramps*
- c) *Ashland Street & Tolman Creek Road*

B. Minor Intersections:

- d) *Ashland Street & Clover Lane*
- e) *Ashland Street & Washington Street*

Note: The traffic distribution and volume determinations may expand the area of investigation or could eliminate some of the above indicated intersections.

TRAFFIC DATA

1. Traffic Counts

For all major intersections where significant signal modifications or where signals are being proposed, the counts shall be a minimum of 16-hour long, with 15-minute breakdowns in the A.M. and P.M. peak hours, unless pre-approved for a lesser time. Justification for deviation from these counts will be required. For all other intersections and approaches, the counts must be at least 3-hours long, made during both the morning and afternoon peaks, with 15-minute breakdowns. The morning peak hour occurs during 6:30 AM to 9:30 AM and the afternoon peak occurs during 3:30 PM to 6:30 PM. ODOT and the City are not aware of any "false" peaks for this area of the City. If there are indications of problems during these time frames, the traffic evaluation shall address all concerns.

Raw traffic volumes will not be accepted for use in traffic analysis. All traffic volumes shall be seasonally adjusted to represent 30th Highest Hour Volumes (30HV) for Current Year, each anticipated phase completion, and Future Year "background traffic" conditions, all with and with-out the development. For guidance, please refer to the *Developing Design Hour Volumes* document at:

<http://www.oregon.gov/ODOT/ITD/TP/docs/TAPM/DevDHV.pdf>

2. Site Trip Generation, Distribution and Assignment

Site trip generation shall utilize the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual to estimate daily and peak hour trip volumes originating from and destined to the proposed development. In the case of an existing approval where specific land uses have not been identified, a reasonable worst-case land use scenario should be assumed based on the allowed

uses under the current and requested zone(s). All assumptions and adjustments shall be documented and discussed in the TIS, or in an appendix. Trip generation may be adjusted with additional information and refinement. Pass-by, Diverted and Internal trips should be calculated based on ITE Trip Generation hand book.

This analysis should use available transportation models in conjunction with the City of Ashland Transportation System Plan and the Comprehensive Plan to estimate traffic distribution patterns. This TIS could be a significant amendment to the current Comprehensive Plan and the Transportation System Plan. Approved computer models, such as TRAFFIX, or manual calculations may also be used for determining trip assignments for site-generated traffic volumes on roadways within the study area. Pre-approval of trip generation and distribution parameters shall be obtained prior to commencing further analysis. Please note: This is also a good time to verify all assumptions to be utilized in the traffic analysis or to discuss any abnormalities noted in the review of the development area.

ANALYSIS PROCEDURES

For ODOT's Analysis Procedures Manual Refer to:
<http://www.oregon.gov/ODOT/ID/IP/TAPM.shtml>
and for ODOT's Development Review Guidelines Refer to:
<http://www.oregon.gov/ODOT/ID/IP/DRG.shtml>

1. Capacity Analysis

Capacity analysis of signalized intersections, unsignalized intersections, and roadway segments shall follow the established methodologies of the current Highway Capacity Manual (HCM2000). For signalized intersections, the overall intersection V/C shall be reported. For unsignalized intersections, the highest approach V/C shall be reported, along with an indication of its corresponding movement.

Attached Table 3.3.7 lists the ODOT default values for use in signalized intersection analysis. If multiple intersections are analyzed, the traffic volumes shall be balanced between intersection nodes. All intersection capacity analyses shall include heavy vehicles percentages by approach, as determined from manual counts. Project level mobility results (V/C) from the TIS will be compared against the Highway Design Manual mobility requirements (Table 10-1, 20 Year Design Mobility Standards). Planning level mobility results (V/C) from the TIS will be compared against Highway Mobility Standards (Policy 1F) and the Maximum V/C Ratios provided in Table 6 of the 1999 Oregon Highway Plan (OHP).

Application of Computer software shall closely follow ODOT-approved analysis methodologies using ODOT standard parameter values. HCS2000 and Synchro/SimTraffic are examples of accepted analysis software. For further guidance, contact TPAU.

2. Queue Length Analysis

Intersection operation analysis shall include the effects of queuing and blocking. Average queue lengths and 95th Percentile queue lengths shall be reported for all study area intersections. The 95th Percentile queuing shall be used for design purposes, and will be reported to the next highest 25 foot increment. Any methodology used to determine queue length shall be approved in advance by either TPAU or the Region Traffic Section.

ANALYSIS REQUIREMENTS

1. Intersection Sight Distance

Adequate intersection sight distance shall be verified for all proposed intersections and highway approaches as required in ODOT's 2003 Highway Design Manual.

Refer to:

http://www.oregon.gov/ODOT/HWY/ENGSERVICES/hwy_manuals.shtml#2003_English_Manual

For guidance, please contact the Region Access Management Engineer.

2. Right & Left Turn Lane Criteria

Proposed right or left turn lanes at unsignalized intersections and private approach roads shall meet installation criteria contained in the current Highway Design Manual (HDM). For turn lane evaluation procedures, refer to:

<http://www.oregon.gov/ODOT/ID/TP/TAPM.shtml>

3. Traffic Signal Installations & Modifications

Analysis and recommendations related to new and/or modified traffic signals shall follow ODOT's Traffic Signal Policy and Guidelines, and all subsequent revisions. These documents can found on the web at:

<http://www.oregon.gov/ODOT/HWY/TRAFFIC/publications.shtml>

Any recommendations for traffic signals to be installed or modified as part of future mitigation should meet preliminary signal warrants (MUTCD Warrant #1, Case A & B). A traffic progression analysis as called for in the ODOT Traffic Manual will be included for any proposed and existing signals along appropriate portions of the affected transportation facilities. These final locations are subject to review and modification by the regulatory agencies from the information developed in the TIS.

New signal proposals for the Day of Opening shall show, but are not limited to, the following:

- a) A clear indication for the traffic signal; only after other enhancements to nearby signals or intersections are shown to be insufficient to mitigate the new highway related impacts resulting from the proposed development.
- b) An assessment of the ability of the existing, planned, and proposed public roads to accommodate development traffic at another location.

- c) A detailed description how the proposed development will affect the existing and proposed study area intersections.
- d) Documentation of traffic volumes and signal warrant satisfaction; if a new signal is determined to be the correct solution.

Clearly show how one or more of the eight warrants identified in the Millennium Edition of the Manual on Uniform Traffic Control Devices (MUTCD), Chapter 4C, Sections 1 through 9 are met, consistent with the requirements of OAR 734-020-0490. Traffic signal spacing requirements shall conform to the 1999 Oregon Highway Plan and all amendments. Progression analysis shall meet the requirements of OAR 734-020-0480.

If applicable; complete time-space diagrams for each of the analysis scenarios, including the existing coordinated system will be provided. They shall demonstrate that the proposed signal system is capable of maintaining adequate progression band widths for the through traffic along the state highway on the most critical roadway segments through the study area.

All proposed signals shall show the need and warrants as described in Oregon Administrative Rule 734-020-0400-0500, the Oregon Traffic Manual section 6.34 and the above mentioned Traffic Signal Policy and Guidelines. For guidance, please contact TPAU or the Region Traffic Section, or refer to the Preliminary Signal Warrant Guidelines at:

http://www.oregon.gov/ODOT/TD/TP/docs/TAPM/Signal_Warrant.pdf

NOTE: It is ultimately up to the State Traffic Engineer to approve all signal installations, modifications and deviations. Just because an intersection may meet the MUTCD Warrants does not insure it will be approved by the State Traffic Engineer.

4. Access Management:

Demonstrate how the proposed approach or approaches meet the minimum spacing criteria of OAR 734-051-0115; or Deviations from Access Management Spacing Standards (734-051-0135).

ANALYSIS OUTPUT

1. Existing Conditions

Identify current year site conditions at the proposed development location. This includes, but is not limited to the following:

- a) A description of the site location, zoning, existing use(s), and proposed use(s) of subject property.
- b) A description of surrounding and anticipated land uses.
- c) A graphic identifying existing lane configurations and traffic control devices at the study area intersections

- d) A graphic showing existing 30HV traffic; reported as AM (6:30-9:30 a.m.) and PM (3:30-6:30 p.m.) Peak Hour Volumes (PHV), and also as average daily traffic (ADT). Also include in this graphic a list of heavy vehicle percentages by approach and growth rates used for future volumes.
- e) Identify all proposed road segments, public intersections, public or private approaches:
 - where the proposed project can be expected to add additional traffic volumes greater than 10 percent of the current traffic volumes,
 - or at a minimum 300 vehicle trips in a single day,
 - or more than 50 additional vehicle trips in any single hour.
- f) An analysis of existing intersection operations, reported in terms of both Volume to Capacity (V/C) and Level of Service (LOS).
- g) An analysis of at least 3-years worth of crash data; including information on all SPIS sites within or adjacent to the study area.

2. Traffic Volumes & Operations – Year of Opening and Years of Anticipated Phases; with & without Proposed Development

An analysis shall be made of all study area intersections for the Year of Caldera Brewery Opening, with both "*background traffic*" and "*total traffic*" conditions. "*Total traffic*" conditions are considered "*background traffic*" volumes plus site generated trips and "pipe line" trips. This analysis should provide the following:

- a) A graphic showing Year of opening "*background traffic*" and "*total traffic*" volumes.
- b) A graphic or table showing V/C and LOS analysis results for both "*background traffic*" and "*total traffic*" volumes.
- c) A graphic or table itemizing storage length requirements for all approaches, rounded to the next nearest 25 foot increment.
- d) If applicable, a discussion of progression performance along the analysis corridor.

3. Traffic Volumes & Operations – Future-Year; with & without Proposed Development

An analysis shall be made of all study area intersections for a **20-year horizon** including each completed phase, anticipated development in the surrounding area, and all anticipated improvements on the transportation system for both "*background traffic*" and "*total traffic*" conditions. This analysis should provide the following:

- a) A graphic showing Year of Opening "*background traffic*" and "*total traffic*" volumes.
- b) A graphic or table showing V/C and LOS analysis results for both "*background traffic*" and "*total traffic*" volumes.
- c) A graphic or table itemizing storage length requirements for all approaches, rounded to the next highest 25 foot increment.

- d) If applicable, a discussion of progression performance along the analysis corridor.

Planned transportation system improvements anticipated within the **20-year horizon** shall be incorporated into the Future Year analysis. Do not incorporate improvements that are proposed as mitigation for the development. For guidance, please refer to the Transportation Planning Rule (TPR) OAR 660-012-0060 at <http://www.oregon.gov/ODOT/TD/TP/docs/TPR/adopt042005.pdf>

4. Capacity & Operation Analysis Inputs

A summary of traffic analysis variable inputs shall be provided in an appendix. In Synchro, the *Int: Lanes, Volumes, Timings* report is the output source for this information. TIS's submitted without an input summary will not be accepted by the Department.

5. Conclusions and Recommendations

Summarize existing and future conditions and discuss the proposed development's impacts. Identify any operational, capacity or safety deficiencies and recommend mitigation along with the effectiveness of the mitigation. Summarize how the proposed development complies with all operational, capacity and safety standards in the applicable approval criteria. Also summarize all proposed mitigations and the "assigned" proportionality to the development for all locations.

Note: Signal timing adjustments will not be considered as mitigation.

Please submit three stamped, final hard copy versions of the TIS for review to ODOT and two final hard copy versions to the City of Ashland. Also, **please submit all electronic analysis files for review** to ODOT so staff can verify assumptions, default settings, and other values included in the traffic analysis. If the analysis performed used traffic software other than Traffware's Synchro/Simtraffic software or Highway Capacity Manual 2000 software, please submit the appropriate UTDF files for review. You may contact the Region Traffic Analyst for details. ODOT staff will need a minimum of 30 days for review and comment on the TIS. *Note: This time-frame can be adjusted based on existing workloads.* The review period should be completed prior to initiation of the City of Ashland land-use process.

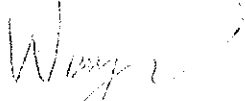
Please include this scope of work as an appendix item in the TIS.

We hope this will provide enough information to get started on the analysis. We are pleased to work with you and your staff to answer any questions that arise during the course of your work. Additional coordination of traffic analysis data may be required during the TIS review process.

Please contact me directly at 541-774-6316 or Mr. Ron Hughes at 541-957-3696 if you have comments, questions, or require additional information regarding traffic engineering issues or contact Mr. Guevara, ODOT Development Review Planner, at 541-957-3692, if you have comments, questions, or require additional information

regarding land use issues. Mr. Guevara will serve as the lead ODOT Development Review contact for this project

Sincerely,

A handwritten signature in black ink, appearing to read "Wang", with a stylized flourish extending from the end.

Wei "Michael" Wang, P.E. & M.S.
Region 3 Development Review Engineer

Cc's: