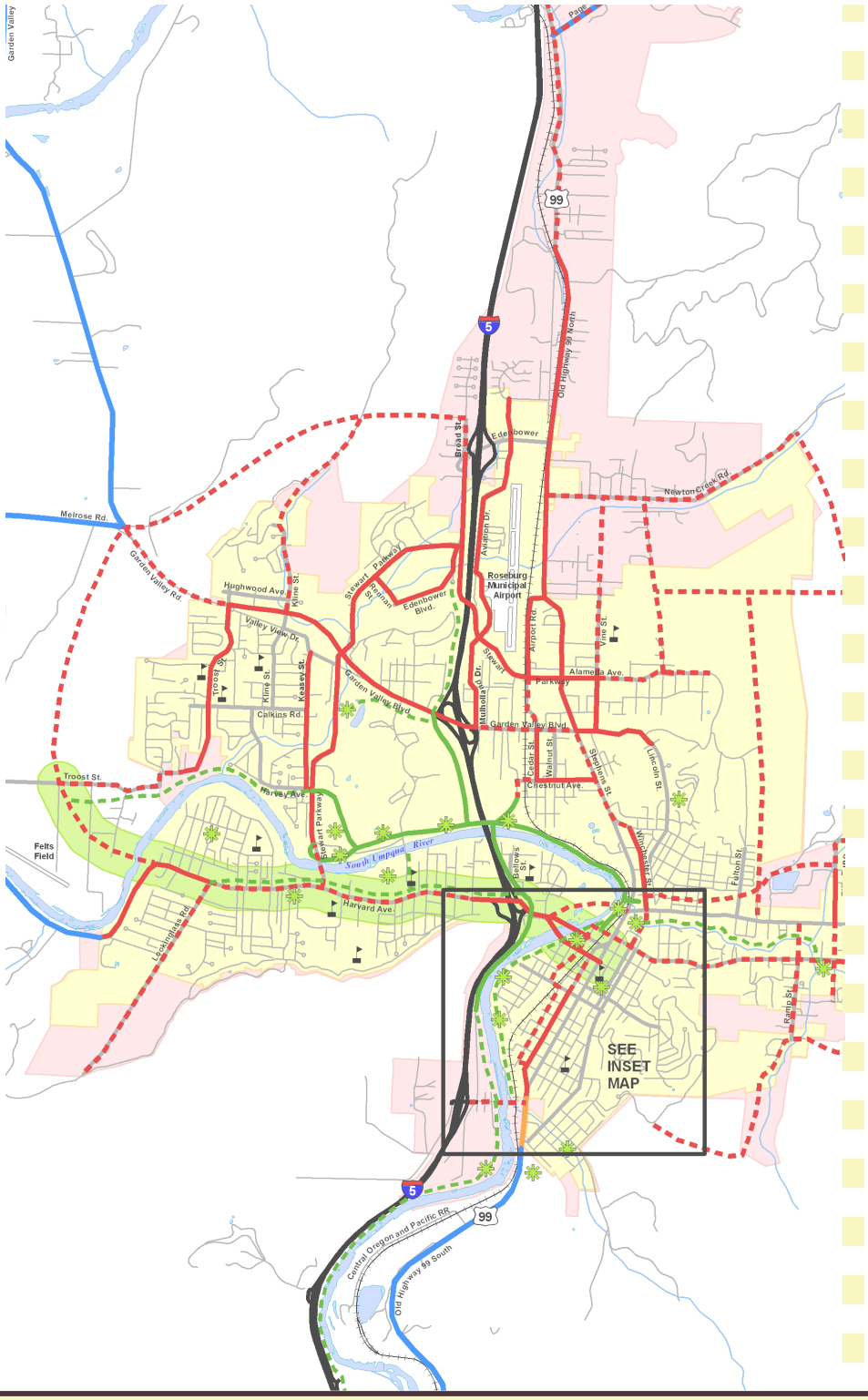








City of Roseburg

Transportation System Plan

June 2006

This project is partially funded by a grant from the TGM Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by the federal Transportation Equity Act for the 21st Century (TEA -21), local government, and the State of Oregon funds.

Acknowledgments

TSP TECHNICAL ADVISORY COMMITTEE (TAC)

- Les Wilson – Project Manager, Roseburg Community Development Department
- Jennie Short – Roseburg Public Works
- Sgt. Fetch – Roseburg Police Department
- Lisa Cortes – Oregon Department of Transportation
- Sharon Kautz – Oregon Department of Transportation
- John Renz – Oregon Department of Land Conservation and Development
- Kelly Niemeyer – Douglas County Planning
- Peggy Kennerly – Douglas County Health and Social Services Department, Senior & Disability Services Division
- Phil Stenbeck – Douglas County Planning
- Paul Tamm – Citizen Participant
- Scott Treece – Central Oregon & Pacific Railroad
- Jack Reilly – Roseburg City Council
- Bruce Lathers – Roseburg School District
- Dan Lovelady – CORP Railroad
- Dan Huff – Umpqua Regional Council of Governments (Director)
- David Voss – Umpqua Regional Council of Governments
- Della Allen – Umpqua Regional Council of Governments – Transportation
- Don Metzger – Roseburg Planning Commission

Glossary

ADA	Americans with Disabilities Act of 1990 (federal)
ADT/AWDT	Average Daily Traffic/Average Weekday Traffic
AMP	Access Management Plan
ATR	Automated Traffic Recorder
CIP	Capital Improvement Plan
CORP	Central Oregon and Pacific Railroad
DEQ	Oregon Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
ESA	Endangered Species Act
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GRATS	Greater Roseburg Area Transportation Study
HCM	Highway Capacity manual
HOV	high occupancy vehicles, typically 2-or-more person carpools and vanpools, and bus transit
LCDC	Land Conservation and Development Commission
LOS	level-of-service
LUDO	Land Use and Development Ordinance
MPO	Metropolitan Planning Organization
Multimodal	The various modes of transportation typically addressed in a TSP, including passenger car, carpool/vanpool, transit, freight/truck, and rail. Aviation is typically discussed separately, except for ground transportation access to and from airports.
MUTCD	Manual on Uniform Traffic Control Devices. The MUTCD contains standards for all traffic control devices as well as criteria (“warrants”) for the installation of traffic signals.
NBIS	National Bridge Inspection Standards
NHS	National Highway System, a federal designation
OAR	Oregon Administrative Rules
ODFW	Oregon Department of Fish and Wildlife
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
ORNHP	Oregon Natural Heritage Program
ORP	Oregon Rail Plan
ORS	Oregon Revised Statutes
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
PHF	Peak Hour Factor

PSE	Plans, Specifications, and Estimates, part of construction documents for projects
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, the current federal transportation act
SOV	single occupant vehicles
STA	Special Transportation Area
STIP	Statewide Transportation Improvement Program, which lists all projects programmed to receive federal and state funds over the next three years
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zone
TDM	Transportation Demand Management
TEA-21	the recently-expired federal transportation act
TPAU	ODOT's Transportation Planning Analysis Unit
Transportation Planning Rule (TPR)	Defines the specific requirements for a transportation system plan under Oregon State law (Statewide Planning Goal 12, Transportation)
TSM	Transportation System Management
TSP	Transportation System Plan
UGA/UGB	Urban Growth Area/Urban Growth Boundary
URCOG	Umpqua Regional Council of Governments
V/C	volume-to-capacity ratio
VHT	vehicle hours traveled
VMT	vehicle miles traveled

Table of Contents

Chapter 1: Goals and Objectives *1-1*

Introduction *1-1*

Goals and Objectives *1-5*
- Goal 1. Overall Transportation System *1-5*
- Goal 2. Enhanced Livability *1-6*
- Goal 3. Transportation and Land Use *1-9*
- Goal 4. Street System *1-9*
- Goal 5. Balanced Transportation System *1-10*
- Goal 6. Transportation that Supports Economic Development *1-11*
- Goal 7. Funding Transportation System Improvements *1-12*

Chapter 2: Review of Existing Plans, Policies, and Standards *2-1*

Overview *2-1*

Summary of Plans *2-1*
- State Documents *2-1*
- Oregon Statewide Planning Goals 2-1
- Douglas County Documents *2-8*
- Local Documents *2-12*
- Local Plans and Studies *2-14*
- Other Documents and Guides *2-17*
- Land Use and Development *2-20*
- Environmental Documents *2-21*

Chapter 3: Transportation Facilities and Services Inventory *3-1*

Introduction *3-1*
- Overview of Roseburg's Street System *3-1*

Street Network *3-2*

Existing Street Functional Classification and Standards *3-2*

Jurisdictional Responsibilities *3-8*
- State-Maintained Highways *3-8*
- County-Maintained Roads *3-10*
- City-Maintained Roads *3-14*
- Privately Maintained Roads *3-21*

Right-of-Way (ROW) Widths and Number of Lanes *3-22*

Standards *3-24*

Pavement Type and Condition *3-25*

On-Street Parking and Public Parking Lots *3-27*

Posted Speed Limits 3-27
Stop Control Devices 3-29
Collision History 3-29
Bridge Conditions 3-41
Bicycle Transportation System 3-45
Pedestrian Transportation System 3-50
Bicycle and Pedestrian Attractors 3-55
Public Transportation Services 3-61
Freight Infrastructure and Services 3-69
Truck Facilities 3-69
Freight Rail 3-71
Railroad Crossings 3-75
Passenger Rail 3-76
Air Facilities 3-76
Pipelines 3-77
Northwest Pipeline Corporation 3-77
Avista Utilities 3-78
Other Utilities 3-78
Waterways 3-78

Chapter 4: Current Conditions and Deficiencies (2004) 4-1
Introduction 4-1
Existing Traffic Conditions 4-1
Traffic Volumes and 30th Highest Hour Volumes 4-1
Peak Hour Factor 4-2
Existing (2004) PM Peak Intersection Operations Analysis 4-15
Signal Warrants 2004 4-21
Previously Identified Deficiencies 4-22
Bicycle Transportation System 4-22
Pedestrian Transportation System 4-22
Public Transportation 4-23
Freight Infrastructure and Services 4-23
Railroad Crossings 4-24
Passenger Rail 4-25
Pipelines 4-25
Public Input from Neighborhood Meeting 4-25
Street Connectivity 4-28
Pavement Condition 4-31
Bridges 4-31

Chapter 5: Future Demand, Deficiencies, and Needs 5-1
Forecasting Methodologies for Intersection and Roadway Segment Analysis 5-1
Projected Land Uses and Travel Demand Model 5-1
Future Traffic Volume Forecasts 5-8
Operations Analysis Methodology and Performance Indicators 5-8
Future Intersection Operations 5-12
Signal Warrants 2025 5-16
UGB Expansions – Charter Oaks Sensitivity Analysis 5-18

Chapter 6: Transportation System Alternatives Development 6-1
Project Identification 6-1
Project Selection Process 6-2

Chapter 7: Preferred Alternative 7-1
Roadway Plan 7-1
Safety Improvement Projects 7-12
Roadway Improvements – Draft Purpose and Need Statements 7-13
Roadway Improvements – Priority Ranking 7-15
Roadway Functional Class 7-16
Typical Street Cross Sections 7-21
Access Management 7-27
Neighborhood Traffic Management/Traffic Calming 7-28
Neighborhood Connections – Local Streets 7-30
Transportation Systems Management (TSM) 7-31
Maintenance 7-31
Intersection Improvements 7-32
Mobility Standards 7-43
Multi-Use Path Network 7-45
Bicycle Transportation System 7-46
Bicycle and Multi-Use Path Improvements Priority Ranking 7-46
Pedestrian Transportation System 7-54
Public Transportation Services 7-60
Freight, Air, Water, and Pipeline Infrastructure and Services 7-61

Chapter 8: Finance Plan 8-1
Introduction 8-1
Capital Improvements List 8-1
Additional Funding Sources 8-13

Street User Fee 8-13
Local-Option Motor Fuel Tax 8-13
Bond Issues 8-14
Local Improvement Districts 8-15
Summary 8-15

Chapter 9: Implementation Policies and Ordinances 9-1
Proposed Amendments – Roseburg Urban Area Comprehensive Plan 9-2
Proposed Amendments – Land Use and Development Ordinance 9-3

List of Tables

Table 2-1. 2004-2007 STIP – Programmed Improvement Projects 2-9
Table 2-2. Roseburg's Local Zoning Categories 2-16
Table 2-3. Standard Street Widths 2-17

Table 3-1. Functional Classification Systems 3-7
Table 3-2. Functional Classification for Major Roads in Roseburg 3-8
Table 3-3. ODOT-Maintained Highways within the Roseburg UBB 3-8
Table 3-4. I-5 Average Daily Traffic at Interchanges in Roseburg, 2001-2003 3-9
Table 3-5. Douglas County-Maintained Roads and County Classification 3-11
Table 3-6. Privately Maintained Roads in Roseburg 3-22
Table 3-7. Right-of-Way Measurements in Roseburg 3-23
Table 3-8. Right-of-Way Measurements Outside Roseburg 3-24
Table 3-9. City of Roseburg Street Design Standards 3-24
Table 3-10. Number of Lanes for Arterials in Roseburg 3-25
Table 3-11. Posted Speeds on Arterials and Collectors Inventoried 3-28
Table 3-12. Collision Totals in Roseburg, by Type 2001-2003 3-33
Table 3-13. High Collision Locations in Roseburg (2001-2003) 3-38
Table 3-14. Predominant Crash Types and Causes at High Accident Locations 3-39
Table 3-15. City of Roseburg Owned/Maintained Bridges 3-42
Table 3-16. NBI Condition Ratings 3-43
Table 3-17. Bridges Owned/Maintained by Douglas County and ODOT 3-44
Table 3-18. Arterials and Collectors in Roseburg—No Existing Bicycle Facilities 3-47
Table 3-19. Arterials and Collectors in Roseburg—Existing Bicycle Facilities 3-48
Table 3-20. Arterials and Collectors in Roseburg with Shoulders 3-49
Table 3-21. Douglas County Bikeway Routes in the Roseburg UGB 3-50
Table 3-22. Missing Sidewalks on Arterials and Collectors in Roseburg 3-51
Table 3-23. Partial Missing Sidewalks on Arterials and Collectors in Roseburg 3-51
Table 3-24. Roseburg's Percentage of Umpqua Transit's Total Ridership 3-62
Table 3-25. Truck Counts in Roseburg 3-70
Table 3-26. Roseburg Railroad At-Grade Crossings 3-75

Table 4-1. Traffic Peak Hour by Intersection *4-7*
Table 4-2. Existing Year (2004) Average Daily Traffic *4-9*
Table 4-3. Existing Year PM Peak Hour Level of Service *4-19*
Table 4-4. Signal Warrant Analysis – Warrant 1 ..... *4-21*

Table 5-1. Summary of Base and Future Year TAZ Land Use *5-5*
Table 5-2. Model Land Use Summary in Roseburg UGB *5-8*
Table 5-3. Douglas County Performance Standards *5-9*
Table 5-4. ODOT Mobility Standards (v/c ratio) by Type of Facility *5-10*
Table 5-5. Mobility Standards for Mitigation Alternatives *5-11*
Table 5-6. Future No-Build Peak Hour Volume-to-Capacity & Level of Service *5-13*
Table 5-7. 2025 Signal Warrant Analysis – Warrant 1 ..... *5-17*

Table 6-1. TAC Decision Criteria *6-4*

Table 7-1. Prioritized Project List *7-15*
Table 7-2. Functional Class Changes to Existing Roads *7-18*
Table 7-3. Proposed Street Characteristics and Design Criteria *7-26*
Table 7-4. Access Management Spacing Standards for Regional Highways *7-28*
Table 7-5. Proposed Roseburg Access Management *7-28*
Table 7-6. Future Operations Results for Roadway Network Alternative No. *7-39*
Table 7-7. Bicycle and Multi-Use Path Improvement Priority Ranking *7-53*

Table 8-1. Cost Estimates for Roadway Projects *8-2*
Table 8-2. Cost Estimates for Other Projects *8-4*
Table 8-3. Summary of Capital Improvements List *8-10*
Table 8-4. City of Roseburg Combined Transportation Funds *8-11*
Table 8-5. Local Option Gas Tax Revenues *8-13*
Table 8-6. Assessed Value *8-14*

List of Figures

Figure 1-1. TSP Work Approach *1-3*
Figure 1-2. TSP Goals and Objectives *1-7*

Figure 3-1. Existing Street Classifications *3-5*
Figure 3-2. Existing Traffic Signals *3-31*
Figure 3-3. High Collision Locations *3-35*
Figure 3-4. Existing Bicycle Facilities *3-53*
Figure 3-5. Missing Sidewalks on Arterials and Collectors *3-59*
Figure 3-6. Existing Fixed-Route Transit *3-63*
Figure 3-7. ODOT's Intercity Passenger Network Status *3-67*
Figure 3-8. Railroad Alignment and Crossings *3-73*

Figure 4-1. Roseburg Study Area Intersections *4-5*
Figure 4-2. Existing Average Daily Traffic Volumes *4-13*

Figure 5-1. Transportation Analysis Zones *5-3*

Figure 7-1. 20-Year Road Network *7-3*
Figure 7-2. Relationship of Mobility and Access *7-17*
Figure 7-3. Future Road Classifications *7-19*
Figure 7-4. Typical Cross Section Alternatives *7-22*
Figure 7-5. Example of Curb Extensions.....*7-29*
Figure 7-6. Example of a Chicane.....*7-30*
Figure 7-7. New Traffic Signals.....*7-35*
Figure 7-8. Downtown District Boundaries – Transportation Mobility Standard ...*7-44*
Figure 7-9 Multi-Use Path Typical Section *7-46*
Figure 7-10. Cul-de-Sac Connect.....*7-47*
Figure 7-11. Cul-de-Sac Connection Design.....*7-47*
Figure 7-12. Bicycle-Friendly Drainage Grates *7-48*
Figure 7-13. Bicycle Facilities Plan *7-51*
Figure 7-14. Pedestrian Facilities Plan.....*7-57*
Figure 7-15. Pedestrian Zone *7-59*
Figure 7-16. Sidewalk Bulbouts *7-60*
Figure 7-17. Designated Freight Routes *7-63*

Appendices

A. Roseburg Inventory
B. Crash Data
C. Rare, Threatened, and Endangered Plants and Animals in Douglas County, Oregon
D. Environmental Compliance for Transportation Projects in Oregon
E. Traffic Counts
F. Traffic Signal Warrants

Chapter 1: Goals and Objectives

Introduction

The City of Roseburg is located in southern Oregon on Interstate 5 and serves as the county seat and regional center of Douglas County. In 2003, the population within the city limits was estimated at 20,480[1]. Within the larger Urban Growth Boundary (UGB) area, the population was estimated at 28,000 with a daytime population estimated to be in excess of 65,000[2]. The planning area includes all of the transportation facilities within the City of Roseburg's UGB. In addition, the City is examining potential expansion of the UGB in the Transportation Analysis Zone (TAZ) 52; the future analysis includes a sensitivity analysis of the proposed UGB expansion.

This Transportation System Plan (TSP) provides guidance and regulatory tools so that the City can develop its transportation system through coordinated policies and planned improvements over the next 20 years. It also identifies planned transportation facilities and services needed to support planned land uses identified in the Comprehensive Plan in a manner consistent with the Transportation Planning Rule (OAR 660-012) and the Oregon Transportation Plan. More generally, this TSP helps to accomplish the following goals:

- Assure adequate planned transportation facilities to support planned uses over the next 20 years;
- Provide certainty and predictability for locating new public streets, roads, highway improvements, and other planned transportation improvements;
- Provide predictability for land development; and
- Help reduce the costs and maximize the efficiency of public spending on transportation facilities and services by coordinating land use and transportation decisions.

From a legal perspective, Oregon State law (Statewide Planning Goal 12, Transportation) requires that all Oregon communities prepare a transportation plan to address existing and future access and circulation needs of the community. The Transportation Planning Rule (TPR) further defines the specific requirements for a transportation system plan, and directs cities and counties to develop strategies that make it more convenient for people to walk, bicycle, use transit, and drive less to meet their daily needs. Practically speaking, the TSP can help to avoid building unneeded, redundant, or unwanted public infrastructure and assist local officials in making short-term decisions that do not contradict future investment plans.

The transportation modes addressed in this TSP include:

- Motor vehicles (autos, trucks/freight)
- Public transportation

[1] Portland State University Estimate, 2003.
[2] Based on comments received from the City of Roseburg and ODOT, 2006.

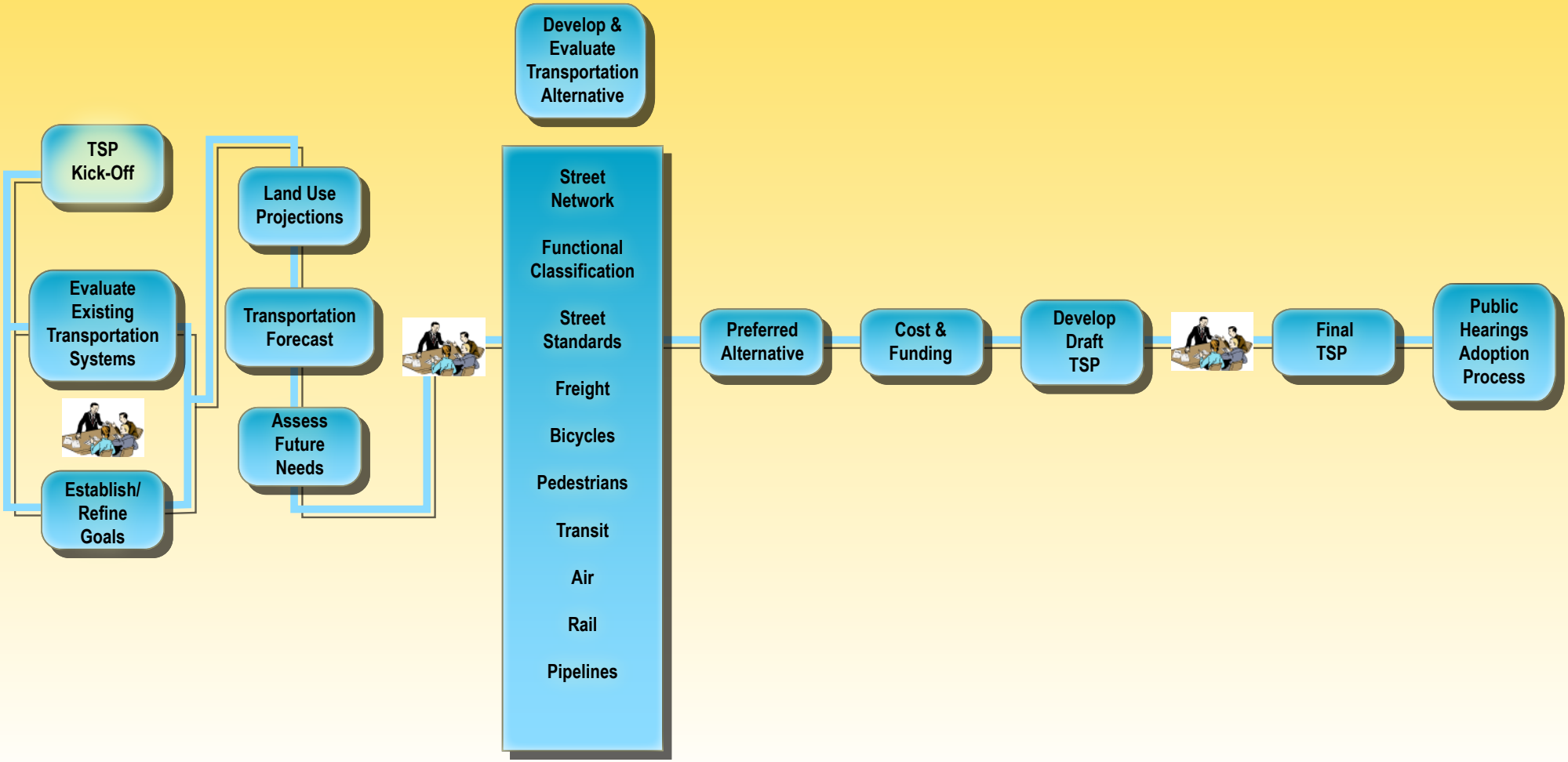
- Bicycles
- Pedestrians
- Other modes (rail, air, pipelines)

Each of these modes is addressed in separate chapters of this TSP, which was developed during several months of extensive transportation planning and engineering analysis as summarized in Figure 1-1.

TSP Work Approach

City of Roseburg

Figure 1-1



The key steps to the plan development process were:

- Inventory transportation system and collect data
- Evaluate existing conditions
- Project future travel demand
- Identify transportation deficiencies and needs by mode
- Develop draft improvement strategies
- Develop preferred action plans
- Develop cost estimates and identify funding sources
- Finalize the TSP

Throughout the plan process, the citizens of Roseburg were given important opportunities to comment upon and shape the emerging plan through public open house meetings. A public TSP kick-off meeting was held on December 15, 2004, to introduce the TSP planning process and purpose to the community, and to provide an opportunity for the public to give input on the TSP goals and objectives and transportation issues in the city. A subsequent public open house was held on May 26, 2005, to present transportation system improvement alternatives, and to give the public an opportunity to provide comments regarding the proposed improvements. In addition, a joint Planning Commission and City Council work session open for public comment was held on July 21, 2005.

A Technical Advisory Committee (TAC) met throughout the project to provide technical review and comment on TSP work products; to provide local, regional, and state policy direction; and to accept or make recommendations on project deliverables. The TAC was responsible for ensuring that TSP activities were consistent with other planning efforts in the area.

Goals and Objectives

The TSP goals and objectives serve as the basis for the TSP for needs analysis, policy and ordinance development, and project selection (see Figure 1-2). These goals and objectives reflect the transportation goals of the City and the overall transportation vision for the Roseburg UGB. The goals and objectives will maximize mobility, safety, efficiency, and accessibility to the transportation system and will address the requirements of the Oregon Transportation Planning Rule (TPR) and the 1992 Oregon Transportation Plan (OTP).

Goal 1. Overall Transportation System

Provide a transportation system for the Roseburg planning area that is safe, efficient, and accessible.

Objectives:

A. Manage projected travel demand consistent with community, land use, environmental, economic, and livability goals.

B. Use the Transportation System Plan as the legal basis and policy foundation for decisions involving transportation issues.

C. Ensure that adequate access for all emergency services vehicles is provided throughout the City.

D. Promote transportation safety through a comprehensive program of engineering, education, and enforcement.

E. Enhance safety by prioritizing and mitigating high collision locations within the City.

F. Designate safe routes from residential areas to schools, and identify transportation improvements needed to ensure the safety of Roseburg's children.

G. Provide satisfactory levels of maintenance to the transportation system in order to preserve user safety, facility aesthetics, and the integrity of the system.

H. Maintain access management standards for streets consistent with city, county, and state requirements to reduce conflicts among vehicles, trucks, bicycles, and pedestrians.

I. The City shall regularly consult with pedestrian, cycling, and the disabled communities regarding transportation needs, plans, and improvements.

Goal 2. Enhanced Livability

Enhance the livability of Roseburg through the location and design of transportation facilities to be compatible with the characteristics of the built, social, and natural environment.

Objectives:

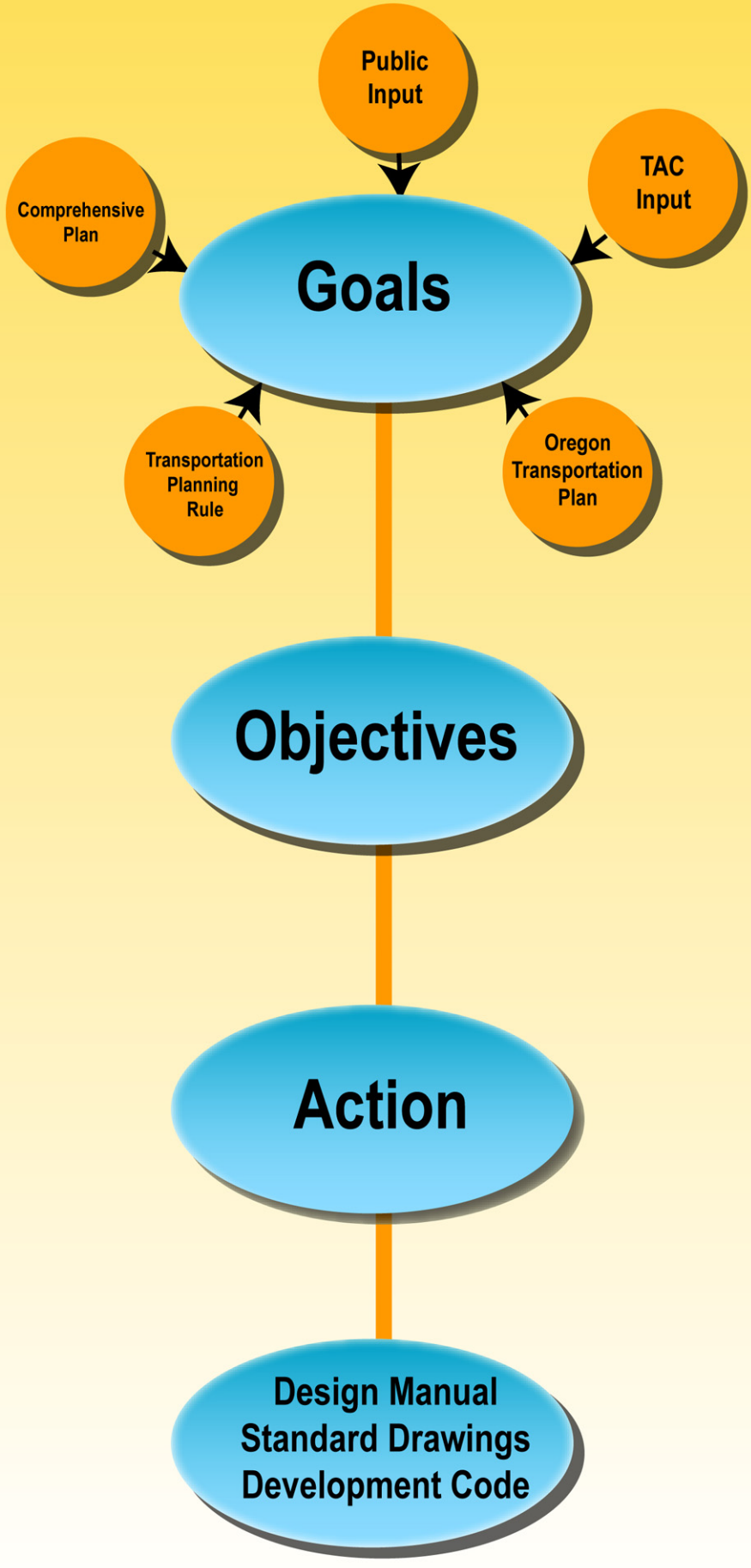
A. Enhance the livability of Roseburg through proper location and design of transportation facilities. Design streets, highways, and multi-use paths to be compatible with the existing and planned characteristics of the surrounding built, social, and natural environment.

B. Locate and design recreational and multi-use paths to balance the needs of human use and enjoyment with resource conservation and social attractions in areas identified in the Comprehensive Plan.

C. Design roadways to enhance livability by ensuring that aesthetics and landscaping are an integral part of Roseburg's transportation system.

D. Manage the transportation system for adequate and efficient operations.

Figure 1-2
Goals and Objectives Relationship



Simple Brief Guiding Statements

Brief Statements Which Focus on How Goals Will Be Met

Recommended Plans, Maps Improvements & Studies Which Implement Objectives

Process and Guidelines for Implementation

E. Construct all transportation facilities to meet the requirements of the Americans with Disabilities Act and other applicable federal and state regulations. A comprehensive list of federal and state regulations is included in Appendix D.

F. The City shall every 3 to 5 years use the walkability and bikeability checklists as a tool to help determine how walkable and bikeable Roseburg is, and where improvements are needed.

G. In order to improve the health of Roseburg's citizens and reduce the dependence on automobiles for all travel, developments or improvement plans will promote walking or cycling for many trips.

H. The design of Roseburg, its neighborhoods, and transportation systems shall encourage walking, bicycling, or other activities that would help more residents reach the recommended 30 minutes each day of moderately intense physical activity.

Goal 3. Transportation and Land Use

Maximize the efficiency of Roseburg's transportation system through effective land use planning.

Objectives:

A. Facilitate development or redevelopment on sites that are best supported by the overall transportation system and that reduce motor vehicle dependency by promoting walking, bicycling, and transit. This may include altering land use patterns through changes to type, density, and design.

B. Plan land uses to increase opportunities for multi-purpose trips.

C. Support mixed-use development.

D. Integrate transportation and land use into development ordinances.

Goal 4. Street System

Provide a well planned, comprehensive street system that serves the needs of the Roseburg UGB.

Objectives:

A. Develop a street classification system to provide an optimal balance between mobility and accessibility for all transportation modes consistent with street function.

B. Design the street system to safely and efficiently accommodate multiple travel modes within public rights-of-way.

C. Balance the needed street function for all travel modes with adjacent land uses through the use of context-sensitive street and streetscape design techniques.

D. Improve existing streets in the Roseburg UGB to City street design standards.

E. Undertake efforts to reduce per capita vehicle miles traveled (VMT) and single occupancy vehicle (SOV) demand through transportation demand management (TDM) strategies.

Goal 5. Balanced Transportation System

Facilitate the development of bus stops, bike lanes, sidewalks, and multi-use paths in the Roseburg UGB to provide more transportation options for Roseburg residents and visitors.

Objectives:

A. Develop a safe, complete, attractive, efficient, and accessible system of pedestrian way and bicycle ways including bike lanes, shared roadways, multi-use paths, and sidewalks.

B. Provide connectivity to each area of the City for convenient multimodal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, employment, and recreational areas, and the Roseburg core city area by identifying and developing improvements that address connectivity needs.

C. Implement Roseburg street standards that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck, and auto use, and recognize these streets as important to the community identity.

D. Develop neighborhood and local connections to provide adequate circulation into and out of neighborhoods.

E. Construct multi-use paths where they can be developed with satisfactory design components that address safety, security, maintainability, and acceptable uses.

F. Work with regional and local public transportation providers to identify opportunities to improve public transportation service within the City and to surrounding communities.

G. Recognizing that maintenance is a major source of complaints and a widely cited reason for lack of use, increase maintenance of pedestrian and bicycle lanes and facilities.

H. The City shall investigate, and as appropriate, adopt incentives to promote ridesharing, walking, cycling (such as best parking spaces for carpools, covered/locked bike parking with fewer auto spaces, covered shelter for carpoolers or transit users, etc.)

I. The City shall educate the public about, and enforce laws protecting pedestrians and cyclists as one way to promote those activities.

J. The City shall regularly consult with state-wide pedestrian and bicycle groups regarding bicycle and pedestrian improvement ideas, safety, education, and improvements.

K. The City shall actively seek representatives from the pedestrian, cycling, and disabled communities on public works commission and similar groups.

L. City plans and the Land Use and Development Ordinance need to address the need to maximize the comfort level of driving (such as fewer distractions and driveways, increase site distances, etc.) consistent with the needs for access.

Goal 6. Transportation that Supports Economic Development

Facilitate the provision of a multimodal transport system for the efficient, safe, and competitive movement of goods and services to, from, and within the Roseburg UGB.

Objectives:

A. Promote accessibility to transport modes that fulfill the needs of freight shippers.

B. Balance the needs of moving freight with community livability.

C. Provide safe routing of hazardous materials consistent with federal guidelines, and provide for public involvement in the process.

D. Designate arterial routes and freeway access are essential for efficient movement of goods. Design these facilities and adjacent land uses to reflect the needs of goods movement.

E. Encourage and support the operation, maintenance, and expansion of facilities and services provided at or near the Roseburg Regional Airport that accommodate passenger air travel, air cargo, and charter services.

F. Provide for the current and future needs of commercial and general aviation and facilities, consistent with the Roseburg Regional Airport Master Plan. Protect public investment at the Roseburg Regional Airport by allowing compatible land use and development within the airport environs to be consistent with the Roseburg Regional Airport Master Plan.

G. Promote the appropriate location of regional pipeline systems to enhance security, local service, and efficiency.

H. Meet federal and state safety compliance standards for operation, construction, and maintenance of the rail system.

I. Consider the needs of railroad transportation facilities to enhance economic resources. Add railroad safety components for railroad to be compliant with safety standards.

J. Plan for future parking in downtown Roseburg by addressing future parking needs.

K. Manage on-street parking in downtown Roseburg to assist in slowing traffic, facilitating pedestrian movement, and efficiently supporting local businesses and residences consistent with the land use and mobility goals for each street.

L. Require an appropriate supply and design of off-street parking facilities to promote economic vitality, neighborhood livability, efficient use of urban space, and reduced reliance on single occupancy motor vehicles.

Goal 7. Funding Transportation System Improvements

Implement the transportation plan by working cooperatively with federal, state, regional, and local governments, the private sector, and residents. Create a stable, flexible financial system for funding transportation improvements.

Objectives:

A. Regularly update the City's System Development Charges for transportation system projects.

B. Regularly update the costs contained in the System Development Charges for transportation system projects to reflect increases in the rate of inflation.

C. Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area. Key agencies for coordination include Douglas County, Oregon Department of Transportation, URCOG, and Umpqua Transit.

D. Participate in regional transportation, growth management, and air quality improvement policies. Work with agencies to assure adequate funding of transportation facilities to support these policies.

E. Maintain a current capital improvement program that establishes the City's construction and improvement priorities, and allocates the appropriate level of funding.

F. Establish rights-of-way at the time of land division or site development and, where appropriate, officially secure them by dedication of property.

G. Working in partnership with Oregon Department of Transportation, Douglas County, and other jurisdictions and agencies, develop a long-range financial strategy to make needed improvements to the transportation system and support operational and maintenance requirements.

H. Establish and provide adequate funding for maintenance of the capital investment in transportation facilities.

I. Ensure System Development Charges are available for all transportation modes.

Chapter 2: Review of Existing Plans, Policies, and Standards

Overview

This chapter reviews existing plans, policies, and standards and identifies important transportation and land use issues that were considered in the preparation of the *Roseburg Transportation System Plan* (TSP). A variety of transportation studies, transportation plans, and other transportation-related documents have been produced by various jurisdictions in the past, and the relevance of these documents to the Roseburg TSP varies widely. This chapter provides a synopsis of several documents, including the *Oregon Transportation Plan*, all Oregon Department of Transportation (ODOT) modal plans, *2004-2007 Statewide Transportation Improvement Program* (STIP), *Intercity Passenger Policy and Program, the Freight Moves the Oregon Economy Report,* as well as environmental documents, Douglas County documents, and other transportation studies. Several City of Roseburg documents were reviewed, including the *City of Roseburg Ten Year Capital Improvement Plan,* the City of Roseburg's *Land Use and Development Ordinance*, and the *Comprehensive Plan*. These documents contain goals and policies for the city related to transportation.

Summary of Plans

Following are summaries of relevant plans grouped at the state, county/regional, and local levels.

State Documents

Oregon Statewide Planning Goals

Goal 12. Transportation

Since 1973, Oregon has maintained a strong statewide program for land use planning, and the foundation of that program is a set of 19 statewide planning goals. These goals express the state's policies on land use and on related topics, such as citizen involvement, housing, and natural resources.

Oregon's statewide goals are achieved through local comprehensive planning. State law requires each city and county to adopt a comprehensive plan, and the zoning and land-division ordinances needed to put the plan into effect. The local comprehensive plans must be consistent with the statewide planning goals. Plans are reviewed for such consistency by the State's Land Conservation and Development Commission (LCDC). When LCDC officially approves a local government's plan, the plan is said to be "acknowledged." It then becomes the controlling document for land use in the area covered by that plan.

Transportation is addressed by Goal 12. Goal 12 is to provide and encourage a safe, convenient, and economic transportation system. Goal 12 states that a transportation

plan shall 1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle, and pedestrian; 2) be based upon an inventory of local, regional, and state transportation needs; 3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes; 4) avoid principal reliance upon any one mode of transportation; 5) minimize adverse social, economic, and environmental impacts and costs; 6) conserve energy; 7) meet the needs of the transportation disadvantaged by improving transportation services; 8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and 9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.

Transportation Planning Rule (TPR) Oregon Administrative Rule (OAR) 660-012

The TPR implements Oregon Statewide Planning Goal 12. The TPR directs cities and counties to develop balanced transportation systems addressing all modes of travel including motor vehicles, transit, bicycles, and pedestrians. The TPR envisions development of local plans that will promote changes in land use patterns and transportation systems that make it more convenient for people to walk, bicycle, use transit, and drive less to meet their daily needs. A fundamental issue in local and regional transportation system plans is a strategy to reduce reliance on the automobile.

The purpose of the rule is to promote safe, convenient, and economic transportation systems and coordination between affected levels of government in all steps of a transportation system plan (TSP). The TPR requires jurisdictions throughout Oregon to prepare and adopt local or regional transportation plans that are incorporated into their respective comprehensive plans.

Access Management OAR 734-051 (Division 51)

Division 51 governs the permitting, management, and standards of approaches to state highways to ensure safe and efficient operation of the state highways.

The purpose of the Division 51 rules is to provide a safe and efficient transportation system through the preservation of public safety, the improvement and development of transportation facilities, the protection of highway traffic from the hazards of unrestricted and unregulated entry from adjacent property, and the elimination of hazards due to highway grade intersections. These rules establish procedures and criteria used by the Department to govern highway approaches, access control, spacing standards, medians, and turning movement restrictions in compliance with statewide planning goals and in a manner compatible with acknowledged comprehensive plans and consistent with Oregon Revised Statutes (ORS), Oregon Administrative Rules (OAR), and the 1999 Oregon Highway Plan (OHP).

Access Management is a broad set of techniques that balance the need to provide efficient, safe, and timely travel throughout the state with the need to allow access to individual destinations. The goals of Access Management are to reduce congestion,

reduce accident rates, lessen the need for highway widening, conserve energy, and reduce air pollution.

State of Oregon Transportation Plan

The Oregon Department of Transportation (ODOT) utilizes several planning documents to guide transportation planning efforts and transportation system improvements in the state. The Oregon Transportation Plan (OTP) is ODOT's guiding policy document. The OTP and its modal components represent the State's Transportation System Plan and drive all transportation planning in Oregon. The plans provide a framework for cooperation between ODOT and local jurisdictions and offer guidance to cities and counties for developing local modal plans. The following lists the different modal plans that have been established and the year the plan was adopted by the Oregon Transportation Commission (OTC):

- Oregon Transportation Plan, 1992
- Aviation System Plan, 2000
- Bicycle/Pedestrian Plan, 1995
- Transportation Safety and Action Plan, 1995
- Public Transportation Plan, 1997
- Oregon Highway Plan, 1999
- Rail Freight and Passenger Plan, 2001

Oregon Transportation Plan (1992)

The Oregon Transportation Commission adopted the Oregon Transportation Plan in September 1992. The OTP has three elements: 1) Goals and Policies; 2) Transportation System; and 3) Implementation. The OTP meets a legal requirement that the OTC develop and maintain a plan for a multimodal transportation system for Oregon. Further, the OTP implements the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) requirements for the state transportation plan. The OTP also meets land use planning requirements for State agency coordination and the Goal 12 Transportation Planning Rule. This rule requires ODOT, the cities, and the counties of Oregon to cooperatively plan and develop balanced transportation systems.

Oregon Aviation System Plan (2000)

The Aviation System Plan applies general policies from the Oregon Transportation Plan to the state's public-use aviation system. It calls for an aviation system marked by efficiency, accessibility, environmental responsibility, connectivity among places and

transportation modes, safety, security, and financial stability. The Aviation System Plan provides forecasts and inventories for public access airports in the state. Some key issues that affect development of the aviation component of the Roseburg TSP are the following:

- Local governments own most airports, but have limited resources available for airport maintenance and improvement.
- The federal government owns most of the navigational system.
- FAA determines funding levels and prioritization of expenditures.

There are two airports in the Roseburg UGB, the Roseburg Regional Airport and the George Felt Airport. The nearest airport with commercial service is in Eugene about 70 miles to the north. More detailed aviation facility descriptions are provided in the existing conditions chapter of this TSP.

Oregon Bicycle and Pedestrian Plan (1995)

The goal of this Plan is to provide safe, accessible, and convenient bicycling and walking facilities in the state, and to support and encourage increased levels of bicycling and walking. The plan identifies policies, classification of bikeways, construction and maintenance guidelines, and suggested actions to achieve these objectives. These actions address the need to: 1) provide bikeway and walkway systems that are integrated with other transportation systems; 2) create a safe, convenient, and attractive bicycling and walking environment, and 3) develop education programs that improve bicycle and pedestrian safety.

Oregon Transportation Safety and Action Plan (1995)

The *Oregon Transportation Safety Action Plan* was developed to be the safety element for the *Oregon Transportation Plan (OTP)*. It is one of several modal or multimodal plans called for in the OTP that defines, in greater detail, system improvements, legislative needs, and financial needs. These plans provide guidance for investment decisions that are reflected in the *Statewide Transportation Improvement Program (STIP)*, the *Highway Safety Plan,* and the operating budgets of implementing agencies.

This plan established the most important safety priorities for Oregon by identifying 70 actions relating to all modes of transportation, and addresses roadway, driver and vehicle characteristics. Included in this plan is specific guidance regarding the way safety issues should be considered in local transportation planning. Thus, local transportation plans, as well as modal and corridor plans, should consider the following:

- Involvement in the planning process of engineering, enforcement, and emergency service personnel as well as local transportation safety groups
- Safety objectives
- Resolution of goal conflicts between safety and other issues

Oregon Public Transportation Plan (1997)

This plan is primarily focused on public transportation in metropolitan and urban areas. The minimum level of service standards (for communities with population of at least 2,500 located within 20 miles of an urban central city) that apply in year 2015 are as follows:

- Coordinate intercity senior and disabled services with intercity bus and van services open to the general public.
- Coordinate local public transportation and senior and disabled services to intercity bus services.
- Provide an accessible ride to anyone requesting services.
- Provide at least 1.7 annual hours of public transportation service per capita with fixed-route, dial-a-ride, or other service types.
- Provide at least one accessible vehicle for every 40 hours of service.
- Provide a backup vehicle for every 3.5 vehicles.
- Provide daily peak hour commuter service to the core areas of the central city.
- Provide a guaranteed ride home program to all users of the public transportation system and publicize it well.
- Provide park-and-ride facilities along transit route corridors to meet reasonable peak and off-peak demand for such facilities.
- Maintain vehicles and corresponding facilities in a cost-effective manner and replace vehicles when they reach suggested retirement age.
- Establish ridematching and demand management programs in communities of 5,000 where there are employers with 500 or more workers who are not already covered by a regional ridematching/demand management program.

In addition to public transportation, the plan also describes minimum level of service standards for intercity bus and passenger rail.

Oregon Highway Plan (1999)

This plan defines policies and investment strategies for Oregon's state highways for the next 20 years. It further refines the goals and policies of the Oregon Transportation Plan and is part of Oregon's Statewide Transportation Plan. The Highway Plan has three main elements:

1. The Vision presents a vision for the future of the state highway system, describes economic and demographic trends in Oregon, future transportation technologies, summarizes the policy and legal context of the Highway Plan, and contains information on the current highway system.

2. The Policy Element contains goals, policies, and actions in five policy areas: system definition, system management, access management, travel alternatives, and environmental and scenic resources.

3. The System Element contains an analysis of state highway needs, revenue forecasts, investment strategies, implementation strategies, and performance measures.

The Highway Plan gives policy and investment direction to corridor plans and transportation system plans that are prepared around the state, but leaves the responsibility for identifying specific projects and modal alternatives to these local planning efforts.

Specifically relevant to the Roseburg UGB are performance measure standards and access management standards for Old Highway 99, OR 138, and Interstate 5, which are included in the Highway Plan.

Oregon Rail Plan (2001)

The Oregon Rail Plan (ORP) is the first comprehensive assessment of the state's rail planning, freight rail, and passenger rail systems since the 1992 *Oregon Rail Passenger Policy and Plan* and the 1994 *Oregon Rail Freight Plan*. This plan provides an updated overview of the rail system in Oregon. It outlines the state rail planning process and examines specific rail lines in detail that may be eligible for state or federal financial assistance. The plan examines service trends for low-density rail lines, which are increasingly being served by short haul (Class III) railroads. In addition, the plan describes minimum level of service standards for freight and passenger rail systems in Oregon.

The activities of the regional carrier Central Oregon & Pacific Railroad (CORP) dominate railroading in Southwestern Oregon. The CORP main line south of Eugene through Roseburg and on to Medford is a former Southern Pacific line that was purchased by CORP January 1, 1995. While the railroad operates through service between Medford and Roseburg, most traffic either heads north out of Roseburg or south out of Medford. A large wood products operation at Dillard (just south of Roseburg) contributes the bulk of the traffic on the northern end of the line. The closest AMTRAK passenger rail service is located in Eugene.

Intercity Passenger Policy and Program (2000)

The focus of the Intercity Passenger Program is on evaluating and supporting bus, rail, and air intercity passenger transportation services in Oregon. The State Transportation Planning Rule requires that all communities include planning for intercity passenger facilities in their transportation system plans.

Intercity passenger facilities are those locations where passengers traveling from one city to another can transfer from one travel mode to another. Typically, intercity passenger facilities include train stations, bus terminals, airports, and some transit transfer facilities. Intercity passenger facilities should also accommodate transfers between intercity travel modes and local modes such as local transit, taxis, shuttles, bikeways, sidewalks, and the automobile. Although it is most convenient to have all local and interurban travel modes serve one facility, this is not always possible given geographic, historic, or land utilization reasons.

The Oregon Department of Transportation receives federal money annually to fund transit projects around the state. Fifteen percent of this must be used to support travel among rural communities. Under the Oregon Transportation Commission's rural transportation policy, the Public Transit Division tries to ensure that all communities with populations of 2,500 or more have reasonable access to round-trip-in-a-day transportation to the next largest market economy. ODOT has three ratings for intercity passenger networks in Oregon: adequate service, inadequate service, and missing service. Roseburg is listed as having adequate service to Sutherlin, Myrtle Creek, and Eugene, but missing service to Winston (see following map).

Roseburg has two airports and Greyhound bus service, and Umpqua Transit provides some intercity local transit. There is no passenger rail service in Roseburg.

Statewide Transportation Improvement Program (STIP), 2004-2007

Oregon's Statewide Transportation Improvement Program is the state's transportation capital improvement program, which fulfills the requirements of the Transportation Equity Act for the 21st Century (TEA-21). The STIP lists the schedule of transportation projects for the four-year period from 2004 to 2007. It is a compilation of projects utilizing various federal and state funding programs, and includes projects on the state, county, and city transportation systems as well as projects in the National Parks, National Forests, and Indian Reservations.

The improvement projects programmed in the 2004-2007 STIP for the Roseburg UGB are shown in Table 2-1.

The STIP is not a planning document; rather, it is a project prioritization and scheduling document developed through various planning processes involving local and regional governments, transportation agencies, and the interested public. Through the STIP, ODOT allocates resources to those projects that have been given the highest priority in these plans. See the 2004-2007 STIP for a complete list of projects.

I-5 State of the Interstate Report (2000)

The Oregon Department of Transportation (ODOT) completed the *I-5 State of the Interstate Report* in June 2000. The report provides an assessment of the existing and forecasted safety, geometric, and operating conditions along the entire length of

Interstate 5 from California to Washington. The document covers a wide range of issues, including:

- Overview of related plans, policies, and studies
- Trends in population, employment, land use, and transportation
- Existing and forecasted conditions for each I-5 interchange and mainline freeway segment
- Environmental conditions and potential development impact areas
- Opportunities for short-term improvements

Within ODOT's Region 3 – which encompasses southern Oregon, including Roseburg – the report states that travelers will experience significant congestion on I-5 by 2020. Many interchanges in this region are expected to have intersections at ramp terminals operating at an unacceptable level of congestion if no improvements are made. The problems associated with interchanges are expected to occur in the more populated portions of the corridor.

2003 ODOT Highway Design Manual

The 2003 ODOT Highway Design Manual provides uniform standards and procedures for ODOT. It is intended to provide guidance for the location and design of new construction, major reconstruction, and resurfacing, restoration, or rehabilitation projects. It has 14 chapters that cover the design specifications for all aspects of a multimodal transportation system including roadway designs, bike and pedestrian facility designs, and public transportation facilities.

The manual is required to be used by ODOT personnel for all planning, development, and construction projects located on state highways. The manual should also be used by local planners in determining design requirements for state highways in TSP's, Corridor Plans, and Refinement Plans. Applicable highways in the Roseburg UGB are OR 138 and Interstate 5.

Douglas County Documents

Douglas County Comprehensive Plan (Transportation Element) (2004)

The purpose of the Transportation Element is to address, in detail, Statewide Planning Goal 12 and to assist in the development of an effective and efficient transportation network that is compatible with the environment, local and adjacent jurisdictions, and land use planning.

Table 2-1. 2004-2007 STIP – Programmed Improvement Projects for the Roseburg UGB

2004-2007 STIP (Approved)							
Key	**Section**	**Route**	**Highway Name**	**Total Cost**	**Description**	**Status**	**Year (FFY)**
11728	I-5 (MP 125) & OR138E (MP 0.10) 2 SIGNAL REBUILDS	I-5	PACIFIC	$600,000	SIGNAL REBUILD, UPGRADE SIGNAL PHASING AND ADD LEFT-TURN LANE	PSEDOC	2005
13255	DOUGLAS COUNTY FAIRGROUND/SHADY BR MULTI-USE PATH			$957,000	CONSTRUCT MULTI-USE PATH AT DOUGLAS COUNTY FAIRGROUNDS/SHADY BRIDGE	PSEDOC	2007
13467	SUTHERLIN-ROSEBURG PROJECT (amended)	I-5	PACIFIC	$49,794,000	REPLACE BR#S 07565A, 07563A, 07631&A, 07627A&B, 07628A&B, 07629B, INLAY/OVERLAY WIDEN OR138W	PSEDOC	2005
13532	I-5: EXIT 129 - NORTH UMPQUA RIVER BRIDGES (amended)		PACIFIC	$59,463,000	REPLACE STRUCTURES 07632, 07663C, 07663A, AND REALIGN INTERCHANGE	PSEDOC	2006
11851	OR 99: N UMPQUA RIVER (OLD WINCHESTER) BRIDGE REHAB (amended)	OR-99	OAKLAND-SHADY	$9,379,000	BRIDGE WIDENING, REHAB FLOOR BEAMS.	PSEDOC	2007

Source: Oregon Statewide Transportation Improvement Program, 2004-2007

This page left blank intentionally.

The Transportation Element contains findings concerning:

- The background and existing conditions that affect Douglas County's transportation system;
- A description of Douglas County's transportation facilities;
- A County roadway network plan; and
- A Bikeway Master Plan and Policies.

Also contained are general transportation goals, as well as detailed discussions of the road, rail, air, waterways, pipeline, pedestrian and bicycle transportation modes, and the transportation disadvantaged.

Douglas County Transportation System Plan (2004)

The State of Oregon's Goal 12, the Transportation Planning Rule, requires ODOT, the cities, and the counties of Oregon to cooperatively plan and develop balanced transportation systems. Douglas County's TSP fulfills this planning requirement. Douglas County's TSP is comprised of compiled elements from its Comprehensive Plan as well as a few supporting documents. Listed below is a synopsis of relevant sections in the County's TSP.

Douglas County Comprehensive Plan Chapter 13: Transportation Element
Douglas County TSP provides volume to capacity (V/C) standards to county roads. The standards for a given route vary based on the urban or rural nature, speeds, and surrounding land use designations. The volume to capacity ratio is a measure of roadway congestion. This ratio is calculated by dividing the number of vehicles passing through a section of road during the peak hour by the capacity of the section. The classification system is as follows with the associated v/c standard: Principal Highway, V/C = 0.70; Arterial, V/C = 0.85; Major Collector, V/C = 0.90; Minor Collector, V/C = 0.95; Necessary Local, V/C = 0.95.

Douglas County Comprehensive Plan Chapter 15: Land Use Element
The Land Use Element of the Comprehensive Plan has sections that address transportation issues for urban areas, urban unincorporated areas, and rural communities. As a part of transportation planning in urban unincorporated areas, urban area circulation plans were completed for five of the six urban unincorporated areas in Douglas County. They were completed for Gardiner, Glide, Green, Tri-City, and Winchester Bay. There were five major objectives that factored into the development of these plans:

1. Provide convenient access to all existing and future residential, commercial, industrial, and public areas.

2. Ensure safety of vehicular movement.

3. Keep through traffic out of neighborhoods.

4. Ensure that streets are economically planned.

5. Ensure the adequate access of emergency vehicles to all dwellings.

In addition to the circulation plans, the Land Use Element presents the street classification system, other standards, and an implementation strategy for the circulation plans.

Support Document to the Transportation Element of the Douglas County Comprehensive Plan
This document provides supplemental information in support of the Transportation Element. It provides a detailed discussion of roads, rail, air, waterways, pipeline, public transportation, pedestrian and bicycle transportation, and the transportation disadvantaged. Information is also provided on vehicle trip generation by land use type. Compiled in Appendix A is a list of state and county major roads and a compilation of project lists found in the TSP including needed/planned projects and desirable/future projects.

Douglas County Bikeway Master Plan (2004)
This document describes the popularity and multiple benefits of bicycling and establishes the need for long-range coordinated bicycle facilities planning. The Plan identifies, among other things, the existing bikeway system, construction guidelines, and bicycle safety education.

Local Documents

City of Roseburg Urban Area Comprehensive Plan (rev. 1993)

The City's original Comprehensive Plan was adopted in 1982 and was updated in 1993. It is a long-range general policy guide that identifies and plans for future needs in the physical, social, economic, administrative, and financial policy and infrastructure. The Comprehensive Plan was intended to prepare the city for future growth, in compliance with Oregon's statewide planning goals.

The Transportation Element of the Comprehensive Plan reviews traffic studies, defines roadway functional classifications, details existing conditions, and establishes a goal for the Roseburg transportation system. The goal of the Comprehensive Plan's Transportation Element is to develop and maintain a safe, convenient, and economic transportation system that minimizes community disruption and promotes the timely, orderly, and energy-efficient movement of people and goods around and through the urban area. The Comprehensive Plan subsequently details 11 objectives and 15 supporting policies to reach this goal.

While the Comprehensive Plan primarily serves as a guide for improvements to the urban area's street circulation system, the Transportation Element also considers other modes of transportation such as public transit, air, rail, bicycle, and pedestrian facilities. Also, as this plan is designed to address the integration of all aspects of land use and transportation, several of the other Elements have relevance to the TSP as well.

City of Roseburg Land Use and Development Ordinance (LUDO) (rev. 2004)

The City's LUDO is designed to provide and coordinate regulations in the Roseburg Urban Area governing the development and use of lands and to implement the *Roseburg Urban Area Comprehensive Plan*. It guides the design and approval process for land use development applications, and also contains design standards for transportation improvements required as a condition of development approval.

City of Roseburg Ten-Year Capital Improvement Plan (CIP) (2004)

The CIP proposes improvements to the City of Roseburg's transportation system, particularly those parts of the system that are most affected by population growth such as arterials and collectors. Increased demand on these types of streets, which are already the most heavily used, can lead to safety problems and unwanted delay.

The CIP provides an approximate cost estimate for each of the 18 proposed improvements. The projects have also been prioritized to assist the City in effectively implementing the improvements.

These projects may be partially or fully funded through the development of a Transportation System Development Charge.

Greater Roseburg Area Transportation Study (GRATS) (1996)

The Greater Roseburg Area Transportation Study was completed in 1996 as a precursor to the TSP. This study provided a long-term analysis of multimodal transportation system needs in the area extending from south of the Green-Winston area to Winchester on the north, a larger area than the Roseburg UGB. This document summarizes the results of the public participation process, analyses of existing and future transportation conditions, evaluations of Transportation Demand Management strategies, and identifies alternatives that address regional transportation needs.

The preferred alternative relied extensively on land use policies to reduce travel demand that were never formally adopted. The document, however, provides a substantial amount of information useful for the TSP.

City of Roseburg Bikeway Master Plan (1988)

The City's 1988 *Bikeway Master Plan* provides an inventory of completed and planned bikeways throughout the City. Although it is a dated document, at the time it was written the City already had established a system of multi-use paths. In the 16 years following the *Bikeway Master Plan*, most of the planned bikeways have been designated throughout the City, and include both designated bike lanes and shared bike routes.

City of Roseburg Urban Growth Management Agreement (1994)

The City's Urban Growth Management Agreement with Douglas County provides for the joint management of the Roseburg Urban Growth Area and for the coordination of land use activity in identified areas of mutual interest. Areas of mutual interest are the Charter Oaks Area and the Roseburg Regional Airport. It reaffirms the City's planning authority within the UGB on City land and Douglas County's planning authority within the UGB on county-owned land. The guiding document in both cases is the City of Roseburg's Comprehensive Plan. The point of this document is to make sure that future planning efforts of the City and County are consistent and coordinated.

Additionally, there is a supplemental section on development standards and a Zoning Plan.

Local Plans and Studies

In addition to the aforementioned plans and studies, there are other transportation studies that have been produced for specific facilities in the Roseburg UGB. Following are relevant traffic/transportation studies that have been performed at the street or corridor level.

Diamond Lake Boulevard/OR 138E Access Management Plan (AMP) (2003)

The Oregon Department of Transportation and the City of Roseburg jointly prepared this access management plan for State Highway 138 in Roseburg. It was developed to increase the linkage of State access management requirements with local land use, local street circulation, and economic development goals.

The Diamond Lake Boulevard corridor was generally developed before access management, land use criteria, and general development standards were codified. This access management plan presents a comprehensive inventory of all public and private approaches to the highway and provides short, medium, and long-range recommendations for access removal and consolidation, traffic signals, local street circulation, and future street connections. AMP policies and standards will be applied at the time of redevelopment and new development.

Garden Valley Corridor Traffic Signal Study (2002)

This 2002 study evaluated the signals on Garden Valley Boulevard between NE Stephens Street and NW Kline Street, identified problems and gave recommendations for operational upgrades and information on the installation of Opticom in the corridor. Opticom is a preemption system that turns a traffic signal to a green phase when activated by an approaching emergency service vehicle.

Garden Valley Boulevard Corridor Study (1992)

This study identifies corridor and local roadway improvement options that, either singly or in combination, have the potential for enhancing traffic circulation patterns and accommodating anticipated area development.

After following a standard corridor study process (assess existing conditions, develop future traffic volumes, develop, evaluate, and select a preferred alternative), 12 multi-faceted micro-level improvements were identified, that if implemented could relieve future traffic congestion.

At the time the document was written, none of the improvement projects had been ranked, prioritized, or implemented.

Land Development Traffic Impact Analysis Stewart Parkway (1992)

Stewart Parkway is of key significance to mobility in Roseburg and new development has and will increase traffic on the Parkway. The purpose of this study was to 1) estimate the future traffic volumes that will be using the Stewart Parkway corridor as a result of the North Roseburg I-5 Interchange and the potential land development in the area, and 2) determine the roadway configuration that will be required to serve these volumes at an acceptable level of service. A number of conclusions and recommendations were made to address this issue.

Local Zoning, Subdivision Ordinances, and Associated Street Engineering Standards

Zoning: The following table presents the City of Roseburg's local zoning categories.

Table 2-2. Roseburg's Local Zoning Categories

Comprehensive Plan Land Use Designation	Zoning Classification	Abbreviation
Public, Semi Public	Pubic Reserve	PR
	Airport District	AP
Parks/Open Space and Hazard Areas	Public Reserve	PR
	Residential Open Space	RO
Low Density Residential	Low Density Residential	R-1-10
	Single-Family Residential	R-1-7.5
	Single-Family Residential	R-1-6
	Limited Commercial	C-1
Medium Density Residential	Limited Multiple-Family Residential	MR-14
	Medium Density Multiple-Family Residential	MR-18
	Limited Commercial	C-1
High Density Residential	Multiple-Family Residential	MR-29
	High Density Multiple-Family Residential	MR-40
	Limited Commercial	C-1
Professional Office	Professional Office	PO
Commercial	Limited Commercial	C-1
	Community Commercial	C-2
	General Commercial	C-3
	Mixed Use	MU
Industrial	Light Industrial	M-1
	Medium Industrial	M-2
	Heavy Industrial	M-3
	Mixed Use	MU

Subdivision Ordinances: Following are the requirements that subdivision preliminary plans, improvement plans, partitions, and common boundary line adjustments must adhere to[3]:

- Conformity with the Comprehensive Plan.
- Conformity with the Zoning Chapter.

[3] A variance from these provisions may be granted in hardship cases.

- The internal street system must be completed and connected to the adjoining city street system.
- Undeveloped but developable parcels in a subdivision must be laid out so that when developed in the future, they will conform to standards.
- Parcels must have direct access to a public road.
- The subdivider may be subject to additional, special studies before approval is given.

Street Engineering Standards: Section 4.150 of the City of Roseburg's *Land Use and Development Ordinance* specifies standards for streets and roads.

Table 2-3. Standard Street Widths

Type of Street	Right-of-Way Width	Paving Width[1]
Arterials	70' – 120'[2]	40' – 80'[2]
Collector Streets and All Business Streets Other than Arterials	60' – 70'[4]	40' – 48'[2]
Local Streets in Single-Family Density Areas	60'	34'
Cul-de-Sacs	60'	34'
Circular Ends of Cul-de-Sacs	96'[3]	80'[3]
All Streets Not Specifically Provided for Above	60'	34'

[1] Measured from face-to-face of curbs.
[2] The approving authority may require a width within the limits shown, based upon adjacent physical conditions, safety of the public and the traffic needs of the community, sidewalk width, and in accordance with other specifications of the Ordinance.
[3] Measured by diameter of circle constituting circular end.
[4] Right-of-Way to 70 feet may be required with wider sidewalks.

In addition to street widths, this section covers generalities (dedication, special safety requirements), reserve strips, intersection angles and offsets, topography, and expectations for future street extensions. It also covers cul-de-sacs, street naming, grades and curves, and rules for subdivisions that are adjacent to arterial or collector streets.

Other Documents and Guides

In addition to the documents listed above, two specialized documents exist that have an impact on the Roseburg Transportation System Plan.

Downtown Roseburg Master Plan (1999)

Since the late 1960's a number of planning efforts have been completed to help guide the development of Downtown Roseburg to stimulation economic development, promote quality development, and create a vibrant and appealing town center. As the resource extraction economy in Oregon wanes, an economic restructuring has been occurring in many cities where those industries once dominated, including Roseburg.

Through an extensive public input process, several issues were identified to improve the vibrancy of Downtown Roseburg. Key concepts and issues were developed and actionable items identified, some of which relate to the transportation system.

- Circulation, signage, and linkages to other city districts are poor.
- The Downtown parking building is an outstanding asset.
- Downtown should be a regional shopping destination.
- Need linkages to the riverfront area.
- Need for improved bicycle and pedestrian facilities.

The plan closes with time-staggered implementation strategies and a listing of potential funding mechanisms.

Roseburg Regional Airport Master Plan Update 1995-2014 (1996)

This master plan forecasts airport facility requirements, includes a 20-year development program and identifies methods to implement airport-related programs for the planning period 1995-2014. This document includes an airport inventory, service forecasts, facility requirements, airport plans, land use and environmental relationships, and a financial plan.

As this facility parallels I-5, the airport's ability to acquire land is constrained. This constraint, paired with projected increases in daily customer visits, will impact the transportation system. As the Airport Impact Overlay District is modified, allowable abutting land uses may need to be changed. There are different transportation system requirements needed for commercial, industrial, and residential zones.

Governor's Executive Orders on Quality Development and Sustainability (2003)

Sustainability (EO 03-03): This executive order is intended to support and drive the goals of the Oregon Sustainability Act (Act) adopted by the Legislature in 2001. This Order directs state employees to move the State of Oregon closer to a more "sustainable" state. The reasoning is that the state should not trade one essential aspect of well-being for another, but take actions that will sustain all of Oregon's assets.

> "Sustainability is doing business with an eye to the triple bottom line - economy, community, and environment. Oregon state government must

define sustainability, produce goals within state government to achieve sustainability, identify challenges to achieving sustainability and measure our performance based on sustainability."[4]

In accordance with ORS 184.423 Section 2 (5), ODOT is one of the agencies that is required to develop and implement a sustainability plan.

***Quality Development (EO 00-23)**:* The Governor established the following Quality Development Objectives (QDO) for the State of Oregon by Executive Order No. EO00-23:

- Promote compact development within urban growth boundaries to minimize the cost of providing public services and infrastructure and to protect resource land outside urban growth boundaries.
- Give priority to a quality mix of development that addresses the economic and community goals of a community and region.
- Encourage mixed use, energy-efficient development designed to encourage walking, biking, and transit use.
- Support development that is compatible with a community's ability to provide adequate public facilities and services.
- Facilitate development that is compatible with community and regional environmental concerns and available natural resources.
- Support development that provides for a balance of jobs and affordable housing within a community to reduce the need to commute long distances between home and work, thereby minimizing personal commuting cost as well as the public and societal cost of expanding the transportation infrastructure.
- Promote sustainable local and regional economies in order to provide jobs for residents and financial support for community services.

These Quality Development Objectives guide state agency actions in community development. The Governor established a Community Solutions Team comprised of representatives from the Oregon Department of Transportation, Department of Environmental Quality, Oregon Economic and Community Development Department, Oregon Housing and Community Services Department, and the Department of Land Conservation and Development. These agencies are to:

1. Ensure that agency actions are consistent with the QDO.

2. Each Director of the Community Solutions Team Agency shall designate staff to implement the executive order and develop a training program to implement the QDO.

[4] http://www.oregonsolutions.net/execOrder/sustain_eo.cfm

3. Submit a report to the Governor on how each agency will implement the QDO.

4. Implement an ongoing mechanism to ensure coordination among major programs affecting community development.

5. Submit a report to the Governor's office on how the QDO are being implemented.

6. Use population and employment forecasts developed or approved by the Department of Administrative Service's Office of Economic Analysis in coordination with Oregon's 36 counties to plan and implement programs and activities.

Through the Community Solutions Teams, local priority projects are identified that need multi-agency coordination for successful completion.

Land Use and Development

The City of Roseburg is the largest city in Douglas County and acts as a regional hub for commerce. Roseburg's Urban Growth Area (UGA) was established in 1982 and has not been significantly altered since that time. The decades that followed have seen population increase from 16,644 in 1980 to 20,017 in 2000, an increase of 20 percent. The City acts as the industrial, commercial, and service hub for Douglas County and its economy has expanded such that Roseburg has also become a center of commerce, health, and other professional services.

As growth continues, past studies have found that the amount of land available for development within the current Urban Growth Area is becoming insufficient to meet future development needs. The Umpqua Regional Council of Governments (URCOG) has found that most of the level land within the UGA has been developed or is being held for needed commercial and industrial expansion, leaving housing developers in particular with limited opportunities on land that is more constrained and costly to develop. In order to more clearly determine the status of available land, the URCOG was commissioned to produce an updated Urban Growth Area Study for the City of Roseburg.

The URCOG study will be in three parts: the Buildable Lands Inventory, the Housing Type and Density Study, and the Housing Needs Analysis. The Buildable Lands Inventory is the foundation upon which to determine what land is currently available and whether the existing supply will meet projected future needs.

Below is a summary of the initial draft results of this study:

- There is a total of 43.8 acres of commercially zoned and designated land available within the UGB.
- There are about 185 acres of buildable industrial land in the UGB.

- There are approximately 1,326 unconstrained buildable acres of land designated for residential use and zoned for residential, agricultural, forest, grazing, and woodlot uses available within the existing UGB as of February 4, 2004.
- The analyses performed to produce the preliminary report indicate that the City will need to add about 1,000 acres of land to its net buildable residential land inventory to meet the needs of its projected population to the year 2024, based upon an annual average population growth rate of 2.5%.

Roseburg's Planning Commission is considering several different options to address this shortage and final decisions will be made after the writing of this document. Strategies include:

- Create higher densities
- Annex all lands inside the UGB and apply city densities
- Expand the UGB to include Charter Oaks - West side north of the Umpqua south of Garden Valley Blvd - at the end of Troost Street
- Expand the UGB to include hillside areas east of town both north and south of Diamond Lake Blvd
- Expand UGB to include the Melrose area (Garden Valley Blvd outside town)

Environmental Documents

Several environmental conservation and protection policies and programs may have bearing on the Roseburg TSP. Applicable policies and programs have been summarized below.

The Oregon Natural Heritage Program

The Oregon Natural Heritage Program (ORNHP) is a cooperative, interagency effort to identify the plant, animal, and plant community resources of Oregon. ORNHP maintains comprehensive databases for Oregon biodiversity, concentrating on the rare and endangered plants, animals, and ecosystems. Site-specific information is available from ORNHP.

The Oregon Natural Heritage Program has three main program areas. It works to voluntarily establish natural areas in Oregon, manages the Rare and Endangered Invertebrate Program for the State of Oregon, and manages the Oregon Natural Heritage Databank, containing comprehensive information on ecologically and scientifically significant natural areas in the state.

The Oregon Natural Heritage Databank is Oregon's most comprehensive database of rare, threatened, and endangered species and includes site-specific information on the occurrences, biology, and status of over 2,000 species throughout Oregon. It includes the state's only database of natural vegetation, with descriptions and information on the

occurrences and protected locations of all known ecosystem types. The Natural Heritage Data System provides information to guide implementation of the Natural Heritage Plan, including the selection of natural areas for registration and dedication.

When identifying transportation projects it will be necessary to take environmental concerns into account. The ORNH databank can inform what rare species are known to be in or near a project site. A list of threatened or endangers species known to be present in Douglas County is in Appendix C. Site-specific information is available from ONRHP.

The Oregon Department of Environmental Quality

The Oregon Department of Environmental Quality (DEQ) is a regulatory agency whose job is to protect the quality of Oregon's Environment. DEQ is responsible for protecting and enhancing Oregon's water and air quality, for cleaning up spills and releases of hazardous materials, and for managing the proper disposal of hazardous and solid wastes. In addition to local programs, the Environmental Protection Agency (EPA) delegates authority to DEQ to operate federal environmental programs within the state such as the Federal Clean Air, Clean Water, and Resource Conservation and Recovery Acts. The DEQ is also authorized by the EPA to regulate hazardous waste in Oregon. Proper hazardous waste management is an integral part of protecting Oregon's land, air, and water systems.

A number of fact sheets are available from the DEQ website[5] that identify what constitutes hazardous waste, how to report it, and who to contact to research site-specific hazardous waste.

Oregon Department of Fish and Wildlife

The Oregon Department of Fish and Wildlife's (ODFW) mission is to protect and enhance Oregon's fish and wildlife and their habitats for use and enjoyment by present and future generations. More information about the Department's regulations and restrictions can be found on ODFW's website[6].

Statewide Planning Goal 5 – Natural Resources

The Oregon Department of Land Conservation and Development's (DLCD) Goal 5's intent is "[t]o protect natural resources and conserve scenic and historic areas and open spaces." Local governments, through their comprehensive plans, are required to address natural resource protection. It is a broad statewide planning goal that covers more than a dozen resources, including wildlife habitats, historic places, and mineral and aggregate resources. It was originally adopted in 1974. Goal 5 and related Oregon

[5] http://www.deq.state.or.us/pubs/factsheets.asp
[6] http://www.dfw.state.or.us/

Administrative Rules (Chapter 660, Divisions 16 and 23) describe how cities and counties are to plan and zone land to conserve resources listed in the goal.

Goal 5 and its rules establish a five-step planning process for Oregon's cities and counties:

1. Inventory local occurrences of resources listed in Goal 5 and decide which ones are important.

2. Identify potential land uses on or near each resource site and any conflicts that might result.

3. Analyze economic, social, environmental, and energy (ESEE) consequences of such conflicts.

4. Decide whether the resource should be fully or partially protected, and justify the decision.

5. Adopt measures such as zoning to put that policy into effect.

Goal 5 requires that local governments inventory the following resources:

- Riparian corridors, including water and riparian areas and fish habitat
- Wetlands
- Wildlife Habitat
- Federal Wild and Scenic Rivers
- State Scenic Waterways
- Groundwater Resources
- Approved Oregon Recreation Trails
- Natural Areas
- Wilderness Areas
- Mineral and Aggregate Resources
- Energy sources
- Cultural areas

Goal 5 encourages local governments to maintain current inventories of the following resources:

- Historic Resources
- Open Space
- Scenic Views and Sites

Federal Endangered Species Act and Oregon Endangered Species Act

The federal Endangered Species Act (ESA)[7] was passed in 1973 to conserve, protect, and recover species listed as endangered or threatened, and the ecosystems upon which they depend. Under this law, species may be listed either as "endangered" with extinction or "threatened" with endangerment. All species of plants and animals, except pest insects, are eligible for listing as endangered or threatened.

The federal and state ESAs are separate and independent, but somewhat parallel, regulatory programs that apply in different ways within Oregon. The Oregon ESA (1987) requires the "conservation" of listed species, and defines "conservation" as the use of methods and procedures necessary to bring a species to the point where measures no longer are necessary to ensure a species' persistence over time and generations. The Oregon ESA covers plants, fish, and wildlife, but does not extend to invertebrates. There are 1,261 listings under the federal ESA in the United States. Of those, 54 listings apply to animals or plants native to Oregon.

The provisions of federal law pre-empt any less protective provisions of state law. Species native to Oregon, and which are listed under the federal ESA, are subject to the provisions of federal law. Species listed by the Oregon Fish and Wildlife Commission also are protected by state law.

For any new transportation project in Roseburg, the Oregon Natural Heritage Databank should be referenced. The ONHD is Oregon's most comprehensive database of rare, threatened, and endangered species and includes site-specific information on the occurrences, biology, and status of over 2,000 species throughout Oregon.

[7] http://endangered.fws.gov/ESA/ESA.html

Chapter 3: Transportation Facilities and Services Inventory

Introduction

This chapter summarizes the transportation facilities inventory for all modes of transportation services within and adjacent to the City of Roseburg's UGB. The inventory assessed the capacity, condition, and degree of connectivity of the existing transportation system for all modes of transportation. An area-wide inventory was conducted for all facilities and services to ensure a connected and coordinated transportation system.

The inventory of the existing transportation system conducted as part of the transportation system planning process includes:

- Existing street characteristics including physical features, traffic control, functional classification, collision data, and connectivity with primary emphasis on the arterial and collector street systems
- Public transit
- Truck and rail freight
- Other surface transportation such as intercity bus and passenger rail
- Air transportation
- Pedestrian and bicycle systems

The inventory data comes from a variety of sources and field collection. This inventory provides a benchmark (basis of comparison) for future assessment of transportation conditions in Roseburg.

Overview of Roseburg's Street System

Roseburg is bisected by Interstate 5 (I-5), which generally runs in a north-south direction through town and connects to OR 138 and Old Highway 99. There are five I-5 interchanges that serve Roseburg: Exit 129 – Winchester/Wilbur, Exit 127 – Edenbower Boulevard, Exit 125 – Garden Valley Boulevard, Exit 124 – Harvard Avenue, and Exit 123 – Portland Avenue.

Old Highway 99 passes through Roseburg's UGB in the north from Sutherlin towards Winston. It runs north/south through town and connects to I-5, OR 138, and eventually to OR 42 south of Roseburg.

OR 138 runs north/south on I-5 from Sutherlin to Exit 124 – Harvard Avenue to Oak Avenue/Washington Avenue, Stephens Street, where it then runs east through town as Diamond Lake Boulevard and exits the UGB in the east. It connects to Old Highway 99 and I-5.

The street system in Roseburg largely consists of a two-way street grid system. Roseburg west of I-5 is predominantly residential, except for some concentrated commercial development on Garden Valley Boulevard, Stewart Parkway, and Harvard Avenue. The east side of Roseburg is the oldest part of the city and is a mix of residential and commercial areas.

Roseburg has east-west connectivity by way of several routes that cross the I-5 barrier. Large roads such as Harvard Avenue, Garden Valley Boulevard, Edenbower Boulevard, and Stewart Parkway allow traffic to navigate past the physical barrier of Interstate 5.

The completed Roseburg street inventory is a presented as a detailed table in Appendix A. It describes roadway features including number of lanes, posted speeds, functional classification, on-street parking, intersection traffic control, sidewalks, and bicycle facilities for each road segment in Roseburg. This information was obtained through a combination of extensive field work, from City of Roseburg staff and from other governmental agencies. The Umpqua Regional Council of Governments (URCOG) provided information related to transit service. Aviation, freight-related information including trucking, freight rail, and pipelines was obtained from applicable agencies.

Street Network

This section describes the existing street circulation system within the Roseburg UGB including jurisdictional ownership and maintenance responsibilities, functional classification, physical features and traffic control, and safety.

Existing Street Functional Classification and Standards

Functional classification provides a systematic basis for determining future right-of-way and improvement needs, and can also be used to provide general guidance to appropriate desired vehicular street design characteristics. Roadway functional classification is based on the relative priority of traffic mobility and access functions that are served by the street. From a design perspective, the functions of mobility and access can be incompatible since high or continuous speeds are desirable for mobility, while low speeds are more desirable for access. At one end of the spectrum of mobility and access are freeways, which emphasize moving high volumes of traffic, allowing only highly controlled access points. At the other end of the spectrum are residential cul-de-sac streets, which provide access only to parcels with direct frontage and allow no through traffic. Between the ends of this spectrum are arterials, collectors, and local streets each with an increasingly greater emphasis on mobility. Arterials emphasize a high level of mobility for through movement; local facilities emphasize the land access function; and collectors offer a balance of both functions. Classifications can be further stratified into major and minor arterials and collectors.

The purpose of classifying roads within the study area is to provide a balanced transportation system that facilitates mobility for all modes at acceptable levels of

service while providing sufficient access to adjacent land uses and ensuring neighborhood livability. Currently, ODOT, the City of Roseburg, and Douglas County use different roadway classifications and standards for roads within the study area. The Transportation Planning Rule requires that classification of streets within the City be provided. The classification must be consistent with state and regional transportation plans for continuity between adjacent jurisdictions.

The City of Roseburg applies a Street Functional Classification system to reserve future rights of way, determine street design, and develop future street improvement projects. As described in the City of Roseburg's Comprehensive Plan, this system is comprised of five specific designations: freeway, arterial street, collector street, local street, and cul-de-sac street.

Freeway – The highest form of roadway design. This type of facility is intended to provide for the expeditious movement of large volumes of traffic between, across, around, or through a city, region, or state. The freeway is a divided highway with full control of access. It is not intended to provide access to abutting land. Complete separation of conflicting traffic movements is provided.

Arterial Street – The primary function of an arterial street is to provide for the traffic movement between areas and across portions of a city or region, direct service to principal generators, and connect to the freeway-expressway system. A subordinate function is the provision of access to abutting land. Since the primary function of this type of street is movement of vehicles rather than access to abutting land or temporary storage of vehicles, arterial streets are subject to regulation and control of parking, turning movements, entrances, exits, and curb uses. Control of access may also be required.

Collector Street – A street that provides for traffic movement within neighborhoods and between activity centers, between arterial streets and local streets, and for direct access to abutting land.

Local Street – Provides access to abutting land. These streets serve local traffic movements and are not intended to accommodate trough traffic.

Cul-de-sac Street – Functions as a local street providing access to abutting land. A cul-de-sac is not a through street and contains a turnaround.

Figure 3-1 is a map of Roseburg's roads that have a functional classification above local street.

In order to be consistent with Oregon's Transportation Planning Rule, it is required that bike lanes be included on new or reconstructed arterial and collector streets. The intent of this requirement is to provide reasonably direct routes for bicycle and pedestrian travel. Roseburg's bicycle and pedestrian facilities are detailed in a later section of this chapter. Appendix A presents a complete list of bicycle facilities by road segment.

Different agencies in Oregon have different Functional Classification systems. The functional classes between jurisdictions have no correlation. Table 3-1 shows the functional classification systems used by the City of Roseburg, Douglas County, and ODOT. Douglas County further subdivides the classification into Rural and Urban roads. For this report, only the Urban Classification system is included, as this is what applies within the Roseburg UGB. Table 3-2 presents the functional classification for selected major roads by jurisdiction. Below are descriptions of the streets in Roseburg that are classified higher than a local road according to the city's classification system.

The roadways within city limits presently classified as arterials by the City of Roseburg are:

- Garden Valley Boulevard
- Harvard Avenue
- Stewart Parkway
- Edenbower Boulevard between Stephens Street and Stewart Parkway
- Diamond Lake Boulevard
- Pine Street
- Stephens Street
- Washington Avenue
- Oak Avenue

The roadways within city limits presently classified as collector streets by the City of Roseburg are:

- Troost Street
- Mulholland Drive/Aviation Drive
- Lookingglass Road
- Douglas Avenue
- Ramp Street
- Winchester Street
- Garden Valley Boulevard (east of Stephens Street)
- Vine Street
- Alameda Avenue

The roadways within the Roseburg UGB presently classified as minor collector streets by the City of Roseburg are:

- Hughwood Drive
- Harvey Avenue

CITY OF ROSEBURG

TRANSPORTATION SYSTEM PLAN

Figure 3-1: Existing Street Classifications

Legend

- Freeway
- Arterial
- Collector
- Minor Collector
- Local
- Railroads
- City Boundary
- UGB Area

This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.

0 0.5 1 2 Miles

N

SEE INSET MAP

Harvard Ave.
Washington St.
Diamond Lake Blvd.
Oak Ave.
Douglas Ave.
Owler St.
Rose St.
Jackson St.
Main St.
Kane St.
Chadwick St.
Spruce
Mosher Ave.
Fullerton St.
Flint St.
Lane Ave.
Pine St.
Stephens St.
Terrace Dr.
Mill St.
Cobb St.
Jackson St.
Hamilton St.
Main St.
Eddy St.
Kane St.
Portland Ave.
5
99
North Bank Rd.
Wilbur Rd.
Del Rio Rd
Central Oregon and Pacific RR
Umpqua College Rd.
Del Rio Rd.
North Umpqua River
Page Rd.
Garden Valley Rd.
Old Highway 99 North
Broad St.
Edenbower
Newton Creek Rd.
Aviation Dr.
Roseburg Municipal Airport
Airport Rd.
Vine St.
Alameda Ave.
Parkway
Stewart Dr.
Mulholland Dr.
Garden Valley Blvd.
Cedar St.
Walnut St.
Chestnut Ave.
Stephens St.
Lincoln St.
Sunshine Rd.
Melrose Rd.
Garden Valley Rd.
Hughwood Ave.
Kline St.
Stewart Parkway
Rennan
Edenbower Blvd.
Valley View Dr.
Troost St.
Kline St.
Keasey St.
Calkins Rd.
Garden Valley Blvd.
Troost St.
Harvey Ave.
Stewart Parkway
South Umpqua River
Felts Field
Harvard Ave.
Lookingglass Rd.
Bellows St.
Winchester St.
Fulton St.
Rifle Range St.
Diamond Lake Blvd.
Douglas Ave.
Ramp St.
138
Central Oregon and Pacific RR
Old Highway 99 South

- Calkins Road
- Kline Street
- Valley View Drive (between Kline Street and Stewart Parkway)
- Keasey Street
- Renann Street
- Edenbower Boulevard (between Renann Street and Stewart Parkway)
- Airport Road
- Cedar Street (north of Chestnut Avenue)
- Walnut Street (north of Chestnut Avenue)
- Chestnut Avenue
- Lincoln Street
- Fulton Street
- Rifle Range Street
- Bellows Street
- Mosher Avenue
- Lane Avenue (east of Stephens Street)
- Jackson Street (between Mosher Avenue and Douglas Avenue), and
- Main Street (south of Douglas Avenue)

Table 3-1. Functional Classification Systems

City of Roseburg	Douglas County*	ODOT*
Freeway	Principal Arterial	Interstate Highway
Arterial	Minor Arterial	Urban Principal Arterial
Collector	Collector	Urban Minor Arterial
Minor Collector	Local Access	Urban Collector
Local Street		Urban Local Street
Cul-de-sac Street	*Urban Area Classifications	*Urban is applied for areas with over 5,000 people.

Table 3-2. Functional Classification for Major Roads in Roseburg, by Jurisdiction

Road	City of Roseburg	Douglas County	ODOT
Interstate 5	Freeway	Principal Arterial	Interstate Highway
Hwy 138/ Diamond Lake Blvd	Arterial	Principal Arterial	Principal Arterial
Stephens Street	Arterial	Minor Arterial	Principal Arterial
Lookingglass Road	Arterial	Minor Arterial	Arterial
Garden Valley Boulevard	Arterial	Minor Arterial	Minor Arterial
Alameda Street	Collector	Collector	Rural Major Collector
Stewart Parkway	Arterial	Minor Arterial	Minor Arterial
Harvard Avenue	Arterial	Minor Arterial	Minor Arterial
Douglas Avenue	Collector	Collector	Minor Arterial
Pine Street	Arterial	Minor Arterial	Principal Arterial
Oak Avenue	Arterial	Minor Arterial	Principal/Minor Arterial
Washington Avenue	Arterial	Minor Arterial	Principal/Minor Arterial

Jurisdictional Responsibilities

The Oregon Department of Transportation (ODOT), Douglas County, and the City of Roseburg all maintain portions of the existing street system within the study area. There are a number of privately maintained roads in the study area as well.

The following section presents a summary of the jurisdictional responsibility for the various streets and highways within the Roseburg UGB. Included are state highways, county roads, and city and private streets.

State-Maintained Highways

Within the planning area, ODOT-maintained facilities are Interstate 5 (I-5) and Highway 138. Table 3-3 specifies the two roads within the Roseburg UGB maintained by the State of Oregon.

Table 3-3. ODOT-Maintained Highways within the Roseburg UGB

Street	From	To	Functional Classification
Interstate 5	North UGB Line	South UGB Line	Interstate
Highway 138	North UGB Line (I-5)	East UGB Line	Principal Arterial

I-5 is a well-maintained, four-lane divided freeway with a posted speed of 65 miles per hour (mph) withn the Roseburg UGB. According to the *I-5 State of the Interstate* report, pavement conditions along I-5 are generally "good" (defined on pages 3-27). It is classified by the 1999 *Oregon Highway Plan* as having interstate significance and serves as the primary north and south through route for traffic traveling through the area.

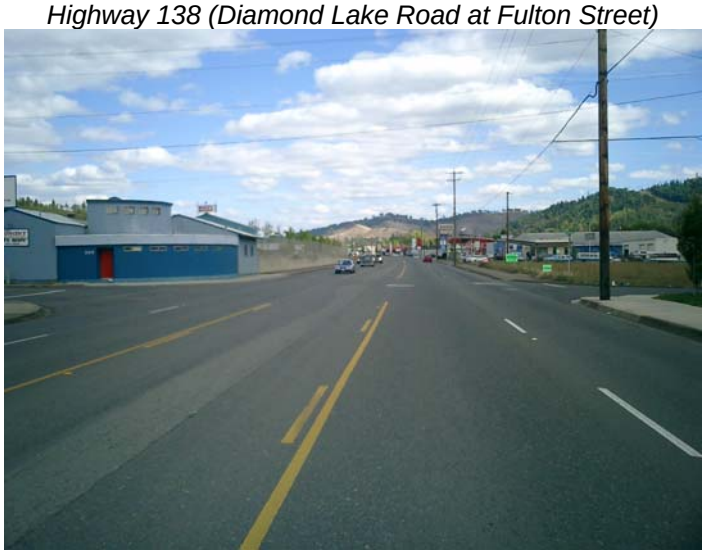
In 2003, ODOT recorded the I-5 Average Daily Traffic (ADT) at Exit 124 (Roseburg City Center) to be 44,600 vehicles in both directions. Table 3-4 presents I-5 ADT for all of the I-5 segments in the Roseburg UGB for the past three years.

Table 3-4. I-5 Average Daily Traffic at Interchanges in Roseburg, 2001-2003

Mile Post	Location	2001 ADT	2002 ADT	2003 ADT
120.79	0.30 mile north of Highway 99 Interchange	41,500	43,900	42,300
122.71	0.30 mile south of Portland Avenue Interchange	42,400	42,800	43,200
123.84	0.30 mile south of Harvard Avenue Interchange	43,400	44,200	44,600
124.78	0.30 mile south of Garden Valley Blvd. Interchange	43,300	44,000	44,500
126.83	0.40 mile south of Edenbower Blvd. Interchange	30,700	31,400	31,900
129.12	0.10 mile south of Winchester Interchange	33,100	34,900	35,200
129.75	Roseburg Automatic Traffic Recorder, 0.53 mile north of Winchester Interchange	29,900	31,500	32,000

Highway 138 is classified by the 1999 Oregon Highway Plan as having regional significance. Highway 138 runs from Elkton in the west, through Sutherlin and Roseburg, connecting to US Highway 97 to the east. Because Highway 138 connects to Highway 38 at Elkton, it is a primary connection between seaports and recreational areas on the coast and Interstate 5. Access to the Cascade Range and Central Oregon is available by way of Highway 138 east through Roseburg. Highway 138, also known as Diamond Lake Boulevard, serves both local and regional traffic.

Highway 138 (Diamond Lake Road at Fulton Street)



Highway 138 in Roseburg is part of a couplet system between Interstate 5 and Diamond Lake Boulevard. It is a five-lane highway with a posted speed of 55 mph east of Patterson Street, posted speed of 45 mph east of Cummins Street, and posted speed of 35 mph west of Cummins Street. Highway 138 between Stephens Street and I-5 is also known as Washington Avenue (westbound) and Oak Avenue (eastbound). The speed limit on Highway 138 on these roads is 30 mph.

County-Maintained Roads

Douglas County also maintains roads outside of the city limits but within the Roseburg UGB. Table 3-5 shows the streets within the Roseburg UGB maintained by Douglas County and county functional classifications above local street. The majority of these roadways are residential streets or rural roads. There are also minor collectors, major collectors, and one arterial listed in the *Douglas County Transportation System Plan* (2001).

Table 3-5. Douglas County-Maintained Roads and County Functional Classification

Street	From	To	County Functional Classification
Amanda Court	Edenbower Boulevard	End	Local Street
Athena Lane	Northpark Lane	Balder Lane	Local Street
Atkinson Court	Hewitt Avenue	Cul-de-Sac	Local Street
Balder Lane	Zeus Lane	Athena Lane	Local Street
Blossom Avenue	Joseph Street	Hooker Road	Local Street
Broad Street	Edenbower Boulevard	End	Minor Collector
Buckhorn Road	State Hwy 138	Roseburg UGB	Major Collector
Calypso Lane	Northpark Lane	Balder Lane	Local Street
Carmen Street	Kirby Avenue	End	Local Street
Carolyn Lane	Hewitt Avenue	End	Local Street
Christie Street	Mercy Hills Drive	End	Local Street
Clover Avenue	Stephens Street	End	Local Street
Club Street	Stephens Street	End	Local Street
Creek Avenue	Laurel Springs	End	Local Street
Currier Street	Stephens Street	End	Local Street
Danita Lane	Mary Ann Lane	End	Local Street
Dobie Court	Kirby Avenue	Cul-de-Sac	Local Street
Douglas Avenue	Roseburg City Limits	State Hwy 138	Minor Collector
Angela Court	Edenbower Boulevard	End	Local Street
Cordelia Court	Edenbower Boulevard	End	Local Street
Kristen Court	Edenbower Boulevard	End	Local Street
Fairhill Drive	Wilson-Collins Road	End	Local Street
Firesteel Road	Stephens Street	End	Local Street
Follett Street	Newton Creek Road	End	Local Street
Frear Street	Portland Avenue	End	Local Street
General Avenue	Joseph Street	Roseburg City Limits	Minor Collector
Glencross Avenue	Stephens Street	End	Local Street
Grahm Street	Currier Street	End	Local Street
Greenley Street	Troost Street	End	Local Street
Heritage Way	Portland Avenue	Roseburg UGB	Local Street
Hewitt Avenue	Stephens Street	Atkinson Court	Minor Collector
Hooker Road	General Avenue	Keller Road	Minor Collector
Houseley Avenue	Stephens Street	Johnson Street	Local Street
Hughes Loop	Knoll Avenue	End	Local Street
Hughes Street	Newton Creek Road	End	Local Street
Isabell Avenue	Stephens Street	End	Local Street
Joanne Drive	Ridge Avenue	Newton Creek Road	Local Street

Street	From	To	County Functional Classification
Johnson Street	Houseley Avenue	Newton Creek Road	Minor Collector
Joseph Street	General Avenue	End	Local Street
Keller Road	Hooker Road	End	Local Street
Kendall Street	Portland Avenue	End	Local Street
Kerr Street	Meadow Avenue	Zues Lane	Local Street
Kester Road	State Hwy 138	Roseburg UGB	Minor Collector
Kimberly Street	Mercy Hills Drive	End	Local Street
Kincaid Drive	State Hwy 138	Douglas Avenue	Local Street
Kirby Avenue	Parker Road	End	Minor Collector
Knoll Avenue	Johnson Street	Slope Street	Minor Collector
Laurel Springs Drive	Newton Creek Road	End	Local Street
Lookingglass Road	Roseburg City Limits	Roseburg UGB	Arterial
Louise Lane	Hewitt Avenue	End	Local Street
Makah Street	Navajo Avenue	End	Local Street
Marlene Drive	Newton Creek Road	End	Local Street
Mary Ann Lane	Stephens Street	End	Local Street
Meadow Avenue	Stephens Street	End	Local Street
Medford Avenue	Frear Street	End	Local Street
Mercy Hills Drive	Edenbower Boulevard	Kimberly Street	Local Street
Military Avenue	Lookingglass Road	Roseburg City Limits	Local Street
Mobridge Avenue	Stephens Street	End	Local Street
Monterey Drive	Newton Creek Road	Newport Street	Local Street
Navajo Avenue	Edenbower Boulevard	End	Local Street
Neptune Lane	Parker Road	End	Local Street
Newport Street	Newton Creek Road	Monterey Drive	Local Street
Newton Creek Road	Stephens Street	End	Major Collector
North Bank Road	Stephens Street	Roseburg UGB	Major Collector
Northpark Lane	Stephens Street	Athena Lane	Local Street
Old Melrose Road	Roseburg UGB	Roseburg City Limits	Major Collector
Page Road	Stephens Street	End	Minor Collector
Parker Avenue	Parker Road	End	Local Street
Parker Road	Newton Creek Road	Parker Avenue	Minor Collector
Pawnee Street	Navajo Avenue	End	Local Street
Peggy Avenue	Parker Road	Cul-de-Sac	Local Street
Perkins Lane	Hewitt Avenue	End	Local Street
Pioneer Road	Hooker Road	End	Local Street
Plateau Drive	Edenbower Boulevard	Edenbower Boulevard	Local Street
Pleasant Street	Stephens Street	End	Local Street
Porter Street	Newton Creek Road	Knoll Avenue	Minor Collector

Street	From	To	County Functional Classification
Portland Avenue	Kendall Street	End	Arterial
Promise Avenue	Stephens Street	End	Local Street
Ridge Avenue	Marlene Drive	End	Local Street
River Street	Portland Avenue	End	Local Street
Russell Avenue	Stephens Street	End	Local Street
Sawyer's Lane	Newton Creek Road	End	Local Street
Shaddow Ranch Lane	Roseburg City Limits	End	Local Street
Slope Street	Newton Creek Road	Knoll Avenue	Local Street
Sterling Drive	Stephens Street	End	Local Street
Sunshine Road	State Hwy 138	Roseburg UGB	Minor Collector
Sweetbrier Avenue	Edenbower Boulevard	End	Local Street
Taft Drive	Stephens Street	End	Local Street
Timberlake Avenue	Stephens Street	End	Local Street
Trust Avenue	Edenbower Boulevard	End	Local Street
Umpqua College Road	Old Highway 99	End	Minor Collector
Vine Street	Knoll Street	Garden Valley Boulevard	Minor Collector
W Angela Court	Edenbower Boulevard	End	Local Street
W Cordelia Court	Edenbower Boulevard	End	Local Street
W Kristen Court	Edenbower Boulevard	End	Local Street
Walker Court	Hewitt Avenue	Cul-de-Sac	Local Street
Walter Avenue	Edenbower Boulevard	End	Local Street
Wide Avenue	Edenbower Boulevard	End	Local Street
Wilbur Road	Roseburg UGB	Roseburg UGB	Major Collector
Wilson-Collins Road	Fairhill Drive	Roseburg UGB	Local Street
Del Rio Road	Old Highway 99	Roseburg UGB	Major Collector
Zues Lane	Stephens Street	Balder Lane	Local Street

City-Maintained Roads

The City of Roseburg maintains a broad network of streets. The cross-sections on the majority of the streets range from two to five lanes and the speed ranges primarily between 25 mph and 35 mph. The older, south-central portion of Roseburg also contains some alleys.

Downtown Roseburg operates under a one-way grid system. The downtown area is bounded to the west by the Southern Pacific Rail lines and to the north by Diamond Lake Boulevard. Because there are no grade-separated rail crossings in the downtown area, autos, pedestrians, and bicyclists are often delayed by trains blocking the rail crossings during peak hour traffic. There are about 20 other at-grade railroad crossings in Roseburg, and no existing grade-separated crossings. Further detail is presented in the Rail section below.

The development of the areas outside of downtown has been constrained by topography, including the presence of I-5 and the South Umpqua River. Consequently, there are a relatively small number of north-south and east-west continuous routes serving the city. Continuous north-south and east-west roads within the City of Roseburg include Garden Valley Boulevard, Harvard Avenue, Stephens Street, Pine Street, Stewart Parkway, and Diamond Lake Boulevard.

Detailed information about the physical characteristics of the existing street system in the Roseburg UGB is presented in Appendix A by street segment. Listed information includes presence of parking; presence and location of sidewalks; presence and location of bicycle lanes; presence and location of curbs; roadway condition; intersection traffic control; intersection turn lanes; and posted speeds. A brief description of the arterials in Roseburg is provided in the following paragraphs.

Edenbower Boulevard is classified as a minor collector south of Stewart Parkway and connects Renann Street, a minor collector, to Stewart Parkway an arterial. Edenbower Boulevard is classified as an arterial from Stewart Parkway to Stephens Street. This arterial section connects to one minor collector, Broad Street, and intersects one collector, Aviation Drive. Its posted speed varies from 25 mph near Vermillion to 40 mph between Aviation Dr. and Stephens St. Edenbower Boulevard provides on/off access to Interstate 5 as well as an east/west overpassing of Interstate 5. There is also an at-grade railroad crossing on Edenbower just west of Stephens Street.

Edenbower Boulevard at Stewart Parkway Looking North



Stewart Parkway runs east/west from Garden Valley East and north/south from Garden Valley West connecting two other arterials, Stephens Street in the north and Harvard Avenue in the south. Stewart Parkway crosses two other arterials, Garden Valley Boulevard and Edenbower Boulevard. It intersects one collector, Aviation Drive, and five minor collectors, Harvey Avenue, Valley View Drive, Renann Street, Edenbower Boulevard, and Airport Road. Stewart Parkway becomes Alameda Avenue, a collector, east of Stephens Street. Its posted speed varies between 35 mph near Harvey Avenue to 40 mph near Valley View Dr. There is also an at-grade railroad crossing on Stewart Parkway, just west of Airport Road.

Stewart Parkway at Edenbower Boulevard Looking East



Highway 138/Diamond Lake Boulevard runs east/west on the east side of I-5. It serves as an arterial to local residents and businesses but also as a state highway for travelers to Diamond Lake, eastern Oregon, and those connecting to Highway 97. It connects to two one-way arterials, Pine Street and Stephens Street, four collectors, Oak Avenue, Washington Avenue (which are OR 138 for a few blocks), Winchester Street and Douglas Avenue, and to two minor collectors, Fulton Street and Rifle Range Street. Oregon Highway 138 has a posted speed of between 30 and 55 mph. There are at-grade railroad crossings on Oak Avenue and Washington Avenue, just west of the Pine Street.

Highway 138/Diamond Lake at Fulton Street Looking East



Garden Valley Boulevard is an arterial that runs east to west north of downtown and is one of the few ways to cross the I-5 barrier. It intersects two arterials, Stewart Parkway and Stephens Street, and connects to two collectors, Troost Street and Mulholland Drive. Garden Valley Boulevard becomes a collector east of Stephens Street and there connects to another collector, Vine Street. It provides access to four minor collectors as well, Kline Street, Cedar Street/Airport Road, Walnut Street, and Lincoln Street. Garden Valley Boulevard provides on/off access to I-5 and an east/west overcrossing of I-5, and has a posted speed of 45 mph between Kline Street and Troost Street, and 45-50 mph from Troost Street to Melrose Road (outside of the UGB). There is an at-grade railroad crossing just west of the Airport Road intersection.

Garden Valley Boulevard at Airport Road/Cedar Street Looking East



Harvard Avenue runs east/west on the west side of I-5. It serves as an arterial to local residents and businesses and connects to three other arterials, Stewart Parkway, Washington Avenue, and Oak Avenue. It also provides access to Lookingglass Road. Harvard Avenue provides on/off access to Interstate 5 as well as an east/west underpass of Interstate 5 to provide access to downtown. Its posted speed varies from 20 mph near Keady Ct. to 40 mph between Warren Ct. and Old Melrose Rd. At its western end, the street turns into Old Melrose Road, a rural collector street that travels westward out of the city and the UGB.

Harvard Avenue at Stewart Parkway Looking East



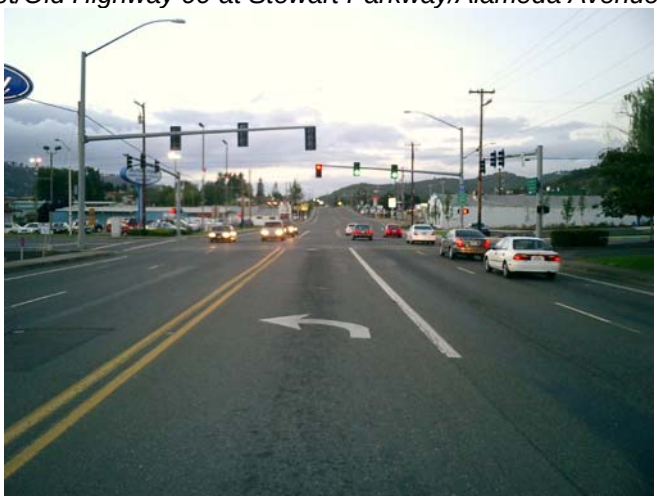
Washington Avenue and Oak Avenue are split one-way east/west arterials between I-5 and Stephens Street. Washington Avenue handles westbound traffic while Oak Avenue handles eastbound traffic, and they serve local traffic between downtown and the west side of town. These arterials also serve as Highway 138 to move through traffic from I-5 to Stephens Street and to Diamond Lake Boulevard. They connect to three other arterials, Stephens Street, Pine Street, and Harvard Avenue. Washington Avenue and Oak Avenue have a posted speed of 30 mph. There are at grade railroad crossings on both streets, just west of Pine Street.

Washington Avenue at Jackson Street Looking South

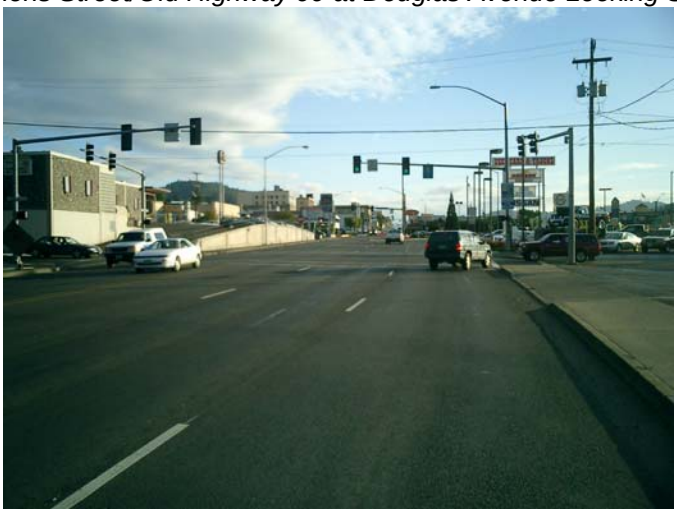


Stephens Street/Old Highway 99 runs north/south on the east side of I-5 for the length of the city. It serves as an arterial to local residents and businesses and also as a highway for through travelers. As Roseburg is a regional center, it draws many employees, shoppers, and service customers from places like Sutherlin to the north and Winston to the south. Old Highway 99 ties into Oregon Highway 42 a few miles south of Roseburg. Old Highway 99 is primarily known as Stephens Street through Roseburg. In downtown, Stephens Street is a northbound one-way street, the twin to southbound Pine Street. It connects to almost every other arterial in the city, and also connects to four collectors, Newton Creek Road, Alameda Avenue, Winchester Street, and Douglas Avenue. It also connects to four minor collectors, Airport Road, Chestnut Avenue, Lane Avenue, and Mosher Avenue. Stephens Street has posted speeds between 20 and 35 mph in the city limits.

Stephens Street/Old Highway 99 at Stewart Parkway/Alameda Avenue Looking North



Stephens Street/Old Highway 99 at Douglas Avenue Looking South



Pine Street/Old Highway 99 runs north/south on the east side of I-5 through downtown Roseburg. It serves as an arterial to local residents and businesses but also as a highway for through travelers. As Roseburg is a regional center, it draws many employees, shoppers, and service customers from places like Sutherlin to the north and Winston to the south. Old Highway 99 ties into Oregon Highway 42 a few miles south of Roseburg. Pine Street through downtown is a southbound one-way street. It connects to three other arterials: Washington Avenue, Oak Avenue, and Stephens Street. It also connects to two minor collectors, Mosher Avenue and Lane Avenue. Pine Street/Old Highway 99 has a posted speed of 35 mph.

Pine Street/Old Highway 99 at Mosher Avenue Looking South



Privately Maintained Roads

There are a number of streets within the Roseburg city limits which are not maintained by a public agency. Most of these private streets are located in trailer or mobile-home parks, manufactured home parks, and other residential areas. A comprehensive list is not possible because many private roads are either not on maps or unmarked. Table 3-6 provides a list of privately maintained street segments within Roseburg that appear on maps, as of October 1, 2004.

Table 3-6. Privately Maintained Roads in Roseburg

Street	From	To
Cheston Court	Chestnut Avenue	End
Frontier Lane	Rifle Range Street	End
Linus Lane	Stewart Parkway	Van Pelt
Medical Loop	Linus Lane	Linus Lane
Medical Park Drive	Linus Lane	End
Meloy Avenue	Fairmount Street	End
Micelli Village Street	Harvard Avenue	End
Moorea Drive	Kline Street	End
Morton Drive	Douglas Avenue	Hassel Avenue
Mountain View Drive	Hill Avenue	End
Pro Shop Road	Stewart Parkway	Golf Pro Shop
Ralinda Court	Moorea Drive	Cul-de-Sac
Riverridge Avenue	Lookingglass Road	Cul-de-Sac
Van Pelt Boulevard	Linus Lane	Woodstock Drive
Dawson Road	Roseburg UGB	OR 138
Caskey Court	Stephens Street	End
College Avenue	Walnut Street	End
Ivan Street	Diamond Lake Boulevard	End
Keller Road	Hooker Road	End
Rachel Lynn Drive	Kline Street	End
Railroad Alley	Casper Street	Atlanta Street
Stace Street	Kline Street	End
West Avenue	Alder Street	End
Williams Street	Alameda Avenue	End
Rocky Drive	Rocky Ridge Drive	End
Shale Court	Rocky Drive	End
Ruby Court	Rocky Drive	End

Right-of-Way (ROW) Widths and Number of Lanes

Table 3-7 and Table 3-8 present the existing ROW widths for locations on arterial and collector streets in Roseburg. The ROW widths were estimated using geographic information systems (GIS) data that was provided by the City of Roseburg.

Table 3-7. Right-of-Way Measurements in Roseburg

Street Name	From	To	ROW (feet)
Airport Road	Stewart Parkway	Exchange Ave.	65
Vine St.	Garden Valley Blvd.	Alameda Ave.	50-70
Alameda Ave.	east of Vine St.	Stephens St.	50
Stewart Parkway	Mulholland Dr	Airport Road	90-110
Mulholland Drive	Garden Valley	Stewart Parkway	55-70
Aviation Drive	Stewart Parkway	Edenbower Blvd.	65
Stephens St.	UGB	Edenbower Blvd.	80-100
Stephens St.	Edenbower Blvd.	Stewart Parkway	90
Stephens St.	Garden Valley Blvd.	Diamond Lake Blvd.	80-100
Lincoln St.	Garden Valley Blvd.	Odell Ave.	45-65
Winchester St.	Stephens St.	Diamond Lake Blvd.	60-65
Fulton St.	Diamond Lake Blvd.	Oswego Ave.	60
Rifle Range St.	Diamond Lake Blvd.	Spencer Ct	70
Diamond Lake Blvd.	Stephens St.	Rifle Range St.	80
Diamond Lake Blvd.	Rifle Range St.	Douglas Ave.	80-120
Douglas Ave.	Rifle Range St.	Diamond Lake Blvd.	60
Douglas Ave.	Stephens St.	Rifle Range St.	60
Lane Ave.	Stephens St.	Terrace Drive	40-60
Mosher Ave.	Main St.	railroad tracks	65
Main St.	Strong Ave.	Mosher Ave.	60
Stephens St.	Oak Ave.	Rice Ave.	60
Pine St.	Oak Ave.	Rice Ave.	60
Oak Ave.	Chadwick St.	Spruce St.	60
Washington Ave.	Chadwick St.	Spruce St.	60
Edenbower Blvd.	Stewart Parkway	Stephens St.	70-80
Stewart Parkway	Edenbower Blvd.	Garden Valley Blvd.	90-140
Stewart Parkway	Garden Valley Blvd.	Harvard Ave.	50-160
Calkins Road	Troost St.	Keasey St.	50-60
Troost St.	Calkins Road	Garden Valley Blvd.	85-110
Kline St.	Calkins Road	Garden Valley Blvd.	60
Keasey St.	Harvey Ave.	Valley View Drive	50-60
Valley View Drive	Kline St.	Stewart Parkway	60
Lookingglass Road	Harvard Ave.	Goedeck Ave.	70
Harvard Ave.	Lookingglass Rd	Stewart Parkway	65-100
Harvard Ave.	Stewart Parkway	I-5	75-100

Source: GIS data provided by the City of Roseburg

Table 3-8. Right-of-Way Measurements Outside Roseburg

Street Name	From	ROW (feet)
North Bank Road	east of Old Highway 99	50-100
Page Road	east of Old Highway 99	65
Newton Creek Road	east of Stephens St.	65
Troost St.	Calkins Road	40-90
Stephens St. South	Diamond Lake Blvd.	65-125

Source: GIS data provided by the City of Roseburg

Standards

Table 3-9 presents the city's existing Street Design Standards which were taken from Roseburg's *Land Use and Development Ordinances* document. Listed are the existing design standards for streets which include required right of way widths and pavement widths.

Table 3-9. Existing City of Roseburg Street Design Standards

TABLE A STANDARD STREET WIDTH		
Type of Street	**Right-of-Way Width**	**Paving Width [1]**
Arterials	70' -120' [2]	40' - 80' [2]
Collector Streets and All Business Streets Other than Arterials	60'-70'[4]	40'-48 [2]
Local Streets in Single-Family Density Areas	60'	34'
Cul-de-Sacs	60'	34'
Circular Ends of Cul-de-Sacs	96'[3]	80'[3]
All Streets Not Specifically Provided for Above	60'	34'

1 Measured from face-to-face of curbs.

2 The approving authority may require a width within the limits shown, based upon adjacent physical conditions, safety of the public and the traffic needs of the community, sidewalk width, and in accordance with other specifications of this Ordinance.

3 Measured by diameter of circle constituting circular end.

4 Right-of-way to 70 feet may be required with wider sidewalks.

Local roads are typically residential streets and therefore are non-striped, bi-directional roads. The number of lanes for road classifications above local road varies by location. Table 3-10 shows the number of lanes on all arterials in Roseburg as of January 2005. The number of lanes for all road segments in Roseburg can be found in Appendix A.

Table 3-10. Number of Lanes for Arterials in Roseburg (January 2005)

Street	From	To	Number of Lanes per Direction
Diamond Lake Blvd	Stephens St	UGB	2
Edenbower Blvd	Stewart Pkwy	Stephens St	1
Garden Valley Blvd	UGB	Airport Rd	2
Garden Valley Blvd	Airport Rd	Stephens St	2
Garden Valley Blvd	Stephens St	Lincoln St	1
Harvard Avenue	Madrone St	Corey Ct	2
Harvard Avenue	Corey Ct	I-5	2
Harvard Avenue	I-5	Old Melrose Rd	2
Oak Avenue	Madrone St	Parrott St	2*
Oak Avenue	Parrott St	Stephens St	3*
Stephens Street	Exchange Ave	Edenbower Blvd	2
Stephens Street	Edenbower Blvd	Wilbur Rd	1
Pine Street	Stephens St	Washington Ave	2
Pine Street	Washington Ave	Stephens St	3
Stephens Street	UGB	Edenbower Blvd	1
Stephens Street	Edenbower Blvd	Diamond Lake Blvd.	2
Stephens Street	Diamond Lake Blvd.	South of downtown	2*
Old Highway 99	South of downtown	UGB	1
Stewart Parkway	Stephens St	I-5	2
Stewart Parkway	I-5	Edenbower Blvd	2
Stewart Parkway	Edenbower Blvd	Valley View Dr	2
Stewart Parkway	Valley View Dr	Harvard Ave	1
Washington Avenue	Madrone St	Spruce St	2
Washington Avenue	Spruce St	Pine St	2*
Washington Avenue	Pine St	Stephens St	3*

* One-way streets

Pavement Type and Condition

The road pavement type in Roseburg is almost entirely asphalt and ranges in condition from very good (new streets) to very poor (potholes and major cracking). All sidewalks and curbs are concrete. Pavement conditions were rated using ODOT's pavement condition guidelines[8]. The ODOT pavement ratings follow.

[8] http://odot.state.or.us/otms/pavement/pavecond.cfm

Very Good
Pavement structure is stable, with no cracking, no patching, and no deformation evident. Roadways in this category are usually fairly new. Riding qualities are excellent. Nothing would improve the roadway at this time.

Good
Stable, minor cracking, generally hairline and hard to detect. Minor patching and possibly some minor deformation evident. Dry or light-colored appearance. Very good riding qualities. Rutting less than ½″.

Fair
Pavement structure is generally stable with minor areas of structural weakness evident. Cracking is easier to detect. The pavement may be patched but not excessively. Although riding qualities are good, deformation is more pronounced and easily noticed. Rutting less than ¾″.

Poor
Areas of instability, marked evidence of structural deficiency, large crack (alligatored) patterns, heavy and numerous patches, deformation very noticeable. Riding qualities range from acceptable to poor. Rutting greater than ¾″.

Very Poor
Pavement is in extremely deteriorated condition. Numerous areas of instability. Majority of section is showing structural deficiency. Riding quality is unacceptable (vehicles will probably slow down).

The roadways with segments rated as very poor are shown in the following bullet list:

- Blakeley Avenue
- Blossom Avenue
- Brooklyn Avenue
- Erie Street
- Flint Street
- Floed Avenue
- Grandview Drive
- Hall Avenue
- Hamilton Street
- John Street
- Joseph Street
- Malheur Avenue
- Military Avenue
- Neuner Drive

- Ohio Avenue
- Scofield Avenue
- Shick Avenue
- Stone Avenue
- Strong Avenue
- Wide Avenue

Details about pavement types and condition for each road segment in Roseburg can be found in Appendix A. Please note that the number of segments per roadway varied depending on the number of cross-streets inventoried and does not directly measure pavement dimensions. The intent of the list is to show which roadways have segments rated as very poor and needing improvements.

On-Street Parking and Public Parking Lots

On-street parking is provided on many streets throughout Roseburg. Of the road segments inventoried, 63 percent have on street parking. This includes all parking in residential, commercial, and other areas, and includes striped and non-striped on-street parking areas. The detailed listing of on-street parking locations by road segment are included in the roadway inventory sheets in Appendix A. Many city streets lack curbs, so on-street parking in residential areas occurs at drivers' discretion and as each street physically allows.

Sections 3.35.100 through 3.35.265 of Roseburg's Land Use and Development Ordinance provide the City of Roseburg's regulations for on- and off-street parking.

There is only one publicly owned parking garage in Roseburg, the Overpark Garage located at 551 SE Rose Street. The Overpark Garage provides approximately 350 parking spaces on 0.76 acres. The City also rents spaces in two surface lots, the Phillips lot and the Armory lot. The Phillips lot provides 43 parking spaces on 0.38 acres, and is located at 840 SE Stephens Street. The Armory lot, also known as the Flegel lot, provides 50 parking spaces on 0.41 acres, and is located at 1071 SE Washington Avenue. All the other lots in the City are privately owned.

Posted Speed Limits

Table 3-11 provides a listing of posted speeds for arterials and collectors in the City of Roseburg. The posted speeds for all road segments inventoried in Roseburg can be found in Appendix A.

In Roseburg, posted speeds on local streets range from 15 to 35 mph and school zones are posted at 20 mph. Private streets frequently had posted speeds of 5 or 10 mph.

Table 3-11. Posted Speeds on Arterials and Collectors Inventoried*

	Posted Speeds
Arterials	
Washington Avenue	30
Stewart Parkway	35 – 40 mph
Diamond Lake Boulevard	35 – 55 mph
Edenbower Boulevard	25 – 40 mph
Garden Valley Boulevard	30 – 45 mph
Harvard Avenue	20 – 40 mph
Oak Avenue	30
Stephens Street/Old Highway 99	35 – 55 mph
Pine Street	35
Stephens Street	20 – 35 mph
Collectors	
Garden Valley Boulevard	30
Alameda Avenue	25
Aviation Drive	40
Douglas Avenue	20 – 35 mph
Lookingglass Road	40
Mulholland Drive	25
Troost Street	20 – 25 mph
Winchester Street	35
Vine Street	20
Airport Road	35
Broad Street	25
Calkins Road	25
Chestnut Avenue	20
Edenbower Boulevard	25
Exchange Avenue	35
Fulton Street	25
Keasey Street	25
Kline Street	20 – 25 mph
Lane Avenue	25
Lincoln Street	25
Main Street	20
Mosher Avenue	25
Renann Street	25
Rifle Range Street	25 – 40 mph
Valley View Drive	25
Walnut Street	20

* Specific locations of posted speeds by roadway segment are provided in the roadway inventory sheets in Appendix A.

Stop Control Devices

There are numerous signalized intersections in Roseburg primarily where roads intersect or meet an arterial or collector street. All traffic signals in downtown Roseburg are pre-timed; most others are traffic-actuated on one or more approaches.

ODOT maintains certain signals by way of a contract with the City of Roseburg. Stewart Parkway signals are maintained by ODOT, as well as the signals on Stephens Street, Garden Valley Boulevard, and four signals on Harvard Avenue. There are currently two coordinated signal systems in Roseburg, consisting of one coordinated signal system along Garden Valley Boulevard west of I-5 and another coordinated signal system along Harvard Avenue between Umpqua Street and Madrone Street.

Figure 3-2 shows the existing traffic signals in the City of Roseburg and new traffic signals programmed by the City of Roseburg to be installed.

In addition, Roseburg's *Ten-Year Capital Improvement Plan* lists five intersections that require signalization in the near future:

- Rifle Range Street at Diamond Lake Boulevard (2007-2010)
- Stewart Parkway at Harvard Avenue (2007-2010)
- Fulton Street at Diamond Lake Boulevard (2007-2010)
- Stephens Street at Mosher Street (2007-2010)
- Pine Street at Mosher Street (2007-2010)

Collision History

Collision data was obtained from ODOT for the years 2001-2003. ODOT gets collision data from collisions reported to the Department of Motor Vehicles (DMV). The collision data is summarized in Table 3-12, and Figure 3-3 presents high collision locations in Roseburg. Circles of Figure 3-3 show the number of collisions at each location. From 2001 to 2003, there were no fatal crashes in Roseburg. Detailed collision information, including collision locations, is included in Appendix B.

This page left blank intentionally.

CITY OF ROSEBURG
TRANSPORTATION SYSTEM PLAN

Figure 3-2: Existing Traffic Signals

Legend

- Existing Signal
- Current Project (in design, funded)
- Railroads
- City Boundary
- UGB Area

This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.

0 0.5 1 2 Miles

N

SEE INSET MAP

Harvard Ave.
Washington Ave.
Diamond Lake Blvd.
Oak Ave.
Douglas Ave.
Owler St.
Rose St.
Spruce
Jackson St.
Main St.
Mosher Ave.
Kane St.
Chadwick St.
Fullerton St.
Flint St.
Lane Ave.
Terrace Dr.
Pine St.
Stephens St.
Mill St.
Cobb St.
Jackson St.
Hamilton St.
Main St.
Eddy St.
Kane St.
Portland Ave.
5
99

Table 3-12. Collision Totals in Roseburg, by Type 2001-2003

Year	Collision Type	Nonfatal Crashes	Property Damage Only	Total Crashes	People Injured
2001					
	Angle	30	25	55	40
	Backing	1	21	22	2
	Fixed/Other Object	1	5	6	1
	Head-On	1	1	2	1
	Parking Movements	1	13	14	2
	Pedestrian	5	0	5	5
	Rear End	75	99	174	120
	Sideswipe - Meeting	3	1	4	3
	Sideswipe - Overtaking	2	22	24	4
	Turning Movements	64	116	180	104
	2001 Total:	**183**	**303**	**486**	**282**
2002					
	Angle	28	22	50	44
	Backing	3	12	15	3
	Fixed/Other Object	4	8	12	5
	Head-On	2	0	2	4
	Miscellaneous	1	2	3	2
	Non-Collision	0	1	1	0
	Parking Movements	1	8	9	1
	Pedestrian	5	0	5	5
	Rear End	91	88	179	128
	Sideswipe - Meeting	0	3	3	0
	Sideswipe - Overtaking	4	27	31	4
	Turning Movements	73	126	199	112
	2002 Total:	**212**	**297**	**509**	**308**
2003					
	Angle	19	29	48	27
	Backing	0	16	16	0
	Fixed/Other Object	2	12	14	3
	Miscellaneous	0	2	2	0
	Non-Collision	0	1	1	0
	Parking Movements	0	9	9	0
	Pedestrian	8	0	8	9
	Rear End	88	101	189	130
	Sideswipe - Meeting	0	2	2	0
	Sideswipe - Overtaking	4	22	26	5
	Turning Movements	56	98	154	78
	2003 Total:	**177**	**292**	**469**	**252**

Source: Collision Data provided by Oregon Department of Transportation for years 2001-2003.

This page left blank intentionally.

CITY OF ROSEBURG

TRANSPORTATION SYSTEM PLAN

Figure 3-3: High Collision Locations 2001-2003

Legend

- High Accident Locations
- Freeway
- Arterial
- Collector
- Minor Collector
- Local
- Railroads
- City Boundary
- UGB Area

Source: ODOT Crash Analysis and Reporting Unit

This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.

0 0.5 1 2 Miles

N

SEE INSET MAP

Harvard Ave. Washington St. Oak Ave. Douglas Ave. Diamond Lake Blvd. Owler St. Rose St. Jackson St. Main St. Kane St. Chadwick St. Spruce Mosher Ave. Fullerton St. Flint St. Lane Ave. Pine St. Stephens St. Mill St. Terrace Dr. Cobb St. Jackson St. Hamilton St. Main St. Eddy St. Kane St. Portland Ave.

Garden Valley Rd. Wilbur Rd. Del Rio Rd North Bank Rd. Central Oregon and Pacific RR Umpqua College Rd. Del Rio Rd. North Umpqua River Page Rd. Old Highway 99 North Broad St. Edenbower Blvd. Newton Creek Rd. Melrose Rd. Aviation Dr. Roseburg Municipal Airport Hughwood Ave. Kline St. Stewart Parkway Rennan Edenbower Blvd. Valley View Dr. Troost St. Keasey St. Garden Valley Blvd. Calkins Rd. Airport Rd. Vine St. Alameda Ave. Parkway Dr. Stewart Dr. Mulholland Cedar St. Walnut St. Chestnut Ave. Stephens St. Lincoln St. Winchester St. Bellows St. Fulton St. Rifle Range St. Ramp St. Sunshine Rd. Troost St. Harvey Ave. Stewart Parkway South Umpqua River Felts Field Lookingglass Rd. Harvard Ave. Diamond Lake Blvd. Douglas Ave. Central Oregon and Pacific RR Old Highway 99 South

5 99 22 17 23 20 40 16 26 96 21 61 29 37 46 138

Collision data collected from ODOT show 1,464 total collisions inside the Roseburg UGB between January 2001 and December of 2003. Of these, 42 percent occurred at the 21 locations listed in Table 3-13. Among these high collision locations, most are at the intersection of collectors and arterials, and six are at the intersection of an arterial or collector and a residential local street. A complete listing of all collision locations can be found in Appendix B.

The locations with the highest number of collisions were used to calculate collision rates per million entering vehicles (MEV)[9]. For comparison purposes, the statewide average of collisions per million entering vehicles on non-freeways in 2003 was 1.46[10]. As shown in the following Table 3-13, three intersections exceed the statewide average of collisions per million entering vehicles which follow:

- Oak Avenue at Pine Street
- Garden Valley Boulevard at Stewart Parkway
- Harvard Avenue at Stewart Parkway

In addition, intersections with a collision rate per MEV greater than or near 1 were analyzed to determine the predominant collision types and causes. These intersections are included in Table 3-14, and show that most collisions are rear end collisions (i.e., following too close) or due to vehicles not adhering to stop controls.

Collisions often injure people riding in automobiles. Between 2001 and 2003, 572 of the 1,464 collisions (39 percent) had at least one recorded motorist injury, resulting in 842 people being hurt. Collisions can also injure other, non-motorized, users of the transportation system. In addition to the 36 bicyclists that were injured by automobiles, 19 pedestrians were also injured. No fatalities occurred in any of the 1,464 collisions.

[9] The Collision Rate per MEV = (number of annual accidents x 1,000,000) divided by (24-hour intersection volume x 365). Source: Institute of Traffic Engineers Traffic Engineering Handbook, 5th Edition. 1999.
[10] 2003 ODOT State Highway Crash Rate Tables, January 2005.

Table 3-13. High Collision Locations in Roseburg (2001-2003)

Location	Number of Collisions from January 1, 2001 - December 31, 2003	Number of Collisions per Year	24-Hour Total int. Entering Volume	Collision Rate per MEV*
Oak Avenue at Pine Street	40	13.3	15,630	2.34
Garden Valley Boulevard at Stewart Parkway	96	32.0	43,731	2.00
Harvard Avenue at Stewart Parkway	61	20.3	28,266	1.97
Garden Valley Boulevard at Stephens Street	46	15.3	33,524	1.25
Diamond Lake Boulevard at Rifle Range Street	16	5.3	13,294	1.10
Estelle Street at Garden Valley Boulevard	29	9.7	25,241	1.05
Airport Road at Stewart Parkway	17	5.7	15,587	1.00
Edenbower/Broad at Stewart Parkway	26	8.7	24,418	0.97
Oak Avenue at Stephens Street	16	5.3	17,620	0.83
Harvard Avenue at Umpqua Street	22	7.3	24,404	0.82
Diamond Lake Boulevard at Winchester Street	23	7.7	27,584	0.76
Garden Valley Boulevard at Kline Street	17	5.7	20,410	0.76
Edenbower Boulevard at Stephens Street	16	5.3	20,123	0.73
Stephens Street at Winchester Street	21	7.0	26,740	0.72
Bellows Street at Harvard Avenue	22	7.3	34,317	0.59
Diamond Lake Boulevard at Stephens Street	17	5.7	26,724	0.58
Garden Valley Boulevard at Mulholland Drive	20	6.7	37,524	0.49
Garden Valley Boulevard at Dogwood Street	37	12.3	ADT N/A	ADT N/A
Renann Street at Stewart Parkway	21	7.0	ADT N/A	ADT N/A
Spruce Street at Washington Avenue	20	6.7	ADT N/A	ADT N/A
Mercy Drive at Stewart Parkway	20	6.7	ADT N/A	ADT N/A
Total	**603**	**201.0**		

*MEV = million entering vehicles

Source: Collision Data provided by Oregon Department of Transportation for years 2001-2003.

Table 3-14. Predominant Crash Types and Causes at High Accident Locations

High Accident Location	Collision Rate per MEV*	Predominant Crash Type 1	Crash Cause 1	Predominant Crash Type 2	Crash Cause 2
Oak Ave. at Pine St.	2.34	Entering at angle	Ignored traffic signal		
Garden Valley Blvd. at Stewart Pkwy.	2.00	Entering at angle	Failed to yield ROW	Same direction - one stopped	Following too close
Harvard Ave. at Stewart Pkwy.	1.97	Same direction - one stopped	Following too close		
Garden Valley Blvd. at Stephens St.	1.25	Same direction - one stopped	Following too close		
Diamond Lake Blvd. at Rifle Range St.	1.10	Entering at angle	Passed stop sign	Entering at angle	Failed to yield ROW
Garden Valley Blvd. at Estelle St.	1.05	Same direction - one stopped	Following too close		
Airport Rd. at Stewart Pkwy.	1.00	Opposite direction - one turn, one straight	Improper turn		
Broad. St. at Stewart Pkwy.	0.97	Same direction - one stopped	Following too close		

*MEV = million entering vehicles

Source: Collision Data provided by Oregon Department of Transportation for years 2001-2003.

This page left blank intentionally.

Bridge Conditions

All bridges within the United States are inspected at a two-year minimum frequency to comply with the National Bridge Inspection Standards (NBIS), Title 23, Code of Federal Regulations, Part 650, subpart C. A "bridge" is defined as a structure which includes supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet. All City of Roseburg owned and maintained bridges are inspected through a Local Agency Bridge Inspection Services contract administered by ODOT that complies with the NBIS. In addition, all bridges on interstate and state highways within Roseburg are inspected by ODOT regional bridge inspectors.

Table 3-15 provides a description of the existing bridges in the Roseburg UGB under control of the City of Roseburg. Included in the table is information about the location of each bridge, a description of the structure, the date of last inspection, and its National Bridge Inventory (NBI) condition rating. The NBI condition rating is a numeric evaluation of a bridge's sufficiency to remain in service. NBI Condition Ratings are used to describe the existing, in-place condition of the bridge as compared to a new condition. Ratings range from 0-9 with 9 being "excellent condition." The ratings are used for evaluation of the physical condition of the deck, superstructure, and substructure components of the bridge as well as the channel. The load carrying capacity is not used in assigning these condition ratings. Also, portions of the bridge that are being supported or strengthened by temporary members are rated based on their actual condition, and not the condition of the temporary member. The following is a general description of the condition ratings:

9 - Excellent condition
8 - Very good condition
7 - Good condition
6 - Satisfactory condition
5 - Fair condition
4 - Poor condition
3 - Serious condition
2 - Critical condition
1 - Imminent failure condition
0 - Failure condition

Table 3-15. City of Roseburg Owned/Maintained Bridges

Bridge Number	Location	Bridge Description	Last Inspection
03395A	Stephens Street over Newton Creek	72', Concrete Culvert	6/2/2003
18438	Edenbower Blvd over Newton Creek	38', Prestressed Concrete Slab	6/2/2003
18439	Stewart Parkway over Newton Creek	40', Prestressed Concrete Slab	6/2/2003
18790	Garden Valley Blvd over Newton Creek	103', Concrete Culvert	6/2/2003
19045	Mercy Drive over Sweetbrier Creek	61', Prestressed Concrete Slab	6/2/2003
26T01	Stewart Parkway over Newton Creek	31', Steel Girder	6/2/2003
26T03	Douglas Avenue over Deer Creek	207', Steel Girder	9/29/2002
26T04	Jackson Street over Deer Creek	100', Reinforced Concrete Girder	6/2/2003
26T05	Stewart Park Road over S Umpqua River	327', Steel Truss	6/1/2003
26T06	Fowler Street over Deer Creek	125', Prestressed Concrete Slab	6/2/2003
26T07	Jefferson Street over Newton Creek	30', Steel Girder	6/2/2003
26T08A	Keasey Street over Newton Creek/Keasey Street	42', Prestressed Concrete Slab	6/2/2003
26T09	Stewart Parkway over S Umpqua River	636', Prestressed Concrete Girder	6/2/2003
26T11	Rennan Street over Newton Creek	40', Prestressed Concrete Slab	6/2/2003

Source: State of Oregon Geographic Information System accessed in 2004.

Table 3-16. NBI Condition Ratings

Bridge Number	Deck	Superstructure	Substructure	Channel	Comment
03395A		7*		7	None
18438	8	8	8	7	None
18439	8	8	8	7	None
18790		7*		6	None
19045	8	8	8	8	None
26T01	5	7	8	6	Cracks with rust staining in deck soffit.
26T03	5	6	5	5	Delaminations and cracks with rust staining in deck soffit. Section loss in steel piles.
26T04	5	4	7	7	Cracks with rust staining in deck soffit. Shear cracks up to 0.03" wide in girders.
26T05	7	5	7	7	Steel section loss at some bottom chord connections.
26T06	7	7	7	7	None
26T07	7	6	7	5	Riprap undermined.
26T08A	8	8	8	5	Erosion of riprap and slight undermining.
26T09	6	6	8	7	None
26T11	8	8	7	7	None

* Culvert rating; deck, superstructure, substructure not applicable
Source: ODOT National Bridge Inventory database accessed in 2005.

In addition to the bridges owned/maintained by the City of Roseburg, there are 29 bridges within Roseburg's UGB that are maintained by other agencies. Douglas County maintains three bridges and ODOT maintains 26 bridges. These 29 bridges are listed below in Table 3-17.

Table 3-17. Bridges Owned/Maintained by Douglas County and ODOT

Douglas County Owned/Maintained Bridges within Roseburg UGB	
00438	County Road 388 over Davis Creek
19C147	County Road 31 over Roseburg Creek
19C149	Dawson Road over Deer Creek
State-Owned/-Maintained Bridges within Roseburg UGB	
00839	Old Highway 99 over N Umpqua River
02279A	Old Highway 99 over Deer Creek
06821A	Diamond Lake Boulevard over Deer Creek
07016A	Washington Avenue over S Umpqua River
07404	I-5 SB over S Umpqua River
07404A	I-5 NB over S Umpqua River
07628	I-5 NB over CO Road, Roseburg Creek
07628A	I-5 SB over CO Road, Roseburg Creek
07630	I-5 over Creek
07631	I-5 NB over CORP and CO Road
07631A	I-5 SB over CORP and CO Road
07632	Del Rio Road (CO) over Winchester
07667	Garden Valley Road over I-5
07668A	I-5 over Bellows Street
07668B	I-5 CON over Bellows Street
07669A	I-5 over Harvard Avenue
07670A	I-5 over Portland Avenue
07856A	I-5 over Newton Creek
08899	Oak Street over S Umpqua River
0M541	North Umpqua HWY 73 over Shick Creek
0M542	N Umpqua Hwy 73 over Creek
0M543	N Umpqua Hwy 73 over Creek
17235	NW Edenbower Blvd over I-5
18818	Sign Cantilever over I-5
18819	Sign Cantilever over I-5
18990	Stewart Parkway over I-5

Source: State of Oregon Geographic Information System accessed in 2004.

Bicycle Transportation System

Bicycle facilities can generally be categorized as bicycle lanes, shared facilities including widened shoulders, and bicycle paths (also known as multi-use paths). Bicycle lanes are defined as that portion of a street that is designated by striping and pavement markings for the preferential or exclusive use of bicyclists. Shared facilities include locations where the bicyclist and the motorist must share a travel lane, as well as roadway shoulders contiguous to a travel lane where space is shared by bicyclists, pedestrians, and for emergency use by vehicles. Bicycle paths are physically separated from the vehicle travel lane by an open space or barrier. A bicycle path may be located within the roadway right-of-way or on a separate right-of-way. Bicycle paths are also known as multi-use paths as they can be used by bicyclists, as well as pedestrians, joggers, skaters, and other non-motorized travelers.

In 1988, the City of Roseburg Bikeway Master Plan was completed. The Bikeway Master Plan provides an inventory of completed bicycle paths and planned bicycle paths throughout the City. When the document was written the City already had established a system of multi-use paths. In the ten years following the Bikeway Master Plan, almost all of the planned bikeways have been designated throughout the City. These bikeways include designated bike lanes and shared roadway space (signed bike routes). This proactive planning role by the City has also allowed the current bicycle system to be coordinated with the Douglas County Bicycle Plan for the past ten years.

Oregon's Transportation Planning Rule 660-012-0045 3(B) requires bicycle lanes along arterials and major collectors even if they do not generate significant bicycle traffic. Oregon Revised Statute 366.514 requires that reasonable amounts of State Highway Funds be expended by the Department of Transportation, counties, and cities to provide bikeways. ORS 366.514 requires the Department of Transportation, counties, and cities to provide bikeways on all roadway construction, reconstruction, or relocation projects with the following exceptions:

- *Where the establishment of such paths would be contrary to public safety;*
- *If the cost of establishing such paths would be excessively disproportionate to the need or probable use; or*
- *Where sparsity of population, other available ways or other factors indicate an absence of any need for such paths.*

ORS 366.514 allows highway funds to be used for maintenance and to provide walkways and bikeways independently of road construction. The Department, a city, or a county may use its highway funds for projects whose primary purpose is to provide improvements for pedestrians and bicyclists. The law requires expenditure of at least

one percent of road improvement funds on bicycle and pedestrian projects in any given fiscal year of the state highway fund received by the Department, a city, or county.[11]

Currently, the City of Roseburg has bicycle lanes on 27 road segments inventoried with a functional classification higher than local road. From the existing conditions inventory in Roseburg, one of the major bicycle facility deficiencies identified is on Stephens Street between Garden Valley Boulevard, through downtown, and to Rice Avenue. Both Harvard Avenue and Garden Valley Boulevard are missing bike lanes. In addition, there are no bicycle lanes provided on many downtown arterials and collectors, such as parts of Washington Avenue and all of Pine Street, Mosher Avenue, Lane Avenue, and Main Street.

Tables 3-19 through 3-21 present a complete listing of bicycle facilities by road segment in Roseburg for roads that have a functional classification of collectors and arterials.

[11] Oregon Department of Transportation, Bicycle and Pedestrian Program, *Bike Bill and Use of Highway Funds,* July 17, 2002.

Table 3-18. Arterials and Collectors in Roseburg with No Existing Bicycle Facilities

No Bicycle Facilities Provided	From	To
Alameda Avenue	Sunset Lane	End
Calkins Road	Grove Lane	Keasey Street
Cedar Street	Chestnut Avenue	End
Chestnut Avenue	Highland Street	Cedar Street
Diamond Lake Boulevard	Stephens Street	UGB
Douglas Avenue	Stephens Street	Diamond Lake Boulevard
Fulton Street	Diamond Lake Boulevard	Tahoe Avenue
Garden Valley Boulevard	I-5	Stephens Street
Harvard Avenue	Lookingglass Road	South Umpqua River
Keasey Street	Harvey Avenue	End
Kline Street	Garden Valley Boulevard	Moorea Drive
Kline Street	Valley View Drive	Calkins Road
Lane Avenue	Stephens Street	Terrace Drive
Lincoln Street	Ross Avenue	Wright Avenue
Lookingglass Road	Goedeck Avenue	City Limit
Main Street	Strong Avenue	Mosher Avenue
Mosher Avenue	End	End
Old Highway 99	Keller Road	UGB
Pine Street	Stephens Street	Mosher Avenue
Rifle Range Street	Spencer Court	End
Stephens Street	Garden Valley Boulevard	Rice Avenue
Stewart Parkway	Park Entrance	Harvard Avenue
Troost Street	Greenley Street	UGB
Valley View Drive	Stewart Parkway	End
Vine Street	Alameda Avenue	Meadow Avenue
Walnut Street	Chestnut Avenue	Garden Valley Boulevard
Washington Avenue	Spruce Street	Stephens Street
Winchester Street	Klamath Avenue	Stephens Street

Table 3-19. Arterials and Collectors in Roseburg with Existing Bicycle Facilities

Existing Bike Lanes	From	To
Airport Road	Stewart Parkway	Exchange Avenue
Alameda Avenue	Vine Street	Stephens Street
Aviation Drive	Stewart Parkway	General Avenue
Broad Street	Navajo Avenue	Wide Avenue
Cedar Street	Garden Valley Boulevard	Chestnut Avenue
Chestnut Avenue	Cedar Street	Stephens Street
Edenbower Boulevard	Stewart Parkway	End
Edenbower Boulevard	Stewart Parkway	Renann Street
Exchange Avenue	Airport Road	Stephens Street
Garden Valley Boulevard	Stephens Street	Sunset Boulevard
Garden Valley Boulevard	UGB	I-5
Harvard Avenue	Lookingglass Road	Old Melrose Road
Harvard Avenue	Madrone Street	Umpqua Street
Keasey Street	Valley View Drive	Harvey Avenue
Lincoln Street	Ross Avenue	Sunset Boulevard
Mulholland Drive	Stewart Parkway	Garden Valley Boulevard
Oak Avenue	Harvard Avenue	Stephens Street
Old Highway 99 (marginal facilities)	Edenbower Boulevard	Keller Road
Pine Street	Stephens Street	Mosher Avenue
Renann Street	Stewart Parkway	Edenbower Boulevard
Rifle Range Street	Diamond Lake Boulevard	Spencer Court
Stephens Street (marginal facilities)	Garden Valley Boulevard	Edenbower Boulevard
Stewart Parkway	Stephens Street	Park Entrance
Troost Street	Garden Valley Boulevard	Greenley Street
Vine Street	Garden Valley Boulevard	Alameda Avenue
Washington Avenue	Spruce Street	Madrone Street
Winchester Street	Diamond Lake Boulevard	Klamath Avenue

Source: Based on field inventory conducted in fall 2004.

Table 3-20. Arterials and Collectors in Roseburg with Shoulders

Shoulder	From	To
Airport Road	Garden Valley Boulevard	Stewart Parkway
Broad Street	Walter Avenue	Navajo Avenue
Harvard Avenue	Umpqua Street	Lookingglass Road
Old Highway 99	UGB	Rice Avenue
Kline Street	Garden Valley Boulevard	Valley View Drive
Lookingglass Road	Harvard Avenue	Goedeck Avenue
Old Highway 99	Wilbur Road	Del Rio Road

Source: Based on field inventory conducted in fall 2004.

The City of Roseburg offers several multi-use paths (many needing repaving and widening) throughout its jurisdiction. There are several bicycle/pedestrian paths throughout Stewart Park whose combined lengths are approximately 18,400 feet. Another multi-use path follows the northern edge of the South Umpqua River through Stewart Parkway, passing under I-5 and then following the river around Elk Island. This 5,500-foot multi-use path terminates at Douglas Avenue and is referred to as the North Bank of South Umpqua River Path in the City of Roseburg Master Bike Plan. The Freeway Bike Trail runs along the eastern side of I-5 from the bridge at the South Umpqua River south to the Fairgrounds. This trail is approximately 8,600 feet long. There is also a multi-use path through Gaddis Park. In addition, one off-street bicycle path exists along Edenbower Boulevard between Broad Street and Stewart Parkway.

The *Douglas County Bikeway Master Plan* (1997) classifies County bicycle facilities in the vicinity of Roseburg as Class II type bikeway, Class III type bikeway, or Class IIIs type bikeway. Class II bikeways are defined by the County as a physically separated through lane/area for bicyclists and pedestrians and is located adjacent to the travel lane of motorized traffic. The other designations share the roadway with traffic and are designated by either a sign (Class IIIs) or by both signage and striping (Class III). Table 3-21 below shows the County-designated bike routes near Roseburg. Figure 3-4 provides the existing bicycle facilities in the Roseburg UGB.

Table 3-21. Douglas County Bikeway Routes in the Roseburg UGB

Route Name	Limits	Class
Del Rio Road	Del Rio Road to Old Highway 99	III
Wilbur Road	Del Rio Road to Old Highway 99	IIIs
Old Highway 99	College Road to Roseburg city limits*	III
Old Highway 99	Bridge over North Umpqua River	III
Old Highway 99	Club Street to Courier Street	II
Garden Valley Road	Roseburg city limits to Garden Valley Road	III
Umpqua College Road	Old Highway 99 to UCC	III
Page Road	Old Highway 99 to mile post 0.76	II
North Bank Road	Old Highway 99 to North Umpqua Highway	IIIs
Sunshine Road	North Bank Road to N Umpqua Highway**	IIIs
Douglas Avenue	Roseburg city limits to N Umpqua Highway	III
N Umpqua Highway	Douglas Avenue to Glide Loop Road	III
Melrose Road	Garden Valley Road to Melrose Road #13	III
Reston-Lookingglass Road	Flournoy Valley Road to Roseburg city limits	IIIs
Old Melrose Road	Roseburg city limits to Melrose Road	IIIs
Old Highway 99	Roseburg city limits to Carnes Road	III

* Excluding North Umpqua Bridge and segment between Club Street and Courier Street

**No access across river

Pedestrian Transportation System

The City of Roseburg's sidewalk system varies widely from neighborhood to neighborhood. Sidewalks exist in almost all of the downtown area and provide access to such pedestrian attractors as commercial areas and employment sites.

While downtown has good pedestrian facilities, many of Roseburg's neighborhoods either do not have sidewalks or have only a limited and disconnected sidewalk system. On the arterial and collector street system, the availability of sidewalks is somewhat erratic and often incomplete. On many blocks, the sidewalks may exist on one side of the street and be absent on the other side of the street, or partial sidewalks may be in place sporadically throughout the block, lacking continuity. These deficiencies should be addressed to provide safe linkage from residential areas to commercial areas and employment sites. Tables 3-23 and 3-24 present the sidewalk deficiencies located on arterials and collectors. Figure 3-5 presents the City's missing sidewalks on arterials and collectors. Appendix A catalogs existing sidewalks for each street segment in Roseburg.

Similar to the requirements for bicycle facilities, Oregon's Transportation Planning Rule 660-012-0045 3(B) requires sidewalks along arterials, collectors, and most local roads. ORS 366.514 requires construction of pedestrian facilities as part of all roadway construction, reconstruction, or relocation projects on arterials and major collectors where conditions permit, and will require expenditure of at least one percent of road improvement funds on bicycle and pedestrian projects.

The City of Roseburg also requires that sidewalks are constructed along new collector and arterial facilities. The City's current requirements for sidewalks meet or exceed both the TPR requirement and recommended sidewalk standards of the Oregon Bicycle and Pedestrian Plan. The City requires 6-foot sidewalks along local streets, 7-foot sidewalks along collector streets, and 8-foot sidewalks along arterial streets to be constructed with new roadway construction or with transportation improvement projects. In addition, the American Disabilities Act (ADA) requires accessible sidewalks and curb ramps.

Table 3-22. Missing Sidewalks on Arterials and Collectors in Roseburg

Street	From	To
Diamond Lake Boulevard	East of Patterson Street	UGB
Douglas Avenue	Ramp Street	Diamond Lake Boulevard
Fulton Street	Diamond Lake Boulevard	End
Harvard Avenue	Lookingglass Road	Old Melrose Road
Lookingglass Road	Harvard Avenue	Military Avenue
Main Street	Strong Avenue	Rice Avenue
Old Highway 99	Rice Avenue	UGB
Old Highway 99	Club Street	Wilbur Road
Rifle Range Street	Diamond Lake Boulevard	Schick Avenue
Troost Street	Greenley Street	Loma Vista Drive
Valley View Drive	Keasey Street	Kline Street
Vine Street	Alameda Avenue	Meadow Avenue

Source: Based on field inventory conducted in fall 2004.

Table 3-23. Partial Missing Sidewalks on Arterials and Collectors in Roseburg

Street	From	To
Broad Street	Walter Court	Mercy Hills Drive
Calkins Road	Keasey Street	Grove Lane
Garden Valley Boulevard	Stewart Parkway	UGB
Lane Avenue	Kane Street	Terrace Drive
Lincoln Street	Wright Avenue	Ross Avenue
Pine Street	Rice Avenue	Stephens Street
Stewart Parkway	Valley View Drive	Harvard Avenue

Source: Based on field inventory conducted in fall 2004.

This page left blank intentionally.

CITY OF ROSEBURG

TRANSPORTATION SYSTEM PLAN

Figure 3-4: Existing Bicycle Facilities

Legend

- Bike Lanes
- Multi-Use Paths
- Shoulders
- County Route
- Railroads
- Schools
- Parks
- City Boundary
- UGB Area

This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.

0 0.5 1 2 Miles

N

SEE INSET MAP

Bicycle and Pedestrian Attractors

Trip attractions can vary widely depending on the trip purpose. Employment destinations, schools, recreation facilities, and commercial areas all entice people for different reasons. The bicycle and pedestrian system in Roseburg is pretty well developed on most arterials and collectors but is very inconsistent for local streets which make getting from home to the main streets challenging and unattractive. Destinations that may well be attractive to users of such a system are either not used or under-utilized by bicyclists and pedestrians. Currently, bicyclists must compete with vehicle traffic on streets and with pedestrians on the often limited sidewalk system. Also, pedestrians must walk in the street in many places throughout the city due to lack of pedestrian facilities. Because there is not a fully developed bicycle and pedestrian network of facilities, origin and destination studies would be impractical to conduct. However, it is assumed there is a latent demand for bicycle and pedestrian trips to many attractions. Therefore, with no empirical data, the attractions listed below have been determined by anecdotal evidence and attractions typical in other cities.

Schools:

Elementary Schools

- Eastwood Elementary School – 2550 SE Waldon Ave
- Fir Grove Elementary School – 1360 W Harvard Ave
- Fullerton Elem. School – 2560 W Bradford Ave
- Hucrest Elementary School – 1810 NW Kline St
- Rose Elementary School – 948 SE Roberts Ave

Junior High

- Freemont Middle School – 850 W Keady Ct
- Joseph Lane Middle School – 2153 NE Vine St

Senior High

- Roseburg High School – 400 W Harvard Ave

Private

- Roseburg Junior Academy – 1653 NW Troost St (K – 10)
- St. Paul Lutheran School – 750 W Keady Court (PreK – 6)
- Phoenix School of Roseburg – 3131 NE Diamond Lake Boulevard (7 – 12)
- Cobb SL Children's Learning Center – 1281 SW Walnut (K – 9)

College

- Umpqua Community College – 1140 College Road
- Workforce Training Center – 2555 Diamond Lake Boulevard
- Woolley Center – 1634 West Harvard

Parks and Arts Centers:

- Roseburg Memorial Gardens – 1056 NW Hicks St
- Amacher Park
- River Forks Park
- Riverside Park
- Stewart Park
- Deer Creek Park
- Templin Beach Park
- Gaddis Park
- Fairgrounds/Umpqua Park
- Umpqua Valley Art Center
- Betty Long Unruh Theater
- YMCA located in Stewart Park

Commercial Centers:

- Downtown
- Roseburg Valley Mall & Wal-Mart
- Newton Creek Plaza
- Sherm's Grocery
- Garden Valley Boulevard corridor
- Diamond Lake Boulevard corridor
- Harvard Avenue corridor

Government Offices:

- City of Roseburg – 990 SE Douglas Avenue
- Douglas County Health Department – 621 W Madrone Street
- Douglas County Courthouse – 1036 SE Douglas Avenue
- State of Oregon Department of Motor Vehicles – 1331 NE Cedar Street
- State of Oregon Department of Human Services – 1937 W Harvard Avenue
- US Forest Service – Corner of Edenbower Boulevard and Stewart Parkway
- Bureau of Land Management – SW corner of I-5 and Garden Valley

Major Medical Facilities:

- Mercy Medical Center – 2700 Stewart Parkway
- Harvard Medical – 1813 W Harvard Avenue
- Umpqua Community Health Center – 544 W Umpqua Street
- VA Medical Center

This page left blank intentionally.

CITY OF ROSEBURG

TRANSPORTATION SYSTEM PLAN

Figure 3-5: Missing Sidewalks on Arterials and Collectors

Legend

- Multi-Use Paths
- **Missing Sidewalks**
  - Both sides
  - One side or intermittently
- Railroads
- Schools
- Parks
- City Boundary
- UGB Area

This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.

0 0.5 1 2 Miles

N

SEE INSET MAP

Harvard Ave.
Washington Ave.
Diamond Lake Blvd.
Douglas Ave.
Owler St.
Rose St.
Jackson St.
Main St.
Kane St.
Chadwick St.
Terrace Dr.
Cedar St.
Spruce
Mosher Ave.
Fullerton St.
Flint St.
Lane Ave.
Pine St.
Stephens St.
Mill St.
Cobb St.
Jackson St.
Hamilton St.
Main St.
Eddy St.
Kane St.
Portland Ave.
5
99

Public Transportation Services

This section describes the history and existing conditions of public transportation services available in Roseburg. Included are local public transit services offered by the Umpqua Regional Council of Governments, demand/response transit, taxi, intercity services, and other private services.

Transit service was first provided in the 1940s. This service, provided by Roseburg Transit Company, continued until 1956 as a one bus regularly scheduled transit operation in Roseburg. Toward the end of the service period, poor service caused by worn equipment led to a decline in patronage. The City did not subsidize the operations, the company subsequently went out of business.

In 1957, the Roseburg City Bus Company provided fixed-route transit service 10 hours per day, six days per week using 8-person buses. For four months, service was provided on four loops with 30-minutes headway using three buses; however, by November 1957, service was reduced to two buses and by December, the service was discontinued due to insufficient ridership and revenue. In 1958, under new ownership, the Roseburg City Bus Company restored transit service. Ownership of the company changed five times between 1958 and 1963 until the city terminated the company's franchise because of failure to follow published schedules, use of unsafe equipment, and failure to pay overdue debts. Soon afterwards, the City Council received a petition signed by 256 residents urging it not to discontinue the service.

In 1963, Evergreen Bus Lines, Inc. provided service similar to that provided by the Roseburg City Bus Company. Service was estimated to be provided regularly to 200-300 people with about 90 percent of the rides to and from the central business district. Bus service was discontinued only five months later by the owner because of the inability to meet the budget.

In 1976, the City of Roseburg, under a demonstration project, provided fixed-route service using three 43-passenger buses. This bus service, known as the "Pumpqua Pumpkin Ride," averaged approximately 10,000 passengers per month. Funding for the service was provided by a city levy, and state and federal funds. The average cost per passenger was $1.28. The city's voters authorized two consecutive, three-year serial levies to continue service until 1984 when the third levy failed and the system was discontinued. Between 1984 and 1995, no fixed-route service was available to the residents of Roseburg and the surrounding area. Only demand-responsive paratransit has been available to service the transportation disadvantaged. This service has been provided primarily through Douglas County Health and Social Services and Dial-A-Ride services.

In 1994, another transit system was started with a three-year demonstration grant from ODOT. This transit system was operated by the Douglas County Health and Social Services Department until July 1996, at which time the Umpqua Regional Council of Governments assumed operational control of the transit system. This transit system is

in operation today. The system operates five wheelchair-accessible, 15-passenger buses on three loops. The transit system operates as far north as Oakland and as far south as Winston. As is common with many transit providers, Umpqua Regional Transit's financial stability remains uncertain, and the provider continues to seek new revenue sources to improve service operations. Table 3-24 presents transit ridership numbers in Roseburg.

Within the community, public transportation services fulfill dual roles. On one hand, these services provide transportation for those who cannot or choose not to drive their own automobile. On the other hand, the provision of good local transit service is a key measure of quality of life within a community in that, along with walking and bicycling, it provides an alternative to driving.

Table 3-24. Roseburg's Percentage of Umpqua Transit's Total Ridership, 2000-2003

Year	Number of Roseburg Riders	Total Number of Riders	Percentage of Riders
Oct '00 - Sept '01	24,740	38,713	63.9%
Oct '01 - Sept '02	31,791	51,221	62.1%
Oct '02 - Sept '03	28,340	46,220	61.3%

Umpqua Transit operates three fixed routes in and around the greater Roseburg UGB on a set schedule. The Red Route operates entirely within the City of Roseburg; the Purple Route connects the Winston/Green area with Roseburg and Umpqua Community College (UCC); and the Blue Route connects the cities of Sutherlin and Oakland with UCC and Roseburg. The system has approximately 50 established bus stops, 40 of which are located in Roseburg. Significant destinations that may be reached include Umpqua Community College, government buildings, medical facilities, shopping and employment centers, a school, and entertainment destinations. Figure 3-6 shows the current fixed-route transit service in Roseburg. Each one-way loop on Umpqua Transit's fixed-route service takes between an hour and an hour and a half to complete.

Umpqua Regional Transit also operates Dail-A-Ride point-to-point service. The service is provided for seniors and the disabled as a scheduled door to door service, which requests a small donation from the riders. This service is offered Monday through Friday (except holidays) from 7:30 am to 4:30 pm, and rides generally must be scheduled at least 24 hours in advance. The Dial-a-Ride serves an area within a seven-mile radius of the downtown area. Umpqua Regional Transit also operates demand-response shopping trips for seniors and non-emergency medical transportation through Translink, the regional Medicaid brokerage. Mercy Express also provides free medical transportation to seniors, disabled persons, and low income residents Monday through Friday from 7:00 am to 3:00 pm.

CITY OF ROSEBURG

TRANSPORTATION SYSTEM PLAN

Figure 3-6: Existing Fixed Route Transit

Legend

- Red Route
- Blue Route
- Purple Route
- Railroads
- City Boundary
- UGB Area

This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.

0 0.5 1 2 Miles

N

SEE INSET MAP

Harvard Ave.
Washington Ave.
Diamond Lake Blvd.
Oak Ave.
Douglas Ave.
Owler St.
Rose St.
Jackson St.
Main St.
Kane St.
Chadwick St.
Spruce
Mosher Ave.
Fullerton St.
Flint St.
Lane Ave.
Terrace Dr.
Pine St.
Stephens St.
Mill St.
Cobb St.
Jackson St.
Hamilton St.
Main St.
Eddy St.
Kane St.
Portland Ave.
5
99

The *Douglas County Coordinated Transportation Plan*[12] identified the following deficiencies with respect to Umpqua Transit's services:

1. ADA service: While Umpqua Transit does use accessible vehicles, the system does not provide required complementary paratransit services. Under the Americans with Disabilities Act, public transit systems that operate fixed routes must offer accessible paratransit services to anyone living within ¾ of a mile of an existing route to any destination within the 1.5 mile-wide corridor. Umpqua Transit is not currently in compliance with this ADA requirement.

2. Route structure: Fixed-route ridership is relatively low in part because the system utilizes long, one-way loops that take up to 90 minutes to complete. This one-directional and infrequent service significantly reduces utilization.

3. Bus stop locations: To use the system, users must get to stops that are almost all located near commercial, medical, or educational destinations. Buses typically do not go to where transit-dependent riders (those who cannot drive or do not have access to an automobile) live. Lower income neighborhoods, trailer parks, and senior living facilities are often lacking direct access to the transit system.

4. Bus stop amenities: Few stops are marked and have protected waiting areas. The result is a lack of transit visibility in the community and reduced ridership.

5. Service hours and days: One issue of concern for transit-dependent riders is that the fixed -route transit system does not have evening hours or weekend service, which limits their mobility. Dial-a-Ride service ends at 4:30 in the afternoon, two hours before fixed-route buses stop running.

Greyhound bus service is available in Roseburg at a station located on Stephens Street. This service originates in Portland and passes through Roseburg four times per day. Current station hours (year 2005) are:

- 7:30 a.m. to 1:00 p.m. and 3:00 p.m. to 8:00 p.m. Monday through Friday, and
- 7:30 a.m. to 1:00 p.m. and 4:00 p.m. to 6:00 p.m. on Saturdays, Sundays, and holidays.

AMTRAK does not provide passenger rail service to or from Roseburg. Rail passengers need to ride a Greyhound bus to the nearest rail station, which is at 433 Willamette Street in Eugene, Oregon. Alternatively, rail passengers can access AMTRAK via the AMTRAK Thruway bus service, which is an extension of the rail service and operates between Eugene and Ashland.

[12] Discussion Draft of July 2005.

Taxi cab service and airport shuttles are also available from three companies based in Roseburg: Sunshine/Douglas County Taxi, Anania's Express Shuttle, and Bob White Tours. Taxi service is provided 24 hours per day, seven days per week to the greater Roseburg UGB as a demand-response service. The latter two companies provide airport shuttles to the Eugene and Medford areas, as well as to AMTRAK in Eugene.

ODOT's *Intercity Passenger Program* seeks to create or improve transportation connections between Oregon cities. The focus of the Intercity Passenger Program is evaluating and supporting bus, rail, and air intercity passenger transportation services in Oregon. The State Transportation Planning Rule requires that all communities include planning for intercity passenger facilities in their transportation system plans.

Intercity passenger facilities are those locations where passengers traveling from one city to another can transfer from one travel mode to another. Intercity facilities have multiple travel modes converging for the efficient and convenient transfer of passengers. Typically, intercity passenger facilities include train stations, bus terminals, airports, and some transit transfer facilities. Intercity passenger facilities suited for the transfer of passengers between intercity travel modes and local modes include local transit, taxis, shuttles, bikeways, sidewalks, and the automobile. Although it is most convenient to have all local and interurban travel modes serve one facility, it is not always possible given geographic, historic, or land utilization reasons.

The Oregon Department of Transportation receives federal money annually to fund transit projects around the state. Fifteen percent of this must be used to support travel among rural communities. Under the Oregon Transportation Commission's rural transportation policy, the Public Transit Division tries to ensure that all communities with populations of 2,500 or more have reasonable access to round-trip-in-a-day transportation to the next largest market economy. ODOT rates each community according to its level of intercity passenger networks in Oregon:

- adequate service,
- inadequate service, and
- missing service.

Roseburg is listed as having adequate service to Eugene/Springfield. Sutherlin and Myrtle Creek both are listed as having adequate service to Roseburg, while Winston is listed as having inadequate service to Roseburg.

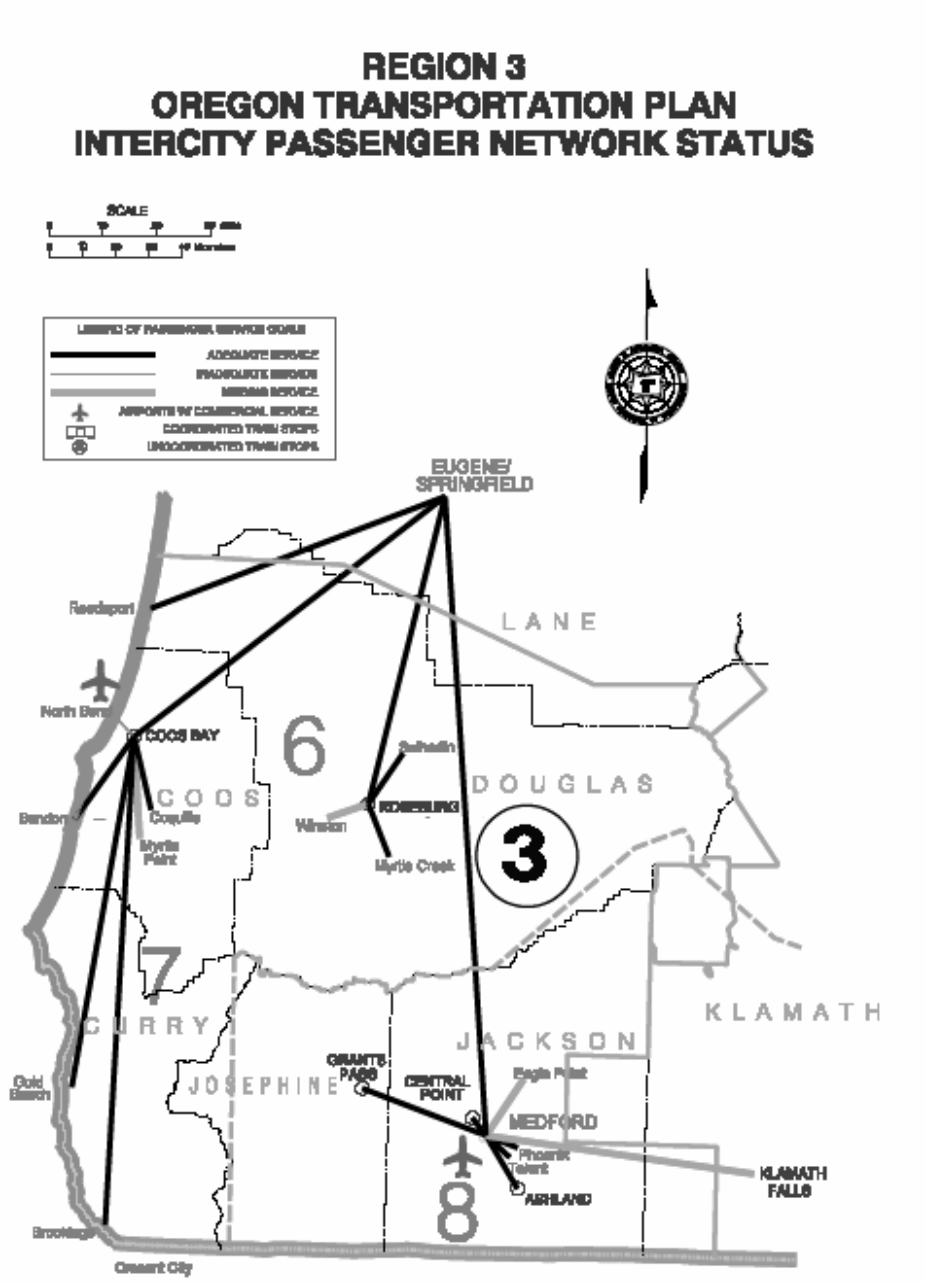
Intercity passenger facilities in Roseburg are comprised of the Roseburg Municipal Airport, Greyhound bus service, Umpqua Transit, bicycle and pedestrian facilities, and automobile facilities.

The *Oregon Public Transportation Plan* lists numerous service goals in order to provide minimum levels of transit service to communities. Roseburg meets many of these service goals, but there is one notable service gap. One service goal is to provide a guaranteed ride home program to all users of the public transportation system and to

publicize it well. Transit service in Roseburg ends at about 7:30 p.m. on weekdays and there is no weekend service. This service deficiency may strand some workers or students who attend night classes at Umpqua Community College and should be addressed.

Telecommuting and home-based businesses are becoming more common throughout Oregon. With technological advances including improved telecommunication equipment and computers in private residences, technologies may result in the reduction of some automobile travel for commuting purposes.

Figure 3-7. ODOT's Intercity Passenger Network Status



A list of passenger transportation service providers in Roseburg and the surrounding areas follows.

Greyhound
- Bus, 7 days a week
- Fee-based service
- National transportation service

Mercy Express
- Senior Shuttle Service (Mobility Equipped)
    - Serving those 55 and older by appointment; disabled served if space available
    - Round trip transportation within Douglas County (excluding Reedsport and Scottsburg)
    - No fee, donations accepted

Seniors Escorting Seniors
- Demand Response (Mobility Equipped)
    - Seniors in Canyonville, Riddle, Tri-City, and Myrtle Creek to dining sites
    - No fee, donations accepted
    - Routine recreational trips
    - Trying to establish service for doctors' appointments for same locations, including wheelchair transportation

Seven Feathers
- Bingo Bus—Existing stops at Macy's and Abby's (Winston)

Specialized Care Mobility
- 24 hours per day/7 days per week (Mobility Equipped)
- Fee-based service

Sunshine/Douglas County Taxi
- Taxi, 24 hours per day/7 days per week
- Fee-based service
- Competitive prices to the airport

Umpqua Transit
Umpqua Regional Council of Governments
- Route Buses (Mobility Equipped)

    - Around Roseburg and loops into Oakland, Sutherlin, Green, and Winston
    - Fee-based with one transfer to another bus. Ticket books are available. Unlimited use monthly passes are available.
    - Coordinates with Sutherlin Dial-a-Ride; Winston Dial-a-Ride; and Greyhound
    - Charter service available
- Dial-a-Ride – Roseburg (Mobility Equipped)
    - Elderly and disabled for doctor appointments, shopping, entertainment, etc. within Roseburg city limits
    - Fee-based. Ticket books are available. Unlimited use monthly passes are available.
    - Coordinates with Route Buses, Sutherlin Dial-a-Ride, Winston Dial-a-Ride; and Greyhound
    - Medical appointments for those living outside of Roseburg and whose doctors are in another city or county
    - North County bi-weekly shopping trips into Roseburg and Sutherlin
    - South County bi-weekly shopping trips into Roseburg

Freight Infrastructure and Services

Truck Facilities

The movement of goods and commodities into, out of, and through the Roseburg UGB is heavily dependent on the highway system, although freight movement also occurs via rail and pipeline modes. Freight transportation movement is a major transportation issue in Roseburg. As traffic volumes on key roadways in the city increase and constrain capacity, the impact of congestion on freight mobility becomes an important issue. Freight movement is a key to economic development. Therefore, the City of Roseburg would benefit from a regional freight movement planning study. A freight planning study would need to assess current conditions, determine potential deficiencies in moving freight, and identify projects to enhance freight movement within and through the city.

Within the Roseburg UGB, the major freight route is Interstate 5 (I-5). The Interstate is the most important freight link in the region carrying over 3,000 trucks per day through the Roseburg UGB.[13] Not only does it serve freight heading to destinations within the Roseburg UGB, but also serves a significant number of trucks passing through the region to destinations along the West Coast. Currently, the combined volume of freight transported over highway and rail modes in the I-5 corridor through the Roseburg region is estimated at 25 million tons annually, with the majority of this freight carried on the highway system. Most of the freight shippers and receivers in Roseburg are located within a few miles of I-5. Consequently, access to I-5 is critical for freight shippers in Roseburg.

Table 3-25 presents truck volumes recorded as part of the traffic volumes counted at the study area intersections and roadways for the Roseburg TSP in 2003.

[13] ODOT Transportation Data Section, Average Daily Truck Volumes, 1997.

Table 3-25. Truck Counts in Roseburg [14]

Intersection		All Truck Types	All Vehicles	Truck %
Douglas Ave	Jackson Street	8	965	0.8%
Garden Valley Blvd	Cedar Street/Airport Road	55	2365	2.3%
Garden Valley Blvd	Kline Street	33	2041	1.6%
Oak Ave	Jackson Street	5	449	1.1%
Pine Street	Mosher Ave	37	969	3.8%
Pine Street	Oak Ave	43	1661	2.6%
Stephens Street	Mosher Ave	28	1108	2.5%
Stephens Street	Washington Ave	57	1739	3.3%
Stephens Street	Winchester Street	164	2599	6.3%
Stewart Parkway	Aviation Drive/Mulholland Drive	13	1392	0.9%
Stewart Parkway	Wal-Mart Entrance	16	2191	0.7%
Troost Street	Calkins Road	5	379	1.3%
Washington Ave	Jackson Street	2	480	0.4%

Source: Based on traffic counts conducted at study intersections and roadways, ODOT, 2002-04.

Within ODOT's Region 3 (SW Oregon including Roseburg), the *I-5 State of the Interstate Report (2000)* states that travelers will experience significant congestion on I-5 by 2020. Many interchanges in this region are expected to have one or more components (i.e., ramp terminal intersection or ramp junction) operating at an unacceptable level of congestion, if no improvements are made. The problems associated with interchanges are expected to occur in the more populated portions of the corridor including the Roseburg interchanges along I-5.

Good freight mobility within the Roseburg UGB requires that the arterial and collector street system provide both an adequate level of service and good connectivity to intermodal facilities and inter-regional routes, such as I-5 and Highway 138. Some guidance on the standard of performance necessary for freight movements is found in the 1999 *Oregon Highway Plan*. The *Highway Plan* sets mobility standards using volume-to-capacity ratios (v/c) rather than Level of Service letters, to identify the presence of congestion. If the v/c ratio for a highway segment exceeds the v/c ratio established in the plan, then the highway segment does not meet ODOT's minimum operating conditions. Acceptable v/c ratios are higher for urbanized areas than for rural areas, which means that relatively greater congestion is acceptable in urbanized areas than in rural areas. Acceptable v/c ratios for freight routes are slightly lower than for other highways. This means that freight routes should be less congested than non-freight routes.

[14] Traffic counts conducted at study intersections and roadways in the City of Roseburg, 2002-04.

Roseburg currently has two roads officially designated in the Oregon Highway Plan as a freight route, I-5 from Washington to California and OR-42 from Coos Bay to Roseburg. The City of Roseburg has no self designated freight routes.

Freight Rail

The old Southern Pacific short line route that passes through Roseburg is now used primarily by Central Oregon & Pacific Railroad (CORP). The activities of CORP, the regional carrier, dominate railroading in Southwestern Oregon. CORP is Oregon's second largest short line railroad, operating on 391 route miles and 8 miles of trackage rights in the state. CORP operates in the southwestern quadrant of the state serving the southern Willamette Valley into California and the central Oregon coast. The main north-south line provides connections from Eugene-Springfield to Cottage Grove, Roseburg, Grants Pass, Medford, Ashland, and on into California. The entire length of CORP trackage is categorized as a Class III railroad. According to the *2001 Oregon Rail Plan*, the route miles of CORP comprise 16 percent of all route miles statewide.

CORP's trackage is characterized by steep grades and tight turns that limit operating speeds to about 25 to 35 mph. Forty-three miles of track are limited to an operating speed of only 10 mph. The operating speed limit of trains in Roseburg is 25 mph. CORP's line south of Medford is one of the most rugged rail lines in the western United States with gradients that approach 3.25 percent. Figure 3-8 illustrates the alignment of the Central Oregon & Pacific Railroad through the City of Roseburg and at-grade crossing locations. According to CORP, the condition of the tracks is in compliance with the Federal Railroad Administration (FRA) Standards for rail and equipment. However, maintaining these levels of standards is a constant and expensive process.

Since the Central Oregon & Pacific Railroad Company took over the former Southern Pacific Railroad's Siskiyou line in January 1995, rail service has increased and is now being offered six days per week. In 2004, the average number of trains traveling through Roseburg during a 24-hour period was four to six trains per day. Service increases have led to an expansion in the number of cars available to carry freight, reaching a level of approximately 28,000 cars per year. This is a significant increase over the 12,000 cars per year carried by the Southern Pacific Railroad when it operated the line. According to the *2001 Oregon Rail Plan*, CORP carries between 1 and 5 million tons of cargo each year. CORP anticipates moving 47,000 carloads in 2004, approximately 4 million tons of goods. CORP primarily transports lumber products, primarily plywood and stud lumber.

Rail service provides specific advantages for various bulk commodities or loads longer than those normally permitted on highways. Lumber and other wood products are the principal commodities transported over the Central Oregon & Pacific line. However, even with recent increases in railroad traffic, the total volume of rail freight is far less than the highway freight tonnage for the region. The rail freight portion only accounts for between 5 and 10 percent of the estimated 25 million tons annually moved through the I-5 corridor. However, if the railroad were not available to carry commodities, there

would likely be an impact on state freight highway routes in southern Oregon, particularly I-5 as commodities shift to truck transport.

Below is the existing schedule of CORP trains in Roseburg:

- **Roseburg-Eugene Hauler (Job 508):** On duty in Roseburg at 0700 (Varies) Tuesday through Saturday. Takes train from Roseburg to the Union Pacific in Eugene. Leaves Roseburg for Eugene at 0800. Monday through Friday this train operates with Union Pacific power on the point and mid train. On Saturdays CORP power operates the mid-train with Union Pacific power on the point.
- **Roseburg-Glendale Hauler (Job 503):** On duty at 2000 (Varies) in Roseburg on Monday and 2200 in Dillard on Tuesday through Friday. Takes train from Dillard to Glendale and swaps trains with 504/505 jobs.
- **Rice Hill Switcher (Job 100):** On duty in Roseburg at 1200 Monday through Friday. Handles the transfer of all industries between Dillard and Sutherlin. A switch run (switcher) is a train that operates in terminal areas or in road territory for short distances (normally under 100 miles) and place and pulls cars from industries along the line.[15]
- **AM Dillard Switcher (Job 102):** On duty in Roseburg at 0900 Monday through Friday. Starts off in Roseburg with switching and then takes the train to Dillard for industry switching.
- **Weekend Switcher (Job 101):** On duty time varies Saturday and Sunday. Switches the Roseburg UGB on weekends.

[15] *Oregon Rail Plan*, The Oregon Department of Transportation, 2001.

CITY OF ROSEBURG
TRANSPORTATION SYSTEM PLAN

Figure 3-8: Railroad Alignment and Crossings

Legend

- RR Crossings
- Railroads
- City Boundary
- UGB Area

This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.

0 0.5 1 2 Miles

N

SEE INSET MAP

Harvard Ave.
Washington Ave.
5th St.
Diamond Lake Blvd.
Oak Ave.
Douglas Ave.
Owler St.
Spruce
Rose St.
Jackson St.
Main St.
Kane St.
Chadwick St.
Mosher Ave.
Fullerton St.
Flint St.
Lane Ave.
Terrace Dr.
Pine St.
Stephens St.
Mill St.
Cobb St.
Jackson St.
Hamilton St.
Main St.
Eddy St.
Kane St.
Portland Ave.
5
99

Railroad Crossings

Table 3-26 presents a summary of existing railroad crossings in the Roseburg UGB along with type of crossing and type of crossing protection devices.

The railroad crosses several arterials in Roseburg, which are the busiest roads in the city. This can have a significant impact on automobile traffic. When trains block the road, vehicles can back up for some distance. Additionally, because all railroad crossings in Roseburg are at-grade crossings, when the trains come through there are no alternate routes for traffic or emergency vehicles to pass. This effectively cuts the city in half temporarily. As Roseburg grows, and subsequently the demand on the transportation system grows, this will have serious repercussions. Eventually one or more crossings may need to be modified to a separated-grade crossing.

Occasionally, long delays are encountered by autos, pedestrians, and cyclists in downtown Roseburg because of the current location of the railroad's switching yards, combined with the aforementioned lack of grade-separated crossings. Changes in operating procedures in the past have improved this situation, and may be able to do so in the future, but the potential remains for long interruptions as long as the switching yards remain in the downtown area.

Table 3-26. Roseburg Railroad At-Grade Crossings

Road Name	Type of Crossing
Mosher Avenue	At Grade
Oak Avenue	At Grade
Washington Avenue	At Grade
Douglas Avenue	At Grade
Chestnut Avenue	At Grade
Garden Valley Boulevard	At Grade
Stewart Parkway	At Grade
Edenbower Boulevard (at Stephens Street)	At Grade
Hooker Rd 171	At Grade
Keller Road	At Grade
I-5 (just south of North Umpqua River)	Grade Separated
Old Highway 99 North (south of North Bank Road)	At Grade
North Bank Road	At Grade

Source: Based on field inventory conducted fall 2004.

The *Oregon Rail Plan* identifies actions that can be taken by local governments to mitigate conflicts between rail and vehicular traffic, and to improve access to freight facilities. These actions include:

- Avoid or minimize the number of future railroad at-grade crossings when new streets are planned for growing portions of the community.
- Avoid creating intersections of major streets and railroads where possible.
- Locate new parallel streets at least 500 feet from the railroad to allow for industrial development between the tracks and the highway.
- Plan community development (particularly residential uses) with sensitivity to rail noise and other potential conflicts.

Passenger Rail

Passenger rail service is not directly available in Roseburg; rail passengers can access AMTRAK via the AMTRAK Thruway bus service, which is an extension of the rail service and operates between Eugene and Ashland. Intercity passenger rail service is available in Eugene which lies on the major north/south rail line connecting California with destinations in the Willamette Valley destinations to the north. Two north/south passenger rail service routes are operated by Amtrak in the California-Oregon-Washington corridor, the Coast Starlight route and the Cascades route. The Coast Starlight provides service from Los Angeles, California, serves destinations in the Willamette Valley and then proceeds north to Seattle, Washington. The Cascades route runs from Eugene, Oregon, to Vancouver, British Columbia.

The intercity passenger rail line in Oregon is part of the federally designated Pacific Northwest High Speed Rail Corridor that connects Eugene, Oregon, with destinations in Washington State and with Vancouver, B.C. The federal designation gives this route preference for Federal Railroad Administration funding to develop advanced technology passenger train service. The States of Oregon and Washington, in cooperation with the Province of British Columbia, are working together to incrementally improve passenger train operations in the corridor. The Oregon Department of Transportation is developing Oregon's portion of the corridor, with the long-range goal of providing safe service at speeds of more than 100 mph in rural areas. The 2001 Oregon Rail Plan provides further guidance on the development of future passenger rail service along the I-5 corridor and elsewhere in the state.

Air Facilities

The Roseburg Regional Airport is located on the north side of Roseburg just east of Interstate 5 and is built on 184 acres owned by the City. The airport has one runway, runway 16/34 that is 4,600 feet long by 100 feet wide. The surface of runway 16/34 is asphalt and is in good condition. There are 72 aircraft tiedown positions for fixed wing aircraft, and five marked helicopter parking positions, including one marked as an emergency medical helicopter landing pad located immediately adjacent to the airport

access gate. One fixed based operator (FBO) provides 100 octane aviation fuel and Jet-A fuel which is stored in two aboveground storage tanks owned by the City. The City-owned tanks are currently in compliance with EPA Storage Tank Regulations.[16]

As of November 2004, there were 96 aircraft based at Roseburg and an estimated 31,750 flights per year. Since 1973, there have been no successful scheduled commercial air service flights into Roseburg. As the Roseburg Regional Airport does not have commercial flights, it limits the intercity passenger network status. Adding commercial flights would provide opportunities for people to travel further faster. The airport handles some freight transportation. Both UPS and FedEx have regularly scheduled freight shipments to the Roseburg Regional Airport.[17]

Access to the airport is provided by an entrance off Aviation Drive that connects to the south with Stewart Parkway, a major arterial within the city. Aviation Drive connects to the north with Edenbower Boulevard at the North Roseburg Interstate 5 Interchange (Exit 127). There is a small buffer of open space and then low density residential uses surround the east, west, and south ends of the airport. Also, Interstate 5 to the west and NE Stephens Street to the east act as barriers to the residential areas.

There is a second airport in Roseburg, the privately owned George Felt Airport. It is a much smaller airport with only 17 based aircraft and an estimated 1,508 annual operations. George Felt Airport has no commercial passenger or freight service.

Pipelines

There is one major natural gas pipeline transportation system in the Roseburg UGB and numerous secondary natural gas distribution lines that spur off the mainline to provide gas to residences and businesses. The major pipeline is part of a system operated by Northwest Pipeline Corporation. In addition, Avista Utilities operates a smaller pipeline transportation system in the Roseburg UGB. Specific information and locations regarding the pipelines is confidential due to security reasons.

Northwest Pipeline Corporation

The Williams Companies' subsidiary Northwest Pipeline Corporation operates a 4,100-mile-long pipeline system which carries more than 3.4 million cubic feet of natural gas to customers located between New Mexico and Washington. They provided transportation service to access British Columbia and domestic Rocky Mountain gas. Northwest Pipeline Corporation supplies a sizable percentage Oregon's gas supply. It also operates a gas transmission compressor station approximately halfway between Sutherlin and Roseburg.

[16] Roseburg Regional Airport Master Plan Update 1995-2014, January 1996.
[17] Roseburg Regional Airport Master Plan Update 1995-2014, January 1996.

Avista Utilities

Avista Utilities South provides natural gas in Oregon and California. Douglas County is one of the five Oregon counties in Avista's natural gas service area. The South operating division consists of about 32 miles of gas transmission mains and approximately 2,000 miles of gas distribution mains. Two interstate natural gas pipelines serve the South operating division, which includes service to Canyonville, Dillard, Myrtle Creek, Oakland, Riddle, Roseburg, and Winston.

Other Utilities

Other services in and throughout the Roseburg UGB own and/or operate pipelines or transmission lines for electricity, cable television and telephone services, as well as pipeline transport of water and sanitary sewer. The demand for transmission lines will continue to grow as Roseburg's population grows. Other services, such as telecommunications and cable television are subject to frequent technological changes, such that current technology may be obsolete by the end of the planning horizon. The City should work with the various service providers to identify service patterns and utility corridors that make the most sense at the time a need is identified.

Waterways

The South Umpqua River meets the North Umpqua River approximately eight miles northwest of downtown Roseburg. This confluence becomes the Umpqua River. The South Umpqua River is used primarily for fishing and recreational boating; north of the Stewart Parkway Bridge the river is considered non-navigable. The North Umpqua River is considered non-navigable above the Winchester Dam. Only the Umpqua River near Reedsport, Oregon is used for limited shipments of raw timber.

Chapter 4: Current Conditions and Deficiencies (2004)

Introduction

This chapter describes current transportation conditions and deficiencies and needs in Roseburg. *Deficiencies* represent the difference between an existing transportation system characteristic and adopted standards for that characteristic. *Needs* represent the types of measures required to mitigate the deficiencies.[18] In this chapter, transportation needs are described for Roseburg's transportation facilities. Recommended transportation system improvements are described in the modal plans in subsequent chapters.

Existing Traffic Conditions

Traffic Volumes and 30th Highest Hour Volumes

The City of Roseburg and the Oregon Department of Transportation identified 47 intersections to analyze for the TSP planning process. Intersection turn movement counts were provided at the study intersections during weekday peak periods for 4- to 14-hour time periods by ODOT and the City of Roseburg. The traffic counts are provided in Appendix A.

ODOT traffic analysis procedures call for the annual 30th highest hour (30 HV) traffic volumes to be used to calculate volume to capacity (v/c) ratios for intersections and street segments. The 30th highest hour volume is the 30th highest hourly traffic volume experienced annually on a transportation facility.

With consultation and agreement from TPAU, the methodology to determine the 30th highest hour for current and future scenarios follows. The traffic counts and the results of traffic volume trends from ODOT's automatic traffic recorders (ATR) were used to estimate the annual 30th highest hour traffic volumes. To estimate 30th highest hour traffic volumes, the existing traffic counts were reviewed for seasonal variations. For historical traffic counts, an annual growth factor of 2.5% per year was applied to the historical 2002 and 2003 counts to increase the counts to the 2004 base year. Based on ODOT's traffic analysis procedures, the seasonal table containing the ODOT ATR data (available from ODOT's web site) may be used when there is not an ATR in a close by location of the study area. ATR locations that are representative of the study area locations with similar traffic trends may be selected and appropriate seasonal adjustments applied to raw counts. For this analysis, seasonal adjustments to all of the traffic counts were based on factors for the following ATR stations. (ATR stations were approved by Transportation Planning Analysis Unit (TPAU), ODOT, before use in the analysis):

[18] ODOT Transportation System Planning Guidelines. May, 2001.

For the I-5 mainline and ramps:

- Roseburg ATR (station number 10-005)

For major 4-lane city streets (for example, Harvard Avenue, Diamond Lake Boulevard, and Stephens Street):

- Average of the Talent (station number 15-014) and the Klamath Falls (station number 18-018) ATRs

For all other roads in the study area:

- Brockway (station number 10-006)

Five years of traffic data (1998-2002) for the ATR stations was available from the ODOT's Web site[19]. The analysis of data (Brockway and Roseburg ATRs) revealed that August was the highest traveled month for the study area. The data from these ATR stations was used in the analysis because the stations are the closest recorders to the study area and are representative of the study area characteristics.

After the traffic counts had been collected and reviewed, one peak hour was selected for all the study area intersections. TPAU, ODOT, recommends the use of one peak hour for consistency in traffic volumes and to balance volumes between intersections.

"Peak hour" is the single hour of the day that has the highest hourly volumes. The traffic volume within this hour is generally directional. Transportation facilities should be adequately designed to accommodate demand volumes during the peak hour for efficient traffic operations.

The 15-minute time period splits in the raw traffic data were used to determine the peak hour for each count. The final selection of a peak hour was based on the majority of counts that had the same peak hour. This methodology showed that 4:15 PM to 5:15 PM was the peak hour for the study area.

The study area intersections that were analyzed for the Roseburg TSP are shown in Figure 4-1. Table 4-1 shows the actual peak hour by intersection.

Peak Hour Factor

The quality of traffic is often related to short-term fluctuations in traffic demand. Short-term peaks of traffic flow within the peak hour may exceed capacity of the roadway segment thereby creating a breakdown. For this reason, traffic facilities are analyzed to identify the "worst" 15-minute period of the peak hour. The peak 15-minute volume is calculated by dividing the full one-hour traffic volumes by an applicable peak-hour factor (PHF). This PHF is defined as the one-hour volume divided by four times the maximum 15-minute volume during that hour. Thus, PHF always ranges between 0.25 and 1.0. The maximum value of PHF equal to 1.0 occurs when the volume in each 15-minute

[19] http://www.oregon.gov/ODOT/TD/TDATA/tsm/tvt.shtml/shtml#Traffic_Volume_Tables, <last accessed October 2004>

period is equally distributed and the lowest value of PHF equal to 0.25 occurs when the entire peak hour volume occurs in one 15-minute interval. Lower PHF values signify a greater variation in volumes during the peak hour. The PHF is as a factor used in the traffic analysis of transportation facilities.

This page left blank intentionally.

CITY OF ROSEBURG
TRANSPORTATION SYSTEM PLAN

Figure 4-1: Study Area Intersections

Legend

- Study Intersections
- Freeway
- Arterial
- Collector
- Minor Collector
- Local
- Railroads
- City Boundary
- UGB Area

This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.

0 0.5 1 2 Miles

N

SEE INSET MAP

Table 4-1. Traffic Peak Hour by Intersection

Intersections		Counts	Count Date	Actual PM Peak Hour	
Roadway 1	Roadway 2			Start	End
Diamond Lake Blvd	Douglas Ave	4 hour	14-Oct-2002	3:45	4:45
Diamond Lake Blvd	Fulton Street	14 hour	30-Jul-2002	4:00	5:00
Diamond Lake Blvd	Jackson Street/Winchester Ave	14 hour	13-Nov-2002	4:30	5:30
Diamond Lake Blvd	Rifle Range Street	14 hour	22-Nov-2004	4:15	5:15
Douglas Ave	Jackson Street	14 hour	18-Nov-2003	4:15	5:15
Douglas Ave	Kane Street	4 hour	24-Jan-2005	4:15	5:15
Douglas Ave	Ramp Street	4 hour	1-Oct-2002	4:35	5:35
Douglas Ave	Rifle Range Street	4 hour	26-Sep-2002	4:55	5:55
Edenbower Blvd	Aviation Drive	15 hour	4-Mar-2003	4:00	5:00
Garden Valley Blvd	Cedar Street/Airport Road	4 hour	18-Nov-2003	4:15	5:15
Garden Valley Blvd	Kline Street	14 hour	18-Nov-2003	4:15	5:15
Garden Valley Blvd	Melrose	14 hour	16-Nov-2004	4:30	5:30
Garden Valley Blvd	Roseburg Valley mall	4 hour	18-Nov-2003	4:00	5:00
Garden Valley Blvd	Troost Street	14 hour	17-Nov-2004	4:30	5:30
Harvard Avenue	LookingGlass Road	14 hour	19-Nov-2004	5:00	6:00
Harvard Avenue	Steward Park Drive	4 hour	29-Nov-2004	3:00	4:00
Harvard Avenue	Stewart Parkway	14 hour	15-Nov-2004	4:30	5:30
I-5 NB on/off ramps	Edenbower Blvd (MP 127)	14 hour	5-Mar-2003	3:00	4:00
I-5 SB on/off ramps	Edenbower Blvd (MP 127)	16 hour	13-May-2003	3:00	4:00
I-5 SB off-ramp	Garden Valley Blvd/Mulholland Drive (MP 125)	14 hour	29-Nov-2004	3:45	4:45
I-5 NB off-ramp	Garden Valley Blvd/Mulholland Drive (MP 125)	14 hour	20-Apr-2004	4:15	5:15
I-5 NB on/off ramps	Harvard Avenue (MP 124)	14 hour	8-Nov-2004	4:15	5:15
I-5 SB on/off ramps	Harvard Avenue (MP 124)	14 hour	8-Nov-2004	4:30	5:30
I-5 NB on ramp	Harvard Avenue (MP 124)	24 hour	15-Dec-2004	4:15	5:15
Oak Ave	Jackson Street	4 hour	18-Nov-2003	4:15	5:15
Pine Street	Mosher Ave	14 hour	18-Nov-2003	4:15	5:15
Pine Street	Oak Ave	4 hour	18-Nov-2003	4:45	5:45
Pine Street	Washington Ave	14 hour	9-Nov-2004	4:15	5:15
Stephens Street	Chestnut Ave	4 hour	16-Nov-2004	4:15	5:15
Stephens Street	Diamond Lake Blvd	14 hour	15-Oct-2002	4:30	5:30
Stephens Street	Douglas Ave	4 hour	2-Oct-2002	4:30	5:30
Stephens Street	Edenbower Parkway	14 hour	6-Mar-2003	4:00	5:00
Stephens Street	Garden Valley Blvd	14 hour	18-Nov-2004	3:30	4:30
Stephens Street	Mosher Ave	14 hour	18-Nov-2003	4:15	5:15
Stephens Street	Newton Creek Road	14 hour	17-Nov-2004	4:15	5:15
Stephens Street	Oak Ave	2 hour	30-Nov-2004	4:15	5:15
Stephens Street	Stewart Parkway/Alameda Ave	14 hour	17-Nov-2004	4:30	5:30
Stephens Street	Washington Ave	4 hour	18-Nov-2003	4:30	5:30
Stephens Street	Winchester Ave	4 hour	18-Nov-2003	4:15	5:15
Stewart Parkway	Airport Road	14 hour	10-Nov-2004	4:15	5:15
Stewart Parkway	Aviation Drive/Mulholland Drive	4 hour	18-Nov-2003	4:15	5:15
Stewart Parkway	Edenbower Blvd	14 hour	10-Nov-2003	4:15	5:15
Stewart Parkway	Garden Valley Blvd	14 hour	18-Nov-2004	3:30	4:30

Intersections		Counts	Count Date	Actual PM Peak Hour	
Roadway 1	Roadway 2			Start	End
Stewart Parkway	Harvey	14 hour	15-Nov-2004	4:30	5:30
Stewart Parkway	WalMart Entrance	4 hour	18-Nov-2003	4:00	5:00
Troost Street	Calkins Road	14 hour	18-Nov-2003	4:45	5:45
Washington Ave	Jackson Street	4 hour	18-Nov-2003	4:15	5:15
Washington Ave	Madrone Street	14 hour	9-Nov-2004	3:00	4:00

PHFs were determined for each intersection analyzed as part of this study and ranged between 0.80 and 0.98 except at five locations. These five locations follow:

- Washington Avenue at Pine Street with a PHF of 0.77
- Diamond Lake Blvd. at Douglas Avenue with PHF of 0.77
- Washington Avenue at Jackson Street with a PHF of 0.73
- Douglas Avenue at Kane Street with a PHF of 0.76
- Harvard Avenue at NB I-5 on-ramp with a PHF of 0.72

The traffic at these five intersections had greater variation in traffic flow during the peak hour.

ADT for selected Roseburg roads is shown in Table 4-2 and include data from ODOT's traffic volume tables and from the 14-hour seasonally adjusted intersection counts. ADT shown represents bi-directional traffic at the location specified in the Table. As seen in Table 4-2, I-5 generates the most ADT on a typical day, for obvious reasons. The other roads in the Roseburg UGB that have the highest ADT counts include: Garden Valley Boulevard, Stephens Street (south of Diamond Lake Boulevard), Harvard Avenue, and Washington Avenue.

Figure 4-2 shows the ADT volumes on roadway segments in the City of Roseburg.

Table 4-2. Existing Year (2004) Average Daily Traffic

Location	ADT Both Directions
I-5 (MP 122.71, 0.30 mile south of Fairgrounds Interchange)	43,200
I-5 (MP 123.84, 0.30 mile south of W Harvard Avenue)	44,600
I-5 (MP 124.78, 0.30 mile south of Garden Valley Road)	44,500
I-5 (MP 126.83, 0.40 mile south of North Roseburg Interchange)	31,900
I-5 (MP 129.12, 0.10 mile south of Winchester Interchange)	35,200
I-5 (MP 129.75, 0.53 mile north of Winchester Interchange)	32,000
I-5 overcrossing on Harvard Avenue	22,400
Harvard Avenue (0.01 mile west of Madrone Street)	22,400
Washington Street, 0.02 mile east of Madrone Street	8,200
Oak Street, 0.02 mile east of Madrone Street	14,300
Stephens Street (0.01 mile north of Douglas Avenue)	24,000
Diamond Lake Boulevard (0.02 mile east of Stephens Street)	14,400
Diamond Lake Boulevard (0.02 mile east of Winchester Street)	18,800
Diamond Lake Boulevard (0.02 mile east of Fowler Street)	20,700
Diamond Lake Boulevard (0.02 mile east of Casper Street)	20,200
Diamond Lake Boulevard (0.02 mile west of Rifle Range Street)	16,900
Diamond Lake Boulevard (East city limits of Roseburg, 0.14 mile east of Patterson Street)	11,500
Stephens Street 0.01 mile south of Diamond Lake Blvd, OR 138	23,500
Pine Street, 0.01 mile southwest of Stephens Street	12,500
Pine Street, 0.01 mile north of SE Oak Street	8,000
Stephens Street, 0.01 mile north of SE Washington Avenue	11,900
Stephens Street, 0.01 mile north of SE Oak Avenue	14,000
I-5 NB off-ramp (Garden Valley Blvd/Mulholland Drive (MP 125)	13,100
Garden Valley Blvd (east of Mulholland Drive/I-5 NB off-ramp)	31,900
Garden Valley Blvd (west of Mulholland Drive/I-5 NB off-ramp)	36,900
Mulholland Drive (north of Garden Valley Blvd)	7,400
Diamond Lake Blvd (west of Jackson Street/Winchester Street)	17,700
Diamond Lake Blvd (east of Jackson Street/Winchester Street)	24,600
Jackson Street (south of Diamond Lake Blvd)	7,500
Winchester Street (north of Diamond Lake Blvd)	15,900
Diamond Lake Blvd (east of Fulton Street)	21,600
Diamond Lake Blvd (west of Fulton Street)	22,100
Fulton Street (south of Diamond Lake Blvd)	200
Fulton Street (north of Diamond Lake Blvd)	800
Diamond Lake Blvd (west of Stephens Street)	17,100
Stephens Street, south of Diamond Lake Blvd	30,000
Stephens Street, north of Diamond Lake Blvd	22,400
I-5 NB off-ramp (Edenbower Blvd (MP 127))	3,900

Location	ADT Both Directions
I-5 NB on-ramp (Edenbower Blvd (MP 127))	5,100
Edenbower Blvd (east of NB I-5 on- and off- ramps)	16,000
Edenbower Blvd (west of NB I-5 on- and off- ramps)	16,700
I-5 SB off-ramp (Edenbower Blvd (MP 127))	4,600
I-5 SB on-ramp (Edenbower Blvd (MP 127))	4,200
Edenbower Blvd (east of SB I-5 on- and off- ramps)	16,100
Edenbower Blvd (west of SB I-5 on- and off- ramps)	17,600
Stephens Street, south of Edenbower Boulevard	15,700
Stephens Street, north of Edenbower Boulevard	13,800
Edenbower Blvd (west of Stephens Street)	12,400
Edenbower Blvd (west of Aviation Drive)	15,200
Edenbower Blvd (east of Aviation Drive)	13,900
Aviation Drive (south of Edenbower Blvd)	1,300
Aviation Drive (north of Edenbower Blvd)	2,700
Diamond Lake Blvd (east of Rifle Range Street)	19,200
Diamond Lake Blvd (west of Rifle Range Street)	16,600
Rifle Range Street (north of Diamond Lake Blvd)	2,300
Rifle Range Street (south of Diamond Lake Blvd)	1,800
Garden Valley Blvd (south of Melrose Road)	16,200
Garden Valley Blvd (north of Melrose Road)	10,180
Melrose Road (west of Garden Valley Blvd)	8,400
Melrose Road (east of Garden Valley Blvd)	200
Garden Valley Blvd (west of Troost Street)	16,300
Garden Valley Blvd (east of Troost Street)	20,000
Troost Street (south of Garden Valley Blvd)	5,400
Harvard Avenue (west of Lookingglass Road)	6,900
Harvard Avenue (east of Lookingglass Road)	12,600
Lookingglass Road (south of Harvard Avenue)	6,200
Harvard Avenue (west of Stewart Parkway)	19,900
Harvard Avenue (east of Stewart Parkway)	24,300
Stewart Parkway (north of Harvard Avenue)	19,600
Harvard Avenue (MP 124, west of NB I-5 ramp and High school entrance)	38,900
Harvard Avenue (MP 124, east of NB I-5 ramp and High school entrance)	33,100
I-5 NB on- off- ramp (south of Harvard Avenue, MP 124)	9,300
High school entrance (north of Harvard Avenue, MP 124)	2,800
Harvard Avenue (MP 124, west of SB I-5 on- off- ramps)	33,300
Harvard Avenue (MP 124, east of SB I-5 on- off- ramps)	33,600
SB I-5 on- off- ramps (south of Harvard Avenue)	14,000
Bellows Street (north of Harvard Avenue)	3,300
Washington Avenue (west of Pine Street)	14,600

Location	ADT Both Directions
Washington Avenue (east of Pine Street)	8,800
Pine Street (south of Washington Avenue)	9,400
Pine Street (north of Washington Avenue)	15,200
Garden Valley Blvd (west of Stephens Street)	22,300
Garden Valley Blvd (east of Stephens Street)	8,800
Stephens Street, south of Garden Valley Blvd	33,500
Stephens Street, north of Garden Valley Blvd	24,800
Newton Creek Road (west of Stephens Street)	400
Newton Creek Road (east of Stephens Street)	4,900
Stephens Street, south of Newton Creek Road	18,200
Stephens Street, north of Newton Creek Road	17,600
Stewart Parkway (west of Airport Road)	15,800
Stewart Parkway (east of Airport Road)	12,900
Airport Road (south of Stewart Parkway)	4,000
Airport Road (north of Stewart Parkway)	4,000
Garden Valley Blvd (west of Stewart Parkway)	30,900
Garden Valley Blvd (east of Stewart Parkway)	34,900
Stewart Parkway (south of Garden Valley Blvd)	19,100
Stewart Parkway (north of Garden Valley Blvd)	29,900
Harvey Avenue (west of Stewart Parkway)	6,400
Harvey Avenue (east of Stewart Parkway)	2,800
Stewart Parkway (south of Harvey Ave)	21,800
Stewart Parkway (north of Harvey Ave)	18,000
Stewart Parkway (west of Edenbower Blvd, MP 127)	27,600
Stewart Parkway (east of Edenbower Blvd, MP 127)	16,600
Edenbower Blvd (MP 127, south of Stewart Parkway)	7,500
Edenbower Blvd (MP 127, north of Stewart Parkway)	20,100
Washington Avenue (west of Madrone Street)	31,200
Washington Avenue (east of Madrone Street)	29,800
Madrone Street (south of Washington Avenue)	700
Madrone Street (north of Washington Avenue)	3,600

Source: ODOT's traffic volume tables and 14-hour seasonally adjusted intersection counts provided by ODOT.

This page left blank intentionally.

CITY OF ROSEBURG

TRANSPORTATION SYSTEM PLAN

Figure 4-2: Existing Average Daily Traffic Volumes

Legend

- Freeway
- Arterial
- Collector
- Minor Collector
- Local
- Railroads
- City Boundary
- UGB Area

This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.

0 0.5 1 2 Miles

N

SEE INSET MAP

Existing (2004) PM Peak Intersection Operations Analysis

In order to determine the intersection operational performance of study area intersections and network, two primary parameters were used: delay and volume-to-capacity (v/c) ratios. "Delay" is the average amount of time a vehicle must wait at an intersection. Delay is a measure that directly relates to the driver's experience, and is the amount of time consumed in traversing the intersection. "Volume-to-capacity" (v/c) is the ratio of peak hour traffic volume to the maximum hourly volume of vehicles that can be accommodated by the roadway section (capacity). V/C measures the percentage of capacity of the roadway section that is being used during the peak hour. When the v/c ratio exceeds 1.0, auto demand exceeds the capacity of the facility to serve that demand.[20]

Another parameter commonly used to describe operating conditions of intersections and roadways is "Level of Service" (LOS). LOS for an intersection is a measure of the average delay experienced by each vehicle passing through it. It can be measured for the vehicles making each directional turning movement, using each approach leg, or as a composite average value for all vehicles using the intersection. LOS is a letter designation with LOS A representing insignificant delay (less than 10 seconds per vehicle), and F represents significant waiting. Level of service F means more than 50 seconds per vehicle for intersections with non-existent signals and more than 80 seconds per vehicle for intersections with signals. Other letters identify intermediate conditions[21].

Similar to intersection level of service, roadway LOS is reported with a letter grade designation ranging from A to F.

Level of Service A describes a condition of free flow, with low volumes and high speeds. *Level of Service B* is the zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. *Level of Service C i*s the zone of mostly stable flow, but speeds and maneuverability are more closely constricted by the higher volumes. *Level of Service D* is a zone that approaches unstable flow, with tolerable operating speeds, however driving speed is considerably affected by changes in operating conditions. *Level of Service E* is a zone that cannot be described by speed alone. Operating speeds are lower than in Level D, with volume at or near the capacity of the highway. *Level of Service F* is a zone in which the stoppages disrupt the traffic flow so that the volume carried by the roadway falls below its capacity; without the stoppages, the volume of traffic on the roadway would be higher, or in other words, it would reach capacity.

[20] *Highway Capacity Manual 2000*, Transportation Research Board, Washington, D.C., 2000.
[21] Dush, S. and Muhonen, G., The Language of Traffic, American Planning Association, Issue Spring 2002.

Level of Service Definitions

Level of service A represents free flow conditions. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, and pedestrian is excellent.

Level of service B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from Level of service A. The level of comfort and convenience provided is somewhat less than at the Level of service A, because the presence of others begins to affect individual behavior.

Level of service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by the interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

Level of service D represents high-density, but stable, flow conditions. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally result in the occurrence of operational problems at this level.

Level of service E represents operating conditions at or near the capacity level of a given facility. All speeds are reduced to a low but relatively uniform level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to “give way” to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

Level of service F is used to define forced or breakdown flow. This condition exists whenever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level of service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and the Level of service F is an appropriate designation for such points.

Currently, the City of Roseburg has no current operational mobility standards. ODOT and Douglas County uses volume-to-capacity ratios for their performance standard. To determine existing deficiencies, the mobility standards from the 1999 Oregon Highway Plan (OHP) for state facilities and Douglas County for County facilities was used to assess the existing transportation conditions.

> *The OHP states that the maximum acceptable v/c ratio for Regional Highways outside the Portland metro area (non-MPO) and not identified as a Special Transportation Area (STA) is 0.80 where non-freeway speed limit is less-than 40 mph, and is 0.75 when non-freeway speed limit is greater-than 40 mph. For District/Local Interest roads, the acceptable ratio is 0.85 non-freeway speed limit is less-than 40 mph, and is 0.80 when non-freeway speed limit is greater-than 40 mph.*
>
> *The Douglas County performance standards for a given route vary based on the urban or rural nature, speeds, and surrounding land use designations. The County's v/c performance standards by roadway classification follows: Principal Highway, V/C = 0.70; Arterial, V/C = 0.85; Major Collector, V/C = 0.90; Minor Collector, V/C = 0.95; Necessary Local, V/C = 0.95.*

For intersections and segments maintained by the City of Roseburg, a dual performance measure was used to determine current year transportation deficiencies. To maintain consistency with County mobility standards as discussed during TSP technical advisory committee meetings, v/c ratio standards based on the County's mobility standards (v/c ratios shown above) plus the addition of a LOS performance measure standard of D or better was used to determine operational deficiencies.

Using the 30th highest hour traffic volumes, traffic operational analysis of existing conditions for the City of Roseburg was conducted using Synchro 6.0, a traffic analysis software tool which uses analysis procedures outlined in the Highway Capacity Manual (HCM) for signalized and unsignalized intersections. The HCM provides a nationally accepted, standardized analysis procedure for determining average vehicle delay, level of service (LOS), and v/c ratios at signalized and unsignalized intersections. [22]

The study area network was developed in Synchro and the intersection data were exported to *2000 Highway Capacity Software* for analysis of signalized and stop-controlled intersections. The methodology provides standardized analysis procedures to evaluate average vehicle delay (in seconds per vehicle), level of service, v/c ratios, and 95th percentile queue lengths (for signalized intersections).

Table 4-3 shows the highest v/c ratio by turn-movement and delay and LOS by approach (major street or minor street) for the unsignalized intersections. Also shown in the table are overall v/c ratio, average delay, and LOS for the signalized intersections.

[22] *Highway Capacity Manual 2000*, Transportation Research Board, Washington, D.C., 2000.

The following intersections (signalized and unsignalized) exceed the applicable mobility standards pertaining to the responsible jurisdiction:

- Diamond Lake Boulevard and Rifle Range Street
- Garden Valley Boulevard and Melrose Road
- Edenbower Boulevard and I-5 NB on/off ramps (MP 127)
- Edenbower Boulevard and I-5 SB on/off ramps (MP 127)
- Pine Street and Mosher Avenue
- Stephens Street and Mosher Avenue
- Douglas Avenue and Kane Street
- Harvard Avenue and Stewart Parkway
- Harvard Avenue and I-5 SB on/off ramps, and Bellows Street
- Pine Street and Washington Avenue
- Stewart Parkway and Edenbower Boulevard

Table 4-3. Existing PM Peak Hour Level of Service

Unsignalized Intersections		Major/Minor Street LOS	Highest V/C	Highest Delay (seconds/vehicle)	Mobility Standard
Major Street	**Minor Street**				
Diamond Lake Blvd	Douglas Ave	A/C	0.19 (Major St.)	17 (Minor St.)	0.80
Diamond Lake Blvd	Fulton Street	A/F	0.39 (Major St.)	53 (Minor St.)	0.80
Diamond Lake Blvd	**Rifle Range Street**	**B/F**	**1.34 (Minor St.)**	**325 (Minor St.)**	**0.80**
Douglas Ave	Jackson Street	C/E	0.90 (Minor St.)	42 (Minor St.)	0.90
Douglas Ave	Ramp Street	A/B	0.10 (Major St.)	11 (Minor St.)	0.90
Douglas Ave	Rifle Range Street	A/A	0.09 (Minor St.)	9.5 (Minor St.)	0.90
Edenbower Blvd	Aviation Drive	A/D	0.50 (Minor St.)	47 (Minor St.)	.85/LOS D
Garden Valley Blvd	**Melrose**	**A/F**	**1.06 (Minor St.)**	**70 (Minor St.)**	**0.95**
Harvard Avenue	LookingGlass Road	A/B	0.32 (Minor St.)	13 (Minor St.)	.85/LOS D
Edenbower Blvd	**I-5 NB on/off ramps (MP 127)**	**B/F**	**1.60 (Minor St.)**	**147 (Minor St.)**	**0.80**
Edenbower Blvd	**I-5 SB on/off ramps (MP 127)**	**B/F**	**1.20 (Minor St.)**	**84 (Minor St.)**	**0.80**
Oak Ave	Jackson Street	A/A	0.30 (Major St.)	9 (Minor St.)	.95/LOS D
Pine Street	**Mosher Ave**	**A/F**	**0.91 (Minor St.)**	**132 (Minor St.)**	**.85/LOS D**
Stephens Street	Chestnut Ave	C/D	0.61 (Major St.)	26 (Minor St.)	.85/LOS D
Stephens Street	**Mosher Ave**	**A/F**	**0.92 (Minor St.)**	**99 (Minor St.)**	**.85/LOS D**
Stephens Street	Del Rio Road/Winchester Ave	B/C	0.49 (Minor St.)	24.5 (Minor St.)	0.85
Troost Street	Calkins Road	A/A	0.23 (Major St.)	9 (Major St.)	.90/LOS D
Washington Ave	Jackson Street	A/B	0.59 (Minor St.)	13 (Minor St.)	.95/LOS D
Douglas Ave	**Kane Street**	**A/F**	**1.05 (Minor St.)**	**110 (Minor)**	**.90/LOS D**
Signalized Intersections		**LOS**	**V/C**	**Delay (seconds/vehicle)**	**Mobility Standard**
Major Street	**Minor Street**				
Diamond Lake Blvd	Jackson Street/Winchester Ave	B	0.66	18	0.80
Garden Valley Blvd	Cedar Street/Airport Road	C	0.67	28	.85/LOS D
Garden Valley Blvd	Kline Street	C	0.65	29	.85/LOS D
Garden Valley Blvd	Troost Street	A	0.51	8	0.85
Harvard Avenue	**Stewart Parkway**	**E**	**0.95**	**75**	**.85/LOS D**
Garden Valley Blvd/Mulholland Drive	I-5 NB off-ramp (MP 125)	C	0.80	27	0.80
Garden Valley Blvd	I-5 SB off-ramp (MP 125)	A	0.71	1	0.80
Harvard Avenue	I-5 NB on/off ramps (MP 124) and School Entr.	A	0.79	10	0.80
Harvard Avenue	**I-5 SB on/off ramps (MP 124) and Bellows St.**	**C**	**0.95**	**35**	**0.80**
Pine Street	Oak Ave	A	0.5	11	0.80
Pine Street	**Washington Ave**	**B**	**0.89**	**19**	**0.80**
Stephens Street	Diamond Lake Blvd	C	0.76	23	0.80
Stephens Street	Douglas Ave	B	0.60	17	0.80
Stephens Street	Edenbower Parkway	B	0.64	18	.85/LOS D
Stephens Street	Garden Valley Blvd	D	0.82	38	.85/LOS D
Stephens Street	Newton Creek Road	B	0.56	13	.85/LOS D
Stephens Street	Oak Ave	B	0.68	20	0.80
Stephens Street	Stewart Parkway/Alameda Ave	C	0.62	24	.85/LOS D
Stephens Street	Washington Ave	B	0.62	13	0.80
Stewart Parkway	Airport Road	B	0.40	14	.85/LOS D
Stewart Parkway	Aviation Drive/Mulholland Drive	C	0.53	30	.85/LOS D
Stewart Parkway	**Edenbower Blvd**	**D**	**0.99**	**53**	**.85/LOS D**
Stewart Parkway	Garden Valley Blvd	D	0.78	38	.85/LOS D
Stewart Parkway	Harvey	C	0.74	32	.85/LOS D
Stewart Parkway	WalMart Entrance	A	0.50	9	.85/LOS D
Washington Ave	Madrone Street	B	0.56	17	0.80
Harvard Avenue	Stewart Park Drive	B	0.50	11	.85/LOS D

*Bold represents instances where the mobility standard is not met.

Signal Warrants 2004

Traffic signals are valuable devices for the control of vehicle, bicycle, and pedestrian traffic. Traffic control signals, properly located and operated, can have several advantages:

- Provide for orderly movement of traffic
- Can increase the traffic handling capacity of intersections
- Reduce the frequency of certain types of collisions
- Can be coordinated to provide nearly continuous movement of traffic at a definite speed along a route
- Permit minor street traffic (vehicles and pedestrians) to enter or cross continuous traffic on a major street

For unsignalized study intersections exceeding the mobility standards for appropriate jurisdictions (refer to Table 4-3), a preliminary signal warrant analysis was performed using Signal Warrant 1 in the 2003 *Manual of Uniform Traffic Control Devices* (MUTCD). This warrant is intended for application where a large volume of intersecting traffic is the principal reason for consideration of signal installation. This warrant applies to operating conditions where the traffic volume on a major street is heavy and impedes the traffic on a minor intersecting street resulting in excessive delay or hazard in entering the street. The required traffic volumes must be present for at least 8 hours of an average weekday. The minimum volumes vary according to the number of lanes on the intersecting streets, the speed of traffic on the main street, and the community size. Two conditions are evaluated for Signal Warrant 1 that compares specific percentages of the traffic volumes. The traffic volume warrants for both conditions A and B are given in Table 4C-I in the MUTCD. Warrant 1 is satisfied if either condition A, or B is satisfied.

Table 4-4 below presents the results for 2004 preliminary signal warrants analysis using Signal Warrant 1. For details on signal warrant analysis refer to Appendix F.

Table 4-4. Signal Warrant Analysis – Warrant 1*

Unsignalized Intersections		Major / Minor Street LOS	Highest V/C	Warrant 1 Met
Major Street	Minor Street			
Diamond Lake Blvd **	Rifle Range Street	B/F	1.34 (Minor St.)	No
Douglas Ave	Jackson Street	C/E	0.90 (Minor St.)	No
Garden Valley Blvd	Melrose	A/F	1.06 (Minor St.)	Yes
Edenbower Blvd	I-5 NB on/off ramps (MP 127)	B/F	1.80 (Minor St.)	Yes
Edenbower Blvd	I-5 SB on/off ramps (MP 127)	B/F	1.37 (Minor St.)	Yes
Pine Street	Mosher Ave	A/F	0.91 (Minor St.)	No
Douglas Ave	Kane Street	A/F	1.05 (Minor St.)	No
Stephens Street	Mosher Ave	A/F	0.92 (Minor St.)	No

*Note: Meeting preliminary traffic warrants does not guarantee that a signal will be installed. A full investigation must be submitted to the State Traffic Engineer for approval before the installation of a signal on the state highway system.

** A traffic signal is being installed by ODOT at Diamond Lake Boulevard / Rifle Range Street as a result of the intersection meeting other signal warrants.

As shown in Table 4-4, three of the unsignalized study intersections in Roseburg meet Signal Warrant 1. For other intersections in the table that did not met Signal Warrant 1, unacceptable v/c ratios, LOS, safety issues, other signal warrants, and/or other factors may warrant traffic signalization.

Previously Identified Deficiencies

This section highlights deficiencies that are noted in the previous Existing Conditions chapter (Chapter 3, page 3-1), as well as deficiencies identified by public comments during neighborhood meetings and recommendations from the Roseburg Trails and Bikeway Committee. Furthermore, relevant Goals and Objectives of the Transportation System Plan are highlighted under each subsection (from Chapter 1, page 1-1).

Bicycle Transportation System

As stated earlier, Oregon's Transportation Planning Rule 660-012-0045 3(B) requires bicycle lanes along arterials and major collectors even if they do not generate significant bicycle traffic. Oregon Revised Statute 366.514 requires expenditure of at least one percent of road improvement funds on bicycle and pedestrian projects. Currently, the City of Roseburg has bicycle lanes on 27 road segments with a functional classification higher than local road. 26 road segments with a functional classification higher than local road have no bicycle facilities. Of all arterials and collectors in Roseburg, the most obvious deficiency is on Stephens Street between NE Garden Valley Road, through downtown, and to SE Rice Avenue. In fact, there are no bicycle lanes on many downtown arterials and collectors, such as parts of SE Washington Avenue and all of SE Pine Street, SE Mosher Avenue, SE Lane Avenue, and SE Main Street.

The Roseburg Trails and Bikeway Committee is recommending improvements in the planning, management, and maintenance of the City of Roseburg recreation trail and bikeway system. Improvements will promote greater use of the system while providing safer access throughout our community.

The Committee identified a number of improvements that could be implemented and would enhance the usability of the system to everyone. Recommendations include implementation of various policies regarding trail-user information, signage, maintenance, volunteer programs, long-term planning, and others listed below. The Committee has also prioritized a list of additional trails and bikeways that should be constructed so they would link to existing trails and bikeways together. The committee's recommendations for actions and priority projects are provided in Chapter 7.

Pedestrian Transportation System

The existing conditions including deficiencies in the pedestrian transportation system are presented in Chapter 3. While downtown has good pedestrian facilities, many of Roseburg's neighborhoods either do not have sidewalks or have only a limited and

disconnected sidewalk system. On the arterial and collector street system, the availability of sidewalks is somewhat erratic and often incomplete. On many blocks, the sidewalks may exist on one side of the street and be absent on the other side of the street, or partial sidewalks may be in place sporadically throughout the block, lacking continuity. These deficiencies should be addressed to provide safe linkage from residential areas to commercial areas and employment sites. Appendix A provides detailed inventory of existing sidewalks for each street segment in Roseburg.

In addition to deficiencies noted, there are many other factors that influence the walkability of a street or neighborhood. Among these factors are speed and proximity of nearby traffic, presence or absence of street trees, perceived safety. The deficiencies in the pedestrian system must therefore include a review of such factors. A walkability survey should be used periodically to gauge the walkability of City streets and help guide improvements and development.

Public Transportation

The existing conditions including deficiencies in the public transportation system are presented in Chapter 3. One issue of concern for transit dependent riders, those who cannot otherwise drive an automobile, is that the fixed-route transit system does not have late evening hours or weekend service which limits their mobility.

The *Oregon Public Transportation Plan* lists numerous service goals in order to provide minimum levels of transit service to communities. Roseburg meets many of these service goals but lacks a guaranteed ride home program to all users of the public transportation system. As seen above, transit service in Roseburg ends at about 7:30 p.m. on weekdays and there is no weekend service. This service deficiency may strand some workers or students who attend night classes at Umpqua Community College and should be addressed.

Therefore, the public transit deficiencies follow:

- The fixed-route transit system does not have late evening hours or weekend service.
- Lack of a guaranteed ride home program.

Chapter 7 provides recommendations for improving the public transportation system.

Freight Infrastructure and Services

The existing conditions including deficiencies in the freight system are presented in Chapter 3. The I-5 State of the Interstate Report (2000) states that travelers will experience significant congestion on I-5 interchanges in the Roseburg *UGB* by 2020 with ODOT's Region 3 (SW Oregon including Roseburg). Many interchanges in this region are expected to have one or more components (i.e., ramp terminal intersection or

ramp junction) operating at an unacceptable level of congestion, if no improvements are made. The problems associated with I-5 interchanges and mainline are expected to occur in the more populated portions of the corridor such as Roseburg.

Roseburg currently has one roads officially designated in the Oregon Highway Plan as a freight route, Interstate 5 from Washington to California. The City of Roseburg has no self-designated freight routes.

A summary of the freight deficiencies follows:

- Many interchanges are expected to have one or more components (i.e., ramp terminal intersection or ramp junction) operating at an unacceptable level of congestion, if no improvements are made.
- The City of Roseburg has no self designated freight routes.

Chapter 7 provides a freight plan and proposed freight routes for the City of Roseburg.

Railroad Crossings

The existing conditions including deficiencies in the rail system are presented in Chapter 3. All railroad crossings in Roseburg are at-grade crossings, and the railroad crosses several arterials in Roseburg. This can have a significant impact on automobile traffic. When trains block traffic on arterials, significant queuing of vehicles result and no alternate routes for traffic or emergency vehicles exist. As Roseburg grows, and subsequently the demand on the transportation system grows, this will have serious repercussions. Eventually one or more crossings may need to be modified to a separated-grade crossing.

Occasionally, long delays are encountered by autos, pedestrians, and cyclists in downtown Roseburg because of the current location of the railroad's switching yards, combined with the aforementioned lack of grade-separated crossings. Changes in operating procedures in the past have improved this situation, and may be able to do so in the future, but the potential remains for long interruptions as long as the switching yards remain in the downtown area.

The *Oregon Rail Plan* identifies actions that can be taken by local governments to mitigate conflicts between rail and vehicular traffic, and to improve access to freight facilities. These actions include:

- Avoid or minimize the number of future railroad at-grade crossings when new streets are planned for growing portions of the community.
- Avoid creating intersections of major streets and railroads where possible.
- Locate new parallel streets at least 500 feet from the railroad to allow for industrial development between the tracks and the highway.

- Plan community development (particularly residential uses) with sensitivity to rail noise and other potential conflicts.

A summary of the railroad deficiencies follows:

- All railroad crossing are at-grade.
- Long delays are experienced by vehicles, pedestrians and bicyclists because of the current location of the railroad's switching yards.
- Emergency vehicles are blocked by railroad at-grade crossings.

Passenger Rail

The existing conditions including deficiencies in the passenger rail system are presented in Chapter 3. Passenger rail service is not directly available in Roseburg; rail passengers can access AMTRAK via the AMTRAK Thruway bus service, which is an extension of the rail service and operates between Eugene and Ashland. Intercity passenger rail service is available in Eugene which lies on the major north/south rail line connecting California with destinations in the Willamette Valley destinations to the north. Two north/south passenger rail service routes are operated by Amtrak in the California-Oregon-Washington corridor, the Coast Starlight route and the Cascades route. The Coast Starlight provides service from Los Angeles, California, serves destinations in the Willamette Valley and then proceeds north to Seattle, Washington. The Cascades route runs from Eugene, Oregon, to Vancouver, British Columbia.

Therefore, the main passenger rail deficiency is that there is no passenger rail service directly available in Roseburg.

Pipelines

The existing conditions including deficiencies in the pipelines system are presented in Chapter 3. The demand for transmission lines will continue to grow as Roseburg's population grows. Other services, such as telecommunications and cable television are subject to frequent technological changes, such that current technology may be obsolete by the end of the planning horizon. The City should work with the various service providers to identify service patterns and utility corridors that make the most sense at the time a need is identified. Chapter 7 provides recommendations for pipelines.

Public Input Identifying Additional Deficiencies

In February of 2005, a Ward IV neighborhood meeting identified numerous public works concerns that are of particular importance to transportation issues. Major concerns included the lack of sidewalks and concerns about pedestrian safety and children walking to school, and the poor condition of pavement and sidewalks in some areas. Speeding of motor vehicles was another significant concern, with questions asked about

enforcement, traffic calming alternatives and potential signage. Some of the concerns related to transportation deficiencies include:

- Mill Street/Pine Street Area – poor condition of streets and sidewalks
- Kane Street & Hawthorne Drive – request for a 4-way stop at intersection
- Cobb Street, Roberts Avenue, and Waite Avenue – inquires about the plan for sidewalk repairs
- Request for speed humps on Cobb Street
- Potential for widening Cobb Street
- Speeding on Lincoln Street – request for traffic calming and additional enforcement
- Main Street from Booth Avenue to Southgate Market – poor condition of street, lack of drainage sidewalks
- Templin Park – no or poor sidewalks and drainage
- Main Street, Vicinity of Booth Avenue – no existing curb and gutter, runoff is flooding basements
- Mill Street and Pine Street area – access from Spruce Street across ODOT streets – Oak and Washington, when train blocks access to Stephens Street and Pine Street
- Bridge across Deer Creek
- Mill Street and Pine Street area – drainage problem in alley; properties set in low spot, lower than street and alley, results in flooding in yards

In the long-term, the concerns expressed at the meeting confirmed the need in Roseburg for an updated storm drainage master plan, and developing a traffic calming program, 10-year pavement management plan and 10-year sidewalk plan.

During the TSP Kick-Off meeting, residents commented on the following traffic issues and needs in the City of Roseburg. A summary of the issues and needs are provided below:

General Roadway

- Build citywide infrastructure
- North-South arterial connectivity
- Coordinate signals

Specific Roadway Concerns

- Bridge between Diamond Lake Boulevard and Harvard Avenue
- Bridge at Portland Avenue
- Harvard Bridge to Charter Oaks

- Extend Rifle Range Street to connect to Diamond Lake Boulevard
- Coordinate signals along Diamond Lake Boulevard and Harvard Avenue
- Traffic calming: Valley View Avenue, Lincoln Street, and Keasey Street
- Dual left-turn lanes exiting mall

School Safety

- Speed in school zones (Harvard Avenue)
- No passing in school zones
- Red light running near Fir Grove School
- Sidewalks needed to Eastwood Elementary

Transit

- Need service to neighborhoods
- More reliable schedule
- Increased number/improved bus shelters
- Bus pullouts
- Park-and-rides at the edge of town
- Greyhound station in more accessible location

Bicycle and Multi-Use Path

- Practical, interconnected bicycle network
- Wider bicycle lanes and/or bicycle friendly gutters and drainage grates
- More bicycle signage, striping, and marking
- Citywide bicycle network map available for public
- Security/emergency system along bicycle and multi-use path routes
- Bicycle and pedestrian crossings over busy roadways
- Multi-use path connections to waterfront

Rail

- Downtown switching yard causes trains to back-up and block traffic

General

- Install more energy efficient street lighting
- Downtown parking issues, explore incentive/cost management program
- Adopt-a-street program

Street Connectivity

Community Design to Address Aesthetics and Physical Activity[23]

"Changes in the community environment to promote physical activity may offer the most practical approach to prevent obesity or reduce its co-morbidities. Restoration of physical activity as part of a daily routine represents a critical goal."

– Dr. Jeffrey Koplan and Dr. William Dietz, Centers for Disease Control

Many elements of conventional land use planning and design throw up barriers to walking. In many cases it's unpleasant and dangerous to try to walk from work to a restaurant or from home to school. Not only does this force a reliance on the automobile for routine daily travel, it denies residents and workers the important health benefits of regular walking. Roseburg's transportation system must work toward removal of common barriers to walking, and must promote more pedestrian-oriented design and infrastructure which can remove the barriers.

Nearly one in three Americans is obese. Estimated costs of physical inactivity in the United States are $37.2 billion annually. 74% of Americans are not regularly physically active and 28% of those do not get any physical activity at all. Between 1977 and 1995 the number of trips the average American adult took on foot each year dropped 21%. Regular physical activity reduces the risk of developing diabetes, high blood pressure and colon or breast cancer. Regular physical activity lowers blood pressure, helps build and maintain healthy bones, muscles and joints, and promotes psychological well-being. Studies show people are less willing to walk in their neighborhoods when they have to deal with stresses like traffic congestion, noise and the threat of violence. Communities that develop pedestrian and bicycle-friendly infrastructure with links to destinations of interest have more physically active residents. Communities that build bicycling and walking trails, support exercise programs, and provide public areas such as parks and sidewalks can boost the physical activity levels of residents.

Regular physical exercise is a vital part of maintaining health and well being. Yet American's are walking an average of eight miles less per day than our forebearers. Instead, our time is spent behind the wheel. On average, U.S. households make 12 auto trips a day. One-fourth of all trips are less than one mile, yet three-fourths of these trips are made by car. Car dependence is damaging our health. Poor diet and lack of exercise is now second only to cigarette smoking as a leading cause of death in the United States. To the extent that this plan can promote walking or cycling for many trips, the health of Roseburg's citizens will be improved and the need for expensive transportation solutions reduced.

The design of cities, neighborhoods, and transportation systems often discourage walking, bicycling, or other activities that would help more Americans reach the recommended 30 minutes each day of moderately intense physical activity. Health

[23] Text and information provided by the City of Roseburg, May 25, 2006.

professionals, planners and policy makers want to know how to design neighborhoods and workplaces that make it easier for people to get up and get active.

This research summary gives a synopsis of the current state of peer-reviewed research into what makes a community "walkable" or "bikeable," so people can get physical activity as part of their daily routine—what is known as active living. Companion research summaries outline findings on the environments that encourage people to be active in their leisure time, and on the environmental influences on childhood obesity.

Planning, community design, and health behavior studies consistently find that the way communities are built influences whether people drive, take transit, walk, or bicycle to get where they are going.

Proximity and connectivity create walkable neighborhoods[24]

Many factors determine whether it is possible to walk or bike to destinations near home. The best researched elements are proximity—having destinations nearby to walk to—and connectivity— safe and direct ways to make the trip. Proximity is usually measured through the mix of homes, shops, schools, and other destinations. Density is an important measure because more compact places support a richer mix of destinations near home. Connectivity is measured by whether the street network provides direct routes and whether facilities provide safe connections for pedestrians and bicyclists. Community audit tools show promise in accurately assessing walkability, and can be useful to policy-makers.

- People are more likely to commute to work on foot or via bicycle if they live in a city center, live close to a non-residential building, live very close to a grocery or drug store, and have good access to public transportation.
- 'Grid' street networks can increase biking and walking by reducing trip distances, offering alternative pathways, and slowing automobile traffic.
- People living in areas where more of the street network is a grid take more trips on foot.

Grid street networks create more direct routes and make walking easier[25]

From Health and Community Design, L.D. Frank

Active people tend to choose walkable neighborhoods, but studies show more is at work. And demand for walkable communities is widespread.

- Regardless of their stated travel preferences, people in higher-density areas with pedestrian-friendly characteristics such as sidewalk continuity and street connectivity took more non-work trips by foot.

[24] Text and information provided by the City of Roseburg, May 25, 2006.
[25] Text and information provided by the City of Roseburg, May 25, 2006.

- An 11-year study that followed residents in Seattle as they moved found that people shifted some trips to transit, bicycling, and walking as a result of moving into more walkable neighborhoods.
- About one-third of residents of low density, single use, low-connectivity environments in the Atlanta region would prefer to live in a more walkable neighborhood.

Walkable neighborhoods mean more trips via foot and bicycle[26]

www.activelivingresearch.org

An analysis of studies in six communities found that on average, residents in highly walkable neighborhoods took twice as many walking trips as people in less walkable neighborhoods. Most of the increase was increased walking for errands or to go to work.

- 56 percent of residents in traditional neighborhoods walked to nearby commercial areas, versus 33 percent of those living in suburban neighborhoods.
- Residents of a walkable neighborhood and a traditional suburban development reported similar levels of physical activity. But the residents in the walkable neighborhood got more of their activity as part of their daily routine, through bicycling and walking when running errands.
- Women over age 70 living in urban neighborhoods with a mix of services and a good pedestrian environment were more likely to walk to local shops than their suburban counterparts.

Walkable communities have a positive impact on health[27]

www.activelivingresearch.org

- People who live in neighborhoods with a mix of shops and businesses within easy walking distance have a 35 percent lower risk of obesity.
- On average, people in highly walkable neighborhoods take one or two more walking trips per week than those living in places with poor walkability. This additional 15 to 30 minutes of walking per week means a 150 pound person expends the energy equivalent of about one extra pound per year.
- A national study of 448 metropolitan counties found that people living in compact, higher-density counties walk more, weigh less and are less likely to be obese or have hypertension than people living in more sprawling counties.
- People in more compact metropolitan areas suffer from significantly fewer chronic medical conditions than their counterparts in more sprawling regions.

[26] Text and information provided by the City of Roseburg, May 25, 2006.
[27] Text and information provided by the City of Roseburg, May 25, 2006.

- Among middle-aged men, walking or bicycling to work was associated with lower weight and less weight gain, whether or not the men engaged in more vigorous forms of exercise.

Walkable neighborhoods encourage active living[28]

The research shows clearly that people walk and bicycle more in neighborhoods that have mixed use, higher density, connected streets, and pedestrian facilities. A January 2005 joint report of the Transportation Research Board and Institute of Medicine also concluded "the available empirical evidence shows a linkage between the built environment and physical activity." Current research is exploring the details of walkable design and the impact on young people, older adults, people with lower incomes, and those with disabilities. While the studies conducted to date have limitations, the consistency of the findings indicates that designing communities for active living is a promising avenue for increasing physical activity.

Pavement Condition

Chapter 3 provides the existing conditions and deficiencies of roadway pavement condition. The road pavement type in Roseburg is almost entirely asphalt and ranges in condition from very good (new streets) to very poor (potholes and major cracking). All sidewalks and curbs are concrete. Pavement conditions were rated using ODOT's pavement condition guidelines, as explained in Chapter 3.

Appendix A provides a detailed tabulation of pavement conditions by road segment.

The streets having one or more segments in very poor condition include:

- Blakely Avenue
- Blossom Avenue
- Brewer Lane
- Brooklyn Avenue
- Davis Lane
- Erie Street
- Flint Street
- Floed Avenue
- Frontier Lane
- Grandview Drive
- Hall Avenue
- Hamilton Street
- John Street
- Joseph Street
- Malheur Avenue
- Military Avenue
- Neuner Drive
- Ohio Avenue
- Pearce Road
- Scofield Avenue
- Shick Avenue
- Stone Avenue
- Wide Avenue

Bridges

Chapter 3 provides the existing conditions and deficiencies for bridges. As shown in Table 3-15, no City owned bridges fall in the Serious Condition or worse category. However, bridge Number 26T04 (Jackson Street over Deer Creek) has a superstructure

[28] Text and information provided by the City of Roseburg, May 25, 2006.

rating of Poor and a deck rating of Fair. Other bridges with fair ratings include: Bridge Number 26T01 (NW Stewart Parkway over Newton Creek) for deck rating, Bridge Number 26T03 (Douglas Avenue over Deer Creek) for deck, substructure, and channel ratings, Bridge Number 26T05 (Stewart Park Road over S. Umpqua River) for superstructure rating, and Bridge Number 26TT08A (NW Keasey Street over Newton Creek) for channel rating. These bridges should either be attended to or carefully watched for further deterioration. In addition, Douglas Avenue Bridge over Deer Creek is weight restricted.

Chapter 5: Future Demand, Deficiencies, and Needs

Forecasting Methodologies for Intersection and Roadway Segment Analysis

The purpose of this section is to describe the future traffic forecast methodology and assumptions used for future forecasting and analysis of intersections and roadway segments for the City of Roseburg Transportation System Plan.

The Transportation System Plan for Roseburg addresses the transportation system deficiencies and additional facilities that will be needed to serve future traffic growth. Working in cooperation with the City of Roseburg, ODOT has developed a travel demand model which will be refined through the TSP planning process. This travel demand model translates assumed land uses into person travel, selects modes and assigns roadway traffic volume projections to the roadway network. These traffic volume projections form the basis for identifying potential roadway deficiencies and for evaluating transportation improvement alternatives. This section describes the forecasting process, including key assumptions and the land use scenario developed. Future changes of the land use development variables will change the future travel forecast. Included in the section is also a discussion of performance measures by various jurisdictions that would be used to assess traffic operations.

Projected Land Uses and Travel Demand Model

Land use is a key component in developing a functional transportation system. Understanding the amount, type, and mix of land use is critical to taking actions to maintain or enhance the transportation system.

Projected land uses were developed for areas within the Roseburg UGB including proposed UGB expansions by the City of Roseburg, ODOT, and the Department of Land Conservation and Development (DLCD). The City of Roseburg, DLCD, and ODOT are examining potential expansions of the UGB as part of the TSP planning process.

For travel forecasting, the land use data is stratified into geographical areas called transportation analysis zones (TAZ's) which represent the sources of vehicle trip generation. The TAZs for Roseburg are shown in Figure 5-1, and the summary of land use by TAZ for the base model year (2000) and future model year (2025) is shown in Table 5-1. The potential expansion of the UGB is likely to occur in TAZ 52 and a few additional TAZ areas as identified by the City of Roseburg. All of the areas for model expansion are expected to occur in areas covered by the City of Roseburg's transportation model developed by the ODOT's Transportation Planning and Analysis Unit. However, analysis of the expanded UGB requires adjustments to the Roseburg transportation model which was modeled by ODOT. This discussion of the future model runs with projected development for UGB expansions is presented later in this chapter under UGB Expansions.

The future travel demand modeling was conducted by ODOT's Transportation Planning Analysis Unit (TPAU). A summary of the future base year 2000 and future year 2025 land uses from the Roseburg travel demand model is provided in Table 5-2.

CITY OF ROSEBURG

TRANSPORTATION SYSTEM PLAN

Figure 5-1: Transportation Analysis Zones

Legend

- TAZ Boundary
- Railroads
- City Boundary
- UGB Area

This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.

0 0.5 1 2 Miles

N

SEE INSET MAP

Table 5-1. Summary of Base and Future Year TAZ Land Use[29]

TAZ	2000			2025		
	Household	Population	Employment	Household	Population	Employment
20	3	8	250	3	8	1031
21	395	703	36	493	834	154
22	280	629	22	435	928	148
23	80	114	84	87	118	583
24	232	481	24	297	584	44
25	226	414	22	271	472	34
26	60	147	34	166	387	505
27	120	572	15	242	1098	47
28	75	167	11	271	574	126
29	164	300	11	169	293	276
30	0	0	1085	12	30	1149
31	162	443	10	890	2313	10
32	124	579	415	124	550	868
33	0	0	573	0	0	621
34	414	887	191	434	883	298
35	52	139	0	516	1310	38
36	65	156	6	798	1819	36
37	0	0	86	0	0	86
38	234	548	26	247	549	26
39	105	89	262	107	86	269
40	255	626	220	262	611	285
41	85	140	322	87	137	395
42	0	0	398	0	0	422
43	153	356	430	160	354	458
44	16	35	504	26	55	525
45	138	348	38	141	339	38
46	129	310	1	198	453	1
47	72	193	3	116	295	4
48	95	257	41	95	244	41
49	99	278	9	240	640	63
54	17	41	14	834	1911	142
55	184	409	14	205	433	52
56	360	871	107	518	1191	123
57	385	911	33	412	925	33
58	49	126	12	82	202	12
59	169	330	277	181	335	289
60	249	590	113	250	563	129

[29] TAZ Land Use data provided by Transportation Planning and Analysis Unit, Oregon Department of Transportation.

TAZ	2000			2025		
	Household	Population	Employment	Household	Population	Employment
61	119	346	606	127	351	722
62	107	3246	54	225	6478	80
63	35	1820	1198	35	1730	2792
64	96	217	126	116	248	126
65	218	517	231	233	525	269
66	163	511	342	183	544	366
67	133	312	740	142	317	962
68	66	149	296	102	218	338
69	26	67	446	29	72	519
70	107	276	152	114	279	229
71	59	121	235	64	124	255
72	99	209	3	124	250	19
73	147	317	97	176	360	139
74	32	94	298	68	189	327
75	114	305	0	602	1531	16
76	293	705	106	363	831	303
77	116	310	135	230	585	330
78	1	0	21	13	0	561
79	36	92	255	54	132	428
80	26	67	19	29	72	568
81	262	723	149	283	742	398
82	22	58	172	22	55	267
83	151	345	115	288	626	126
84	15	23	230.6	15	22	248
85	19	269	716.2	19	256	719
86	16	37	68.7	16	35	102
87	0	0	155.5	0	0	170
88	0	0	345.1	0	0	345
89	2	3	342.4	2	3	342
90	50	107	3	123	250	84
91	196	477	86	520	1203	132
92	185	422	2	215	466	3
93	21	36	119	21	34	122
94	27	33	413.9	27	31	417
95	0	0	329.6	0	0	334
96	95	253	14.1	101	255	135
97	90	252	130.3	105	279	146
98	163	333	66.4	165	321	73
99	88	207	0	229	511	0
100	250	628	48.6	322	768	66

TAZ	2000			2025		
	Household	Population	Employment	Household	Population	Employment
101	92	248	70.2	116	298	74
102	0	0	24	0	0	68
103	37	98	0	38	96	26
104	22	62	0	34	90	71
145	10	26	553	251	621	640
149	25	69	95	54	141	475
154	12	22	13	14	25	253
155	285	594	31	383	759	31
156	100	207	81	165	324	101
157	75	167	117	123	261	138
158	250	554	12	270	568	19
159	48	103	0	244	498	0
160	0	0	209	0	0	329
161	0	0	49	0	0	110
162	0	0	552	0	0	613
163	48	105	275	48	100	275
164	198	556	1	233	621	1
165	206	577	5	381	1015	5
166	63	170	64	68	173	118
167	0	0	142	0	0	168
168	97	212	266	194	403	287
169	194	500	19	227	557	22
170	32	77	291	32	73	292
171	0	0	108	0	0	284
172	165	368	52	220	467	52
173	15	40	1	282	713	1
174	8	21	94	8	20	600
175	108	221	109.6	110	215	119
176	100	322	175.9	106	324	213
177	136	381	93.1	151	402	109
178	19	46	0	177	407	0
Total	**11,236**	**31,830**	**18,069**	**18,798**	**51,389**	**28,432**

Table 5-2. Model Land Use Summary in Roseburg UGB

	Base Year 2000	Future Year 2025	Increase	Percent Increase
Households	11,236	18,798	7,562	67 %
Population	31,830	51,389	19,559	61 %
Employment	18,069	28,432	10,363	57 %

Year 2025 PM Peak hour traffic forecasts from the Roseburg transportation model were developed with future proposed UGB expansions. The future base roadway network includes existing roads plus major funded transportation improvement projects impacting the model network.

Future Traffic Volume Forecasts

The future PM peak hour traffic forecast volumes from the Roseburg transportation model was post-processed to estimate future year 2025 traffic volumes. The ODOT model is based on the PM peak hour since this time period contains the highest traffic volumes and represents a "worst case" scenario. The travel forecast volumes were adjusted by using the methodology outlined in the National Cooperative Highway Research Program (NCHRP) Report 255 (National Academy of Sciences). The projected traffic growth between the base model and future model was estimated for each study intersection and roadway using ODOT's travel demand forecasting mode for Roseburg. The projected traffic growth rate per year was estimated, and a 20-year growth factor per intersection approach was calculated and applied to the existing counts to forecast the future 2025 traffic volumes. These 2025 forecasted traffic volumes were balanced between intersections and the projected growth was compared to the difference in volume between the base and future models.

Operations Analysis Methodology and Performance Indicators

Two primary measures of effectiveness were used to assess the traffic operational performance of the study area intersections: volume-to-capacity (v/c) ratios and level of service (LOS) as described in Chapter 4. For roadway segments, v/c ratios were used to analyze the performance of the roadway segment. Volume-to-capacity is the ratio of peak hour traffic volume to the maximum hourly volume of vehicles that a roadway section can accommodate (capacity). In other words, v/c measures the percentage of capacity of the roadway section that is being used during the peak hour. When the v/c exceeds 1.0, auto demand exceeds the capacity of the facility to serve that demand. Level of service is a grade given to various ranges of delay, with a grade of 'A' representing ideal operations with minimal delay, and 'F' representing unacceptable

conditions with high delay. For at-grade signalized intersections, LOS is measured by average delay which is the average amount of time a vehicle must wait at an intersection. Chapter 3 provides a summary of the level of service grades and definitions.

A future 2025 traffic analysis model of the study area intersections was developed in Synchro, a traffic analysis software package which utilizes the 2000 *Highway Capacity Manual* methodology and reports v/c ratios, average vehicle delay, LOS, and 95th percentile queue lengths (as described in Chapter 4).[30]

Currently, the City of Roseburg has no current operational mobility standards. ODOT and Douglas County uses volume-to-capacity ratios for their performance standard. The Douglas County performance standards for a given route vary based on the urban or rural nature, speeds, and surrounding land use designations. The County's v/c performance standards by roadway classification are summarized in Table 5-3.

To determine future deficiencies, the mobility standards from the 1999 Oregon Highway Plan (OHP) for state facilities and Douglas County for County facilities were used to assess the future 2025 no-build transportation conditions. ODOT's mobility standard is a v/c ratio for intersections and segments. The OHP standards were used for the No Build and Oregon Highway Design Manual standards were used for build alternatives analyzed in Chapters 6 and 7 for state facilities. In addition, a level of service standard of D was used to identify intersection deficiencies for the Roseburg Transportation System Plan. Applicable v/c ratios are identified for all intersections analyzed.

As described in Chapter 4, the OHP provides mobility standards for state highways based on the Oregon Highway Plan and shown in Table 5-4.

Table 5-3. Douglas County Performance Standards

Roadway Category	V/C
Principal Highway	0.70
Arterial	0.85
Major Collector	0.90
Minor Collector	0.95
Necessary Local	0.95

[30] *Highway Capacity Manual 2000*, Transportation Research Board, Washington, D.C., 2000.

Table 5-4. ODOT Mobility Standards (v/c ratio) by Type of Facility

Highway Category	Land Use Type/Speed Limits					
	Inside Urban Growth Boundary				Outside Urban Growth Boundary	
	STA's	MPO	Non-MPO outside of STA's where non-freeway speed limit < 40 mph	Non-MPO where non-freeway speed limit >= 40 mph	Unincorporated Communities	Rural Lands
Interstate Highways and Statewide (NHS) Expressways	N/A	0.8	0.7	0.7	0.7	0.7
Statewide (NHS) Freight Routes	0.85	0.8	0.75	0.7	0.7	0.7
Statewide (NHS) Non-Freight Routes and Regional or District Expressways	0.9	0.85	0.8	0.75	0.75	0.7
Regional Highways	0.95	0.85	0.8	0.75	0.75	0.7
District/Local Interest Roads	0.95	0.9	0.85	0.8	0.8	0.75

The transportation system alternatives developed in Chapters 6 and 7 to mitigate transportation system deficiencies utilize the v/c standards included in the Oregon Highway Design Manual and provided in Table 5-5.

Table 5-5. Mobility Standards for Mitigation Alternatives – Oregon Highway Design Manual

Highway Category	Land Use Type/Speed Limits					
	Inside Urban Growth Boundary				Outside Urban Growth Boundary	
	STA's	MPO	Non-MPO outside of STA's where non-freeway speed limit < 40 mph	Non-MPO where non-freeway speed limit >= 40 mph	Unincorporated Communities	Rural Lands
Interstate Highways and Statewide (NHS) Expressways	N/A	0.75	0.7	0.65	0.6	0.6
Statewide (NHS) Freight Routes	0.85	0.75	0.7	0.7	0.6	0.6
Statewide (NHS) Non-Freight Routes and Regional or District Expressways	0.9	0.8	0.75	0.7	0.6	0.6
Regional Highways	0.95	0.85	0.75	0.75	0.7	0.65
District/Local Interest Roads	0.95	0.85	0.8	0.75	0.75	0.7

Future Intersection Operations

For future intersection operations, the peak hour factors (PHF's) were agreed upon by the City of Roseburg and ODOT (consistent with the *ODOT TSP Guidelines, 2001*) as described in the City of Roseburg TSP scope of work. The PHF of 0.85 was assumed for local and collector streets, 0.90 for minor arterials, and 0.95 for major arterials. Most of the study area intersections used a peak hour factor of either 0.90 or 0.95 for future intersection operations analysis.

The result of the intersection capacity analysis for the 2025 no-build scenario is shown in Table 5-6. As described in Chapter 4 and earlier in this chapter, the traffic analysis was based on the methodology in the *2000 Highway Capacity Manual*. As a comparison, Table 5-6 also shows the mobility standards for the appropriate jurisdiction (ODOT or County). Since the City of Roseburg does not currently have mobility standards, the City of Roseburg intersections utilize the County's mobility standards plus a LOS D criteria.

Table 5-6. Future (2025) No-Build Peak Hour Volume-to-Capacity and Level of Service

Unsignalized Intersections		Major/Minor Street LOS	Highest V/C	Highest Delay (seconds/vehicle)	Mobility Standard
Major Street	**Minor Street**				
Diamond Lake Blvd	Douglas Ave	A/D	0.27 (Major St.)	30 (Minor St.)	0.80
Diamond Lake Blvd	**Fulton Street**	**B/F**	**>1.00 (Minor St.)**	**280 (Minor St.)**	**0.80**
Douglas Ave	**Jackson Street**	**A/F**	**>1.00 (Minor St.)**	**400 (Minor St.)**	**0.95 / LOS E**
Douglas Ave	Ramp Street	A/C	0.40 (Minor St.)	20 (Minor St.)	0.90
Douglas Ave	Rifle Range Street	A/B	0.30 (Minor St.)	10 (Minor St.)	0.90
Garden Valley Blvd	**Melrose**	**C/F**	**>1.00 (Minor St.)**	**>500 (Minor St.)**	**0.95**
Harvard Avenue	**Lookingglass Road**	**B/F**	**>1.00 (Minor St.)**	**>500 (Minor St.)**	**0.85 / LOS E**
Edenbower Blvd	**I-5 NB on/off ramps (MP 127)**	**F/F**	**>1.00 (Minor St.)**	**>500 (Minor St.)**	**0.85**
Oak Ave	Jackson Street	B/B	0.47 (Major St.)	10 (Major St.)	0.95 / LOS E
Pine Street	**Mosher Ave**	**A/F**	**>1.00 (Minor St.)**	**>500 (Minor St.)**	**0.95 / LOS E**
Stephens Street	**Chestnut Ave**	**C/F**	**>1.00 (Minor St.)**	**>500 (Minor St.)**	**0.85 / LOS E**
Stephens Street	**Mosher Ave**	**A/F**	**>1.00 (Minor St.)**	**>500 (Minor St.)**	**0.95 / LOS E**
Old Highway 99	**Del Rio Road**	**F/F**	**>1.00 (Minor St.)**	**>500 (Minor St.)**	**0.85**
Troost Street	Calkins Road	B/A	0.42 (Major St.)	20 (Major St.)	0.90 / LOS E
Washington Ave	Jackson Street	B/E	0.94 (Minor St.)	50 (Minor St.)	0.95 / LOS E
Douglas Ave	**Kane Street**	**B/F**	**>1.0 (Minor St.)**	**>500 (Minor St.)**	**0.95 / LOS E**
Signalized Intersections		**LOS**	**V/C**	**Delay (seconds/vehicle)**	**Mobility Standard**
Major Street	**Minor Street**				
Edenbower Blvd *	**I-5 SB on/off ramps (MP 127)**	**D**	**>1.00**	**50**	**0.85**
Edenbower Blvd *	Aviation Drive	B	0.74	20	0.85
Diamond Lake Blvd *	Rifle Range Street	B	0.78	20	0.80
Garden Valley Blvd	**Troost Street**	**C**	**0.92**	**20**	**0.85**
Diamond Lake Blvd	**Jackson Street/Winchester Ave**	**F**	**>1.00**	**110**	**0.80**
Garden Valley Blvd	**Cedar Street/Airport Road**	**F**	**>1.00**	**115**	**0.85 / LOS D**
Garden Valley Blvd	**Kline Street**	**F**	**>1.00**	**185**	**0.85 / LOS D**
Harvard Avenue	**Stewart Parkway**	**F**	**>1.00**	**300**	**0.85 / LOS D**
Garden Valley Blvd/Mulholland Drive	**I-5 NB off-ramp (MP 125)**	**F**	**>1.00**	**250**	**0.85**
Garden Valley Blvd	**I-5 SB off-ramp (MP 125)**	**D**	**>1.00**	**50**	**0.85**
Harvard Avenue	**I-5 NB on/off ramps (MP 124) and School Entr.**	**F**	**>1.00**	**500**	**0.80**
Harvard Avenue	**I-5 SB on/off ramps (MP 124) and Bellows St.**	**F**	**>1.00**	**300**	**0.80**
Pine Street	Oak Ave	B	0.66	20	0.95 / LOS E
Pine Street	**Washington Ave**	**F**	**>1.00**	**100**	**0.95 / LOS E**
Stephens Street	Diamond Lake Blvd	E	> 1.00	61	0.80
Stephens Street	**Douglas Ave**	**C**	**0.88**	**50**	**0.95 / LOS E**
Stephens Street	**Edenbower Blvd**	**D**	**>1.00**	**50**	**0.85 / LOS D**
Stephens Street	**Garden Valley Blvd**	**F**	**>1.00**	**250**	**0.85 / LOS D**
Stephens Street	**Newton Creek Road**	**F**	**>1.00**	**100**	**0.85 / LOS D**
Stephens Street	**Oak Ave**	**C**	**0.91**	**50**	**0.95 / LOS E**
Stephens Street	**Stewart Parkway/Alameda Ave**	**F**	**>1.00**	**100**	**0.85 / LOS D**
Stephens Street	**Washington Ave**	**B**	**0.82**	**20**	**0.95 / LOS E**
Stewart Parkway	**Airport Road**	**F**	**0.98**	**100**	**0.85 / LOS D**
Stewart Parkway	**Aviation Drive/Mulholland Drive**	**F**	**>1.00**	**150**	**0.85 / LOS D**
Stewart Parkway	**Edenbower Blvd**	**F**	**>1.00**	**300**	**0.85 / LOS D**
Stewart Parkway	**Garden Valley Blvd**	**F**	**>1.00**	**200**	**0.85 / LOS D**
Stewart Parkway	**Harvey**	**F**	**>1.00**	**100**	**0.85 / LOS D**
Stewart Parkway	**WalMart Entrance**	**C**	**>1.00**	**50**	**0.85 / LOS D**
Washington Ave	Madrone Street	E	0.80	50	0.80
Harvard Avenue	Stewart Park Drive	B	0.77	15	0.85 / LOS D

* These Projects are funded and under design and are assumed to be built by 2025

Note: Mobility standards for downtown district intersections and unsignalized intersections are presented in Chapter 7.

*Bold represents instances where the mobility standard is not met.

The 2025 no-build operations analysis shows that the following unsignalized and signalized intersections will operate inadequately in the future without roadway network and intersection improvements. This shows that these intersections will have deficient capacity for the future projected growth and will require improvements in the next 20 years.

Study Unsignalized Intersections with Capacity Deficiencies

- Diamond Lake Boulevard and Fulton Street
- Douglas Avenue and Jackson Street
- Garden Valley Boulevard and Melrose
- Harvard Avenue and Lookingglass Road
- Edenbower Blvd. and I-5 NB on- and off- ramps (MP 127)
- Pine Street and Mosher Avenue
- Stephens Street and Chestnut Avenue
- Stephens Street and Mosher Avenue
- Old Highway 99 and Del Rio Road
- Douglas Avenue and Kane Street

Study Signalized Intersections with Capacity Deficiencies

- Edenbower Boulevard and I-5 SB on- and off- ramps (MP 127)
- Diamond Lake Boulevard and Jackson Street/Winchester Street
- Garden Valley Boulevard and Cedar Street/Airport Road
- Garden Valley Boulevard and Kline Street
- Garden Valley Boulevard and Troost Street
- Harvard Avenue and Stewart Parkway
- Garden Valley Boulevard/Mulholland Drive and I-5 NB off-ramp (MP 125)
- Garden Valley Boulevard and I-5 SB off-ramp (MP 125)
- Harvard Avenue and I-5 NB on- and off-ramp (MP 124)/High School Entrance
- Harvard Avenue and I-5 SB on- and off-ramp (MP 124)/Bellows Street
- Pine Street and Washington Avenue
- Stephens Street and Diamond Lake Boulevard
- Stephens Street and Douglas Avenue
- Stephens Street and Edenbower Boulevard
- Stephens Street and Garden Valley Boulevard

- Stephens Street and Newton Creek Road
- Stephens Street and Oak Avenue
- Stephens Street and Stewart Parkway/Alameda Avenue
- Stephens Street and Washington Avenue
- Stewart Parkway and Airport Road
- Stewart Parkway and Airport Rd
- Stewart Parkway and Aviation Drive/Mulholland Drive
- Stewart Parkway and Edenbower Boulevard
- Stewart Parkway and Garden Valley Boulevard
- Stewart Parkway and Harvey Avenue
- Stewart Parkway and Wal-Mart Driveway

Signal Warrants 2025

A Signal Warrant analysis was conducted for the future 2025 traffic forecast volumes for the unsignalized study intersections. Signal Warrant 1, Eight-Hour Vehicular Volume, from 2003 *Manual of Uniform Traffic Control Devices* (MUTCD), Section 4C.02, was conducted for all unsignalized study intersections. The traffic volumes from the eight highest hours (estimated by applying traffic growth from models to the existing counts for eight hours) were used. Signal Warrant 1 is met when all eight hours meet or exceed the minimum vehicles per hour on the major street.[31]

The results of the Signal Warrant Analysis are summarized in Table 5-7.

[31] Manual on Uniform Traffic Control Devices for Streets and Highways, 2003 edition, US Department of Transportation, Federal Highway Administration.

Table 5-7. 2025 Signal Warrant Analysis – Warrant 1*

Intersections (Major/Minor)	Highest V/C Ratio	Warrant 1 Met
	2025	2025
Diamond Lake/Douglas	0.27	NO
Diamond Lake/Fulton	>1.00	YES
Douglas/Jackson	>1.00	YES**
Douglas/Kane	>1.00	YES**
Douglas/Ramp	0.40	NO
Douglas/Rifle Range	0.30	NO
Garden Valley/Melrose	>1.00	YES**
Harvard/Lookingglass	>1.00	YES
Edenbower Blvd/I-5 NB	>1.00	YES**
Oak/Jackson	0.47	NO
Pine/Mosher	>1.00	YES**
Stephens/Chestnut	>1.00	YES
Stephens/Mosher	>1.00	YES**
Old Highway 99 /Del Rio	>1.00	YES
Troost/Calkins	0.42	NO
Washington/Jackson	0.94	NO

* Note 1: Meeting preliminary traffic warrants does not guarantee that a signal will be installed. Signal Warrants must be met, and a full investigation be submitted to the State Traffic Engineer for approval and funding be allocated before the installation of a signal on the state highway system.

** Note 2: Intersection met Signal Warrant 1 in the base year.

Signal Warrant 1 was used to evaluate unsignalized study intersections that did not show a need for signal in the base year using projected 2025 traffic volumes on the existing roadway network. The following unsignalized intersections were determined to meet Signal Warrant 1 by 2025:

- Diamond Lake Boulevard and Fulton Street
- Harvard Avenue and Lookingglass Road
- Stephens Street and Chestnut Avenue
- Old Highway 99 and Del Rio Road

In the existing traffic conditions analysis (Chapter 4), following intersections met Signal Warrant 1 and therefore also meet the warrant in 2025:

- Douglas Avenue and Jackson Street
- Garden Valley Boulevard and Melrose Rd

- Edenbower Boulevard and I-5 NB on- and off- ramps
- Pine Street and Mosher Avenue
- Stephens Street and Mosher Avenue
- Douglas Avenue and Kane Street

UGB Expansions – Charter Oaks Sensitivity Analysis

For the future travel demand modeling, adjustments to employment and population growth were made to the transportation demand model by ODOT that represent future UGB expansion locations and magnitude of growth as provided by the City of Roseburg.

A large new proposed development, Charter Oaks, is located in TAZ's 50 and 52, which are just west of the existing Roseburg UGB. The projected growth generated by the proposed development in the Charter Oaks area will have an impact on the existing transportation network of the city.

Several model runs representing a sensitivity analysis for the Charter Oaks area were conducted by ODOT using different land use scenarios to identify effects of the projected development on the transportation network.

The initial impact on the transportation network from any growth generated by this development would be on the major east-west corridors out of the Charter Oaks area, which are Garden Valley Boulevard and Harvard Avenue.

Once the projected growth for this area reaches between eight and twelve thousand population growth, these two east-west corridors of Garden Valley Boulevard and Harvard Avenue will be at or above operational capacity. In addition, at this population growth level, Troost Street and Stewart Parkway (south of Garden Valley Boulevard) will also exceed their capacity.

As the projected population in this area increases further there is even more of a strain on the transportation system network. As the population growth in this area reaches between sixteen and twenty thousand people, the northern portion of Stewart Parkway also exceeds capacities.

Chapter 6: Transportation System Alternatives Development

This chapter briefly describes the process by which improvement projects were identified and prioritized. Several street and intersection, bicycle, pedestrian, transit, and truck freight improvement projects to meet existing and future travel needs are identified in subsequent chapters.

One of the primary considerations in improving the roadway network in Roseburg was the congested area commonly referred to as the "box." The box is comprised of the following streets: Stewart Parkway, Stephens Street, Harvard Avenue, and Garden Valley Boulevard. Stewart Parkway and Stephens Street are the major north-south roadways in the city, and Garden Valley Boulevard and Harvard Avenue are the major east-west roadways. Currently, most traffic traveling any distance, regardless of the destination, will have to travel through the box due to a lack of alternative arterial and collector roadways and connections. As a result, all of the roads comprising the "box" experience significant congestion. Thus, a major focus of the recommended improvements was to improve the operations of these congested roads, provide alternative routes and connections (e.g., new roads and road upgrades), and enhance bike and pedestrian facilities to make non-auto travel more feasible and attractive. Modal improvements outside of the box were often designed to improve access to key activity centers (e.g., shopping areas, schools, parks) and to improve connectivity throughout the city through a more robust network of routes. Finally, traveler safety was also an important consideration in identifying improvement projects (e.g. new turn lanes to improve traffic flows and reduce head-on collisions).

Project Identification

These plans and projects that are described in the next chapters were developed through an iterative process, and were informed by the following sources:

- A review of the system deficiencies, by mode, described in previous chapters of this TSP
- Recommendations from the TAC, which were solicited during a series of meetings
- Recommendations from the City Council, which were solicited during a working session in July, 2005 when a first draft TSP was reviewed
- Input from residents of the City of Roseburg, which was solicited during three public meetings:
    - In December, 2004 residents identified several key transportation issues and needs at a public TSP "kick-off" workshop
    - In May, 2005 residents provided specific project recommendations and edited draft modal plan maps at a public open house
    - In July, 2005 residents were encouraged to comment during a public working session of the City Council

- Input from local agencies and advocacy groups, such as the Roseburg School District, Roseburg Fire Department, Umpqua Transit, Douglas County Global Warming Coalition, and the Umpqua Velo (Bicycling) Club
- Mitigation required by various policies and regulations
- Professional judgment by City and ODOT staff, and the project consultants

Also incorporated into the project improvements are projects in the "Ten Year Capital Improvement Plan" (CIP) that was adopted by the Roseburg City Council in April, 2004.

Project Selection Process

Recognizing that the full set of identified needs and/or desired projects may outstrip available funding or conflict with other projects, it was important to determine which potential projects or groups of projects should be proposed for adoption and potential funding opportunities, and when the projects should be constructed. Several general issues were considered in making these determinations, and in refining the improvements:

- How critical is the need for the project(s)?
- How urgent is that need?
- Is the City meeting its benchmark commitments (e.g., increasing bicycle and pedestrian facilities on arterial and collector streets)?
- Are the projects supportive of the City's land use and other Comprehensive Plan goals (Chapter 9 of this TSP includes new policy recommendations)?
- Does the project(s) support the City's policies for transportation, and if so, how well?
- Does the range of projects include a reasonable mix of representatives from all travel modes?

To address these larger questions, the goals and policies presented earlier in this TSP were used to develop project evaluation criteria to determine which projects would be advanced, and to group projects for short-range and longer-range implementation. An initial list of criteria was developed by the project consultants, and this list was amended and added to by the TAC. Following are the final criteria that were used for prioritizing improvement projects, along with the relative importance that the TAC assigned to each criterion (each TAC member was given three votes to rank the criteria in order of importance):

- Addresses mobility standards/future needs/accommodates future growth (8)
- Improves circulation/provides alternative routes (6)
- Considers aesthetics/sustainability & livability/design standards (6)

- Promotes a balanced transportation system (bikes, pedestrians, transit, dial-a-ride, multi-use paths) (5)
- Enjoys community support (2)
- Improves safety (2)
- Likelihood of available funding (1)
- Reduced impacts on land use, cultural assets and environment, and potential encroachments (0)
- Includes TSM and TDM tools (e.g., traffic signal coordination, access management) (0)
- Promotes energy efficiency (0)
- Capital and operations costs (0)

These criteria were “applied” to each potential improvement project, typically requiring subjective assessments. As this list shows, the TAC placed the highest priority on projects that can improve current mobility and also serve future population and employment growth. The plans and projects that are described in the next chapters were deemed to be the most consistent with these overall priorities and with the TSP goals and objectives.

As determined using input from the TAC, the decision criteria used to prioritize desired project improvement alternatives is as follows in Table 6-1:

Table 6-1. TAC Decision Criteria

Rank	# Votes	Criteria
1	8	Addresses Mobility Standards/Future needs/ability to accommodate future growth
2	6	Improves Circulation/Provides Alternative Routes
2	6	Aesthetics/Sustainability & Livability/Design Standards
4	5	Balanced Transportation System (Bikes, Pedestrians, Transit, Dial-a-Ride, multi-use paths)
5	2	Improves Safety
5	2	Community Support
7	1	Likelihood of Funding
8	0	Capital and Operations Cost
8	0	Includes TSM and TDM tools (Traffic Signal coordination, access management)
8	0	Energy Efficiency

As shown in Table 6-1, the Roseburg technical advisory committee ranked the most important criteria to use in the evaluation of proposed projects follow:

- Addresses mobility standards/future needs/accommodates future growth
- Improves circulation/provides alternative routes
- Considers aesthetics/sustainability & livability/design standards
- Promotes a balanced transportation system (bikes, pedestrians, transit, Dial-a-Ride, multi-use paths

The proposed improvement projects and other modal improvements were developed and compared to the evaluation criteria and scoring by the TAC. The projects that met the evaluation criteria receiving the highest ranking by the TAC moved forward to the draft improvement project list.

The draft improvements which identified transportation solutions for each travel mode were summarized in technical memorandum #7. After receiving comments on each transportation alternative from the TAC, the draft improvements were revised by the TAC and presented to the public for their review. These improvements were brought in

front of the public at an open house in May 2005. The public documented their comments on feedback forms and the City staff recorder was available to register public comments. The transportation alternatives were modified to address public comment including elimination of proposed projects, new project additions and modifications to proposed projects. In July 2005, residents were encouraged to comment during a public working session of the City Council at which time public comment was received regarding the draft improvements. These draft improvements were refined again and in an iterative process, to become the preferred list of alternatives presented in Chapter 7.

This page left blank intentionally.

Chapter 7: Preferred Alternative

This chapter describes recommended improvements to the roadway, pedestrian, bicycle, public transportation and freight movement systems. These transportation system improvements have been recommended by the technical advisory committee (TAC) to accommodate the City's future transportation needs. The transportation system improvements address the transportation issues identified from stakeholders in the City of Roseburg and address transportation deficiencies identified earlier in this plan.

Recommendations were presented to the TAC and modified based on the input from the TAC. The plan recommendations were presented to the public at a public work session with City Council. The plan recommendations were revised after receiving comments from the public and City Council. These revised plan recommendations were presented to the Public Works and Planning Commission at which time were discussed and voted upon.

These improvements (and other modal improvements, discussed subsequently) were developed and compared to the evaluation criteria and scoring by the TAC. As described in the previous chapter, these criteria include accommodating future growth and meeting mobility standards, circulation, aesthetics, sustainability, balanced transportation system, safety and community support.

Roadway Plan

This section summarizes the roadway plan element of the TSP and provides roadway improvement projects, functional classification, street design standards, neighborhood connections, access management, traffic calming and mobility standards. This section describes recommended 20-year street improvements, including roadway transportation improvements and new proposed roads that are intended to improve local traffic circulation, mobility and relief to parallel routes.

To the extent that these road improvements also improve bicycle and pedestrian mobility, these benefits are described in other chapters of this plan. Figure 7-1 shows recommended 20-year street improvements. Brief descriptions of these improvements projects are summarized in this section and follow.

This page left blank intentionally.

CITY OF ROSEBURG
TRANSPORTATION SYSTEM PLAN

Figure 7-1: 20-Year Road Network

Legend

- New Roads
- Road Upgrades
- Freeway
- Arterial
- Collector
- Local
- Railroads
- City Boundary
- UGB Area

This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.

0 0.5 1 2 Miles

Code	Description
A	S-CURVES REALIGNMENT; NEW BRIDGE; WIDEN TO 4 LANES
B	NEW BRIDGE OVER S. UMPQUA RIVER
C	INTERSECTION RECONSTRUCTION
D	WIDEN VALLEY VIEW DR.
E	STRAIGHTEN CURVES/REALIGN INTERSECTION
F	WIDEN HARVARD AVE. WEST OF LOOKINGLASS RD.
G	NEW BRIDGE
H	TROOST/CHARTER OAKS/WEST HARVARD CONNECTOR
I	ALAMEDA AVE./CLOVERDALE IMPROVEMENTS
J	BLACK ST. EXTENSION
K	WIDEN BROAD ST. TO EDENBOWER
L	RECONSTRUCT FULTON ST.
M	GARDEN VALLEY BLVD. SAFETY AND CAPACITY IMPROVEMENTS
N	WIDEN/REALIGN RIFLE RANGE ST.
O	RIFLE RANGE ST. EXTENSION ACROSS DEER CREEK TO DOUGLAS AVE.
P	IMPROVE VINE ST. TO CLOVER AVE.; EXTEND TO NEWTON CREEK RD.
Q	WIDEN LOOKINGLASS RD.
R	EXTEND ODELL AVE. TO RIFLE RANGE ST.
S	NEW WEST SIDE ARTERIAL GARDEN VALLEY TO BROAD
T	STEPHENS ST. SAFETY AND CAPACITY IMPROVEMENTS
U	NEW BRIDGE FROM I-5 TO DOWNTOWN
V	NEW HARVARD TO DIAMOND LAKE CONNECTION
W	NEW N/S CONNECTION
X	NEW COLLECTOR FROM DIAMOND LAKE BOULEVARD AT LAKE STREET OR GARDINER STREET
Y	NEW N/S CONNECTION
Z	NEW N/S CONNECTION
AA	NEW E/W CONNECTION
BB	NEW SOUTHEAST CONNECTOR
CC	NEW N/S CONNECTION

Incorporated into the circulation improvements are projects in the "Ten-Year Capital Improvement Plan" (CIP) that is already being implemented by the city, as well as new project improvements. Also, projects and policies in the 123 Interchange Area Management Plan are incorporated by reference into the TSP.

In order to address circulation issues in Roseburg, roadway network improvements were developed to relieve congestion and existing and future transportation deficiencies for the 20-year forecast horizon. A brief project description of the proposed improvement projects are provided below.

A, B, C. Stewart Parkway Improvements: This project includes the proposed improvements (A, B, and C) shown in Figure 7-1 as part of one project. This project is in current design stage and will be built to meet arterial street standards. This project is part of the Roseburg Ten-Year Capital Improvement Plan (CIP).

With anticipated future growth and increased traffic volumes, capacity improvements will be needed for Stewart Parkway. In addition, balancing the transportation system with transportation facilities for other modes including bicycles and pedestrians is key to the transportation system. Without any additional improvements to Stewart Parkway, the roadway with the future growth will not meet mobility standards. In addition, significant safety issues exist at the intersection of Stewart Parkway and Harvard Avenue which collision rate exceed the statewide average of collisions per million vehicle miles. Therefore, safety improvements are needed at this intersection.

This project is proposed to widen Stewart Parkway to four lanes between Harvey Avenue and Garden Valley Parkway, straighten the S-curves, and build a new bridge over the South Umpqua River. In addition, new bike lanes and sidewalk are proposed with this project to promote other modes of transportation. Also, an access management plan is proposed to be included as part of this project.

The safety improvement at the intersection of Harvard Avenue at Stewart Parkway includes adding turn lanes (as recommended in the intersection improvements). By adding turn lanes, the vehicles stopped to make turns are taken out of the through traffic stream to reduce rear-end type crashes (predominant crash type).

D. Valley View Drive- Keasey Street to Kline Street: With anticipated future growth and encouraging other modes, circulation and mobility are needed on Valley View Drive. This project is proposed to widen Valley View Drive to residential collector street standards, including installing sidewalks and storm drain facilities on both sides of the street. This project is part of the Roseburg CIP. Per comments received on the Draft TSP, the Roseburg Commissioners

consensus for this project was for the project to stay on the list, but recommended the project be classified as a low priority project.

E. Troost Street: With anticipated future growth in the Charter Oaks area, mobility and safety on collectors is critical to the transportation system. To improve mobility and safety, this project proposes to straighten the two ninety-degree turns on Troost Street and eliminate the blind corner at the in the intersection of Charter Oaks Drive. This project is part of the Roseburg CIP.

F, G. Harvard Avenue Bridge and Harvard Avenue, West of Lookingglass: With anticipated future growth in the Charter Oaks area, mobility and access is needed to accommodate the future growth in Charter Oaks. In addition, alternate routes are needed into and out of Charter Oaks area to provide circulation and disperse traffic onto the transportation system. A need for transportation facilities for other modes including transit, bicycles, and pedestrians are critical to the transportation system and promoting use of other transportation system alternatives.

This project proposes a new bridge with pedestrian and bicycle facilities on the west end of Harvard Avenue over the South Umpqua River. In addition, the project proposes to widen Harvard Avenue and meet arterial street standards west of Lookingglass Road to the new bridge. The project includes pedestrian and street lighting facilities. The Harvard Avenue widening is included in the Roseburg CIP.

H. New Arterial from West Harvard Connector to Garden Valley (Troost/Charter Oaks/West Harvard Connector): With anticipated future growth in the Charter Oaks area, mobility and access is needed to accommodate the future growth in Charter Oaks. In addition, alternate routes are needed into and out of Charter Oaks area and new developments in west Roseburg to disperse traffic onto the transportation system. In addition, this connection will provide access to the Charter Oaks area and circulation within the area. A need for transportation facilities for other modes including transit, bicycles, and pedestrians are critical to the transportation system and promoting use of other transportation system alternatives.

This project proposes a new arterial street from the West Harvard Avenue Bridge to Troost Street to Garden Valley. This project includes the bicycle lanes and sidewalks. This project is part of the Roseburg CIP.

I. Alameda Avenue/Cloverdale: To improve access and mobility, this project proposes to reconstruct the street to meet collector street standards (to residential collector standards only). This project includes installing drainage and constructing pedestrian improvements. This project is part of the Roseburg CIP.

J. Black Street Extension: To provide access and circulation, this project proposes to extend Black Street west to Goetz Street, allowing traffic to utilize the existing traffic signal at the intersection of Garden Valley Boulevard and Goetz Street. This project is part of the Roseburg CIP.

K. Broad Street to Edenbower Boulevard: To improve safety and mobility, this project proposes reconstruct Broad Street to collector street design standards, construct drainage facilities, and construct pedestrian facilities. This project is part of the Roseburg CIP.

L. Fulton Street Improvements: This Street serves as a collector north of Diamond Lake Boulevard. The existing condition of the roadway is very poor and improvements to collector street standards are needed. In addition, a traffic signal is planned at the intersection with Diamond Lake Boulevard and proposed as part of the project. This project proposes reconstruction of the street to collector street standards, traffic signal at Diamond Lake Boulevard, bike lanes and sidewalks. This project is part of the Roseburg CIP.

M. Garden Valley Boulevard Refinement Study to evaluate Safety and Capacity Improvements: With anticipated future growth on the west side of Roseburg, mobility and access is needed to accommodate the future growth. Garden Valley Boulevard is a central east-west arterial carrying a significant amount of Roseburg's traffic. Without additional capacity improvements, Garden Valley Boulevard will not meet mobility standards and result in significant safety concerns. In addition, significant safety problems exist at the intersections of Garden Valley Boulevard at Stewart Parkway and Garden Valley Boulevard and Stephens Street.

The Garden Valley Boulevard Refinement Study will need to evaluate safety and capacity improvements along the corridor (from Kline Street to Stephens Street). In addition, this study will need to include Harvard Avenue since they are both parallel east-west streets. This project needs to consider traffic signal coordination along the corridor, roadway capacity upgrade to three lanes in each direction, intersection turn lanes, and multimodal considerations. As part of the project evaluation, specific intersection safety improvements identified for the high crash rate locations follow:

- ***Garden Valley Boulevard at Stewart Parkway*** – the predominant type of crashes are entering at angle with the cause as failing to yield the right of way and rear-end type crashes in the same direction. Signal coordination along Stephens Street and adding turn lanes as recommended in the intersection improvements. The increased capacity along Garden Valley Boulevard will improve congestion and gaps in the traffic stream. By improving traffic flow and increase gaps in the traffic, may encourage drivers to be more patient and wait for appropriate gaps and yield the right of way.

By adding turn lanes, the vehicles stopped to make turns are taken out of the through traffic stream to reduce rear-end type crashes.

- ***Garden Valley Boulevard at Stephens Street*** (see below – under Stephens Street improvements)

N. Rifle Range Street – North of Diamond Lake Boulevard: To accommodate anticipated future traffic growth, capacity improvements are needed on Rifle Range Street. In addition, safety improvements are needed which include realignment of the roadway. This project proposes to widen the street to collector street standards, realign the street, and add sidewalks and storm drainage.

O. Rifle Range Street Extension across Deer Creek to Douglas Avenue: This project proposes to extend Rifle Range Street across Deer Creek to Douglas Avenue. The new connection will provide connectivity south of Diamond Lake Boulevard and improved access and mobility. This project is currently in the CIP.

P. Vine Street Improvements (North of Alameda) and Extension: With increased future traffic growth, there is a need for alternate parallel route connections to Stephens Street. Vine Street is a collector street that runs parallel to Stephens Street and serves residential areas. A north-south extension of Vine Street to Newton Creek Road would help relieve some traffic congestion on Stephens Street and provide mobility and access opportunities for local traffic to circulate through the transportation system.

This project proposes improvements to Vine Street (north of Alameda) to collector street standards including bike lanes and sidewalks. The project proposes to extend Vine Street north to Newton Creek Road.

Q. Lookingglass Road – South of Harvard Avenue: To improve safety and mobility on Lookingglass Road, improvements are needed to bring this roadway p to arterial street standards. This project proposes to widen the roadway to arterial street design standards and install sidewalks and storm drains. This project is part of the Roseburg CIP.

R. New Collector Connection - Odell Avenue to Rifle Range Street: With anticipated future growth on Diamond Lake Boulevard, parallel route connections are needed to improve mobility and access. In addition, alternate routes will provide circulation for all modes within the area. A need for transportation facilities for other modes including bicycles and pedestrians are critical to the transportation system and promoting use of other transportation system alternatives.

This project proposes to extend Odell Avenue to connect to Fulton Street and to connect east to Rifle Range Street. This project would provide sidewalks and bike lanes on the new collector connection.

S. New West Side Collector – north of Garden Valley Boulevard: With anticipated future growth on the west side of Roseburg, mobility and access is needed to accommodate the future growth. In addition, alternate routes are needed into and out of area of new developments to disperse traffic onto the transportation system and provide circulation within the area. A need for transportation facilities for other modes including bicycles and pedestrians are critical to the transportation system and promoting use of other transportation system alternatives.

The project proposes a new collector street connection from Garden Valley Boulevard to Broad Street including bike lanes and sidewalks. This new street would connect to the Troost Street/Charter Oaks/West Harvard Avenue connector (Project H).

T. Stephens Street Safety and Capacity Improvements: With anticipated future growth in Roseburg, mobility and access is needed to accommodate the future growth. Stephens Street is a central north-south arterial parallel to Interstate 5 carrying a significant amount of Roseburg's traffic. Without additional capacity improvements, Stephens Street will not meet mobility standards and result in significant safety concerns. In addition, significant safety problems exist along Stephens Street.

As discussed in Chapter 3, collision data collected from ODOT show 1,464 total collisions inside the Roseburg UGB between January 2001 and December 2003. Three intersections as discussed in Chapter 3 exceed the statewide average of collisions per million vehicle miles which follow:

- Oak Avenue at Pine Street
- Garden Valley Boulevard at Stewart Parkway
- Harvard Avenue at Stewart Parkway

In addition, several of the high crash locations occurred on Stephens Street and Garden Valley Boulevard.

The Stephens Street / Pine Street Safety Improvement Project (from Mosher Avenue to Edenbower Blvd) proposes the project to include traffic signal coordination along the corridor (as recommended per roadway improvement projects), intersection turn lanes (as recommended under intersection improvements), and multimodal considerations. As part of the project, specific intersection improvements for high crash locations follow:

- **Pine Street/Oak Avenue –** the predominant type of crash at this location is entering at angle and the cause is disregard for the traffic signal. A signal coordination project is recommended along the Stephens Street/Pine Street corridor to improve signal operations and safety at this location. In addition, improved signage at this intersection is recommended.

- **Garden Valley Boulevard at Stephens Street –** the predominant type of crash is same direction with cause of following too close (rear-end type crashes). Signal coordination along Stephens Street and adding turn lanes as recommended in the intersection improvements. Signal coordination will help keep the speeds consistent between intersections. By adding turn lanes, the vehicles stopped to make turns are taken out of the through traffic stream to reduce rear-end type crashes.

U. Portland Avenue Bridge and Interchange Improvements: An Interchange Access Management Plan for this interchange has been completed. The purpose and need for interchange improvements and a new bridge are being studied along with conceptual design plans. This project proposes interchange improvements and a new bridge to connect to the Portland Avenue interchange at Interstate 5 to Old Highway 99. This will create a new connection to the downtown area from the south.

V. Harvard Avenue Interchange Access Management Plan and Diamond Lake Bridge Refinement Study: With anticipated future growth and increased traffic volumes along Harvard Avenue, downtown Roseburg, and Harvard Avenue interchange, capacity improvements and potential new bridge connection will be needed for this area. In addition, traffic flow in downtown Roseburg is often stopped due to trains traveling on the railroad tracks in downtown Roseburg. A new railroad over-crossing bridge would provide a route for traffic to circulate when trains are using the railroad tracks through downtown Roseburg. In addition, this crossing will provide a route for traffic to circulate without directly entering into the downtown area. Balancing the transportation system with transportation facilities for other modes including bicycles and pedestrians is a key component to the transportation system. Providing bicycle and pedestrians connections in this area is needed.

   This project proposes an interchange access management plan for the Harvard Avenue interchange area including the potential new bridge from Harvard Avenue to Diamond Lake Boulevard. The Diamond Lake Bridge Refinement study needs to address a variety of options and alternatives. The alignment of the potential bridge connection would be determined as part of interchange access management plan and assessing the existing residential and environmental conditions. The project includes improvements to existing bicycle and pedestrian facilities and new bike lanes and sidewalks on the potential new bridge connection. Connections to the multi-use path system from the bicycle and pedestrian facilities in this area are proposed. Additional study of bridge connection is needed.

W. New North-South Collector: The new north-south collector would extend and/or connect to Kline Street north to connect to the new connection (Project S) to provide connectivity and access to new developments in the northeast.

X. New Collector from Diamond Lake Boulevard at Lake Street or Gardiner Street: This project proposes a new collector street at Diamond Lake Boulevard at Lake Street or Gardiner Street. A proposed traffic signal at Diamond Lake Drive on the southern end of the connection is proposed. This connection will provide additional connectivity resulting in improved mobility in this area. Future traffic signalization is dependent on ODOT approval.

Y. New North-South Collector between Alameda Avenue and Newton Creek Road: With increased future traffic growth, there is a need for alternate parallel route connections to Stephens Street. New north-south connection would improve connectivity and provide mobility and access opportunities for local traffic to circulate through the transportation system.

This project proposes a new north-south collector street between Alameda Avenue and Newton Creek Road (east of Vine Street). The project includes the installation of bike lanes and sidewalks.

Z. New North-South Collector from Rifle Range Street to Newton Creek Road: With increased future traffic growth, there is a need for alternate parallel route connections to Stephens Street and the "box." A north-south extension of Rifle Range Street to Newton Creek Road would provide mobility and access opportunities for local traffic to circulate through the transportation system without having to use Stephens Street. This connection will improve north-south connectivity and improve mobility and access to potential new developments.

The project proposes a new north-south collector street connecting Rifle Range Street north to Newton Creek Road. Specific alignment would need to be determined per topographical conditions and conceptual design and to connect new developments in the east side.

AA. New East-West Collector between Rifle Range Street Extension and New North-South Collector (north of Alameda): To provide circulation and connectivity in east Roseburg, this project proposes an new east-west collector between Rifle Range Street Extension (Project Z) and the new north-south collector (Project Y). Significant topography constraints exist in the area; therefore, the specific location of the connection to be determined by a conceptual engineering design study.

BB. New East-West Collector from Summit Drive to Ramp Street to Pearce Road: With anticipated future growth in southeast Roseburg, new collector connections are needed for circulation and to provide alternative routes for mobility and access. In addition, a route that provides an alternate to enter/exit downtown Roseburg and to/from Diamond Lake Boulevard is needed as well. A need for transportation facilities for other modes including bicycles and pedestrians are critical to the transportation system and promoting use of other transportation system alternatives.

This project proposes to add a new east-west collector street from Summit Drive to Ramp Street to Pearce Road. This connection will provide access for new residential development and a route to downtown Roseburg and Diamond Lake Boulevard. Exact roadway alignment to be determined by topographical and environmental conditions.

CC. Ramp Street Extension: With anticipated growth in southeast Roseburg, this connection provides connectivity and improved access. The proposed project extends Ramp Street to Diamond Lake Boulevard.

Safety Improvement Projects

This section summarizes recommended safety improvement projects to mitigate areas within the City of Roseburg experiencing high crash rates.

As discussed in Chapter 3, collision data collected from ODOT show 1,464 total collisions inside the Roseburg UGB between January 2001 and December of 2003. Three intersections as discussed in Chapter 3 exceed the statewide average of collisions per million vehicle miles which follow:

- Oak Avenue at Pine Street
- Garden Valley Boulevard at Stewart Parkway
- Harvard Avenue at Stewart Parkway

In addition, several of the high crash locations occurred on Stephens Street and Garden Valley Boulevard.

The following are recommended projects to improve safety:

1. Stephens Street / Pine Street Safety Improvement Project (from Mosher Avenue to Edenbower Blvd)

This project needs include traffic signal coordination along the corridor (as recommended per roadway improvement projects), intersection turn lanes (as recommended under intersection improvements), and multimodal considerations. As part of the project, specific intersection improvements for high crash locations follow:

- Pine Street/Oak Avenue – the predominant type of crash at this location is entering at angle and the cause is disregard for the traffic signal. A signal coordination project is recommended along the Stephens Street/Pine Street corridor to improve signal operations and safety at this location. In addition, improved signage at this intersection is recommended.
- Garden Valley Boulevard at Stephens Street – the predominant type of crash is same direction with cause of following too close (rear-end type crashes). Signal coordination along Stephens Street and adding turn lanes as recommended in

the intersection improvements. Signal coordination will help keep the speeds consistent between intersections. By adding turn lanes, the vehicles stopped to make turns are taken out of the through traffic stream to reduce rear-end type crashes.

2. Garden Valley Safety Improvement Project (from Kline Street to Stephens Street)

This project needs include traffic signal coordination along the corridor (as recommended per roadway improvement projects), roadway capacity upgrade to three lanes in each direction, intersection turn lanes (as recommended under intersection improvements), and multimodal considerations. As part of the project, specific intersection improvements for the high crash rate locations follow:

- Garden Valley Boulevard at Stewart Parkway – the predominant type of crashes are entering at angle with the cause as failing to yield the right of way and rear-end type crashes in the same direction. Signal coordination along Stephens Street and adding turn lanes as recommended in the intersection improvements. The increased capacity along Garden Valley Boulevard will improve congestion and gaps in the traffic stream. By improving traffic flow and increase gaps in the traffic, may encourage drivers to be more patient and wait for appropriate gaps and yield the right of way. By adding turn lanes, the vehicles stopped to make turns are taken out of the through traffic stream to reduce rear-end type crashes.
- Garden Valley Boulevard at Stephens Street (see above)

3. Harvard Avenue at Stewart Parkway

The predominant type of crash is same direction with cause of following too close (rear-end type crashes). This project includes adding turn lanes for this intersection as recommended in the intersection improvements. By adding turn lanes, the vehicles stopped to make turns are taken out of the through traffic stream to reduce rear-end type crashes.

Roadway Improvements – Draft Purpose and Need Statements

Draft Purpose and Need statements have been developed for only the proposed roadway improvement projects described in this chapter which may trigger an Environmental Assessment or Environmental Impact Statement under the National Environmental Policy Act (NEPA). In order to trigger an Environmental Impact Statement under NEPA, the following criterion applies:

- Projects must be federally-funded and subject to NEPA, and
- Projects must have an impact on the natural and built environment.

Therefore, the only roadway projects that are assumed to meet this criterion are:

- The Portland Avenue Bridge Project from I-5 to downtown connection

- Harvard Avenue Interchange Improvements and Diamond Lake Bridge Project

The Portland Avenue Bridge project may require access changes on I-5 and has already been studied through the Interchange Access Management Plan completed for this interchange. Therefore, the project has been through a detailed evaluation, and purpose and need of the project already established.

The draft purpose and need statement for the Harvard Avenue Interchange Improvements and Diamond Lake Bridge Project follows and is not intended to replace NEPA Purpose and Need.

Harvard Avenue Interchange Improvements and Diamond Lake Bridge Project – Draft Purpose and Need

Need: A significant amount of traffic congestion exists and is projected in the future for Harvard Avenue Interchange, downtown and Diamond Lake Boulevard. The existing v/c ratios for Harvard Avenue interchange ramps are at 0.95 and 0.79 which exceed *or* close to exceeding the mobility standard of 0.80 v/c ratio. The existing v/c ratio at the intersection of Stephens Street at Diamond Lake Boulevard is 0.76 which is near to exceeding mobility v/c standards. With anticipated future growth and increased traffic volumes along Harvard Avenue, downtown Roseburg, and Harvard Avenue interchange, the v/c ratios for the Harvard Avenue interchange ramps and at the intersection of Stephens Street at Diamond Lake Boulevard degrade to v/c greater than 1.0, far exceeding mobility standards. In addition, traffic through downtown degrades to unacceptable v/c levels as well.

Currently, there are no grade-separated railroad crossings in Roseburg. A need for mobility of vehicles and freight movement is needed over/under the railroads. Grade-separated railroad crossing is needed for efficient emergency vehicle access. In addition, freight mobility through Roseburg must travel through downtown from the Harvard Avenue interchange to reach Diamond Lake Boulevard. A direct connection for freight movement to Diamond Lake Boulevard is needed.

Improved and direct pedestrian and bicycle connections are needed from Harvard Avenue to Diamond Lake Boulevard with grade-separation of railroad tracks. Balancing the transportation system with transportation facilities for other modes including bicycles and pedestrians is a key component to the transportation system. Providing bicycle and pedestrians connections in this area is needed.

Purpose: This project would maintain the mobility standards for this area and improve traffic circulation in downtown Roseburg. Efficient capacity and operations in the area would result from the project.

A direct connection from the Harvard Avenue Interchange to Diamond Lake Boulevard would provide a direct route for all transportation modes including vehicles, emergency vehicles, freight, pedestrians and bicyclists freight to access Diamond Lake Boulevard without circulating through the downtown area. Also, the project would provide a grade-

separated connection over railroad tracks to improve mobility for all transportation modes.

The project would evaluate all reasonable and prudent alternatives.

Roadway Improvements – Priority Ranking

Priorities were set according to the transportation deficiencies anticipated to occur within each time frame and the joint planning and public works commissions.

According to the priorities and ranking criteria developed by the Public Works Commission, the proposed roadway improvements have been prioritized by importance and listed below. The projects have been broken down into 5 year increments indicating the estimated year of need according to their priority: 0-5 years, 6-10 years, 11-15 years, and 16-20 years. These project priorities can be modified over time and may move up or down the list based upon actual development growth and timing of that growth that occurs in the City of Roseburg.

Table 7-1. Prioritized Project List

Map Code	Project List	Project Prioritization
A, B, C	Stewart Parkway Improvements	0 – 5 Years
D	Widen Valley View Drive – Keasey Street to Kline Street	16 – 20 Years
E	Troost Street: Straighten Curves/Realign Intersection	0 – 5 Years
F, G	Harvard Avenue Bridge and Harvard Avenue, west of Lookingglass Road	0 – 5 Years
H	New Arterial from West Harvard Connector to Garden Valley (Troost/Charter Oaks/West Harvard Connector)	6 – 10 Years
I	Alameda Avenue/Cloverdale	6 – 10 Years
J	Black Street Extension	16 – 20 Years
K	Broad Street reconstruction to Edenbower Boulevard	16 – 20 Years
L	Fulton Street Improvements	6 – 10 Years
M	Garden Valley Boulevard Refinement Study to Evaluate Safety and Capacity Improvements	0 – 5 Years
N	Rifle Range Street - North of Diamond Lake Boulevard	11 – 15 Years
O	Rifle Range Street Extension across Deer Creek to Douglas Avenue	11 – 15 Years
P	Vine Street Improvements (north of Alameda) and Extension	11 – 15 Years

Map Code	Project List	Project Prioritization
Q	Lookingglass Road – South of Harvard Avenue	6 – 10 Years
R	New Collector Connection - Odell Avenue to Rifle Range Street	6 – 10 Years
S	New West Side Collector – north of Garden Valley Boulevard	16 – 20 Years
T	Stephens Street Safety and Capacity Improvements	0 – 5 Years
U	Portland Avenue Bridge and Interchange Improvements	11 – 15 Years
V*	Harvard Avenue Interchange Access Management Plan and Diamond Lake Bridge Refinement Study	0 – 5 Years
V*	Harvard Avenue Interchange Improvements and Diamond Lake Bridge	6 – 10 Years
W	New N/S Collector	16 – 20 Years
X	New Collector from Diamond Lake Boulevard at Lake Street or Gardiner Street	6 – 10 Years
Y	New North-South Collector between Alameda Avenue and Newton Creek Road	16 – 20 Years
Z	New North-South Connection from Rifle Range Street to Newton Creek Road	16 – 20 Years
AA	New East-West Collector between Rifle Range Street Extension and New North-South Collector	16 – 20 Years
BB	New East-West Collector from Summit Drive to Ramp Street to Pearce Road	11 – 15 Years
CC	Ramp Street Extension	11 – 15 Years

*Project V is one project broken into study and design and construction.

Roadway Functional Class

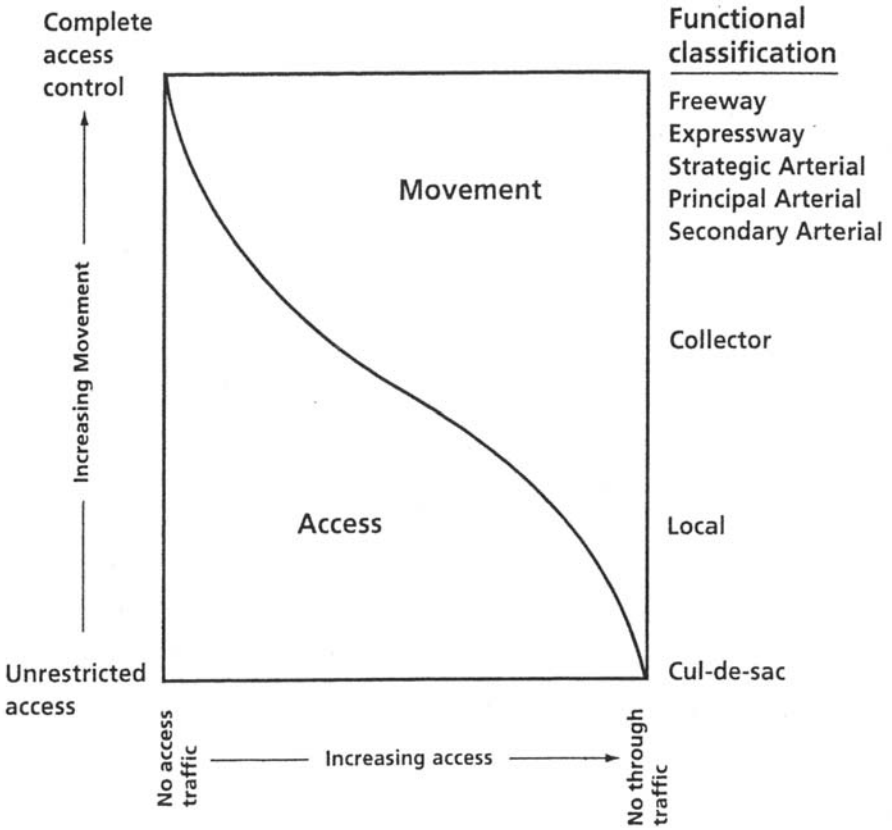
Roadways have two functions, to provide mobility and to provide access. From a design perspective, these functions can be incompatible since high or continuous speeds are desirable for mobility, while low speeds are more desirable for land access. Figure 7-2 illustrates this tradeoff. Generally speaking, arterials emphasize a high level of mobility for through movement; local facilities emphasize the land access function, and collectors offer a balance of both functions.

Functional classification has commonly been mistaken as a determinate for traffic volume, road size, land use, and other features that collectively comprise the elements of a roadway. For example, the traffic on a roadway can be directly related to specific land uses, and the fact that the road carries a lot or a little traffic does not determine its

function. The traffic volume, design (including access standards) and size of the roadway are outcomes of function, but do not define function.

Function can best be defined by connectivity. Without connectivity, neither mobility nor access can be served. Roadways that provide the greatest reach of connectivity are the highest level facilities. Arterials are defined by regional level connectivity. The movement of persons, goods, and services depends on an efficient arterial system. Collectors can be defined by citywide or district wide connectivity. These routes span large areas of the city but typically do not extend significantly into adjacent jurisdictions. They are important to city circulation. All other routes are then typically defined as local streets, which provide the highest level of access to adjoining land uses, but do not connect at any significant level.

Figure 7-2. Relationship of Mobility and Access



Source: NCHPR Report 348, "Access Management Policies and Guidelines for Activity Centers." Metro Transportation Group. Transportation Research Board, Washington, DC 1993.

Table 7-2 lists the existing roads in Roseburg that have proposed changes to their functional classification. The proposed changes are based on the need for connectivity and greater mobility within the City as well as input from the City and technical advisory committees. Fulton Street is proposed as a collector with the proposed north/south connection as shown in Figure 7-1.

Table 7-2. Functional Class Changes to Existing Roads

Street Name	From	To	Current Class	New Class
Ramp St	Douglas Ave	Lois Drive	Local	Collector
Fulton St or Lake St*	Rocky Ridge Drive	Diamond Lake Boulevard	Minor Collector	Collector
Kane Street	Lane Avenue	Douglas Avenue	Local	Collector
Pearce Street	Douglas Avenue	End	Local	Collector

* New alignment identification to be determined. Selected alignment to Fulton Street or Lake Street will change the functional classification to a collector street.

Figure 7-3 provides the proposed future road classification for the City of Roseburg. Any street not designated as either a freeway, arterial, or collector is considered a local street.

CITY OF ROSEBURG

TRANSPORTATION SYSTEM PLAN

Figure 7-3: Future Road Classifications

Legend

- New Arterial
- New Collector
- New Local Road
- Freeway
- Arterial
- Collector
- Local
- Railroads
- City Boundary
- UGB Area

This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.

0 0.5 1 2 Miles

N

SEE INSET MAP

Typical Street Cross-Sections

The City of Roseburg provided the City's existing typical sections for a standard local street section and for a standard commercial collector street. These typical sections provide standards for street pavement width. New design characteristics of streets in Roseburg were developed to meet the function and demand for each facility type. Because the final design of the roadway can vary from segment to segment due to adjacent land uses and demands, the objective was to develop typical sections that allow standardization of key characteristics to provide consistency while providing criteria for flexibility.

Figure 7-4 provides typical street cross-sections for arterials, collectors, and local streets. Key notes that correspond to the typical street cross sections follow:

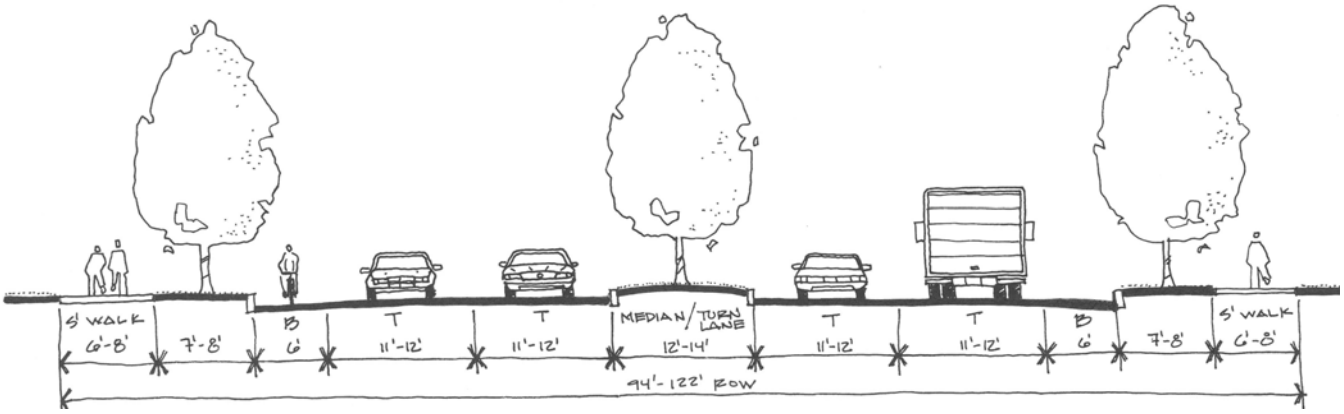
- Selection of placement of sidewalk and landscaping strip are specific to each location. Cross sections show choices for reference.
- Width of six-inch curb is included in sidewalk or planter strip when adjacent to street.
- Cross sections show the desirable applications given the number of lanes plus minimum standards that can be applied case by case.
- Actual width of street, sidewalk, and landscape area can be adjusted within the right-of-way based on modal priorities and adjacent land use.
- Encourage use of curb extensions along arterials and collectors at intersections in commercial areas and on any pedestrian routes to minimize pedestrian exposure.
- Bus stop pullouts on arterial and collector streets (not shown on cross-sections) should be considered at bus stop locations.

The following abbreviations are used to identify the lane types in the cross sections:

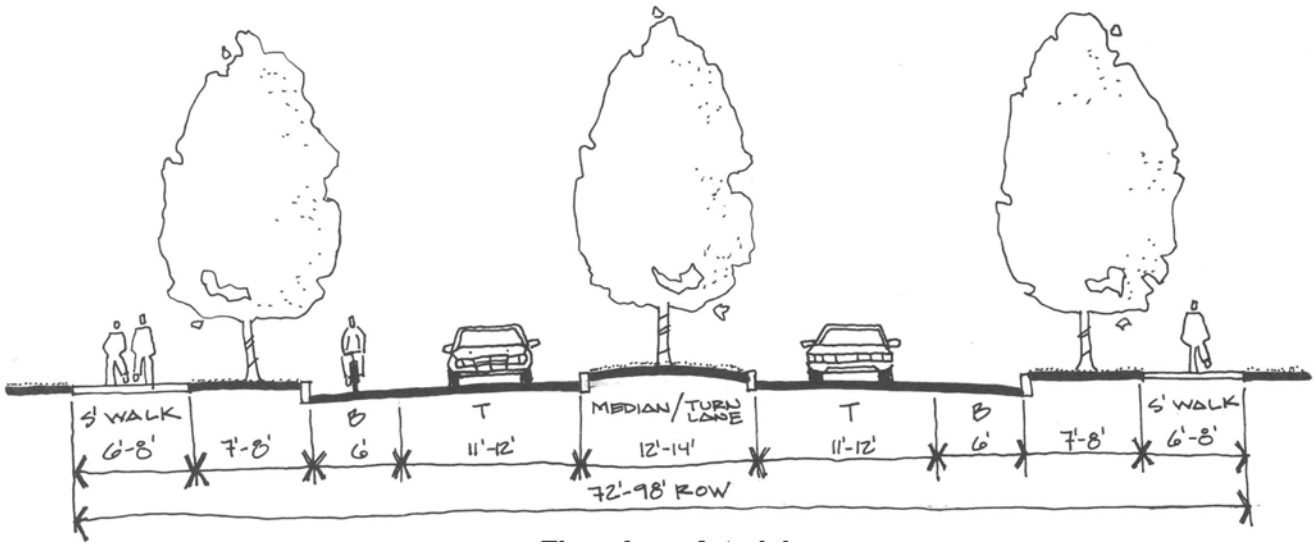
- T = travel lane
- P = parking
- B = bike lane
- S'Walk = sidewalk

Figure 7-4. Typical Cross Section Alternatives for Arterials, Collectors, and Local Streets

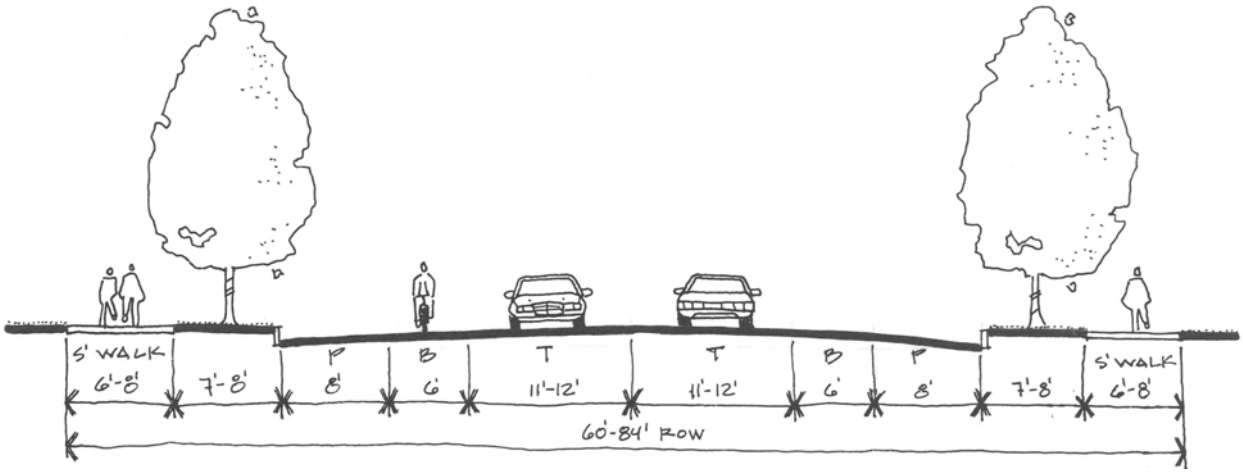
Five-Lane Arterial



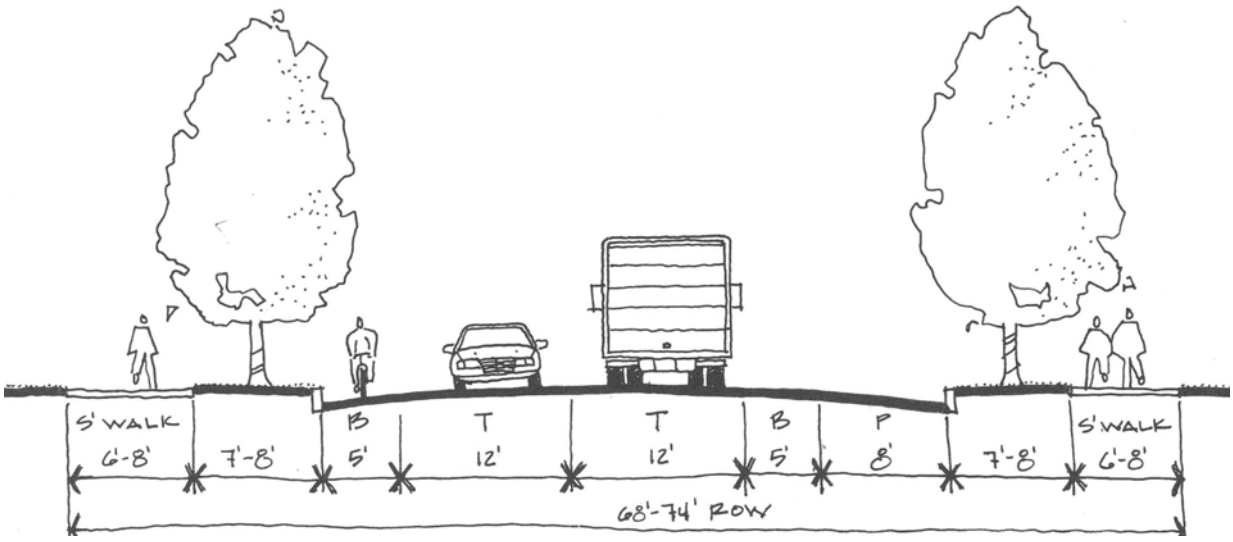
Three-Lane Arterial



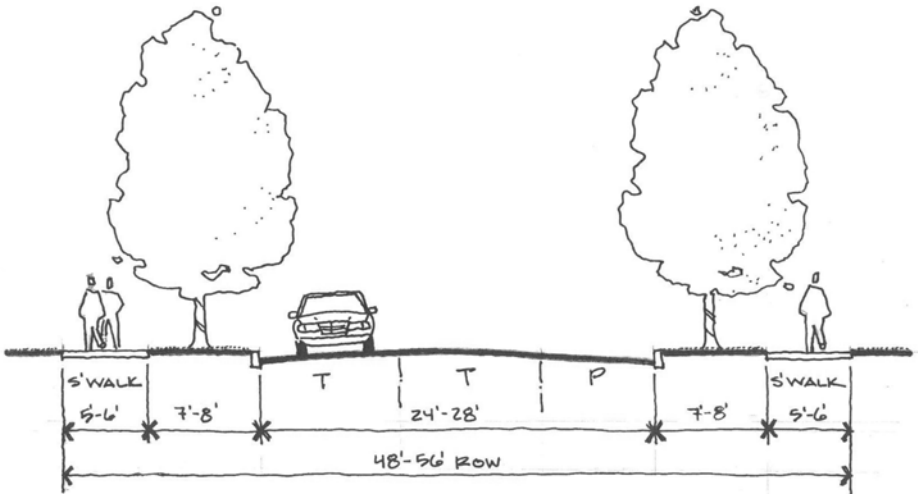
Two-Lane Collector – Parking Both Sides



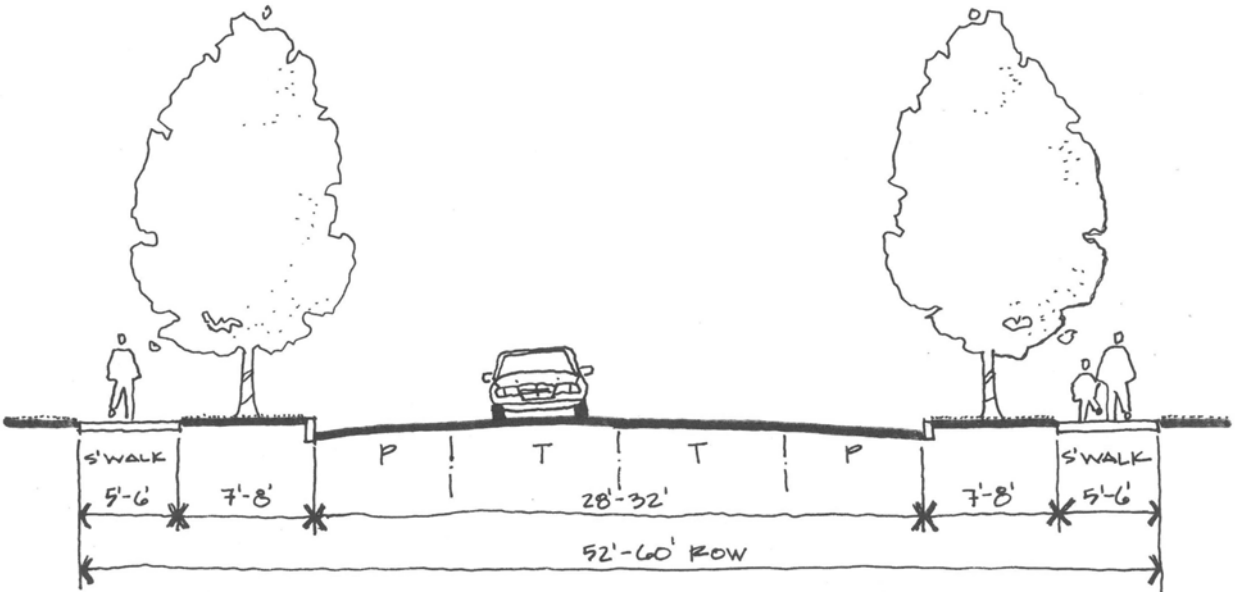
Two-Lane Collector – Parking One Side (Commercial / Industrial)



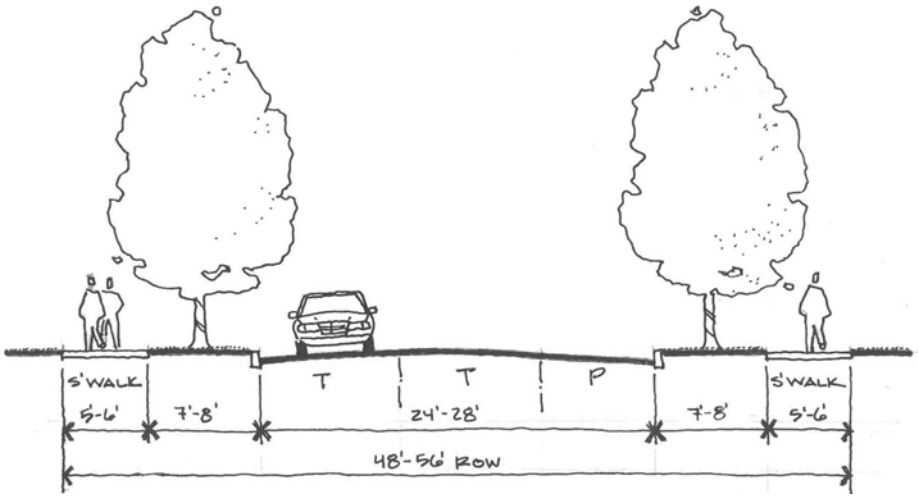
Local Street – Parking One Side



Local Street– Parking Both Sides



Hillside Street



Note: Option for sidewalks on one or both sides of street conditional upon City approval. Right-of-way and slope easement will vary by situation.

Table 7-4 provides a summary of key street characteristics, design criteria, and applications that can be applied on a case by case basis. They are intended to provide the best match for the specific needs of Roseburg.

The requirements in the latest edition of the Oregon Highway Design Manual need to be used for standards on state highways.

Table 7-3. Proposed Street Characteristics and Design Criteria

Vehicle Lane Widths: (minimum widths)	Freight route = 12 feet Bus Route = 11 feet Arterial = 11-12 feet Collector = 11-12 feet Local = 9-10 feet Turn Lane = 12-14 feet (14 feet for arterials and freight routes) Shared Lane = 14 feet (shared lane by vehicles and bicycles)
On-Street Parking:	Residential = 8 feet Commercial/Industrial = 8 feet
Bicycle Lanes: (minimum widths)	Arterials = 6 feet Collectors = 5 feet
Sidewalks:	Arterials = 6-10 feet Commercial/Industrial Collectors = 6-10 feet Residential Collector = 5-6 feet Local = 5-6 feet
Curb Extensions for Pedestrians	Consider on any Pedestrian Plan Route
Landscape Strips:	Arterial/Collector = Preferred/Desirable Local = Optional
Medians:	5 Lanes = Required 3 Lanes = Optional
Neighborhood Traffic Management/Traffic Calming:	Arterials = Only Under Special Conditions Commercial/Industrial Collectors = Under Special Conditions Residential Collectors = Should Consider Local = Under Special Conditions
Turn Lanes:	When warranted
Access Control:	TSP Goal 1, Objective H

Access Management

Access management is important, particularly on high volume roadways, for maintaining traffic flows and mobility. Whereas local and neighborhood streets primarily function to provide access, collector, and arterial streets typically serve greater traffic volumes. Numerous driveways or street intersections increase the number of conflicts and potential for accidents, and decrease mobility and traffic flow. Roseburg needs a balance of streets that provide access and streets that provide mobility.

The following are several access management strategies to ensure that access and mobility are both considered and maintained:

- Prohibit new single-family access to arterials and collectors
- Establish new city access management standards for all routes on new development using maximums and minimums
- Work with land use development applications to consolidate driveways
- Use medians on arterial routes to limit access
- Provide right in/right out driveways on arterials or collectors where appropriate
- Provide pedestrian refuge islands on arterials and collectors
- Consolidate access points within 1,320 feet (1/4 mile) of freeway interchanges, as possible
- Allow no new access within 1,320 feet (1/4 mile) of freeway interchange ramps
- Develop minimum traffic signal spacing on arterials and collectors in coordination with Douglas County and ODOT

Access management plans should be completed and implemented for all arterial roadways within the City of Roseburg. It is recommended that corridor studies and access management plans be conducted for the following roadways:

- Stephens Street
- Edenbower Boulevard
- Stewart Parkway
- Garden Valley Boulevard
- Harvard Avenue
- New west-side arterial
- Washington Avenue
- Oak Avenue
- Pine Street

- Diamond Lake Boulevard (An access management plan for Diamond Lake Boulevard has been completed and adopted)
- Portland Avenue (An access management plan has been completed for Portland Avenue as part of the Interchange 123 Management Plan)

Access spacing standards for state highways and freeways are specified in the Oregon Highway Plan and Oregon Administrative Rules (Chapter 734, Division 51). State highways are further classified as statewide, regional or district highways. Oregon Highway 138 is classified as a regional highway. Table 7-4 below shows ODOT's access management standards for regional and district highways.

Table 7-4. Access Management Spacing Standards for Regional Highways (Feet*)

Posted Speed	Rural		Urban			
	Expressway**	Other	Expressway**	Other	UBA	STA
≥55	5280	990	2640	990		
50	5280	830	2640	830		
40 & 45	5280	750	2640	750		
30 & 35		600		600	425	Note 1
≤25		450		450	350	Note 1

* Measurement of the approach road spacing is from center to center on the same side of the roadway.

** Spacing for at-grade intersections only.

Note 1: Minimum spacing is either existing city block spacing, or city block spacing in local comprehensive plan.

Source: Oregon Highway Plan, 1999.

It is recommended that access spacing standards be set for the City of Roseburg. The recommended access spacing standards are summarized in Table 7-5. These were developed by the technical advisory committee.

Table 7-5. Proposed Roseburg Access Management – Minimum Spacing Standards

Functional Classification	Minimum Spacing (Feet)
Arterial	500
Collector	200

Neighborhood Traffic Management/Traffic Calming

Neighborhood traffic management is used to describe traffic control devices typically used in residential neighborhoods to slow and "calm" traffic.

The following are examples of neighborhood traffic management/traffic calming measures:

- Speed humps
- Chokers
- Pavement texturing
- Chicanes (see photograph)
- Curb extensions (see photographs)
- Traffic circles
- Medians
- Landscaping
- Narrow streets
- Photo radar
- On-street parking
- Enhanced enforcement
- Neighborhood watch
- Speed wagon

Figure 7-5 shows two examples of curb extensions, and Figure 7-6 shows an example of a chicane used as a traffic calming measure.

Figure 7-5. Example of Curb Extensions



Figure 7-6. Example of a Chicane



Neighborhood traffic management should be considered broadly to avoid impact shifting between areas and should only be applied where a majority of neighborhood residents agree that it should be done. Traffic calming seeks to reduce speeds on neighborhood routes, thus improving livability. Research of traffic calming measures demonstrates their effectiveness in reducing vehicle speeds.

It is recommended that the City of Roseburg consider developing a neighborhood traffic management program. This program can be used to prioritize implementation and address issues on a systematic basis. Criteria may be established for the appropriate applications of traffic calming in the city.

Neighborhood Connections – Local Streets

There are a number of locations in Roseburg where, due to the lack of connection points, a majority of neighborhood traffic is loaded onto one street. This type of street network results in out of direction travel for motorists and an imbalance of traffic volumes that impacts residential frontage. By providing connectivity between neighborhoods, out-of-direction travel and vehicle miles traveled (VMT) can be reduced, accessibility between transportation modes enhanced, and traffic levels can be dispersed and balanced out between streets.

Several neighborhood connections will be needed within neighborhood areas to reduce out of direction travel for vehicles, pedestrians, and bicyclists. In order to improve neighborhood circulation within Roseburg, it is recommended that local neighborhood connections be made to the local street network. As developments are in the planning stages and through the City's approval process, neighborhood connections should be encouraged.

To protect existing neighborhoods from potential traffic impacts of extending stub end streets, connector roadways should incorporate neighborhood traffic management into

their design and construction. Neighborhood traffic management/traffic calming is described in the previous section.

Transportation Systems Management (TSM)

TSM focuses on low cost strategies to enhance operational performance of the transportation system. Measures that can optimize performance include signal improvements, intersection channelization, access management (as noted in prior section), rapid incident response, and programs that smooth transit operations. The tool that typically delivers the largest benefits is traffic signal coordination. Traffic signal improvements can potentially reduce the number of stops by 35 percent, and delay by 20 to 30 percent. This can be done without the major cost of roadway widening.

Several TSM strategies are elements of Intelligent Transportation System (ITS). ITS focuses on a coordinated, systematic approach toward managing the region's transportation multimodal infrastructure. ITS is the application of new technologies with proven management techniques to reduce congestion, increase safety, reduce fuel consumption and improve air quality. One element of ITS is improved traffic signal systems.

All traffic signals on Garden Valley Boulevard, Harvard Avenue, Diamond Lake Boulevard, Stewart Parkway, and Highway 99/Stephens Street should be coordinated to improve the flow of traffic and efficiency along these roadways. This will require traffic signal interconnect technologies between the traffic signals, new signal timing, and possibly upgraded signal timing equipment. Overall this coordination will reduce the traffic congestion along these roadways and help to reduce the delay at the intersections. The following corridors are recommended for traffic signal coordination projects and enhance traffic signal systems:

- Garden Valley Boulevard
- Harvard Avenue
- Diamond Lake Boulevard
- Stewart Parkway
- Highway 99/Stephens Street

Maintenance

Preservation, maintenance, and operation are essential to protect the city investment in transportation. With increasing road inventory and the need for greater maintenance of older facilities, protecting and expanding funds for maintenance is critical.

A pavement management program is a systematic method of organizing and analyzing information about pavement conditions to develop the most cost-effective maintenance treatments and strategies. A pavement management program can be a major factor in improving performance in an environment of limited revenues. As a management tool, it enables public works to determine the most cost-effective maintenance program. The

concept behind a pavement management system is to identify the optimal rehabilitation time and to pinpoint the type of repair that makes which makes the most sense.

A critical concept is that pavements deteriorate 40 percent in quality in the first 75 percent of their life. However, there is rapid acceleration of this deterioration later in the pavement cycle resulting in a 40 percent drop in quality in the next 12 percent of the pavement life. A pavement management system can identify pavements before this rapid deterioration begins and applies preventative maintenance. For this reason, support of gradual increases to the revenue stream to support maintenance is critical.

In addition, roadway maintenance is important for bicyclists as well as vehicles. For example, frequent street sweeping on all streets is a major factor in street ride-ability for cyclists.

Intersection Improvements

This section provides a summary of the 2025 operations analysis with the proposed transportation improvements, proposed traffic signals, and brief descriptions of the proposed 20-year forecast intersection improvements.

The same methodology used to evaluate the 2025 no-build condition as described in Chapters 4 and 5 was used to evaluate the impacts of the aforementioned street and traffic signal improvements (i.e., the Build Road Network Alternative).

For the 2025 Build Alternative, traffic from both the existing and future land use was distributed/assigned to the new roadway network alternative based on location, access and trip distribution. This trip re-assignment alleviated some of the estimated future traffic congestion along Stephens Street, Stewart Parkway, Diamond Lake Boulevard, Harvard Ave, and Garden Valley Boulevard, although improvements are still needed.

Traffic Signals

As described in Chapters 4 and 5, the signal warrant analysis conducted for year 2025 traffic conditions revealed that traffic signal warrant 1 is met at the following locations:

- Diamond Lake Boulevard and Fulton Street or Lake Street
- Harvard Avenue and Lookingglass Road
- Stephens Street and Chestnut Avenue
- Old Highway 99 and Del Rio Road

The intersection improvement at Diamond Lake Boulevard and Fulton Street or Lake Street is under review. It is reasonable to locate a future signal at either Fulton Street or Lake Street which may serve as a local collector for a mix of commercial, industrial, and residential uses. Final intersection improvement of Fulton Street or Lake Street is pending local review and final selection is anticipated in the near future. Both location

designation and traffic signal designation is to be made in the future without requiring an amendment to the final Adopted TSP.

In the existing traffic conditions analysis (Chapter 4), following intersections met Signal Warrant 1 and therefore also met the warrant in 2025:

- Douglas Avenue and Jackson Street
- Garden Valley Boulevard and Melrose Rd
- Edenbower Boulevard and I-5 NB on- and off- ramps
- Pine Street and Mosher Avenue
- Stephens Street and Mosher Avenue
- Douglas Avenue and Kane Street

Signalizing the above mentioned intersections was found to reduce delay and improve the LOS at these intersections to meet the Oregon Highway Design Manual Standards for regional highways, district highways and local roads.

Traffic signalization is recommended at the intersections listed above by year 2025 when signal warrants are met. The locations are shown in Figure 7-7.

Alternatives to traffic signalization are recommended to be evaluated as signal warrants are met. For example, non-conventional intersection treatments such as roundabouts or channelization can be alternatives to signalized intersections. A potential location for a roundabout is at the intersection of Garden Valley Boulevard at Melrose Road. In addition, a potential location for a channelization alternative is the intersection of Harvard Avenue at Lookingglass Road. Per comments from the draft TSP, the City of Roseburg supports alternatives to traffic signalization including roundabouts and channelization.

This page left blank intentionally.

CITY OF ROSEBURG
TRANSPORTATION SYSTEM PLAN

Figure 7-7: New Traffic Signals

Intersection (Major/Minor)
Diamond Lake Blvd. & Fulton St. or Lake St.*
Diamond Lake Blvd. & Rifle Range St.**
Douglas Ave. & Jackson St.
Douglas Ave. & Kane St.
Edenbower Blvd. & Aviation Dr.**
Garden Valley Blvd. & Melrose Rd.
Harvard Ave. & Lookinglass Rd.
Edenbower Blvd. & I-5 SB
Edenbower Blvd. & I-5 NB
Pine St. & Mosher Ave.
Stephens St. & Chestnut Ave.
Stephens St. & Mosher Ave.
Hwy 99 & Del Rio Rd.

* *Final intersection improvement of Fulton St. or Lake St. is pending local review and final selection is anticipated in the future.*

** *Signals in design or under construction*

Legend

- New Traffic Signal
- New Roads
- Railroads
- City Boundary
- UGB Area

This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.

0 0.5 1 2 Miles

N

Potential Roundabout Alternative

Potential Channelization Alternative

SEE INSET MAP

Harvard Ave. Washington Ave. Diamond Lake Blvd. Oak Ave. Owler St. Douglas Ave. Spruce Mosher Ave. Fullerton St. Flint St. Rose St. Jackson St. Main St. Kane St. Chadwick St. Lane Ave. Terrace Dr. Pine St. Stephens St. Mill St. Cobb St. Jackson St. Hamilton St. Main St. Eddy St. Kane St. Portland Ave.

North Bank Rd. Central Oregon and Pacific RR Old Highway 99 North Umpqua College Rd. North Umpqua River Page Rd. Garden Valley Rd. Broad St. Edenbower Newton Creek Rd. Aviation Dr. Roseburg Municipal Airport Melrose Rd. Hughwood Ave. Kline St. Stewart Parkway Edenbower Blvd. Valley View Dr. Troost St. Keasey St. Garden Valley Blvd. Calkins Rd. Mulholland Dr. Airport Rd. Vine St. Parkway Alameda Ave. Cedar St. Walnut St. Lincoln St. Chestnut Ave. Troost St. Harvey Ave. Felts Field South Umpqua River Stewart Parkway Lookingglass Rd. Harvard Ave. Bellows St. Stephens St. Winchester St. Fulton St. Rifle Range St. Diamond Lake Blvd. Douglas Ave. Ramp St. Sunshine Rd. 138 Old Highway 99 South

2025 Intersection Improvements - Recommendations

The signalized intersection analysis for the future 2025 condition showed that the following intersection required additional improvements to meet the mobility standards in the Oregon Highway Design Manual standards and for the City of Roseburg. The following are the recommended intersection improvements to meet mobility standards:

1. Jackson Street at Douglas Avenue: add one southbound travel lane and re-striped to a through-left shared lane and a right-through shared lane (from a right-through-left southbound lane).
2. Edenbower Boulevard between the I-5 ramps: add two through lanes in each direction through the I-5 ramp terminal intersections.
3. Edenbower Boulevard and I-5 northbound off-ramp: widen off-ramp to two lanes and add northbound double lefts and a channelized westbound right-turn lane. A new northbound on-ramp in partial cloverleaf configuration is recommended as identified in the EIS. Edenbower Boulevard and I-5 southbound off-ramp: widen off-ramp to two lanes.
4. Douglas Avenue at Kane Street: add left-turn lanes on the westbound and northbound approaches (separating through and left-turn movements). Improve the pedestrian crossings and facilities by installing pedestrian signal heads and push buttons.
5. Winchester Street at Diamond Lake Boulevard: add exclusive left-turn lanes in the northbound and southbound direction along Winchester Street.
6. Garden Valley Boulevard at Stewart Parkway: add eastbound double left-turn lanes, add eastbound exclusive right-turn lane, add westbound exclusive right-turn lane, and add northbound exclusive right-turn lane.
7. Cedar Street at Garden Valley Boulevard: add double northbound left-turn lanes, and add exclusive southbound right-turn lane.
8. Garden Valley Boulevard at Mulholland Drive/I-5 northbound off-ramp: add a westbound right-turn lane, northbound double left-turn lanes from the off-ramp, and add a channelized southbound right-turn lane on Mulholland Drive. Further interchange analysis is recommended.
9. Garden Valley Boulevard at Stephens Street: add an exclusive southbound right-turn lane and add northbound double left-turn lanes.
10. Stephens Street at Diamond Lake Boulevard: add southbound double left turn lanes and northbound right turn improvements.
11. Stewart Parkway at the Wal-Mart Driveway: an eastbound approach is being added from the Mall per draft TSP comments.
12. Stephens Street at Edenbower Boulevard: add northbound double left-turn lanes and an eastbound right-turn lane.

13. Garden Valley Boulevard at Kline Street: add an exclusive westbound right-turn lane and southbound double left turn lanes.
14. Stewart Parkway at Edenbower Boulevard: add eastbound double left-turn lanes, westbound double left-turn lanes, add an exclusive northbound right-turn lane, and add two exclusive southbound right-turn lanes.
15. Stewart Parkway at Harvard Avenue: add a westbound right-turn only lane and add southbound double left-turn lanes.
16. Harvard Avenue at the High School: add an eastbound left-turn lane.
17. Newton Creek Road at Stephens Street: add an exclusive westbound left-turn lane.
18. Stephens Street at Stewart Parkway: add northbound double left-turn lanes, an exclusive southbound right-turn lane, an eastbound right-turn lane, and a westbound right-turn lane.
19. Mulholland Drive at Stewart Parkway: add an eastbound and one westbound through lane on Mulholland Drive.
20. Harvard Avenue at Bellows Street: an Interchange Access Management Plan (IAMP) to accommodate year 2025 traffic and meet the Oregon Highway Design Standards is recommended. The long-term solution for this intersection would be a full interchange rebuilding at I-5 and Harvard Avenue ramps to attain acceptable volume to capacity ratios and level of service.

    An interim solution includes: add westbound double left-turn lanes, add a westbound right-turn lane, add eastbound right-turn lane, add northbound double left-turn lanes on the ramp, and add an exclusive southbound left-turn lane.
21. Stewart Parkway at Harvey: add additional southbound and northbound lanes (two through lanes in the northbound and southbound direction).
22. Stewart Parkway at Cedar Street/Airport Road: add an exclusive eastbound left-turn lane.
23. Stephens Street at Oak Avenue: add an exclusive northbound right-turn lane.
24. Douglas Avenue at Stephens Street: add an exclusive westbound right-turn lane.
25. Stephens Street at Chestnut Avenue: add an exclusive eastbound right-turn lane on Chestnut Avenue.
26. Old Highway 99 at Del Rio Road/Winchester Avenue: add an exclusive southbound right-turn lane (channelized).

2025 Operations Analysis

Using the two primary measures of effectiveness; level of service (LOS) and volume-to-capacity (v/c) ratio as discussed under Chapters 4 and 5, future intersection operations for the recommended roadway network alternative were analyzed. Table 7-6 shows the intersection operations results based on the proposed improvements.

Table 7-6. Future (2025) Operations Results for Roadway Network

Alternative No.	Intersections		Major/Minor Street LOS	Highest V/C	Highest Delay (seconds/vehicle)	HD Mobility Standard	Mobility Standard
	Major Street	Minor Street					
1	Diamond Lake Blvd	Douglas Ave	A/D	0.27 (Major St.)	30 (Minor St.)	0.75	0.80
2	Douglas Ave	Ramp Street	A/D	0.70 (Minor St.)	30 (Minor St.)	0.80	0.90
3	Douglas Ave	Rifle Range Street	A/B	0.30 (Minor St.)	10 (Minor St.)	0.80	0.90
4	Oak Ave	Jackson Street	B/B	0.47 (Major St.)	10 (Major St.)	0.80	0.95/LOS E
5	Troost Street	Calkins Road	B/B	0.45 (Major St.)	15 (Major St.)	0.80	0.90/LOS E
6	Washington Ave	Jackson Street	B/D	0.94 (Minor St.)	35 (Minor St.)	0.80	0.95/LOS E
7**	Garden Valley Blvd	Melrose	-		-	0.80	0.95
	Signalized Intersections		**LOS**	**V/C**	**Delay (seconds/vehicle)**	**HD Mobility Standard**	**Mobility Standard**
	Major Street	**Minor Street**					
8	Douglas Ave	Kane Street	B	0.66	15	0.80	0.95/LOS E
9	Pine Street	Mosher Ave	B	0.69	20	0.75	0.95/LOS E
10	Stephens Street	Chestnut Ave	C	0.87****	25	0.75	0.85/LOS D
11	Stephens Street	Mosher Ave	B	0.66	15	0.75	0.95/LOS E
12	Old Highway 99	Del Rio Road/Winchester Ave	A	0.69	10	0.75	0.85
13	Garden Valley Blvd	Troost Street	C	0.68	30	0.80	0.85
14	Harvard Avenue	Lookingglass Road	C	0.78	20	0.80	0.85/LOS D
15	Edenbower Blvd	I-5 NB on/off ramps (MP 127)	B	0.43	12	0.75	0.85

Alternative No.	Intersections		Major/Minor Street LOS	Highest V/C	Highest Delay (seconds/vehicle)	HD Mobility Standard	Mobility Standard
	Major Street	Minor Street					
16	Diamond Lake Blvd	Fulton Street	B	0.73	10	0.75	0.80
17	Douglas Ave	Jackson Street	C	0.80	25	0.80	0.95/LOS E
18*	Edenbower Blvd	I-5 SB on/off ramps (MP 127)	B	0.70	15	0.75	0.85
19*	Edenbower Blvd	Aviation Drive	B	0.74	20	0.80	0.85/LOS D
20*	Diamond Lake Blvd	Rifle Range Street	B	0.80	20	0.75	0.80
21	Diamond Lake Blvd	Jackson Street/Winchester Ave	C	0.74	25	0.75	0.80
22	Garden Valley Blvd	Cedar Street/Airport Road	C	0.73	25	0.80	0.85/LOS D
23	Garden Valley Blvd	Kline Street	D	0.83	36	0.80	0.85/LOS D
25	Harvard Avenue	Stewart Parkway	C	0.79	30	0.80	0.85/LOS D
26	Garden Valley Blvd/Mulholland Drive	I-5 NB off-ramp (MP 125)	B	0.73	20	0.75	0.85
27	Garden Valley Blvd	I-5 SB off-ramp (MP 125)	B	0.72	10	0.75	0.85
28	Harvard Avenue	I-5 NB on/off ramps (MP 124) and School Entr.	C	0.86****	30	0.75	0.80
29	Harvard Avenue	I-5 SB on/off ramps (MP 124) and Bellows St.	C	0.90***	30	0.75	0.80
30	Pine Street	Oak Ave	B	0.66	20	0.75	0.95/LOS E
31	Pine Street	Washington Ave	C	0.75	30	0.75	0.95/LOS E
32	Stephens Street	Diamond Lake Blvd	C	0.67	30	0.75	0.80
33	Stephens Street	Douglas Ave	C	0.73	20	0.75	0.95/LOS E

Alternative No.	Intersections		Major/Minor Street LOS	Highest V/C	Highest Delay (seconds/vehicle)	HD Mobility Standard	Mobility Standard
	Major Street	Minor Street					
34	Stephens Street	Edenbower Blvd	C	0.71	30	0.75	0.85/LOS D
35	Stephens Street	Garden Valley Blvd	D	0.80****	40	0.75	0.85/LOS D
36	Stephens Street	Newton Creek Road	C	0.73	20	0.75	0.85/LOS D
37	Stephens Street	Oak Ave	C	0.75	30	0.75	0.95/LOS E
38	Stephens Street	Stewart Parkway/Alameda Ave	C	0.74	30	0.75	0.85/LOS D
39	Stephens Street	Washington Ave	B	0.71	20	0.75	0.95/LOS E
40	Stewart Parkway	Airport Road	C	0.72	25	0.80	0.85/LOS D
41	Stewart Parkway	Aviation Drive/Mulholland Drive	C	0.77	30	0.80	0.85/LOS D
42	Stewart Parkway	Edenbower Blvd	C	0.78	35	0.80	0.85/LOS D
43	Stewart Parkway	Garden Valley Blvd	D	0.79	35	0.80	0.85/LOS D
44	Stewart Parkway	Harvey	C	0.74	25	0.80	0.85/LOS D
45	Stewart Parkway	WalMart Entrance	C	0.85	30	0.80	0.85/LOS D
46	Washington Ave	Madrone Street	E	0.80	50	0.80	0.80
47	Harvard Avenue	Stewart Park Drive	B	0.77	15	0.80	0.85/LOS D
* These Projects are funded and under design and are assumed to be built by 2025							
**Roundabout Analysis							
*** IAMP study required. With current configuration and expected volumes by 2025, v/c will be greater than 0.80							
****Oregon Highway Design Standard was not met due to high economic impacts of additional improvements							

This page left blank intentionally.

Mobility Standards

At present, the City of Roseburg has no current operational mobility standards. ODOT and Douglas County use volume-to-capacity (v/c) ratios for their performance standard.

Volume-to-capacity is the ratio of peak hour traffic volume to the maximum hourly volume of vehicles that that roadway section can accommodate (capacity). In other words, v/c measures the percentage of capacity of the roadway section that is being used during the peak hour. When the v/c exceeds 1.0, auto demand exceeds the capacity of the facility to serve that demand.

Level of service is a grade given to various ranges of delay, with a grade of 'A' representing ideal operations with minimal delay, and 'F' representing unacceptable conditions with high delay. For at-grade signalized intersections, LOS is measured by average delay which is the average amount of time a vehicle must wait at an intersection. A description of level of service by grade is provided in Chapter 4.

To determine roadway and intersection deficiencies, the mobility standards from the 1999 Oregon Highway Plan (OHP) for state facilities and Douglas County Plan for County facilities are used to assess the no-build transportation conditions. The Oregon Highway Design Manual standards are used for build alternatives and evaluating mitigation measures.

> *The OHP states that the maximum acceptable v/c ratio for Regional Highways outside the Portland metro area (non-MPO) and not identified as a Special Transportation Area (STA) is 0.80 where non-freeway speed limit is less-than 45 mph, and is 0.75 when non-freeway speed limit is greater-than 45 mph. For District/Local Interest roads, the acceptable ratio is 0.85 non-freeway speed limit is less-than 45 mph, and is 0.80 when non-freeway speed limit is greater-than 45 mph.*
>
> *The Douglas County performance standards for a given route vary based on the urban or rural nature, speeds, and surrounding land use designations. The County's v/c performance standards by roadway classification follows: Principal Highway, v/c = 0.70; Arterial, v/c = 0.85; Major Collector, v/c = 0.90; Minor Collector, v/c = 0.95; Necessary Local, v/c = 0.95.*

When transportation system alternatives are developed to mitigate transportation system deficiencies, the v/c standards included in the Oregon Highway Design Manual were used to assess these improvement alternatives.

For the City of Roseburg, a dual transportation performance measure standard with a volume-to-capacity ratio standard and level of service standard will be implemented for City streets. The draft mobility standards were developed by the technical advisory committee and presented to the public at a public working session of the City Council. The proposed mobility standards were refined to address comments received presented to the Public Works and Planning commissions and approved by both commissions.

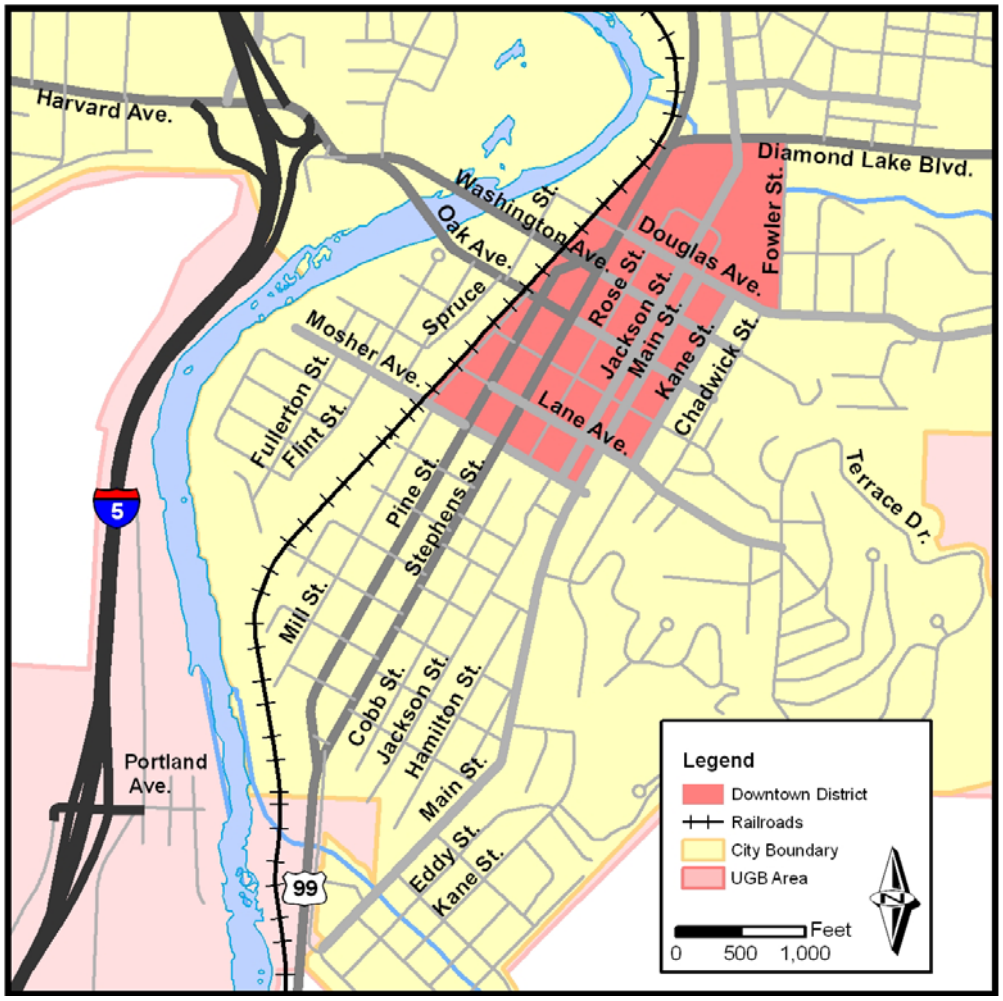
The following is the proposed performance measure standard for the City of Roseburg:

- Volume-to-capacity ratios:
  Arterial = 0.85
  Collector = 0.90
  Local = 0.95
- Level of service (LOS) standards:
  LOS D for signalized intersections
  LOS E for unsignalized intersections

In addition, it is recommended that the City of Roseburg consider designating the downtown district of Roseburg as shown in Figure 7-8 with its own performance measure standards. The proposed transportation performance measures for all streets in the Roseburg downtown district follow:

- Proposed volume-to-capacity ratio = 0.95
- Proposed level of service E for all intersections

Figure 7-8. Downtown District Boundaries for Transportation Mobility Standard



Multi-Use Path Network

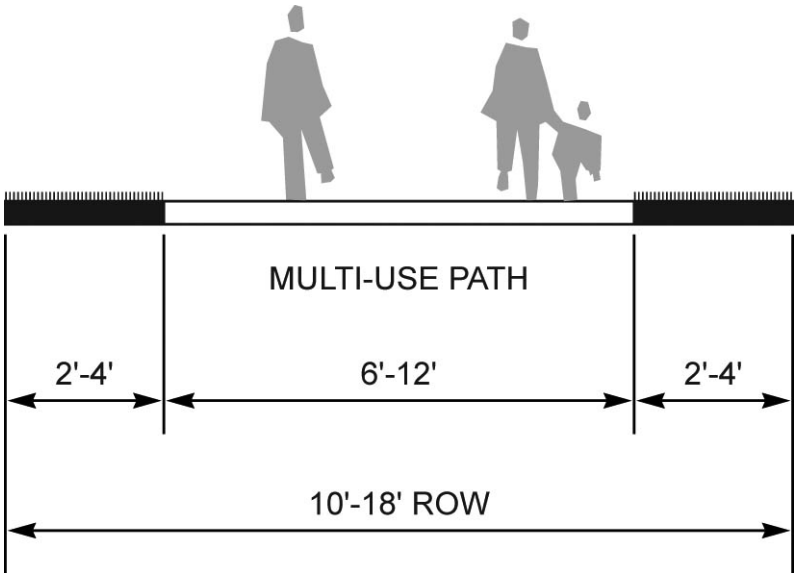
Currently, the City of Roseburg has a multi-use path network located in the center of the city. The backbone of the existing network is along the north side of the South Umpqua River beginning at Stewart Parkway and ending at Douglas Avenue. Extensions off of this main path are up to Highland Street, across the river along the east side of Interstate 5, along the west side of the South Umpqua River to Kendall Street, and to Harvey Avenue. There is also an additional main path along the west side of Interstate 5 north of the South Umpqua River to Garden Valley Boulevard. The plan recommends additional multi-use paths to create a more complete network that is integrated with the bicycle and pedestrian networks.

In particular it is important to link the existing multi-use path network to the bicycle network, the downtown, waterfront area, and the high use area along Stewart Park Drive. In order to enhance the existing network and meet the needs of residents, the following locations for future multi-use paths are recommended, as shown in Figure 7-13):

- Adjacent to Harvard Avenue between Lookingglass Road and east side of Interstate 5
- Adjacent to Interstate 5 between Edenbower Boulevard and Garden Valley Boulevard
- Along the west side of the South Umpqua River from Kendall Street to fairgrounds
- Along the east side of the South Umpqua River from Douglas Avenue to Portland Avenue (new crossing)
- Along the South Umpqua River connecting the fairgrounds to the Shady Bridge
- Adjacent to Umpqua College Road from Old Highway 99 to college and North Umpqua River
- Along Deer Creek connecting parks
- From I-5 to Duck Pond south of Fred Meyer and the BLM office
- South of Harvey Avenue from Stewart Parkway to the west to new north-south connector
- Adjacent to Stewart Parkway from Fir Grove School to South Umpqua River

The typical cross section developed for a multi-use path is shown in Figure 7-9. The minimum width for a multi-use path is 8 feet and a standard width of 10 feet is required to be compliant with State standards.

Figure 7-9. Multi-Use Path Typical Section



Bicycle Transportation System

This section summarizes the existing and future facility needs for bicycles in the City of Roseburg. The needs and strategies for developing a bicycle plan were identified in working with the City of Roseburg and with the TSP technical advisory committee including comments from the Umpqua Velo Club.

Bicycle facilities can generally be categorized as bicycle lanes, shared facilities including widened shoulders, and bicycle paths (also known as multi-use paths). Bicycle lanes are defined as that portion of a street that is designated by striping and pavement markings for the preferential or exclusive use of bicyclists. Shared facilities include locations where the bicyclist and the motorist must share a travel lane, as well as roadway shoulders contiguous to a travel lane where space is shared by bicyclists, pedestrians, emergency use by vehicles and for lateral support of the roadway pavement section. Bicycle paths are physically separated from the vehicle travel lane by an open space or barrier. A bicycle path may be located within the roadway right of way or on a separate right of way. Bicycle paths are also known as multi-use paths as they can be used by bicyclists, as well as pedestrians, joggers, skaters, and other non-motorized travelers.

Oregon's Transportation Planning Rule 660-012-0045 3(B) requires bicycle lanes along arterials and major collectors even if they do not generate significant bicycle traffic. Oregon Revised Statute 366.514 requires that when an agency receives state highway funds and constructs, reconstructs or relocates highways, roads, or streets, it must expend a reasonable amount of those funds, as necessary, on bicycle and pedestrian facilities. The statute also requires the agency to spend no less than one percent per fiscal year on such facilities, unless relieved of that obligation by an acceptable

exception. The law requires a reasonable amount of State Highway Funds be expended by the Department of Transportation, counties, and cities to provide walkways and bikeways. Also required is that walkways and bikeways are provided on all new roadway construction, reconstruction, or relocation projects. The funding source or amount are not the determining factors; what is important is that pedestrian and bicycle facilities be provided as part of road improvements.

Currently, the City of Roseburg has limited roadway bicycle facilities. The bicycle routes are not continuous across the City in both the north-south and east-west directions. There are few facilities connecting residential neighborhoods to commercial areas and schools for local travel. As a result, those who do choose to ride their bicycle often ride on the sidewalks (where they exist) rather than travel on roadways without a designated bike lane. This, in turn, creates problems for pedestrians, commercial customers, and merchants.

The current and expected residential growth on the east, west, and north sides of the city provides a good opportunity to add bicycle connections to all new roadways. Also, a special “bicycle-pedestrian corridor overlay” along Harvard Avenue into the downtown area creates a bicycle friendly area by increasing safety and accessibility for bicyclists and lowering vehicular traffic speeds.

In the future, bike facilities should be provided on major north-south and east-west streets to facilitate local and regional bicycle travel.

In the future, the bicycle facilities should provide an interconnected network throughout the city of Roseburg facilitating local and regional bicycle travel. Successful bicycle and pedestrian connectors provide connections between dead-end streets or cul-de-sacs, between loop streets, between long blocks, or through open spaces that shorten bicycle and pedestrian trips over the route options available via the street network. Sometimes the cul-de-sac street can be connected to allow bicycle and foot access to reach adjacent streets, paths, trails, or property. A neighborhood connector is designed as a 10-foot-wide paved path that links adjacent areas for bicycle and pedestrian travel only (Figure 7-10).

Figure 7-10. Cul-de-Sac Connect

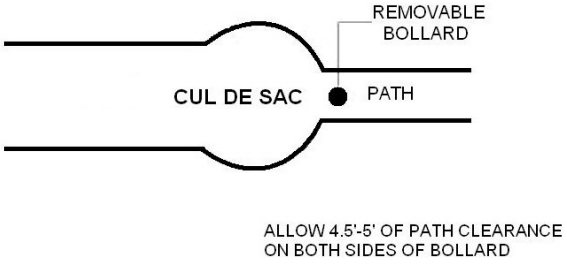
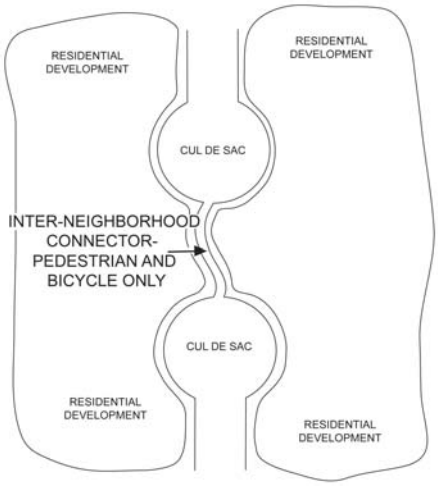
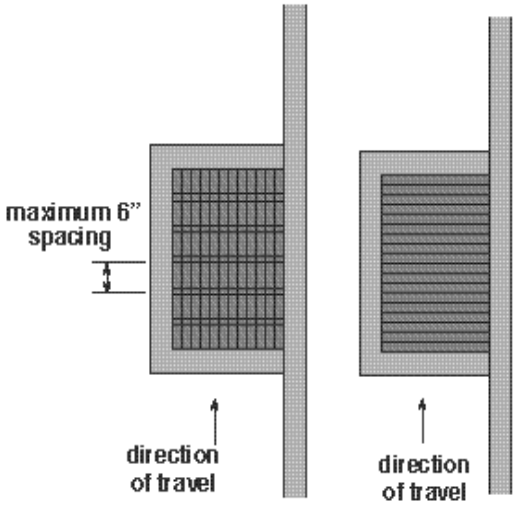


Figure 7-11. Cul-de-Sac Connection Design



In most cases, it is necessary to install bollards at spaced intervals at both ends of a neighborhood connector, to prevent unauthorized vehicles from using the path as a cut-through (Figure 7-11). There are situations however, where it is not possible to construct a path 10 feet in width, in which case less width is acceptable with the provision that cyclists dismount and walk along the path.

Figure 7-12. Bicycle-Friendly Drainage Grates



Care must be taken to make sure that drainage grates are bicycle-safe. If not, a bicycle wheel may fall into the slots of the grate causing the cyclist to fall. Replacing existing grates (preferred method) or welding thin metal straps across the grate perpendicular to the direction of travel (alternate method) is required when retrofitting drainage grates as shown in Figure 7-12. Metal straps should be checked periodically to ensure that they remain in place.

Inlets should be raised after a pavement overlay, to be within 1/4" of the new surface. If this is not possible or practical, the pavement must taper into drainage inlets so they do not cause an abrupt edge at the inlet. Another option is to recess the curb line in the area of the grate, removing the grate from the cyclist's travel path.

The Roseburg Trails and Bikeway Committee is recommending improvements in the planning, management, and maintenance of the City of Roseburg recreation trail and bikeway system. Improvements will promote greater use of the system while providing safer access throughout our community. The Committee is recommending to City Council that the following actions and policies be implemented:

1. Place appropriate signage along all sections of the trail system
2. Formally identify and name sections of the bike path for easy reference
3. Produce a trail map and brochure to be made available to the public

4. City acquire access rights, or purchase property, as it becomes available along Deer Creek from the South Umpqua River to Douglas Street
5. Allow flexibility, where possible or appropriate, for changes and or improvements to existing trails
6. Adopt a formal trail-maintenance standards program
7. Provide a mechanism for funding the maintenance of bikeways and trails
8. Recommend City Council approve a method in which the public can communicate problem areas of the trail to the City
9. Promote a volunteer Bike Trail/Bikeway program
10. Provide trailheads, which include parking and signage, at the library, duck pond, Fir Grove Park, Charlie Gardner Park, Micelli, Park, Visitor Center, and Sunshine Park
11. Encourage staff to seek trail funds by applying to agencies granting funds for bike trails and bikeways
12. Update the Bikeway Master Plan
13. Form a Recreation Trail Committee under the auspices of the Park Commission, in coordination with Public Works, that would meet on a regular basis

Specific recommended bicycle projects (in addition to the multi-use path connections) are listed below and are shown in Figure 7-13:

1. Harvard Avenue from Bellows Street to Lookingglass Road
2. Troost Street from end of existing bike lanes to the west end connecting to new street connection
3. Garden Valley between Melrose Road and Troost Street
4. Broad Street from the Edenbower Blvd interchange to the new road
5. Old Highway 99 from Keller Road to Umpqua College Road
6. Newton Creek Road from Old Highway 99 to new Rifle Range Street connection
7. Alameda from Vine Street to east end
8. Douglas Avenue between Diamond Lake Boulevard and Spruce Street
9. Stephens Street between Garden Valley Boulevard and Winchester Street
10. Winchester/Jackson between Diamond Lake Boulevard and Douglas Avenue
11. Ramp Street between Douglas Avenue and Terrace Drive
12. Portland Avenue between Interstate 5 and Pine Street
13. Spruce Street between Douglas Avenue and Mosher Avenue
14. Mosher Avenue from Spruce Street to Mill Street
15. Mill Street from Mosher Avenue to Rice Avenue
16. Rice Avenue from Mill Street to Pine Street
17. Airport Road between Stewart Parkway and Garden Valley Boulevard
18. Chestnut Avenue between Cedar Street and Highland Street
19. Highland Street between Chestnut Avenue and existing multi-use path
20. Pine Street from Mosher Avenue to Oak Avenue
21. Garden Valley Boulevard from Stephens Street to Mulholland Drive
22. All new collector and arterial street connections

The effectiveness of the bicycle network can be enhanced via complementing land development actions. The Transportation Planning Rule (TPR) also requires the bicycle parking facilities be provided as part of new residential developments of four units or more, and new retail, office and institutional developments.[32] And as new development occurs, it is important that connections or accessways be provided to link the development to existing and planned bicycle and pedestrian facilities as directly as possible.

In addition, roadway maintenance is important for bicyclists as well as vehicles. For example, frequent street sweeping on all streets is a major factor in street ride-ability for cyclists.

[32] Bike parking is also required at transit transfer stations and park-and-ride lots.

CITY OF ROSEBURG
TRANSPORTATION SYSTEM PLAN

Figure 7-13: Bicycle Facilities Plan

Legend

- New Bike Lanes
- New Multi-Use Paths
- Bike/Pedestrian Overlay Zone

Existing Bike Facilities

- Bike Lanes
- Multi-Use Paths
- Shoulders
- County Route
- Schools
- Parks
- Railroads
- City Boundary
- UGB Area

This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.

0 0.5 1 2 Miles

SEE INSET MAP

Bicycle and Multi-Use Path Improvements Priority Ranking

According to the priorities developed by the TAC and citizen comments, the proposed bicycle and multi-use path improvements have been ranked by importance, as shown in Table 7-7. They have been ranked either high, medium, or low, with these rankings corresponding with the time frame the improvement should be made. The projects ranked 'high' are addressing immediate needs and projects ranked 'low' are long-term projects that address needs in the future. The highest priority was to complete the existing network by filling in gaps between existing facilities, as well as connect destination centers, such as parks and schools. Bike lanes on new proposed street connections are included in the roadway project priority list.

Table 7-7. Bicycle and Multi-Use Path Improvement Priority Ranking

Importance	Name
High	Bike lanes on Douglas Avenue between Diamond Lake Boulevard and Spruce Street
High	Bike lanes on Harvard Avenue from Bellows Street to Lookingglass Road
High	Multi-use path connection along Deer Creek
High	Bike lanes on Stephens Street from Garden Valley Boulevard to Winchester Street
High	Bike lanes on Old Highway 99 north from Keller Road to Umpqua College Road
High	Bike lanes on Airport Road between Stewart Parkway and Garden Valley Boulevard
High	Bike lanes on Troost Street from end of existing bike lanes to the west end connecting to new street connection
High	Multi-use path along the west side of the South Umpqua River from Kendall Street to fairgrounds
High	Multi-use path along the east side of the South Umpqua River from Douglas Avenue to Portland Avenue (new crossing)
High	Bike lanes on Garden Valley Boulevard from Stephens Street to Mulholland Drive
High	Bike lanes on Pine Street from Moser Avenue to Rice Avenue
High	Bike lanes on Winchester Street between Diamond Lake Boulevard and Douglas Avenue
High	Bike lanes on Portland Avenue between Interstate 5 and Pine Street
High	Bike lanes on Spruce Street between Douglas Avenue and Mosher Avenue
High	Bike lanes on Mosher Avenue from Spruce Street to Mill Street
High	Bike lanes on Mill Street from Mosher Avenue to Rice Avenue
High	Bike lanes on Rice Avenue from Mill Street to Pine Street

Importance	Name
High	Bike lanes on Chestnut Avenue between Cedar Street and Highland Street
High	Bike lanes on Highland Street between Chestnut Avenue and existing multi-use path
High	Multi-use path adjacent to Harvard Avenue between Lookingglass Road and Interstate 5
High	Multi-use path from I-5 to Duck Pond
High	Multi-use path adjacent to Umpqua College Road from Old Highway 99 to college and North Umpqua River
Medium	Multi-use path south of Harvey Avenue from Stewart Parkway to the west to new north-south connector
Medium	Bike lanes on Newton Creek Road from Old Highway 99 to new Rifle Range Street connection
Medium	Bike lanes on Ramp Street between Douglas Avenue and Terrace Drive
Medium	Multi-use path adjacent to Interstate 5 between Edenbower Boulevard and Garden Valley Boulevard
Medium	Bike lanes along Alameda from Vine Street to east end
Low	Multi-use path adjacent to Stewart Parkway from Fir Grove School to South Umpqua River
Low	Multi-use path along the South Umpqua River connecting the fairgrounds to the Shady Bridge
Low	Bike lanes on Garden Valley between Melrose Road and Troost Street
Low	Bike lanes on Broad Street from the Edenbower interchange to the new road connection

Pedestrian Transportation System

The City of Roseburg's sidewalk system varies widely from neighborhood to neighborhood. Sidewalks exist in most of the downtown area and provide access to such pedestrian attractors as commercial areas, employment sites, and schools. However, many of Roseburg's neighborhoods either do not have sidewalks or have only a limited and disconnected sidewalk system, as shown in Figure 3-5. On the arterial and collector street system, the availability of sidewalks is generally erratic and incomplete. On many blocks, the sidewalks may exist on one side of the street and be absent on the other side of the street, or partial sidewalks may be in place sporadically throughout the block, lacking continuity. These deficiencies should be addressed to provide safe linkage from residential areas to commercial areas and employment sites.

Oregon's Transportation Planning Rule 660-012-0045 3(B) requires sidewalks along arterials, collectors, and most local roads. Oregon Revised Statute 366.514 requires construction of pedestrian facilities as part of all roadway construction, reconstruction, or relocation projects on arterials and major collectors where conditions permit, and will require expenditure of at least one percent of road improvement funds on bicycle and pedestrian projects.

In general, new sidewalks will be constructed as part of the roadway improvement projects described in Chapter 7, although in some cases, sidewalks should be retrofitted onto existing arterial and collector streets. Recommended pedestrian projects are listed below and are shown in Figure 7-14 (in addition to sidewalks on proposed new arterials and collectors):

1. Add new sidewalks along Highway 99 beginning at the UGB Area Limit just north of North Bank Road, continuing just south of Davis Creek
2. Fill in a sidewalk gap on Aviation Drive just south of Edenbower Boulevard
3. Add new sidewalk at the northern portion of Broad Street
4. Add sidewalk on Stewart Parkway north of Harvey Avenue and continuing west along Garden Valley Boulevard
5. Add sidewalks along length of Calkins Road
6. Add sidewalks along Troost Street south of Calkins Road to Charter Oaks Drive
7. Add sidewalks along length of Lookingglass Road
8. Add sidewalks along Harvard Avenue from Lookingglass Road to the west
9. Add sidewalks along Old Melrose Road from Harvard Avenue to Long Melrose Lane
10. Add sidewalks along Vine Street north of Alameda Avenue to north end
11. Add sidewalks along Alameda Avenue from Vine Street east to end
12. Add sidewalks along Lincoln Street south of Garden Valley Boulevard and north of Diamond Lake Boulevard
13. Add sidewalks along Fulton Street from Diamond Lake Boulevard north to end
14. Add sidewalks along Rifle Range Street from Diamond Lake Boulevard north to end
15. Add sidewalks along Shambrook Avenue between Stephens Street and Winchester Street
16. Add sidewalks along Douglas Avenue between Diamond Lake Boulevard and Ramp Street
17. Add sidewalks along the length of Ramp Street
18. Add sidewalks along Lane Avenue from Kane Street to Terrace Drive

19. Add sidewalks along Pine Street from Rice Avenue south to existing sidewalk
20. Add sidewalks along Main Street from Rice Avenue south to end

Because the proposed sidewalks projects listed in this section fill in the existing gaps in the pedestrian network, all of the proposed sidewalk projects have been prioritized as high priority projects.

CITY OF ROSEBURG

TRANSPORTATION SYSTEM PLAN

Figure 7-14: Pedestrian Facilities Plan

Legend

- Future Roads/Sidewalks
- Add Sidewalks/Fill Gaps
- New Multi-Use Paths
- Existing Multi-Use Paths
- Bike/Pedestrian Overlay Zone
- Schools
- Parks
- Railroads
- City Boundary
- UGB Area

This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.

0 0.5 1 2 Miles

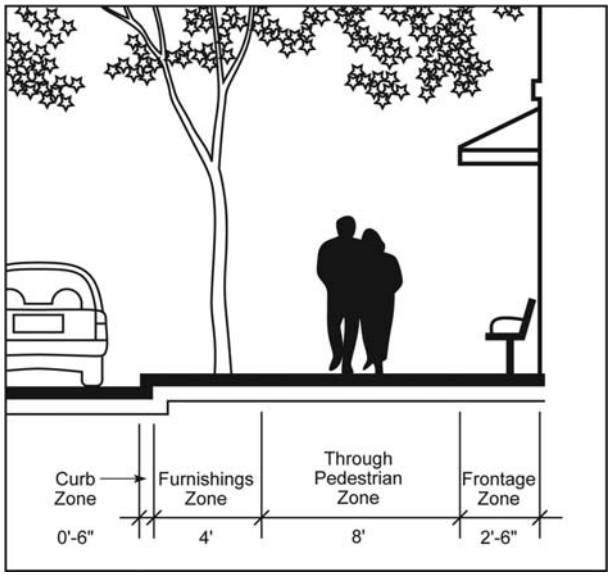
N

SEE INSET MAP

Harvard Ave.
Diamond Lake Blvd.
Washington Ave.
Oak Ave.
Douglas Ave.
Fowler St.
Spruce
Rose St.
Jackson St.
Main St.
Kane St.
Chadwick St.
Mosher Ave.
Fullerton St.
Flint St.
Lane Ave.
Terrace Dr.
Pine St.
Stephens St.
Mill St.
Cobb St.
Jackson St.
Hamilton St.
Main St.
Eddy St.
Kane St.
Portland Ave.
5

Sidewalks provide pedestrian access to virtually every activity and provide critical connections between other modes of travel, including the automobile, public transit, and bicycles. The sidewalk corridor is typically located within the public right-of-way between the curb or roadway edge and the property line. The downtown area is considered a high pedestrian-use area, and should have different characteristics than other neighborhoods within Roseburg. Within the downtown the sidewalks should follow "sidewalk corridor" design guidelines to create a comfortable space for the community to utilize the sidewalks for both walking and socializing. This "sidewalk corridor" contains four distinct zones: the Curb Zone, the Furnishings Zone, the Through Pedestrian Zone, and the Frontage Zone, as shown in Figure 7-15.

Figure 7-15. Pedestrian Zone



Pedestrian activities are concentrated at street corners. These are the places where ways converge, where walkers wait for crossing opportunities, and where people are most likely to stop and converse with others.

Street corners are important in the larger scheme of street systems. They are the logical location for hardware such as street name signs and traffic control signs or traffic signal bases. The design of the corner affects the speed with which turning traffic can maneuver through an intersection. Visibility at the corner is an issue for all users of the street system.

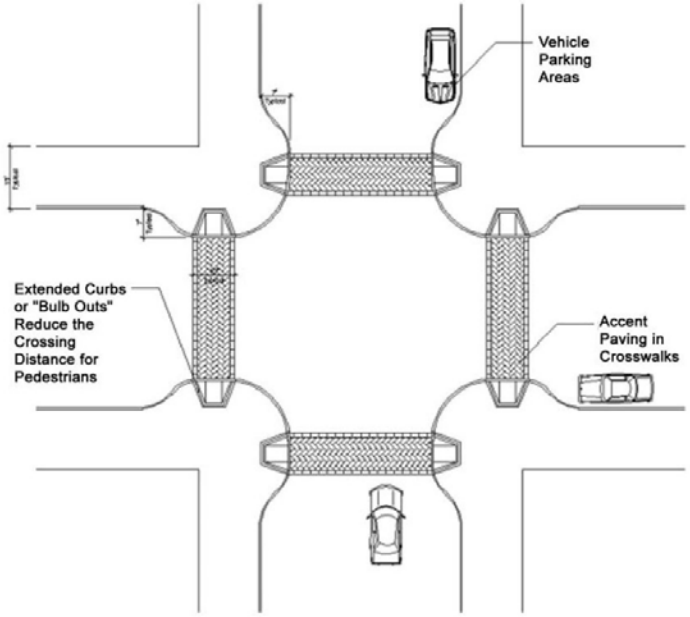
Since the corner area must accommodate a concentration of pedestrian activities, and since sight lines need to be maintained for all street users, it is important to maintain an area that is free of obstructions. The obstruction-free area of a street corner is the space between the curb and the lines created by extending the property line (or the line of a public walkway easement) to the curb face. Signal poles, street lights, telephone poles, hydrants, trees, benches, signs, controller boxes, private uses, and other vertical elements should not be located within this area.

Keeping these elements out of the Obstruction-Free Area should not result in placing them in other locations where they are an obstruction to pedestrians, such as the Through Pedestrian Zone in the Sidewalk Corridor. Exceptions to the obstruction-free guideline include bollards to separate pedestrians from traffic, and low posts for pedestrian call buttons at actuated signal controls.

Pedestrian signal call buttons are used in cases where there are actuated signals for the signal controller to detect the presence of pedestrians. In high pedestrian areas the use of a countdown indicator is an option.

Curb extensions, as shown in Figure 7-16, (sometimes called curb bulbs or bulbouts) have many benefits for pedestrians. They shorten the crossing distance and pedestrian signal phase, provide additional space at the corner (simplifying the placement of elements like curb ramps), and allow pedestrians to see and be seen before entering the crosswalk.

Figure 7-16. Sidewalk Bulbouts



Curb extensions may be used at any corner location, or at any mid-block location where there is a marked crosswalk, provided there is a parking lane into which the curb may be extended. Curb extensions are not generally used where there is no parking lane because of the potential hazard to bicycle travel.

In high pedestrian use areas, such as downtown Roseburg, curb extensions are a preferred element for corner reconstruction except where there are extenuating design considerations such as the turning radius of the design vehicle, or transit and on-street parking factors.

Crosswalks are a critical element of the pedestrian network. It is of little use to have a complete sidewalk system if pedestrians cannot safely and conveniently cross intervening streets. Safe crosswalks support other transportation modes as well. Transit riders, motorists, and bicyclists all may need to cross the street as pedestrians at some point in their trip.

Public Transportation Services

Roseburg is a regional destination and it is necessary to maintain intercity transit service, however the existing fixed-route system is not efficient and should be restructured. Following are several recommendations for future service and facilities improvements, consistent with proposed changes described in the *Douglas County Coordinated Transportation Plan*:

- Shorter, More Direct Local Routes already implemented by Umpqua Transit.
- Flexible Routing: In smaller cities, it is often possible to integrate features of on-demand service with fixed-route service to make transit service more flexible and therefore more useful. Fixed-route service characteristics that should be considered include: on-demand route deviations, time point service, and/or service zones.

- More Frequent Service: Route headways should be reduced to 30 minutes or less to encourage utilization.
- Service Hours and Days: As additional funding becomes available, service should be expanded later into the evening (e.g., 9 pm) and Saturday service added.
- Passenger Tracking: To better understand who is riding the system, for what purposes, and to/from which locations, on-board passenger surveys should be conducted periodically. Local and regional ridership patterns should be assessed, and bus stop locations should be refined based on boardings data.
- Passenger Amenities: Bus stop improvements are necessary for the comfort and convenience of passengers. Stops are used to disseminate route and schedule information, provide safe and secure passenger seating, and shelter for disabled and mobility impaired passengers. Bus stop improvements should be prioritized through boardings surveys, and the top ten stops should be identified for capital improvements (e.g., bus shelters). Twenty-two new bus shelters are in process for permits.
- The aforementioned system improvements should be implemented as revenue growth allows, and an overriding goal should be to index revenue service hours to population growth.

Freight, Air, Water, and Pipeline Infrastructure and Services

The movement of goods and commodities into, out of, and through the Roseburg UGB is heavily dependent on the highway system, although freight movement also occurs via rail. Freight transportation is a major transportation issue in Roseburg. As key roadways in the city show traffic volume increases and capacity constraints, the impact of congestion on freight mobility needs to be addressed. Freight movement is a key to economic development. When traffic conditions degrade on key corridors through the City, the City of Roseburg would benefit from a regional freight movement planning study. It would need to assess current conditions, determine potential deficiencies in moving freight, and identify projects to enhance freight movement within and through Roseburg.

Within the Roseburg UGB, the only designated freight route is Interstate 5, which is the most important freight link in the region. Not only does it serve freight heading to destinations within the Roseburg UGB, but also serves a significant number of trucks passing through the region to destinations along the West Coast. Currently, the combined volume of freight transported over highway and rail modes in the I-5 corridor through the Sutherlin/Roseburg region is estimated at 25 million tons annually, with the majority of this freight carried on the highway system. Most of the freight shippers and receivers in Roseburg are located within two miles of I-5. Consequently, access to I-5 is critical for freight shippers in Roseburg.

The other major corridors for truck travel through Roseburg are Diamond Lake Boulevard (State Route 138) and Stephens Street/Old Highway 99, although neither are designated as an official freight route. Diamond Lake Boulevard serves as the major East-West corridor, providing access to Eastern Oregon from the I-5 corridor. Consequently, Diamond Lake Boulevard should be designated as an official freight route. With the proposed new connection of Diamond Lake Boulevard across the river to Interstate 5, this will help diminish the community impact of freight transport. There are many freight centers located near the Roseburg Municipal Airport between Interstate 5 and Stephens Street/Old Highway 99 in the north and the railroad in the south. To provide access to these facilities in the north, freight routes around the airport are proposed. Edenbower Boulevard in the north to connect Old Highway 99 and Interstate 5, Stephens Street/Old Highway 99 between Edenbower Boulevard and Diamond Lake Boulevard to provide access for freight originating near the airport with destinations to the east, and provide an alternate North-South route to I-5, and Old Highway 99 from the proposed bridge in the south at Interstate 5 south to the UBG limit. Also, in order to provide for freight traveling to the west, in particular to the retail area within Roseburg, Garden Valley Road from Stephens Street west to the UGB limit is proposed as a freight route.

These proposed additions to the freight system provide freight access to the major shipping centers while trying to avoid the downtown Roseburg UGB and trying to minimize the impact of the freight movement on the city street system. The suggested improvements as well as the major freight origin-destination centers are shown in Figure 7-17. Many major freight centers are located just south of the airport near Interstate 5. The main large-retail area is along Garden Valley Boulevard near Stewart Parkway. The freight route along Garden Valley Boulevard ensures that freight deliveries to this area are direct.

The South Umpqua River winds through the City of Roseburg, providing for many recreational activities. It is not a navigable waterway and is not used for freight movement.

The existing airport in Roseburg has one runway and currently provides only freight service. It has provided commercial air service in the past. Future air service through the use of business-class aircraft will be considered according to the *Roseburg Regional Airport-Master Plan Update 1995-2014*. The airport plans on building new hangars to accommodate the increase in forecasted demand of local aircraft. A significant increase in freight service is also predicted. In order to accommodate forecasted growth as well as the potential commercial use, a runway extension and additional taxiway are recommended based on the Airport Master Plan.

The Williams' Northwest Bidirectional Pipeline consists of over 4,000 miles of pipeline providing the Pacific Northwest and Intermountain Region with natural gas. There is no generation of gas in Roseburg; however, gas from the Williams' Pipeline is distributed to Roseburg by Vista through the Roseburg Gas Line. Annually, approximately 81,611,000 therms (1 therm = 100 cubic feet of gas) are distributed in this local gas line.

CITY OF ROSEBURG
TRANSPORTATION SYSTEM PLAN

Figure 7-17: Designated Freight Routes

Legend

- Freight Routes
- Freight Activity Clusters
- New Roads
- Railroads
- City Boundary
- UGB Area

This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.

0 0.5 1 2 Miles

N

SEE INSET MAP

Chapter 8: Finance Plan

Introduction

This chapter describes various funding sources that could be used to meet the needs of the transportation system in the City of Roseburg. Costs for individual elements of the transportation system plan are outlined and compared to potential revenue sources. Subsequently, options for balancing plan costs and revenues are discussed.

Capital Improvements List

Order-of-magnitude cost estimates were developed for the projects identified in the bicycle, intersection, and pedestrian, roadway, and transit elements of this plan. Project costs were estimated using typical unit costs for transportation improvements in 2006 US dollars, and do not reflect unique project costs such as significant environmental mitigation, possible relocation. Development of more detailed project costs (and additional financial analysis) should be prepared in the future as these projects are further studied and refined. Since many of the projects address multiple transportation modes (e.g., autos and bikes), projects costs were developed by project and include all elements of each relevant mode.

Tables 8-1 and 8-2 show the cost estimate for each proposed transportation improvement project.

Table 8-1. Cost Estimates for Roadway Projects

Roadway Project	Map Code	Project Prioritization	Cost Estimate in FY2006 Dollars *(Design, ROW, Construction)*
YEARS 0-5			
Stewart Parkway Improvements	A, B, C	0 – 5 Years	$22,330,000
Troost Street: Straighten Curves/Realign Intersection	E	0 – 5 Years	$2,420,000
Harvard Avenue Bridge and Harvard Avenue, west of Lookingglass Road	F, G	0 – 5 Years	$9,310,000
Garden Valley Boulevard Refinement Study to Evaluate Safety and Capacity Improvements; Phase 1 Construction	M	0 – 5 Years	$8,110,000
Stephens Street Safety and Capacity Improvements	T	0 – 5 Years	$17,310,000
Harvard Avenue Interchange Access Management Plan and New Bridge connection from Harvard Avenue to Diamond Lake Boulevard	V	0 – 5 Years (IAMP)	$1,000,000
Subtotal Years 0-5:			**$60,480,000**
YEARS 6-10			
Harvard Avenue Interchange Improvements and New Bridge connection from Harvard Avenue to Diamond Lake Boulevard	V	6 – 10 Years	$12,680,000
New Arterial from West Harvard Connector to Garden Valley (Troost/Charter Oaks/West Harvard Connector)	H	6 – 10 Years	$11,510,000
Alameda Avenue/Cloverdale	I	6 - 10 Years	$1,730,000
Fulton Street Improvements	L	6 – 10 Years	$2,230,000
Lookingglass Road – South of Harvard Avenue	Q	6 – 10 Years	$4,740,000

Roadway Project	Map Code	Project Prioritization	Cost Estimate in FY2006 Dollars *(Design, ROW, Construction)*
New Collector from Diamond Lake Boulevard at Lake Street or Gardiner Street	X	6 – 10 Years	$4,030,000
New Collector Connection - Odell Avenue to Rifle Range Street	R	6 – 10 Years	$3,450,000
Subtotal Years 6-10:			**$40,370,000**
YEARS 11-15			
Rifle Range Street - North of Diamond Lake Boulevard	N	11 – 15 Years	$7,570,000
Rifle Range Street Extension across Deer Creek to Douglas Avenue	O	11 – 15 Years	$2,000,000
Vine Street Improvements (north of Alameda) and Extension	P	11 – 15 Years	$4,370,000
New East-West Collector from Summit Drive to Ramp Street to Pearce Road	BB	11 – 15 Years	$16,360,000
Ramp Street Extension	CC	11 – 15 Years	$2,710,000
Portland Avenue Bridge and Interchange Improvements	U	11 – 15 Years	$10,300,000
Subtotal Years 11-15:			**$43,310,000**
YEARS 16-20			
New N/S Collector	W	16 – 20 Years	$3,970,000
New North-South Collector between Alameda Avenue and Newton Creek Road	Y	16 – 20 Years	$8,330,000
New North-South Connection from Rifle Range Street to Newton Creek Road	Z	16 – 20 Years	$12,820,000
New East-West Collector between Rifle Range Street Extension and New North-South Collector	AA	16 – 20 Years	$9,610,000
Black Street Extension	J	16 – 20 Years	$580,000

Roadway Project	Map Code	Project Prioritization	Cost Estimate in FY2006 Dollars *(Design, ROW, Construction)*
Broad Street reconstruction to Edenbower Boulevard	K	16 – 20 Years	$3,460,000
New West Side Collector – north of Garden Valley Boulevard	S	16 – 20 Years	$15,020,000
Widen Valley View Drive – Keasey Street to Kline Street	D	16 – 20 Years	$1,380,000
Subtotal Years 16-20:			**$55,170,000**
ROADWAY PROJECTS TOTAL		**20 YEARS**	**$199,330,000**

Table 8-2. Cost Estimates for Other Projects

Project Type	Descriptions	Project Prioritization*	Cost Estimate in FY2006 Dollars *(Design, ROW, Construction)*
Sidewalk	Fill in gaps in sidewalk connectivity on existing roadway	High	$30,120,000
Sidewalks Total			**$30,120,000**
Multi-use	Multi-use path along Deer Creek	High	$801,600
Multi-use	Multi-use path from I-5 to Duck Pond	High	$348,500
Multi-use	Adjacent to Harvard Avenue between Lookingglass Road and east side of Interstate 5	High	$1,143,000
Multi-use	Adjacent to Interstate 5 between Edenbower Boulevard and Garden Valley Boulevard	Medium	$494,800

Project Type	Descriptions	Project Prioritization*	Cost Estimate in FY2006 Dollars *(Design, ROW, Construction)*
Multi-use	Along the west side of the South Umpqua River from Kendall Street to fairgrounds	High	$585,400
Multi-use	Along the east side of the South Umpqua River from Douglas Avenue to Portland Avenue (new crossing)	High	$885,100
Multi-use	Along the South Umpqua River connecting fairgrounds to Shady Bridge	Low	$1,554,300
Multi-use	Adjacent to Umpqua College Road from Old Highway 99 to college and North Umpqua River	High	$1,421,800
Multi-use	South of Harvey Avenue from Stewart Parkway to the west to new north-south connector	Medium	$927,000
Multi-use	Adjacent to Stewart Parkway from Fir Grove School to South Umpqua River	Low	$125,400
Multi-use Paths Total			**$8,286,900**
Bike	Bike lanes on Harvard Avenue from Bellows Street to Lookingglass Road	High	$251,200
Bike	Bike lanes along Troost Street from end of existing bike lanes to the west end connecting to new street connection	High	$129,200
Bike	Bike lanes on Garden Valley between Melrose Road and Troost Street	Low	$129,200

Project Type	Descriptions	Project Prioritization*	Cost Estimate in FY2006 Dollars *(Design, ROW, Construction)*
Bike	Bike lanes on Broad Street from the Edenbower interchange to the new road	Low	$36,400
Bike	Bike lanes on Old Highway 99 from Keller Road to Umpqua College Road	High	$311,200
Bike	Bike lanes on Newton Creek Road from Old Highway 99 to new Rifle Range Road connection	Medium	$720,700
Bike	Bike lanes on Alameda from Vine Street to east end	Medium	$107,400
Bike	Bike lanes on Douglas Avenue between Diamond Lake Boulevard and Spruce Street	High	$567,800
Bike	Bike lanes on Stephens Street between Garden Valley Boulevard and Winchester Street	High	$105,600
Bike	Bike lanes on Winchester/Jackson between Diamond Lake Boulevard and Douglas Avenue	High	$36,400
Bike	Bike lanes on Ramp Street between Douglas Avenue and Terrace Drive	Medium	$71,000
Bike	Bike lanes on Portland Avenue between Interstate 5 and Pine Street	High	$52,800
Bike	Bike lanes on Spruce Street between Douglas Avenue and Mosher Avenue	High	$67,300
Bike	Bike lanes on Mosher Avenue from Spruce Street to Mill Street	High	$10,900

Project Type	Descriptions	Project Prioritization*	Cost Estimate in FY2006 Dollars *(Design, ROW, Construction)*
Bike	Bike lanes on Mill Street from Mosher Avenue to Rice Avenue	High	$80,100
Bike	Bike lanes on Rice Avenue from Mill Street to Pine Street	High	$10,900
Bike	Bike lanes on Airport Road between Stewart Parkway and Garden Valley Boulevard	High	$49,100
Bike	Bike lanes on Chestnut Avenue between Cedar Street and Highland Street	High	$18,200
Bike	Bike lanes on Highland Street between Chestnut Avenue and existing multi-use path	High	$18,200
Bike	Bike lanes on Pine Street from Mosher Avenue to Oak Avenue	High	$40,000
Bike	Bike lanes on Garden Valley from Stephens Street to Mulholland Drive	High	$91,000
Bikes Total			**$2,904,600**
Transit	1-2 Bus Pullouts/Year	High	$175,000
Transit	100 new bus shelters/year	High	$500,000
Transit Total			**$675,000**
Intersection	Traffic signal at Diamond Lake Boulevard at Lake Street or Fulton Street	Medium	$200,000
Intersection	Traffic signal at Douglas/Jackson	High	$200,000
Intersection	Traffic signal at Douglas/Kane	High	$200,000
Intersection	Traffic signal or roundabout at Garden Valley/Melrose	Medium	$500,000

Project Type	Descriptions	Project Prioritization*	Cost Estimate in FY2006 Dollars *(Design, ROW, Construction)*
Intersection	Traffic signal or channelization at Harvard/Lookinglass	Medium	$200,000
Intersection	Traffic signal at Edenbower/I-5 NB	High	$200,000
Intersection	Traffic signal at Edenbower/I-5 SB	High	$200,000
Intersection	Traffic signal at Pine/Mosher	High	$200,000
Intersection	Traffic signal at Stephens Street/Chestnut	Medium	$200,000
Intersection	Traffic signal at Stephens Street/Mosher	High	$200,000
Intersection	Traffic signal at Old Hwy 99/Del Rio Road	Medium	$200,000
Intersection	Jackson/Douglas Avenue	Low	$50,000
Intersection	Edenbower/I-5 (does not include new on-ramp and on-ramp widening)	High	$100,000
Intersection	Douglas/Kane	High	$20,000
Intersection	Winchester Street/Diamond Lake Boulevard	Medium	$17,000
Intersection	Garden Valley/Stewart Parkway	High	$40,000
Intersection	Cedar Street/Garden Valley Boulevard	Medium	$25,000
Intersection	Garden Valley/Mulholland Drive/I-5 NB off-ramp	Medium	$30,000
Intersection	Garden Valley Boulevard/Stephens Street	High	$25,000
Intersection	Stephens Street at Diamond Lake Boulevard	High	$20,000
Intersection	Stewart Parkway/Wal-Mart Driveway (signal modifications)	High	$50,400

Project Type	Descriptions	Project Prioritization*	Cost Estimate in FY2006 Dollars *(Design, ROW, Construction)*
Intersection	Stephens Street/Edenbower	Medium	$25,000
Intersection	Garden Valley / Kline	Medium	$17,000
Intersection	Stewart Parkway/Edenbower	High	$50,000
Intersection	Stewart Parkway/Harvard Avenue	High	$25,000
Intersection	Harvard Avenue/High School	Low	$10,000
Intersection	Newton Creek Road/Stephens Street	Low	$10,000
Intersection	Stephens Street/Stewart Parkway	Medium	$40,000
Intersection	Mulholland Drive/Stewart Parkway	Medium	$100,000
Intersection	Harvard Avenue at Bellows Street (Interim solution)	Medium	$40,000
Intersection	Stewart Parkway/Harvey	Medium	$75,000
Intersection	Stewart Parkway/Cedar Street/Airport Road	Low	$10,000
Intersection	Stephens/Oak Avenue	Low	$10,000
Intersection	Douglas/Stephens	Low	$10,000
Intersection	Stephens/Chestnut	Medium	$10,000
Intersection	Old Hwy 99/Del Rio/Winchester	Medium	$10,000
Intersection Total			**$3,319,400**
Signal Coordination	Garden Valley Boulevard corridor	High	$200,000
Signal Coordination	Diamond Lake Boulevard corridor	Medium	$200,000
Signal Coordination	Harvard Avenue corridor	Medium	$200,000

Project Type	Descriptions	Project Prioritization*	Cost Estimate in FY2006 Dollars *(Design, ROW, Construction)*
Signal Coordination	Stephens Street corridor	High	$200,000
Signal Coordination	Stewart Parkway corridor	Medium	$200,000
Signal Coordination Total			**$1,000,000**

* High Priority is 0-7 years, Medium Priority is 8-15 years, and Low Priority is 16-20 Years.

Table 8-3 is a summary of total capital cost by type of project and by possible funding source. The last category is to be determined by City of Roseburg. In general the State of Oregon DOT would be responsible for roadways, bicycle facilities, and pedestrian facilities associated with the I-5 Freeway interchanges. The total estimated cost for all projects is about $245.6 million in 2006 dollars. The City's share of these projects is divided between its urban renewal district and other city funding sources.

Table 8-3. Summary of Capital Improvements List by Funding Sources

	State	County	Urban Renewal	Other	Total Cost
Bike	364,000	36,400	-	2,504,200	2,904,600
Intersections	425,000	-	250,000	2,644,400	3,319,400
Multi	3,861,200	-	-	4,425,700	8,286,900
Roadways	10,300,000	3,460,000	22,330,000	163,240,000	199,330,000
Sidewalks	-	-	-	30,120,000	30,120,000
Signals	200,000	-	-	800,000	1,000,000
Transit	-	-	-	675,000	675,000
Total	15,150,200	3,496,400	22,580,000	204,409,300	245,635,900

The amounts shown in Table 8-3 do not represent firm funding commitments and some of the projects may be jointly funded among the state, the county, and the city. Also, the total amount shown for the urban renewal district likely exceeds its total funding capabilities. It will have to share the costs with other agencies.

To fund these projects the City likely will require additional revenue sources. A review of the City's current funding ability shows why new sources are needed.

Table 8-4. City of Roseburg Transportation Budget 2006-07

Revenues	
ISTEA/STIP 2006 Funds	$180,000
State Shared Motor Fuel Tax	965,000
Aid to Cities (County Timber Receipts)	400,000
SDC Revenues	325,000
Miscellaneous	20,000
Total Revenue	*$1,890,000*
Expenditures	
Materials and Services	$1,350,000
Capital Expenditures	540,000
Total Expenditures	*$1,890,000*

The City's budget shows only $540,000 available for capital improvements. In the future this may increase as a result of system development charges.

The City adopted a transportation system development charge in May 2004. The amount is $253 per daily single trip end. A single-family house produces 9.57 trip ends per day; therefore, the SDC per new single-family house is $2,421. Developments that produce more trip ends (e.g., restaurants, apartments, etc.) pay according to the number of trip ends. The revenues are expected to produce approximately $12 million over the next 10 years for projects identified in the SDC resolution (No. 2004-35). The SDC is based on the expected costs and benefits of future transportation projects. The SDC may be increased as a result of the projects and costs listed in the TSP.

The City has an urban renewal district that may be used to fund some of the transportation improvements that lie within the district's taxing boundaries. It does not have sufficient cash flows beyond already committed projects to fund all of the transportation improvements that are within the district. The existing urban renewal district or others may be modified or formed with the intent of funding all or parts of the planned improvements. Modifying and forming renewal districts is a complex task and criteria relevant to urban blight as well as other criteria. They are not formed solely to address transportation needs.

The City in fiscal year 2002-04 spent $1,214,609 in general fund revenues to cover all of the operating and maintenance costs of the transportation system. It carries a cash balance in its capital improvements fund of approximately $2.5 million for emergency repairs and major maintenance.

In addition to the revenues shown in Table 8-4, the City adopted a transportation system development charge in May 2004. The amount is $253 per daily single trip end.

A single-family house produces 9.57 trip ends per day; therefore, the SDC per new single-family house is $2,421. Developments that produce more trip ends (e.g., restaurants, apartments, etc.) pay according to the number of trip ends. The revenues are expected to produce approximately $12 million over the next 10 years for projects identified in the SDC resolution (No. 2004-35).

Additional Funding Sources

Street User Fee

The City can enact a street user fee to generate new revenues from existing development. The fee would work in the same way that sewer and water rates are charged. The usage factor would be trips per day and would vary by type and size of development. Several cities and counties in Oregon have adopted street user fees, but most of the revenues are used for street maintenance and cleaning, and less for capital expenditures.

Local-Option Motor Fuel Tax

The City could adopt a local option fuel tax that would be in addition to the federal and state motor fuel taxes. This type of tax is charged by a minority of cities and counties in Oregon, though they collect a significant amount of money for roadway improvements as shown in a 1997 survey summarized in Table 8-5.

Table 8-5. Local-Option Gas Tax Revenues

		Tax Rate $/gallon	Revenue	Gallons (Est.)
Cities				
	The Dalles	$0.03	$323,253	10,775,100
	Tillamook	$0.02	$115,000	7,666,667
	Woodburn	$0.01	$105,360	10,536,000
	Roseburg	$0.01	$193,030	19,303,037
Counties				
	Multnomah	$0.03	$7,857,000	261,900,000
	Washington	$0.01	$1,684,000	168,400,000

Without knowing the amount of motor fuel pumped by service stations in City of Roseburg, one cannot accurately predict the amount of revenue it would generate at various tax rates. Using population to extrapolate the tax revenues realized in other counties, a rough estimate shows that a $0.01 per gallon tax would produce about $193,000 annually from service stations in City of Roseburg.

Bond Issues

City of Roseburg could issue tax-based bonds to construct projects on the capital improvement list. Voters would need to approve a general obligation bond at a general election. In odd numbered years, a double majority is required to approve a tax measure such as a bond. That is, a majority of voters would have to cast ballots, and a majority of those would have to approve the bond. In even numbered years only a majority of cast ballots is needed to approve a bond measure. Revenues from a general obligation bond could be used only for capital improvements including major repairs to roadways.

The City's current assessed value is $1,028,002,210. It has been growing about 4.5 % per year since 2002. A general obligation bond of $1,000,000 repaid over a 20-year period at 5.5 % interest would require a tax of $0.081 per $1,000 of assessed value to pay annual debt service. A property (house) with an assessed value of $150,000 would pay annual taxes of $12.15 to pay debt service. The tax rate would decrease as assessed value increases. Growth in population and employment would distribute the fixed annual taxes over a broader base of tax payers, thus lessening the burden for all tax payers.

Table 8-6. Assessed Value

Tax year	Assessed Value	Growth
2001	900,088,851	NA
2002	930,443,094	3.4%
2003	972,593,825	4.5%
2004	1,028,002,210	5.7%
Avg. Annual % change		4.5%

Source: Douglas County Assessor's Office.

The City could ask voters to approve general obligation bonds periodically for a specific project or group of projects on the capital improvements list.

Another form of bonding is a serial levy in which voters approve a specific annual amount of taxes to be raised to fund construction of a particular project or set of projects. Each levy has a specific life, lasting up to 5 years. The drawback to this finance method is that projects can be funded only up to the amount of cash the City has in hand. Thus the City may need to levy the tax for 2 or 3 years before obtaining sufficient revenue to build a project. This source of bonding has most frequently been associated with operating expenses or major maintenance or repair projects. It also is considered to be part of the Constitutional property tax limit of $10 per $1,000 of assessed value. Depending upon the tax year and tax amounts by all taxing authorities on a particular property, the tax revenues may be compressed to less than the desired amount.

Local Improvement Districts

Property owners who would benefit substantially from a capital improvement may petition the City to form a local improvement district (LID) to finance the improvement. These projects are usually characterized by their localized benefits, because only owners of land directly benefiting from the project are taxed to pay for it. Once a petition is received by the City, it can form an LID of benefiting property owners and develop a financing plan that determines the scope of the public improvement(s) to be constructed, the total cost of the project (including construction, administration, bond costs, interest expenses), and a cost allocation plan that allocates the total cost to each parcel of land within the LID (based on property size, zoning, roadway frontage, etc.). Property owners then have a specified period to time to pay the assessment outright or to finance it. The City then collects all of the money and requests for financing and may issue a special type of (Bancroft) bonds. The LID members who elected to finance their assessments effectively guarantee repayment of the debt with their property as collateral. The City would then collect the amount needed each year to pay principal and interest on the bonds through semiannual property tax assessments.

This method of financing is appropriate for those projects with localized benefits. Most the project identified in Table 8-1 provide system-wide benefits and are not likely to be funded significantly by only those properties that directly abut the proposed improvements.

Summary

The TSP capital improvements list identified $79.5 million in projects of which $55.3 million of projects will require City or other funding. It does not have the cash reserves to fund a significant portion of these improvement costs. The newly adopted SDC will pay for up to $12 million of these improvements, but it lacks sufficient cash flow for nearly $30 million of improvement costs. The City may want to adopt new funding sources such as a local-option motor fuel tax, general obligation bonds or serial bonds, a street user fee, or some combination of these sources.

Chapter 9: Implementation Policies and Ordinances

Full implementation of the TSP will require selected amendments to the Roseburg Urban Area Comprehensive Plan and Land Use and Development Ordinance. The amendments are also intended to be consistent with the Oregon Transportation Planning Rule (TPR). The city's Comprehensive Plan and Land Use and Development Ordinance must be supportive of the TSP and TPR particularly by:

1. Protecting street operations including implementing access controls and conditions on new development;

2. Land use densities and intensities that are consistent with the functions, capacities and levels of service for the facilities identified in the TSP;

3. Allowing mixed land uses to reduce the number and length of automobile trips and to encourage walking, bicycling, and transit;

4. Safe and convenient pedestrian and bicycle circulation; and

5. Reduced parking requirements where possible.

The Roseburg Urban Area Comprehensive Plan, 1982, and the Land Use and Development Ordinance, revised May 2004, were reviewed for consistency with the TPR. The plan and ordinance generally support the TPR, however, a number of amendments are recommended below because they are either required by the TPR or they are recommended to enhance the performance of the transportation system for Roseburg. No new policies are recommended to be added to the Roseburg Urban Area Comprehensive Plan.

The recommended amendments to existing policies should be considered for adoption in addition to the TSP. The majority of the TPR provisions that relate to the plan and ordinance amendments can be found in Section 660-12-0045 of the Rule. Amendments to the Roseburg Urban Area Comprehensive Plan reference the Transportation System Plan specifically and call out specific alternative modes of transportation (i.e., walking, bicycling, and transit).

Amendments to the Land Use and Development Ordinance address the following:

- circulation and parking plans as part of land use applications
- dwellings above commercial structures
- bicycle parking standards
- pedestrian circulation
- cul-de-sacs
- circulation analysis for development

- block length
- allowable modifications to development standards

Proposed Amendments – Roseburg Urban Area Comprehensive Plan

It is recommended that the "Transportation Element" of the Roseburg Urban Area Comprehensive Plan be replaced by the Roseburg TSP when the TSP is adopted. A full update of the Roseburg Comprehensive plan is needed. Recommended amendments are described below. Deleted text is shown with a ~~strike through~~ and new text is shown in **bold**.

Transportation Element (pp. 185-224)	This section of the plan provides a considerable amount of background, which is now over 20 years old. In addition, the information provided in the TSP will update or supersede this portion of the plan. It should be deleted and replaced by a reference to the TSP.
Policy 1 (p. 227)	The City shall develop a transportation ~~master~~ **system** plan **(TSP)**, which will serve as the basis for guiding surface transportation improvements in the Roseburg urban area. The ~~master plan~~ **TSP** shall be coordinated with the transportation planning activities of Douglas County.
Policy 3 (p. 227)	This refers to a 1977 study as the basis for traffic circulation and parking. This study is too old and should be deleted and replaced by a reference to the TSP.
Policy 4 (p. 227)	The City will encourage ~~the development of alternate traffic routes which will~~ **walking, bicycling, transit, and other travel modes to** reduce traffic volumes.
Policy 10 (p. 228)	New developments shall include ~~consideration of~~ **necessary** improvements, which would accommodate **and promote walking, bicycling, and** public transit ~~and other modes~~.
Energy Conservation Element *Policy 2 (pp. 286-287)*	The City shall incorporate into its land use ordinance provisions which encourage new development to utilize density and location, in balance with the requirements of other planning policies, in order to reduce the need to travel, increase access to transit, **encourage walking and bicycling,** and permit building configurations which increase the efficiency of space heating in residences.

Proposed Amendments – Land Use and Development Ordinance

The recommended amendments are described below. Deleted text is shown with a ~~strike through~~ and new text is shown in **bold**.

Coordination of Development Approval 2.030 (p. 24)

(1) The Director shall be responsible for the coordination of a development application ad decision-making procedures, and shall approve or recommend that the approving authority approve developments when proper application is made and the proposed development is in compliance with the provisions of this Ordinance and the Roseburg Urban Area Comprehensive Plan. Before approving or recommending approval of any development, the Director shall be provided with information by the applicant sufficient to establish full compliance with the requirements of this Ordinance and the Plan. **Before approving any development, the Director shall consider comments received from other public agencies during the comment and public hearing period.**

Comment: This provides a process for coordinated review of land use decisions affecting transportation facilities, but does not allow the other public agencies to hold up the process.

General Provisions Regarding Notice 2.070 (p. 26)

3. Public agencies providing transportation facilities and services shall be notified of:

a. Land use applications that require a public hearing;

b. Subdivision and partition applications;

c. Applications that involve private access to public streets and roads, and

d. Applications within the Airport Impact Overlay (Section 3.35.600), which affect airport operations.

4. The timing of notice to public agencies in Section 2.070 3. shall be provided according to the application type as required in this title.

Comment: This amendment is recommended to ensure that ODOT and other transportation/transit agencies are aware of any relevant land use action that occurs.

Site Plan Review *2.3.075 12. b. (p. 56)*	**(10) Circulation and parking: Plan showing all proposed driveways and walkways along with their relationship to corresponding public and private facilities adjoining the site. Proposed vehicle and bicycle parking areas shall also be shown.** *Comment: This amendment is recommended to ensure that sufficient information is provided to determine if safe and convenient pedestrian circulation is proposed.*
Site Plan Review *2.3.075 12. b. (p. 56)*	**(11) Traffic Impact Study (TIS): TIS shall be required when the additional traffic caused by the development during the p.m. peak hour will be greater than 5% of the current traffic volume. When required, the TIS shall:** **(a) Consider cumulative impacts of existing and proposed development in the study area.** **(b) Include long-term impact (20-year) of the development in the context of the projected traffic environment.** **(c) Consider circulation and safety needs for pedestrians, bicyclists, and transit in addition to motor vehicles.** **(d) Extend the analysis coverage of the street system until the p.m. peak traffic impact becomes less than 5%.** *Comment: This amendment is recommended to ensure that sufficient information is provided to determine if safe and convenient pedestrian circulation is proposed.*
Central Business District (CBD) 3.13.100 8. (p. 127)	**Dwellings above commercial structures should be moved from the "conditionally permitted" section and into 3.13.050 Permitted Uses.** *Comment: Residential above commercial is typically a basic element of mixed use developments and therefore, residences of this type should be permitted outright.*
General Commercial (C-3) 3.18.100 1. (p. 147)	**Dwellings above commercial structures should be moved from the "conditionally permitted" section and into 3.18.050 Permitted Uses.** *Comment: Residential above commercial is typically a basic element of mixed use developments and therefore, residences of this type should be permitted outright.*

Mixed Use (MU) 3.24.100 2. (p. 165)

Dwellings above commercial structures should be moved from the "conditionally permitted" section and into 3.24.050 Permitted Uses.

Comment: Residential above commercial is typically a basic element of mixed use developments and therefore, residences of this type should be permitted outright.

CBD, C-3 and MU – Residences Over Commercial

Comment: In addition to classifying residential above commercial as a permitted use, the Land Use and Development ordinance should be amended to:

- *Establish a clear and consistent set of development standards for residences over commercial. Currently, the CBD, C-3, and MU zones refer to: (1)18 du/ac maximum (CBD); (2) MR-18 development standards (C-3); and (3) Property Development Standards in §3.24.150 (MU).*
- *Delete the minimum 18-unit density requirement in §3.24.150 1.b. to encourage mixed use that is consistent with market realities. The minimum could act to discourage mixed use altogether.*
- *Allow horizontal mixed use with commercial and residential in the same development, but not necessarily vertical. If this is done, the city should consider a minimum commercial component based on plan policies.*

Off-Street Parking 3.35.100 (pp. 202-209)

A number of the vehicle parking space minimums are too high and should be considered for reduction. The uses that should be evaluated include:

- 1, 2, and 3 family dwellings – 2 (consider 1).
- College – 1/classroom seat (consider 1 per 2 seats and/or a reduction when alternative transportation, such as walking, bicycling, or transit is available).
- Bowling alley – 5 per lane (consider 2 or 3 per lane).
- Swimming pool – 1 per 100 sq. ft. (consider 1 per 200-300 sq. ft.).
- Outdoor recreation facility – 1 per 500 sq. ft. of field area (by this formula, the city would require about 120 spaces for 1 soccer field).

- Grocery/retail stores – 1 per 150 sq. ft. (consider 1 per 300 sq. ft.).
- Furniture/appliance – 1 per 500 sq. ft. (consider 1 per 1,000 sq. ft.).
- Bank/professional office – 1 per 300 sq. ft. (consider 1 per 400 sq. ft.).
- Medical office – 1 per 200 sq. ft. (consider 1 per 300 sq. ft.).
- Repair garages – 4 per service stall (consider 1 or 2 per stall).

Comment: The city should use its judgment based upon local experience, but some of the standards are clearly too high as minimums.

Transit Service Facilities 3.35.270 (p. 228)

Transit Service **and Carpool** Facilities: In order to encourage and facilitate the use of public transit **or car/vanpooling**, a maximum of fifteen percent (15%) of the required number of off-street parking spaces may be eliminated….

Comment: This provision should be expanded to allow benefits for legitimate car or vanpooling programs.

Nonconforming Uses Conditions of Approval 3.37.550 (p. 249-250)

In order to assure compatibility of the proposed development with the surrounding area, conditions may be imposed as conditions of approval of alteration or repair of a nonconforming use. Such conditions may include, but are not limited to, the following…

(12) Transportation improvements to mitigate the impact of increased transportation and to protect transportation facilities.

Comment: This amendment responds to comments by ODOT by calling out transportation improvements in the list of possible conditions.

Criteria for zone change 3.38.100 (p. 251)

3. The rezone is consistent with the function and designated capacity of the transportation system.

Comment: This amendment ensures that changes in land use and density can be supported by the existing and proposed transportation system in the area.

Land Division requirements and standards for design and development for preliminary plats 4.100.4 (p. 279-280)

A subdivision or partition shall provide for the continuation of major and secondary streets existing in adjoining subdivisions or partitions, or for their proper projection when adjoining property is not subdivided or partitioned, and such streets shall be of a width not less than the minimum requirements for streets set forth in these regulations. **The adjoining street network shall have additional capacity to support the proposed land uses. If the transportation system does not have the necessary capacity, but it can be improved, transportation improvements will be required.** Where the approving authority finds that topographic conditions make such continuation of conformity impractical, appropriate exceptions to this requirement shall be made.

Comment: This amendment ensures that changes in land use and density can be supported by the existing and proposed transportation system in the area.

Conditional Use Conditions of Approval 3.39.050 (p. 255-256)

In addition the requirements of site plan review detailed in Article 3, the approval authority may designate conditions in granting a Conditional Use Permit as it deems necessary to secure the purpose of this Article and may require guarantees and evidence that such conditions shall be met. Such conditions may include:…

(14) Transportation improvements to mitigate the impact of increased transportation and to protect transportation facilities.

Comment: This amendment responds to comments by ODOT by calling out transportation improvements in the list of possible conditions.

Temporary Use Conditions of Approval 3.41.300.1 (p. 260-261)

Reasonable conditions may be imposed pursuant to Section 3.39.050 by the approving authority in connection with the temporary permit to minimize the potential impact of the proposed use to other uses in the vicinity. Guarantees and evidence may be required that such conditions will be or are being complied with. Such conditions may include, but are not limited to, the following…

(i) Transportation improvements to mitigate the impact of increased transportation and to protect transportation facilities.

Comment: This amendment responds to comments by ODOT by calling out transportation improvements in the list of possible conditions.

Bicycle Parking 3.35.110 (new section)

The following bicycle parking standards are recommended:

1. Bicycle Parking Standards

a. 1 space per multiple family residence for project over 4 units;

b. 1 space per classroom for primary and secondary schools; and

c. 1 space per 10 required vehicle spaces for all other uses with a 2-space minimum.

2. Parking Facility Design

a. Bicycle parking facilities shall either be lockable enclosures in which the bicycle is stored, or secure stationary rack which support the frame so the bicycle cannot easily be pushed or fall to one side. Racks that require a user-supplied lock shall accommodate locking the frame and both wheels using either a cable or U-shaped lock.

b. Bicycle parking spaces shall be at least 6 feet long and 2.5 feet wide, and overhead clearance in covered spaces shall be a minimum of 7 feet.

c. A 5-foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking.

d. Bicycle racks or lockers shall be securely anchored.

e. Required bicycle parking shall be located in a well lighted, secure, and visible location.

f. Bicycle parking shall not obstruct walkways. A minimum 5-foot wide aisle shall remain clear.

3. Locational Standards for Bicycle Parking

a. All required bicycle parking shall be located on the site within 50 feet of main building entrances and not farther from the entrance than the closest motor vehicle parking space. Bicycle parking shall have direct access to both the public right-of-way and to the main

entrance of the principal use.

b. For buildings or development with multiple entrances, required bicycle parking shall be distributed proportionally at the various public entrances. Public parking shall be distributed at the various public entrances, while employee parking shall be located at the employee entrance, if appropriate.

c. Bicycle parking may be located in the public right-of-way with the approval of the Public Works Director.

d. Bicycle parking may be provided within a building, but the location must be easily accessible for bicyclists.

Comment: Bicycle parking is required by the TPR. These standards focus on providing a modest number of well-designed and located facilities. Bike parking can be provided easily and economically in compliance with the above recommendations.

Parking Area and Driveway Design 3.35.210 (pp. 211-213)

Add a new subsection:

11. <u>Pedestrian Circulation.</u> Walkways, crosswalks and other pedestrian facilities shall be provided to allow safe and convenient pedestrian access throughout the site, with special attention paid to main building entrances and routes to adjacent pedestrian destinations, including uses on adjoining properties, public sidewalks, and transit.

Comment: The TPR requires local government to provide "safe and convenient" pedestrian circulation.

Platting and Mapping Standards – Streets and Roads 4.150 7. (p. 281-285)

The "Master Transportation Plan" is referred to in 1. c. This text is out-of-date. Subsection 2. and Table A need to be revised per the TSP.

<u>7. Cul-de-sacs.</u> **Cul-de-sacs and permanent dead-end streets shall be prohibited except where construction of a through street is found to be impractical according to the provisions of Section 4.260. Consistent with Section 3.35.210 11. (see above), a walkway shall be provided between the cul-de-sac and other walkways, streets, or pedestrian destinations unless also found to be impractical according to Section**

4.260. If a cul-de-sac is found to be necessary, it shall not serve ~~There shall be no cul-de-sacs serving~~ more than twenty (20) single-family dwelling, or multi-family or commercial uses generating more than two hundred (200) vehicles per weekday.

Comment: Cul-de-sacs should be used as a method of last resort. This modification would place the burden of proof on the developer to demonstrate why one must be provided. Note that a formal variance process is not proposed, and the new Section 4.260 (below) allows the approving authority to permit a cul-de-sac subject to meeting several criteria.

Platting and Mapping Standards – streets and Roads 4.150 11. (new section)

11. <u>Circulation Analysis</u>. The applicant shall provide a circulation analysis that includes the following information:

a. For all development on a site of 2 acres or less, the applicant shall submit a circulation analysis, which shows the proposed location of streets and accessways on the property as well as the location of streets, accessways, property lines, and development within 600 feet of the proposed development site.

b. For all development on a site, which exceeds 2 acres, the applicant shall submit a circulation analysis, which at a minimum includes the subject site and the entirety of all property within 600 feet of the proposed development site. This analysis shall incorporate the following features both on-site and off-site:

(1) Existing and proposed topography for slopes of 10 percent of greater, with contour intervals not more than 10 feet;

(2) Drainage hazard areas, flood plains, and significant natural resources areas;

(3) The name, location, right-of-way, pattern, and grades of all existing and approved major and local streets, bikeways, pedestrian ways, and accessways;

(4) Proposed streets and off-street bike or pedestrian ways identified in the Roseburg Transportation System Plan or relevant adopted plans;

(5) All permanent structures;

(6) Property lines;

(7) Pedestrian-oriented uses within 1,000 feet of the site;

(8) Transit streets and facilities; and

(9) All streets and accessways proposed by the applicant.

Comment: It is important for each new land division to include an evaluation of future access and how the subject property should provide a desirable circulation system for the property and surrounding area. This is not intended as an adopted plan, but rather it is a method to show at least one reasonable way the area may be developed with good street connectivity.

Platting and Mapping Standards – Blocks 4.250 2. (p. 288)

2. Size. No blocks shall be more than **500** ~~one thousand (1,000)~~ feet in length between street corner lines unless it is adjacent to an arterial street, or unless the topography or the location of adjoining streets justifies an exception. The recommended minimum length of blocks along and arterial street is one thousand eight hundred (1,800) feet. The recommended minimum length of blocks along arterial streets needs to be consistent with access management spacing standards.

Comment: The block lengths noted here are very long and tend to inhibit "safe and convenient" pedestrian access as required by the TPR. This provision could be modified by the approving authority as noted above and described below.

Modification of Standards 4.260 (new section)

The approving authority may approve a modification to the standards of Sections 4.150, 4.200, 4.220, and 4.250 through a review based upon the relevant approval criteria in this section.

1. **The modification is the minimum necessary to address the constraint;**

2. **A circulation analysis demonstrates that the proposed street and accessway system for the subject property and surrounding area will perform as well as or better than a system, which meets the standards in Sections 4.150, 4.200, 4.220, or 4.250; and**

3. **The application of the standard is impractical due to one or more of the following circumstances:**

a. Physical or topographic conditions make it impractical to satisfy the street or walkway connection requirements of this chapter. These conditions include, but are not limited to, controlled access streets, steep slopes, wetlands, flood plains, or water bodies where a connection could not reasonably be provided. Grades that are too steep for a street may not be too steep for an accessway.

b. Buildings or other existing development on adjacent lands physically preclude a street or accessway connection now or in the future considering the potential for redevelopment.

c. Where streets or accessways would violate provisions of leases, easements, agency access standards, or similar restrictions that are demonstrated to be legally beyond the control of the applicant, developer, or property owner.

d. Abutting undeveloped or underdeveloped property is within the 100-year flood plain.

e. Arterial or collector street access restrictions.

Comment: As noted above, this new section would allow modification of certain design standards without the additional procedural burden of variance approval.

Land Partitioning Approval 4.700 1. b. (5) (p. 312)

(5) Existing or proposed private streets or roads **and walkways** and all restrictions or reservations relating to such private streets**,** ~~or~~ roads**, and walkways.**

Comment: Pedestrian circulation should be part of the discussion during a land partition review.

Appendix

Roseburg Inventory

This page left blank intentionally.

Roseburg Transportation System Inventory

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=should 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Buckhorn RD	Diamond Lake BLVD	UGB	1	1	n	-	1	0	0	0	0	1	f
Buckhorn RD	UGB	Diamond Lake BLVD	1	1	n	-	1	0	0	0	0	2	f
Dawson RD	Douglas	UGB	3	1	n	-	0	0	0	0	0	1	p
Dawson RD	UGB	Douglas	3	1	n	-	0	0	0	0	0	2	p
Diamond Lake BLVD	Stephens	Jackson	1	2	n	-	2	2	0	1	1	3	g
Diamond Lake BLVD	Winchester/Jackson	Stephens	1	2	n	-	2	2	0	1	1	3	g
Diamond Lake BLVD	Jackson	Fowler	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Fowler	Atlanta	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Atlanta	Fowler	1	2	n	35	2	2	0	1	1	1	g
Diamond Lake BLVD	Atlanta	Boston	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Boston	Atlanta	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Boston	Casper	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Casper	Boston	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Casper	Fulton	1	2	n	35	2	2	0	1	1	1	g
Diamond Lake BLVD	Fulton	Casper	1	2	n	35	2	2	0	1	1	1	g
Diamond Lake BLVD	Fulton	Bougard	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Bougard	Fulton	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Bougard	Lake	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Lake	Bougard	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Lake	Ivan	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Ivan	Lake	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Ivan	Rifle	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Rifle	Ivan	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Rifle	Cummins	1	2	n	45	2	2	0	1	1	1	g
Diamond Lake BLVD	Cummins	Rifle	1	2	n	35	2	2	0	1	1	1	g
Diamond Lake BLVD	Rifle	Cummins	1	2	n	45	2	2	0	1	1	1	g
Diamond Lake BLVD	Cummins	Rifle	1	2	n	35	2	2	0	1	1	1	g
Diamond Lake BLVD	Cummins	Flagg	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Flagg	Cummins	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Flagg	Garrecht	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Garrecht	Flagg	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Garrecht	Miguel	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Miguel	Garrecht	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Miguel	Patterson	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Patterson	Miguel	1	2	n	-	2	2	0	1	1	1	g
Diamond Lake BLVD	Patterson	Kincaid	1	2	n	55	2	2	0	1	1	1	g
Diamond Lake BLVD	Kincaid	Patterson	1	2	n	45	2	2	0	1	1	1	g
Diamond Lake BLVD	Kincaid	Quary	1	2	n	-	2	2	0	0	0	1	g
Diamond Lake BLVD	Quary	Kincaid	1	2	n	-	2	2	0	0	0	1	g
Diamond Lake BLVD	Quary	Douglas	1	2	n	-	2	2	0	0	0	1	g
Diamond Lake BLVD	Douglas	Quary	1	2	n	-	2	2	0	0	0	1	g
Diamond Lake BLVD	Douglas	Kesten	1	2	n	-	2	2	0	0	0	1	g
Diamond Lake BLVD	Kesten	Douglas	1	2	n	-	2	2	0	0	0	1	g
Diamond Lake BLVD	Kesten	Sunshine	1	2	n	-	2	2	0	0	0	1	g
Diamond Lake BLVD	Sunshine	Kesten	1	2	n	-	2	2	0	0	0	1	g
Diamond Lake BLVD	Sunshine	Buckhorn	1	2	n	-	2	2	0	0	0	1	g
Diamond Lake BLVD	Buckhorn	Temple Brown RD	1	2	n	-	2	2	0	0	0	1	g
Diamond Lake BLVD	Temple Brown RD	Buckhorn	1	2	n	-	2	2	0	0	0	1	g
Douglas AVE	Diamond Lake BLVD	Kincaid	1	1	n	-	1	0	0	0	0	1	g
Douglas AVE	Kincaid	Diamond Lake BLVD	1	1	n	-	1	0	0	0	0	2	g
Douglas AVE	Kincaid	Dawson	1	1	n	-	1	0	0	0	0	1	f
Douglas AVE	Dawson	Kincaid	1	1	n	-	1	0	0	0	0	1	f
Douglas AVE	Dawson	Lombardy	1	1	n	-	1	0	0	0	0	1	f
Douglas AVE	Lombardy	Dawson	1	1	n	-	1	0	0	0	0	1	f
Douglas AVE	Lombardy	Patterson	1	1	n	35	1	0	0	0	0	1	f
Douglas AVE	Patterson	Lombardy	1	1	n	-	1	0	0	0	0	1	f
Douglas AVE	Patterson	Pearce	1	1	n	-	1	0	0	0	0	1	f
Douglas AVE	Pearce	Patterson	1	1	n	-	1	0	0	0	0	1	f
Douglas AVE	Pearce	Garrecht	1	1	n	-	1	0	0	0	0	1	f
Douglas AVE	Garrecht	Pearce	1	1	n	-	1	0	0	0	0	1	f
Douglas AVE	Garrecht	Private Drive	1	1	n	-	1	0	0	0	0	1	f
Douglas AVE	Private Drive	Garrecht	1	1	n	-	1	0	0	0	0	1	f
Douglas AVE	Private Drive	Rifle Range	1	1	y	20	1	0	0	0	0	1	f
Douglas AVE	Rifle Range	Private Drive	1	1	y	20	1	0	0	0	0	1	f
Douglas AVE	Rifle Range	Ramp	1	1	n	35	1	0	0	0	0	1	f
Douglas AVE	Ramp	Rifle Range	1	1	n	-	1	0	0	0	0	1	f
Douglas AVE	Ramp	Eastwood	1	1	n	35	1	0	1	1	1	1	f
Douglas AVE	Eastwood	Ramp	1	1	n	35	1	0	0	1	1	1	f
Douglas AVE	Eastwood	Leland	1	1	n	-	1	0	1	1	1	1	f
Douglas AVE	Leland	Eastwood	1	1	n	-	1	0	0	1	1	1	f
Douglas AVE	Leland	Dickey	1	1	n	35	1	0	1	1	1	1	f
Douglas AVE	Dickey	Leland	1	1	n	35	1	0	0	1	1	1	f
Douglas AVE	Dickey	Henry	1	1	n	-	1	0	1	1	1	1	f
Douglas AVE	Henry	Dickey	1	1	n	-	1	0	0	1	1	1	f
Douglas AVE	Henry	Ivy	1	1	n	25	1	0	1	1	1	1	f
Douglas AVE	Ivy	Henry	1	1	n	-	1	0	0	1	1	1	f
Douglas AVE	Ivy	Morton	1	1	n	-	1	0	0	1	1	1	f
Douglas AVE	Morton	Ivy	1	1	n	-	1	0	0	1	1	1	f
Douglas AVE	Morton	Claire	1	1	n	25	1	0	0	1	1	1	f
Douglas AVE	Claire	Morton	1	1	n	-	1	0	0	1	1	1	f
Douglas AVE	Claire	Ella	1	1	n	-	1	0	0	1	1	1	f
Douglas AVE	Ella	Claire	1	1	n	-	1	0	1	1	1	1	f
Douglas AVE	Ella	Pitzer	1	1	n	-	1	0	0	1	1	1	f
Douglas AVE	Pitzer	Ella	1	1	n	-	1	0	1	1	1	1	f
Douglas AVE	Pitzer	Fowler	1	1	n	-	1	0	0	1	1	1	f
Douglas AVE	Fowler	Pitzer	1	1	n	25	1	0	1	1	1	1	f
Douglas AVE	Fowler	Chadwick	1	1	n	-	1	0	0	1	1	1	f
Douglas AVE	Chadwick	Fowler	1	1	n	-	1	0	1	1	1	1	f
Douglas AVE	Chadwick	Kane	1	1	n	20	1	0	1	1	1	1	f
Douglas AVE	Kane	Chadwick	1	1	n	-	1	0	1	1	1	1	f
Douglas AVE	Kane	Main	1	1	n	-	1	0	1	1	1	1	f
Douglas AVE	Main	Kane	1	1	n	-	1	0	1	1	1	1	f
Douglas AVE	Main	Jackson	1	1	n	-	1	0	1	1	1	2	f
Douglas AVE	Jackson	Main	1	1	n	-	1	0	0	1	1	1	f
Douglas AVE	Jackson	Rose	1	2	n	-	1	0	0	1	1	1	f
Douglas AVE	Rose	Jackson	1	1	n	-	1	0	0	1	1	1	f
Douglas AVE	Rose	Stephens	1	2	n	-	1	0	0	1	1	2	f
Douglas AVE	Stephens	Rose	1	1	n	-	1	0	0	1	1	1	f
Douglas AVE	Stephens	End (Spruce)	1	1	n	-	1	0	0	0	1	1	f
Douglas AVE	End (Spruce)	Stephens	1	1	n	-	1	0	0	0	0	3	f

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Kesten RD	Diamond Lake BLVD	End	1	1	n	10	1	2	0	0	0	1	g
Kesten RD	End	Diamond Lake BLVD	1	1	n	-	1	2	0	0	0	2	g
Kincaid DR	Diamond Lake BLVD	Douglas	1	1	n	-	1	0	0	0	0	2	f
Kincaid DR	Douglas	Diamond Lake BLVD	1	1	n	-	1	0	0	0	0	2	f
Sunshine RD	Diamond Lake BLVD	Wild Iris	1	1	n	-	1	1	0	1	1	1	vg
Sunshine RD	Wild Iris	Diamond Lake BLVD	1	1	n	-	1	1	0	1	0	2	vg
Lombardy DR	Patterson	Douglas	1	1	n	-	0	0	1	0	0	2	g
Lombardy DR	Douglas	Patterson	1	1	n	-	0	0	1	0	0	1	g
Patterson ST.	Douglas	Diamond Lake BLVD	1	1	n	-	0	0	1	0	0	2	f
Patterson ST.	Diamond Lake BLVD	Douglas	1	1	n	-	0	0	1	0	0	2	f
Hall AVE	Patterson	End	1	1	n	-	0	0	0	0	0	1	vp
Hall AVE	End	Patterson	1	1	n	-	0	0	0	0	0	1	vp
Yount AVE	Patterson	Garrecht	1	1	n	-	0	0	1	0	0	2	f
Yount AVE	Garrecht	Patterson	1	1	n	-	0	0	1	0	0	1	f
Garrecht ST	Douglas	Diamond Lake BLVD	1	1	n	-	0	0	1	1	0	2	g
Garrecht ST	Diamond Lake BLVD	Douglas	1	1	n	-	0	0	1	1	0	2	g
Flagg ST	Diamond Lake BLVD	End	1	1	n	-	0	0	1	0	0	1	vg
Flagg ST	End	Diamond Lake BLVD	1	1	n	-	0	0	1	0	0	2	vg
Rifle Range RD	Douglas	Diamond Lake BLVD	1	1	n	25	0	0	1	1	1	2	vg
Rifle Range RD	Diamond Lake BLVD	Douglas	1	1	n	25	0	0	1	1	1	2	vg
Ivan ST	Diamond Lake BLVD	End	1	1	n	-	0	0	1	0	0	1	vg
Ivan ST	End	Diamond Lake BLVD	1	1	n	-	0	0	1	0	0	2	vg
Lake ST	Diamond Lake BLVD	Fleser	1	1	n	-	0	0	1	1	0	1	vg
Lake ST	Fleser	Diamond Lake BLVD	1	1	n	-	0	0	1	1	0	2	vg
Bougard ST	Diamond Lake BLVD	Fleser	1	1	n	-	0	0	1	1	0	2	vg
Bougard ST	Fleser	Diamond Lake BLVD	1	1	n	-	0	0	1	1	0	2	vg
Fulton ST	Diamond Lake BLVD	Fleser	1	1	n	-	0	0	1	1	1	1	vg
Fulton ST	Fleser	Diamond Lake BLVD	1	1	n	-	0	0	1	1	0	2	vg
Fleser AVE	Fulton	Bougard	1	1	n	-	0	0	1	1	0	1	g
Fleser AVE	Bougard	Fulton	1	1	n	-	0	0	1	1	0	1	g
Fleser AVE	Bougard	Lake	1	1	n	-	0	0	1	1	0	1	g
Fleser AVE	Lake	Bougard	1	1	n	-	0	0	1	1	0	1	g
Dickey CT	Douglas	End	1	1	n	-	0	0	1	0	0	1	g
Dickey CT	End	Douglas	1	1	n	-	0	0	1	0	0	2	g
Henry ST	Douglas	Deer Creek	1	1	n	-	0	0	1	0	0	1	f
Henry ST	Deer Creek	Douglas	1	1	n	-	0	0	1	0	0	2	f
Henry ST	Deer Creek	End	1	1	n	-	0	0	1	0	0	1	f
Henry ST	End	Deer Creek	1	1	n	-	0	0	1	0	0	1	f
Deer Creek DR	Henry	End	1	1	n	-	0	0	0	0	0	1	p
Deer Creek DR	End	Henry	1	1	n	-	0	0	0	0	0	1	p
Ivy DR	Douglas	End	1	1	n	-	0	0	0	1	0	1	f
Ivy DR	End	Douglas	1	1	n	-	0	0	0	1	0	1	f
Claire ST	Douglas	End	1	1	n	-	0	0	0	1	0	1	f
Claire ST	End	Douglas	1	1	n	-	0	0	0	1	0	1	f
Ella ST	Douglas	Court	1	1	n	-	0	0	0	1	1	1	g
Ella ST	Court	Douglas	1	1	n	-	0	0	1	1	1	2	g
Pitzer ST	Douglas	Court	1	1	n	-	0	0	0	1	1	1	f
Pitzer ST	Court	Douglas	1	1	n	-	0	0	1	1	1	2	f
Pitzer ST	Court	End	1	1	n	-	0	0	0	1	1	1	g
Pitzer ST	End	Court	1	1	n	-	0	0	1	1	0	1	g
Court AVE	Fowler	Pitzer	1	1	n	-	0	0	0	1	1	2	g
Court AVE	Pitzer	Fowler	1	1	n	-	0	0	1	1	1	2	g
Court AVE	Pitzer	Ella	1	1	n	-	0	0	0	1	1	1	g
Court AVE	Ella	Pitzer	1	1	n	-	0	0	1	1	1	2	g
Court AVE	Ella	End	3	1	n	-	0	0	1	0	0	1	p
Court AVE	End	Ella	3	1	n	-	0	0	1	0	0	1	p
Fowler ST	Douglas	Court	1	1	n	-	1	2	0	1	1	1	f
Fowler ST	Court	Douglas	1	1	n	-	1	2	1	1	1	2	f
Fowler ST	Court	Diamond Lake BLVD	1	1	n	-	1	2	0	1	1	2	f
Fowler ST	Diamond Lake BLVD	Court	1	1	n	-	1	2	0	1	1	1	f
Court AVE	Rast	Jackson	1	1	n	-	1	0	0	1	1	2	f
Court AVE	Jackson	Rast	1	1	n	-	1	0	0	1	1	1	f
Main ST	Douglas	Court	1	1	n	-	0	0	0	1	1	1	g
Main ST	Court	Douglas	1	1	n	-	0	0	1	1	1	2	g
Jackson ST	Douglas	Court	1	1	n	-	1	0	1	1	1	1	g
Jackson ST	Court	Douglas	1	1	n	-	1	0	1	1	1	2	g
Jackson ST	Douglas	Court	1	1	n	-	1	0	1	1	1	1	g
Jackson ST	Court	Douglas	1	1	n	-	1	0	1	1	1	2	g
Jackson ST	Court	Diamond Lake BLVD	1	1	n	-	1	0	1	1	1	3	g
Jackson ST	Diamond Lake BLVD	Court	1	1	n	-	1	0	1	1	1	1	g
Rast CT	Douglas	Court	2	1	n	-	1	0	0	1	1	1	p
Rast CT	Court	Douglas	2	1	n	-	1	0	1	1	1	2	p
Pearce RD	Douglas	End	3	1	n	-	0	0	0	0	0	1	vp
Pearce RD	End	Douglas	3	1	n	-	0	0	0	0	0	2	vp
Ramp ST	Douglas	California	1	1	n	-	1	0	0	1	0	1	f
Ramp ST	California	Douglas	1	1	n	-	1	0	0	1	1	2	f
Ramp ST	California	Balsam	1	1	n	25	1	0	0	1	0	1	f
Ramp ST	Balsam	California	1	1	n	25	1	0	0	1	1	1	f
Ramp ST	Balsam	Chinaberry	1	1	n	-	1	0	0	1	0	1	f
Ramp ST	Chinaberry	Balsam	1	1	n	-	1	0	0	1	1	1	f
Ramp ST	Chinaberry	Downey	1	1	n	-	1	0	0	0	0	1	f
Ramp ST	Downey	Chinaberry	1	1	n	-	1	0	0	1	1	1	f
Ramp ST	Downey	Waldon	1	1	n	-	1	0	0	0	0	1	f
Ramp ST	Waldon	Downey	1	1	n	-	1	0	0	1	1	1	f
Ramp ST	Waldon	Ohio	1	1	n	-	1	0	0	0	0	1	f
Ramp ST	Ohio	Waldon	1	1	n	25	1	0	0	0	0	1	f
Ramp ST	Ohio	Eagles Rest	1	1	n	25	1	0	1	0	0	1	f
Ramp ST	Eagles Rest	Ohio	1	1	n	-	1	0	1	0	0	1	f
Ramp ST	Eagles Rest	Lois	1	1	n	-	1	0	0	1	0	1	f
Ramp ST	Lois	Eagles Rest	1	1	n	-	1	0	1	1	0	1	f
Murray CT	Lois	End	1	1	n	-	0	0	1	1	0	1	f
Murray CT	End	Lois	1	1	n	-	0	0	1	1	0	1	f
Sharon Ave	Lois	Lois	1	1	n	-	0	0	1	1	0	1	f
Sharon Ave	Lois	Lois	1	1	n	-	0	0	1	1	0	1	f
Sharon Ave	Lois	End	1	1	n	-	0	0	1	1	0	1	f
Sharon Ave	End	Lois	1	1	n	-	0	0	1	1	0	1	f
Lois ST	Ramp	Sharon	1	1	n	-	0	0	1	1	0	1	f
Lois ST	Sharon	Ramp	1	1	n	-	0	0	1	1	0	1	f
Lois ST	Sharon	Murray (N. of)	1	1	n	-	0	0	1	1	0	1	f
Lois ST	Murray (N. of)	Sharon	1	1	n	-	0	0	1	1	0	1	f
Lois ST	Murray (S. of)	Sharon	1	1	n	-	0	0	1	1	0	1	f
Lois ST	Sharon	Murray (S. of)	1	1	n	-	0	0	1	1	0	1	f

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Eagles Rest	Ramp	End	3	1	n	-	0	0	1	0	0	1	p
Eagles Rest	End	Ramp	3	1	n	-	0	0	1	0	0	1	p
Ohio AVE	Ramp	End	1	1	n	-	0	0	1	0	0	1	vp
Ohio AVE	End	Ramp	1	1	n	-	0	0	1	0	0	2	vp
Walden Ave	Ramp	End	1	1	y	-	0	0	1	0	0	1	vg
Walden Ave	End	Ramp	1	1	y	20	1	1	0	0	0	2	vg
Downey AVE	Ramp	End	1	1	n	-	1	1	0	1	0	1	f
Downey AVE	End	Ramp	1	1	n	-	0	0	1	1	0	2	f
Chinaberry AVE	Ramp	End	1	1	n	-	0	0	1	1	0	1	g
Chinaberry AVE	End	Ramp	1	1	n	-	0	0	1	1	0	2	g
Chinaberry AVE	Ramp	Clearwater CT	1	1	n	-	0	0	1	1	1	1	g
Chinaberry AVE	Clearwater CT	Ramp	1	1	n	-	0	0	1	1	1	2	g
Clearwater CT	Chinaberry	End	1	1	n	-	0	0	1	1	1	1	g
Clearwater CT	End	Chinaberry	1	1	n	-	0	0	1	1	1	2	g
Balsam Ave	Ramp	Eastwood	1	1	n	-	0	0	1	1	0	1	f
Balsam Ave	Eastwood	Ramp	1	1	n	-	0	0	1	1	0	2	f
California AVE	Ramp	Eastwood	1	1	n	-	0	0	0	0	0	1	f
California AVE	Eastwood	Ramp	1	1	n	-	0	0	0	0	0	2	f
Colorado DR	Hillside	Leland	1	1	n	-	0	0	0	0	0	2	p
Colorado DR	Leland	Hillside	1	1	n	-	0	0	0	0	0	1	p
Byrd CT	Leland	End	1	1	n	-	0	0	0	0	0	1	p
Byrd CT	End	Leland	1	1	n	-	0	0	0	0	0	1	p
Leland ST	Douglas	Rust	1	1	n	-	0	0	1	0	0	1	f
Leland ST	Rust	Douglas	1	1	n	-	0	0	1	0	0	2	f
Leland ST	Rust	Hillside	1	1	n	-	0	0	0	0	0	1	f
Leland ST	Hillside	Rust	1	1	n	-	0	0	0	0	0	1	f
Leland ST	Hillside	Byrd	1	1	n	-	0	0	0	0	0	1	p
Leland ST	Byrd	Hillside	1	1	n	-	0	0	0	0	0	1	p
Leland ST	Byrd	End	1	1	n	-	0	0	0	0	0	1	p
Leland ST	End	Byrd	1	1	n	-	0	0	0	0	0	1	p
Rust CT	Leland	End	1	1	n	-	0	0	0	0	0	1	p
Rust CT	End	Leland	1	1	n	-	0	0	0	0	0	1	p
Eastwood DR	Leland	Colorado	1	1	n	-	0	0	0	0	0	1	p
Eastwood DR	Colorado	Leland	1	1	n	-	0	0	0	0	0	2	p
Eastwood DR	Colorado	Balsam	1	1	n	-	0	0	1	1	0	1	f
Eastwood DR	Balsam	Colorado	1	1	n	-	0	0	1	1	0	1	f
Eastwood DR	Balsam	California	1	1	n	-	0	0	1	1	0	1	f
Eastwood DR	California	Balsam	1	1	n	-	0	0	1	1	0	1	f
Eastwood DR	California	Douglas	1	1	n	-	0	0	1	1	0	2	f
Eastwood DR	Douglas	California	1	1	n	-	0	0	1	1	0	1	f
Dos Gatos CT	Douglas	End	1	1	n	-	0	0	1	1	1	1	vg
Dos Gatos CT	End	Douglas	1	1	n	-	0	0	1	1	1	2	vg
Morton DR	Douglas	Hassell	3	1	n	-	0	0	0	0	0	1	p
Morton DR	Hassell	Douglas	3	1	n	-	0	0	0	0	0	2	p
Morton DR	Hassell	Hope	3	1	n	-	0	0	0	0	0	1	p
Morton DR	Hope	Hassell	3	1	n	-	0	0	0	0	0	1	p
Hassel AVE	Morton	End	3	1	n	-	0	0	0	0	0	1	p
Hassel AVE	End	Morton	3	1	n	-	0	0	0	0	0	1	p
Hope Ave	Morton	End	3	1	n	-	0	0	0	0	0	1	p
Hope Ave	End	Morton	3	1	n	-	0	0	0	0	0	1	p
Washington AVE	Madrone	Spruce	1	0	n	-	0	0	0	1	0	1	f
Washington AVE	Spruce	Madrone	1	2	n	30	1	1	0	1	1	3	f
Washington AVE	Spruce	Pine	1	0	n	-	0	0	0	1	1	1	f
Washington AVE	Pine	Spruce	1	2	n	-	1	0	0	1	1	1	f
Washington AVE	Pine	Stephens	1	0	n	-	0	0	0	1	1	1	f
Washington AVE	Stephens	Pine	1	3	n	-	1	0	0	1	1	3	f
Washington AVE	Stephens	Rose	1	0	n	-	0	0	0	1	1	1	f
Washington AVE	Rose	Stephens	1	2	n	-	1	0	0	1	1	3	f
Washington AVE	Rose	Jackson	1	0	n	-	0	0	0	1	1	1	f
Washington AVE	Jackson	Rose	1	2	n	-	1	0	1	1	1	1	f
Washington AVE	Jackson	Main	1	0	n	-	0	0	1	1	1	1	f
Washington AVE	Main	Jackson	1	2	n	-	1	0	1	1	1	2	f
Washington AVE	Main	Kane	1	0	n	-	0	0	1	1	1	1	f
Washington AVE	Kane	Main	1	2	n	-	1	0	1	1	1	2	f
Washington AVE	Kane	Chadwick	1	1	n	-	1	0	1	1	1	2	vg
Washington AVE	Chadwick	Kane	1	1	n	-	1	0	1	1	1	2	vg
Washington AVE	Kane	Chadwick	1	1	n	-	1	0	1	1	1	2	vg
Washington AVE	Chadwick	Kane	1	1	n	-	1	0	1	1	1	2	vg
Washington AVE	Chadwick	End	1	1	n	-	0	0	1	1	0	2	vg
Washington AVE	End	Chadwick	1	1	n	-	0	0	1	1	0	1	vg
Oak AVE	Harvard BLVD ?	Parrott	1	2	n	-	1	1	0	1	1	1	g
Oak AVE	Parrott	Harvard BLVD	1	0	n	-	0	0	0	1	0	3	g
Oak AVE	Parrott	Spruce	1	3	n	-	1	1	0	1	1	1	g
Oak AVE	Spruce	Parrott	1	0	n	-	0	0	0	1	1	1	g
Oak AVE	Spruce	Sheridan	1	3	n	-	1	1	0	1	1	1	g
Oak AVE	Sheridan	Spruce	1	0	n	-	0	0	0	1	1	1	g
Oak AVE	Sheridan	Pine	1	3	n	-	1	1	0	1	1	3	f
Oak AVE	Pine	Sheridan	1	0	n	-	0	0	0	1	1	1	f
Oak AVE	Pine	Stephens	1	3	n	-	1	1	0	1	1	3	f
Oak AVE	Stephens	Pine	1	0	n	-	0	0	0	1	1	1	f
Oak AVE	Stephens	Rose	1	2	n	-	1	0	1	1	1	1	f
Oak AVE	Rose	Stephens	1	0	n	-	0	0	1	1	1	1	f
Oak AVE	Rose	Jackson	1	2	n	-	1	0	1	1	1	2	f
Oak AVE	Jackson	Rose	1	0	n	-	0	0	1	1	1	1	f
Oak AVE	Jackson	Main	1	2	n	-	1	0	1	1	1	2	f
Oak AVE	Main	Jackson	1	0	n	-	0	0	1	1	1	1	f
Oak AVE	Main	Kane	1	2	n	-	1	0	1	1	1	2	f
Oak AVE	Kane	Main	1	0	n	-	0	0	1	1	1	1	f
Oak AVE	Kane	Chadwick	1	2	n	-	1	0	1	1	1	1	f
Oak AVE	Chadwick	Kane	1	0	n	-	0	0	1	1	1	1	f
Cass AVE	Flint	Parrott	1	1	n	-	0	0	1	0	0	2	f
Cass AVE	Parrott	Flint	1	1	n	-	0	0	1	0	0	2	f
Cass AVE	Sheridan	Pine	1	1	n	-	1	0	1	1	1	2	g
Cass AVE	Pine	Sheridan	1	1	n	-	1	0	1	1	1	1	g
Cass AVE	Pine	Stephens	1	1	n	-	1	0	1	1	1	3	f
Cass AVE	Stephens	Pine	1	1	n	-	1	0	1	1	1	2	f
Cass AVE	Stephens	Rose	1	1	n	-	1	0	1	1	1	2	f
Cass AVE	Rose	Stephens	1	1	n	-	1	0	1	1	1	3	f
Cass AVE	Rose	Jackson	1	1	n	-	1	0	1	1	1	2	f
Cass AVE	Jackson	Rose	1	1	n	-	1	0	1	1	1	2	f
Cass AVE	Jackson	Main	1	1	n	-	1	0	1	1	1	2	f
Cass AVE	Main	Jackson	1	1	n	-	1	0	1	1	1	2	f

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Cass AVE	Main	Kane	1	1	n	-	1	0	1	1	1	2	f
Cass AVE	Kane	Main	1	1	n	-	1	0	1	1	1	2	f
Cass AVE	Kane	Chadwick	1	1	n	-	1	0	1	1	1	1	g
Cass AVE	Chadwick	Kane	1	1	n	-	1	0	1	1	1	2	g
Lane AVE	Fullerton	End	1	1	n	-	0	0	1	1	1	1	g
Lane AVE	End	Fullerton	1	1	n	-	0	0	1	1	1	1	g
Lane AVE	Fullerton	Flint	1	1	n	-	0	0	1	1	1	1	g
Lane AVE	Flint	Fullerton	1	1	n	-	0	0	1	1	1	1	g
Lane AVE	Flint	Parrott	1	1	n	-	0	0	1	1	1	2	g
Lane AVE	Parrott	Flint	1	1	n	-	0	0	1	1	1	1	g
Lane AVE	Sheridan	Pine	1	1	n	-	1	0	1	1	1	3	g
Lane AVE	Pine	Sheridan	1	1	n	-	1	0	1	1	1	2	g
Lane AVE	Pine	Stephens	1	1	n	-	1	0	0	1	1	3	g
Lane AVE	Stephens	Pine	1	1	n	-	1	0	1	1	1	3	g
Lane AVE	Stephens	Rose	1	1	n	-	1	0	1	1	1	1	g
Lane AVE	Rose	Stephens	1	1	n	-	1	0	0	1	1	3	g
Lane AVE	Rose	Jackson	1	1	n	-	1	0	1	1	1	2	g
Lane AVE	Jackson	Rose	1	1	n	-	1	0	1	1	1	1	g
Lane AVE	Jackson	Main	1	1	n	-	1	0	0	1	1	2	g
Lane AVE	Main	Jackson	1	1	n	-	1	0	1	1	1	2	g
Lane AVE	Main	Kane	1	1	n	-	1	0	1	1	1	2	g
Lane AVE	Kane	Main	1	1	n	-	1	0	1	1	1	2	g
Lane AVE	Kane	Chadwick	1	1	n	-	0	0	0	1	1	1	f
Lane AVE	Chadwick	Kane	1	1	n	-	0	0	0	1	0	2	f
Lane AVE	Chadwick	Watson	1	1	n	-	0	0	1	1	1	1	f
Lane AVE	Watson	Chadwick	1	1	n	-	0	0	0	1	0	1	f
Lane AVE	Watson	Glenn	1	1	n	-	0	0	1	1	1	1	f
Lane AVE	Glenn	Watson	1	1	n	-	0	0	0	1	0	1	f
Lane AVE	Glenn	Terrace	1	1	n	-	0	0	1	1	1	2	g
Lane AVE	Terrace	Glenn	1	1	n	-	0	0	0	1	0	1	g
Lane AVE	Terrace	Fisher/Kansas	1	1	n	-	0	0	0	0	0	1	f
Lane AVE	Fisher/Kansas	Terrace	1	1	n	-	0	0	0	0	0	2	f
Mosher AVE	Fullerton	End	1	1	n	-	0	0	1	1	1	1	g
Mosher AVE	End	Fullerton	1	1	n	-	0	0	1	1	1	1	g
Mosher AVE	Fullerton	Flint	1	1	n	-	0	0	1	1	1	1	f
Mosher AVE	Flint	Fullerton	1	1	n	-	0	0	0	1	1	1	f
Mosher AVE	Flint	Parrott	1	1	n	-	1	0	1	1	1	1	f
Mosher AVE	Parrott	Flint	1	1	n	-	1	0	1	1	1	1	f
Mosher AVE	Parrott	Sheridan	1	1	n	-	1	0	1	1	1	1	f
Mosher AVE	Sheridan	Parrott	1	1	n	-	1	0	1	1	1	1	f
Mosher AVE	Sheridan	Pine	1	1	n	-	1	0	1	1	1	2	f
Mosher AVE	Pine	Sheridan	1	1	n	-	1	0	1	1	1	1	f
Mosher AVE	Pine	Stephens	1	1	n	-	1	0	1	1	1	2	f
Mosher AVE	Stephens	Pine	1	1	n	-	1	0	1	1	1	2	f
Mosher AVE	Stephens	Rose	1	1	n	-	1	0	1	1	1	1	f
Mosher AVE	Rose	Stephens	1	1	n	-	1	0	1	1	1	2	f
Mosher AVE	Rose	Jackson	1	1	n	-	1	0	1	1	1	1	f
Mosher AVE	Jackson	Rose	1	1	n	-	1	0	0	1	1	1	f
Mosher AVE	Jackson	Main	1	1	n	-	1	0	1	1	1	2	f
Mosher AVE	Main	Jackson	1	1	n	-	1	0	0	1	1	1	f
Mosher AVE	Main	End	1	1	n	-	1	0	0	1	0	1	f
Mosher AVE	End	Main	1	1	n	-	1	0	0	1	0	1	f
Hoover AVE	Fullerton	Arizona	1	1	n	-	0	0	1	0	1	1	f
Hoover AVE	Arizona	Fullerton	1	1	n	-	0	0	1	0	1	2	f
Hoover AVE	Fullerton	Flint	1	1	n	-	0	0	1	0	0	1	f
Hoover AVE	Flint	Fullerton	1	1	n	-	0	0	1	0	0	2	f
Miller AVE	Fullerton	Arizona	1	1	n	-	0	0	1	0	1	1	f
Miller AVE	Arizona	Fullerton	1	1	n	-	0	0	1	0	1	2	f
Miller AVE	Fullerton	Flint	1	1	n	-	0	0	1	0	0	1	f
Miller AVE	Flint	Fullerton	1	1	n	-	0	0	1	0	0	2	f
Houck AVE	Fullerton	Arizona	1	1	n	-	0	0	1	0	1	1	f
Houck AVE	Arizona	Fullerton	1	1	n	-	0	0	1	0	1	2	f
Houck AVE	Fullerton	Flint	1	1	n	-	0	0	1	0	0	1	f
Houck AVE	Flint	Fullerton	1	1	n	-	0	0	1	0	0	2	f
Templin AVE	Fullerton	Arizona	1	1	n	-	0	0	1	0	0	1	p
Templin AVE	Arizona	Fullerton	1	1	n	-	0	0	1	0	0	2	p
Templin AVE	Fullerton	Flint	1	1	n	-	0	0	1	0	0	1	p
Templin AVE	Flint	Fullerton	1	1	n	-	0	0	1	0	0	2	p
Micelli ST	Fullerton	End (W)	1	1	n	-	0	0	1	1	1	1	g
Micelli ST	End (W)	Fullerton	1	1	n	-	0	0	1	1	1	1	g
Micelli ST	Fullerton	End (E)	1	1	n	-	0	0	1	1	1	1	g
Micelli ST	End (E)	Fullerton	1	1	n	-	0	0	1	1	1	1	g
Fullerton ST	Michelli	Templin	1	1	n	-	0	0	1	1	1	1	g
Fullerton ST	Templin	Michelli	1	1	n	-	0	0	1	1	1	1	g
Fullerton ST	Templin	Houck	1	1	n	-	0	0	1	1	1	1	g
Fullerton ST	Houck	Templin	1	1	n	-	0	0	1	1	1	1	g
Fullerton ST	Houck	Miller	1	1	n	-	0	0	0	1	1	1	g
Fullerton ST	Miller	Houck	1	1	n	-	0	0	1	1	1	1	g
Fullerton ST	Miller	Hoover	1	1	n	-	0	0	0	1	1	1	g
Fullerton ST	Hoover	Miller	1	1	n	-	0	0	1	1	1	1	g
Fullerton ST	Hoover	Mosher	1	1	n	-	0	0	0	1	1	2	g
Fullerton ST	Mosher	Hoover	1	1	n	-	0	0	1	1	1	1	g
Fullerton ST	Mosher	Lane	1	1	n	-	0	0	0	1	1	1	g
Fullerton ST	Lane	Mosher	1	1	n	-	0	0	0	1	1	1	g
Flint ST	Templin	Houck	1	1	n	-	0	0	1	0	0	1	vp
Flint ST	Houck	Templin	1	1	n	-	0	0	1	0	0	1	vp
Flint ST	Houck	Miller	1	1	n	-	0	0	1	0	0	1	vp
Flint ST	Miller	Houck	1	1	n	-	0	0	1	0	0	1	vp
Flint ST	Miller	Hoover	1	1	n	-	0	0	1	0	0	1	vp
Flint ST	Hoover	Miller	1	1	n	-	0	0	1	0	0	1	vp
Flint ST	Hoover	Mosher	1	1	n	-	0	0	1	1	1	2	f
Flint ST	Mosher	Hoover	1	1	n	-	0	0	1	1	1	1	f
Flint ST	Mosher	Lane	1	1	n	-	0	0	1	1	1	1	f
Flint ST	Lane	Mosher	1	1	n	-	0	0	1	1	1	2	f
Flint ST	Lane	Cass	1	1	n	-	0	0	1	1	1	1	p
Flint ST	Cass	Lane	1	1	n	-	0	0	1	1	1	1	p
Flint ST	Cass	End (Cul de Sac)	1	1	n	-	0	0	1	1	1	1	p
Flint ST	End (Cul de Sac)	Cass	1	1	n	-	0	0	1	1	1	1	p
Parrott ST	Mosher	Lane	1	1	n	-	0	0	0	1	1	1	p
Parrott ST	Lane	Mosher	1	1	n	-	0	0	0	1	1	2	p

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Parrott ST	Lane	Cass	1	1	n	-	0	0	0	1	1	1	f
Parrott ST	Cass	Lane	1	1	n	-	0	0	1	1	1	1	f
Parrott ST	Cass	Oak	1	1	n	-	0	0	0	1	1	2	f
Parrott ST	Oak	Cass	1	1	n	-	0	0	1	1	1	1	f
Spruce ST	Parrott	Oak	1	1	n	-	0	0	1	1	0	2	p
Spruce ST	Oak	Parrott	1	1	n	-	0	0	1	0	0	1	p
Spruce ST	Oak	Washington	1	1	n	-	0	0	1	1	1	2	f
Spruce ST	Washington	Oak	1	1	n	-	0	0	1	1	1	2	f
Spruce ST	Washington	Douglas	1	1	n	-	1	0	0	1	1	1	f
Spruce ST	Douglas	Washington	1	1	n	-	1	0	0	1	1	2	f
Woodward AVE	End	Mill	3	1	n	-	0	0	0	0	0	2	p
Woodward AVE	Mill	End	3	1	n	-	0	0	0	0	0	1	p
Woodward AVE	Mill	Pine	1	1	n	-	0	0	1	1	1	2	f
Woodward AVE	Pine	Mill	1	1	n	-	0	0	1	1	1	2	f
Woodward AVE	Pine	Stephens	1	1	n	-	1	0	1	1	1	2	g
Woodward AVE	Stephens	Pine	1	1	n	-	1	0	1	1	1	2	g
Floed AVE	End	Mill	1	1	n	-	0	0	0	0	0	1	vp
Floed AVE	Mill	End	1	1	n	-	0	0	1	0	0	1	vp
Floed AVE	Mill	Pine	1	1	n	-	0	0	1	1	1	2	f
Floed AVE	Pine	Mill	1	1	n	-	0	0	1	1	1	2	f
Floed AVE	Pine	Stephens	1	1	n	-	1	0	1	1	1	2	g
Floed AVE	Stephens	Pine	1	1	n	-	1	0	1	1	1	2	g
Spring AVE	Short	Mill	1	1	n	-	0	0	0	1	1	2	p
Spring AVE	Mill	Short	1	1	n	-	0	0	1	1	0	1	p
Spring AVE	Mill	Pine	1	1	n	-	0	0	1	1	1	2	g
Spring AVE	Pine	Mill	1	1	n	-	0	0	1	1	1	2	g
Spring AVE	Pine	Stephens	1	1	n	-	1	0	1	1	1	2	g
Spring AVE	Pine	Mill	1	1	n	-	0	0	1	1	1	2	g
Spring AVE	Pine	Stephens	1	1	n	-	1	0	1	1	1	2	g
Spring AVE	Stephens	Pine	1	1	n	-	1	0	1	1	1	2	g
Sykes AVE	Short	Mill	2	1	n	-	0	0	1	1	0	1	f
Sykes AVE	Mill	Short	2	1	n	-	0	0	1	1	0	1	f
Sykes AVE	Mill	Pine	1	1	n	-	0	0	1	1	1	2	g
Sykes AVE	Pine	Mill	1	1	n	-	0	0	1	1	1	1	g
Sykes AVE	Pine	Stephens	1	1	n	-	1	0	1	1	1	2	g
Sykes AVE	Stephens	Pine	1	1	n	-	1	0	1	1	1	2	g
Burke AVE	Short	Mill	1	1	n	-	0	0	1	0	0	1	f
Burke AVE	Mill	Short	1	1	n	-	0	0	1	0	0	1	f
Burke AVE	Mill	Pine	1	1	n	-	0	0	1	1	1	2	g
Burke AVE	Pine	Mill	1	1	n	-	0	0	1	1	1	1	g
Burke AVE	Pine	Stephens	1	1	n	-	0	0	1	1	1	2	g
Burke AVE	Stephens	Pine	1	1	n	-	0	0	1	1	1	2	g
Rice AVE	Mill	Pine	1	1	n	-	0	0	1	1	1	2	g
Rice AVE	Pine	Mill	1	1	n	-	0	0	1	1	1	2	g
Rice AVE	Pine	Stephens	1	1	n	-	1	0	1	1	1	2	g
Rice AVE	Stephens	Pine	1	1	n	-	1	0	1	1	1	2	g
Rice AVE	Stephens	Cobb	1	1	n	-	0	0	0	1	1	1	vg
Rice AVE	Cobb	Stephens	1	1	n	-	0	0	1	1	1	2	vg
Rice AVE	Cobb	Jackson	1	1	n	-	0	0	0	1	1	1	f
Rice AVE	Jackson	Cobb	1	1	n	-	0	0	1	1	1	1	f
Rice AVE	Jackson	Hamilton	1	1	n	-	0	0	0	1	1	1	f
Rice AVE	Hamilton	Jackson	1	1	n	-	0	0	1	1	1	1	f
Rice AVE	Hamilton	Thompson	1	1	n	-	0	0	0	1	1	1	f
Rice AVE	Thompson	Hamilton	1	1	n	-	0	0	1	1	1	1	f
Rice AVE	Thompson	Main	1	1	n	-	0	0	0	1	1	2	f
Rice AVE	Main	Thompson	1	1	n	-	0	0	1	1	1	1	f
Roberts AVE	Stephens	Cobb	1	1	n	-	0	0	0	1	1	1	g
Roberts AVE	Cobb	Stephens	1	1	n	-	0	0	1	1	1	2	g
Roberts AVE	Cobb	Jackson	1	1	n	-	0	0	0	1	1	2	g
Roberts AVE	Jackson	Cobb	1	1	n	-	0	0	1	1	1	1	g
Roberts AVE	Jackson	Hamilton	1	1	y	-	0	0	0	1	1	1	f
Roberts AVE	Hamilton	Jackson	1	1	y	-	0	0	1	1	1	2	f
Roberts AVE	Hamilton	Thompson	1	1	y	-	0	0	0	1	1	1	f
Roberts AVE	Thompson	Hamilton	1	1	y	20	0	0	1	1	1	1	f
Roberts AVE	Thompson	Main	1	1	n	-	0	0	0	1	1	2	f
Roberts AVE	Main	Thompson	1	1	n	-	0	0	1	1	1	1	f
Waite AVE	Stephens	Cobb	1	1	n	-	0	0	1	1	1	2	vg
Waite AVE	Cobb	Stephens	1	1	n	-	0	0	1	1	1	2	vg
Waite AVE	Stephens	Cobb	1	1	n	-	0	0	1	1	1	2	vg
Waite AVE	Cobb	Stephens	1	1	n	-	0	0	1	1	1	2	vg
Waite AVE	Cobb	Jackson	1	1	n	-	0	0	1	1	1	2	vg
Waite AVE	Jackson	Cobb	1	1	n	-	0	0	1	1	1	2	vg
Waite AVE	Hamilton	Thompson/Main	1	1	n	-	0	0	1	1	1	2	g
Waite AVE	Thompson/Main	Hamilton	1	1	n	-	0	0	1	1	1	2	g
Haynes AVE	Stephens	Cobb	1	1	n	-	0	0	0	1	1	2	p
Haynes AVE	Cobb	Stephens	1	1	n	-	0	0	0	1	1	2	p
Haynes AVE	Cobb	Jackson	2	1	n	-	0	0	0	1	1	2	p
Haynes AVE	Jackson	Cobb	2	1	n	-	0	0	1	1	1	2	p
Orcutt AVE	Jackson	Hamilton	1	1	n	-	0	0	1	1	1	1	f
Orcutt AVE	Hamilton	Jackson	1	1	n	-	0	0	1	1	0	2	f
Orcutt AVE	Hamilton	Main	1	1	n	-	0	0	1	1	1	2	f
Orcutt AVE	Main	Hamilton	1	1	n	-	0	0	1	1	0	1	f
Brockway AVE	Stephens	Cobb	1	1	n	-	0	0	1	1	1	1	p
Brockway AVE	Cobb	Stephens	1	1	n	-	0	0	0	1	1	2	p
Brockway AVE	Cobb	Jackson	1	1	n	-	0	0	1	1	1	2	p
Brockway AVE	Jackson	Cobb	1	1	n	-	0	0	0	1	1	1	p
Blakeley AVE	Stephens	Cobb	2	1	n	-	0	0	1	1	1	1	vp
Blakeley AVE	Cobb	Stephens	2	1	n	-	0	0	0	1	1	2	vp
Blakeley AVE	Cobb	Jackson	2	1	n	-	0	0	1	1	1	2	vp
Blakeley AVE	Jackson	Cobb	2	1	n	-	0	0	0	1	1	1	vp
McClellan AVE	Jackson	Cobb	1	1	n	-	0	0	1	0	0	1	p
McClellan AVE	Cobb	Jackson	1	1	n	-	0	0	1	0	0	2	p
Stehphens ST	Douglas	Diamond Lake BLVD	1	2	n	-	1	0	0	1	1	3	f
Stehphens ST	Diamond Lake BLVD	Douglas	1	3	n	-	1	0	0	1	1	3	f
Short ST	End	Burke	3	1	n	-	0	0	1	0	0	1	p
Short ST	Burke	End	3	1	n	-	0	0	1	0	0	1	p
Short ST	Sykes	Spring	1	1	n	-	0	0	0	1	1	1	f
Short ST	Spring	Sykes	1	1	n	-	0	0	0	1	1	1	f
Mill ST	End	Rice	1	1	n	-	0	0	1	0	1	1	p
Mill ST	Rice	End	1	1	n	-	0	0	1	0	0	1	p
Mill ST	Rice	Burke	1	1	n	-	0	0	1	1	1	2	f
Mill ST	Burke	Rice	1	1	n	-	0	0	1	1	1	1	f
Mill ST	Burke	Sykes	1	1	n	-	0	0	1	1	1	2	f
Mill ST	Sykes	Burke	1	1	n	-	0	0	1	1	1	2	f

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Mill ST	Sykes	Spring	1	1	n	-	0	0	1	1	1	1	f
Mill ST	Spring	Sykes	1	1	n	-	0	0	1	1	1	2	f
Mill ST	Spring	Floed	1	1	n	-	0	0	1	1	1	1	f
Mill ST	Floed	Spring	1	1	n	-	0	0	1	1	1	1	f
Mill ST	Floed	Woodward	1	1	n	-	0	0	1	1	1	1	f
Mill ST	Woodward	Floed	1	1	n	-	0	0	1	1	1	1	f
Mill ST	Woodward	Mosher	1	1	n	-	0	0	1	1	1	2	f
Mill ST	Mosher	Woodward	1	1	n	-	0	0	1	1	1	1	f
Sheridan ST	Lane	Cass	1	1	n	-	0	0	1	1	1	1	vg
Sheridan ST	Cass	Lane	1	1	n	-	0	0	1	1	1	1	vg
Sheridan ST	Cass	Mosher	1	1	n	-	0	0	1	1	1	2	vg
Sheridan ST	Mosher	Cass	1	1	n	-	0	0	1	1	1	1	vg
Pine ST	Stephens	Rice	1	0	n	-	0	0	0	1	1	1	f
Pine ST	Rice	Stephens	1	2	n	-	1	1	0	1	0	1	f
Pine ST	Rice	Burke	1	0	n	-	0	0	0	1	1	1	f
Pine ST	Burke	Rice	1	2	n	-	1	1	0	1	1	1	f
Pine ST	Burke	Sykes	1	0	n	-	0	0	0	1	1	1	f
Pine ST	Sykes	Burke	1	2	n	-	1	1	0	1	1	1	f
Pine ST	Sykes	Spring	1	0	n	-	0	0	0	1	1	1	f
Pine ST	Spring	Sykes	1	2	n	-	1	1	0	1	1	1	f
Pine ST	Spring	Floed	1	0	n	-	0	0	0	1	1	1	f
Pine ST	Floed	Spring	1	2	n	35	1	1	0	1	1	1	f
Pine ST	Floed	Woodward	1	0	n	-	0	0	0	1	1	1	f
Pine ST	Woodward	Floed	1	2	n	-	1	1	0	1	1	1	f
Pine ST	Woodward	Mosher	1	0	n	-	0	0	0	1	1	1	f
Pine ST	Mosher	Woodward	1	2	n	35	1	1	0	1	1	1	f
Pine ST	Mosher	Lane	1	0	n	-	0	0	0	1	1	1	f
Pine ST	Lane	Mosher	1	2	n	-	1	0	0	1	1	1	f
Pine ST	Lane	Cass	1	0	n	-	0	0	0	1	1	1	f
Pine ST	Cass	Lane	1	2	n	-	1	0	0	1	1	3	f
Pine ST	Cass	Oak	1	0	n	-	0	0	0	1	1	1	f
Pine ST	Oak	Cass	1	2	n	-	1	0	0	1	1	1	f
Pine ST	Oak	Washington	1	0	n	-	0	0	0	1	1	1	f
Pine ST	Washington	Oak	1	2	n	-	1	0	0	1	1	3	f
Pine ST	Washington	Stephens	1	0	n	-	0	0	0	1	0	1	f
Pine ST	Stephens	Washington	1	3	n	-	1	0	0	1	1	3	f
HWY 99/ Oakland Sha	Rice	UGB	1	1	n	35,50	1	2	1	0	0	1	f
HWY 99/ Oakland Sha	UGB	Rice	1	1	n	35,30	1	2	0	0	0	1	f
Stehphens ST	Rice	Roberts	1	2	y	20	1	0	1	1	1	1	f
Stehphens ST	Roberts	Rice	1	0	y	-	0	0	1	1	1	1	f
Stehphens ST	Roberts	Burke	1	2	y	-	1	0	1	1	1	1	f
Stehphens ST	Burke	Roberts	1	0	y	-	0	0	1	1	1	1	f
Stehphens ST	Burke	Waite	1	2	n	30	1	0	1	1	1	1	f
Stehphens ST	Waite	Burke	1	0	n	-	0	0	1	1	1	1	f
Stehphens ST	Waite	Sykes	1	2	n	30	1	0	1	1	1	1	f
Stehphens ST	Sykes	Waite	1	0	n	-	0	0	1	1	1	1	f
Stehphens ST	Sykes	Haynes	1	2	n	-	1	0	1	1	1	1	f
Stehphens ST	Haynes	Sykes	1	0	n	-	0	0	1	1	1	1	f
Stehphens ST	Haynes	Spring	1	2	n	-	1	0	1	1	1	1	f
Stehphens ST	Spring	Haynes	1	0	n	-	0	0	1	1	1	1	f
Stehphens ST	Spring	Brockway	1	2	n	-	1	0	1	1	1	1	f
Stehphens ST	Brockway	Spring	1	0	n	-	0	0	1	1	1	1	f
Stehphens ST	Brockway	Floed	1	2	n	-	1	0	1	1	1	1	f
Stehphens ST	Floed	Brockway	1	0	n	-	0	0	1	1	1	1	f
Stehphens ST	Floed	Blakeley	1	2	n	-	1	0	1	1	1	1	f
Stehphens ST	Blakeley	Floed	1	0	n	-	0	0	1	1	1	1	f
Stehphens ST	Blakeley	Woodward	1	2	n	-	1	0	1	1	1	1	f
Stehphens ST	Woodward	Blakeley	1	0	n	-	0	0	1	1	1	1	f
Stehphens ST	Woodward	Mosher	1	2	n	-	1	0	1	1	1	1	f
Stehphens ST	Mosher	Woodward	1	0	n	-	0	0	1	1	1	1	f
Stehphens ST	Mosher	Lane	1	2	n	-	1	0	1	1	1	3	f
Stehphens ST	Lane	Mosher	1	0	n	-	0	0	1	1	1	0	f
Stehphens ST	Lane	Cass	1	2	n	-	1	0	1	1	1	3	f
Stehphens ST	Cass	Lane	1	0	n	-	0	0	1	1	1	0	f
Stehphens ST	Cass	Oak	1	2	n	-	1	0	1	1	1	3	f
Stehphens ST	Oak	Cass	1	0	n	-	0	0	1	1	1	0	f
Stehphens ST	Cass	Oak	1	2	n	-	1	0	1	1	1	3	f
Stehphens ST	Oak	Cass	1	0	n	-	0	0	1	1	1	0	f
Stehphens ST	Oak	Washington	1	2	n	-	1	0	1	1	1	3	f
Stehphens ST	Washington	Oak	1	0	n	-	0	0	0	1	1	0	f
Stehphens ST	Washington	Douglas	1	2	n	-	1	0	0	1	1	3	f
Stehphens ST	Douglas	Washington	1	0	n	-	0	0	0	1	0	0	f
Cobb ST	End	Rice	1	1	n	-	0	0	1	1	1	2	f
Cobb ST	Rice	End	1	1	n	-	0	0	0	1	1	1	f
Cobb ST	Rice	Roberts	1	1	n	-	0	0	1	1	1	2	vg
Cobb ST	Roberts	Rice	1	1	n	-	0	0	0	1	1	4	vg
Cobb ST	Roberts	Waite	1	1	n	-	0	0	1	1	1	1	vg
Cobb ST	Waite	Roberts	1	1	n	-	0	0	0	1	1	2	vg
Cobb ST	Waite	Haynes	1	1	n	-	0	0	1	1	1	1	p
Cobb ST	Haynes	Waite	1	1	n	-	0	0	0	1	1	1	p
Cobb ST	Haynes	Brockway	2	1	n	-	0	0	1	1	1	2	f
Cobb ST	Brockway	Haynes	2	1	n	-	0	0	0	1	1	1	f
Cobb ST	Brockway	Blakeley	1	1	n	-	0	0	1	0	0	2	p
Cobb ST	Blakeley	Brockway	1	1	n	-	0	0	1	0	0	2	p
Cobb ST	Blakeley	McClellan	1	1	n	-	0	0	1	0	0	1	p
Cobb ST	McClellan	Blakeley	1	1	n	-	0	0	1	0	0	2	p
Jackson ST	End	Rice	1	1	n	-	0	0	1	1	1	2	g
Jackson ST	Rice	End	1	1	n	-	0	0	1	1	1	1	g
Jackson ST	Rice	Roberts	1	1	n	-	0	0	1	1	1	2	vg
Jackson ST	Roberts	Rice	1	1	n	-	0	0	1	1	1	2	vg
Jackson ST	Roberts	Waite	1	1	y	-	0	0	0	1	1	2	g
Jackson ST	Waite	Roberts	1	1	y	-	0	0	1	1	1	1	g
Jackson ST	Waite	Haynes	1	1	y	-	0	0	0	1	1	1	g
Jackson ST	Haynes	Waite	1	1	y	-	0	0	1	1	1	2	g
Jackson ST	Haynes	Orcutt	1	1	y	-	0	0	0	1	1	1	g
Jackson ST	Orcutt	Haynes	1	1	y	-	0	0	1	1	1	1	g
Jackson ST	Orcutt	Brockway	1	1	y	-	0	0	1	1	1	1	f
Jackson ST	Brockway	Orcutt	1	1	y	-	0	0	0	1	1	1	f
Jackson ST	Brockway	Blakeley	1	1	n	-	0	0	1	1	1	1	f
Jackson ST	Blakeley	Brockway	1	1	n	20	0	0	0	1	1	1	f
Jackson ST	Blakeley	McClellan	1	1	n	-	0	0	1	1	1	1	f
Jackson ST	McClellan	Blakeley	1	1	n	-	0	0	0	1	1	1	f

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Jackson ST	McClellan	Mosher	1	1	n	-	0	0	0	1	1	1	p
Jackson ST	Mosher	McClellan	1	1	n	-	0	0	1	1	1	1	p
Jackson ST	Mosher	Lane	1	1	n	-	0	0	1	1	1	1	g
Jackson ST	Lane	Mosher	1	1	n	-	1	0	1	1	1	2	g
Jackson ST	Lane	Cass	1	1	n	-	0	0	1	1	1	1	g
Jackson ST	Cass	Lane	1	1	n	-	1	0	1	1	1	2	g
Jackson ST	Cass	Oak	1	2	n	-	0	0	1	1	1	1	g
Jackson ST	Oak	Cass	1	2	n	-	1	0	1	1	1	2	g
Jackson ST	Oak	Washington	1	2	n	-	0	0	0	1	1	1	g
Jackson ST	Washington	Oak	1	2	n	-	1	0	1	1	1	2	g
Jackson ST	Washington	Douglas	1	2	n	-	0	0	1	1	1	1	g
Jackson ST	Douglas	Washington	1	2	n	-	1	0	1	1	1	2	g
Rose ST	Mosher	Lane	1	1	n	-	1	0	1	1	1	2	g
Rose ST	Lane	Mosher	1	1	n	-	1	0	1	1	1	2	g
Rose ST	Lane	Cass	1	1	n	-	1	0	1	1	1	2	g
Rose ST	Cass	Lane	1	1	n	-	1	0	1	1	1	2	g
Rose ST	Cass	Oak	1	1	n	-	1	0	1	1	1	2	g
Rose ST	Oak	Cass	1	1	n	-	1	0	1	1	1	2	g
Rose ST	Oak	Washington	1	1	n	-	1	0	1	1	1	2	g
Rose ST	Washington	Oak	1	1	n	-	1	0	1	1	1	2	g
Rose ST	Washington	Douglas	1	1	n	-	1	0	1	1	1	2	g
Rose ST	Douglas	Washington	1	1	n	-	1	0	1	1	1	2	g
Hamilton ST	Stone	Rice	1	1	n	-	0	0	1	1	1	2	g
Hamilton ST	Rice	Stone	1	1	n	-	0	0	1	1	1	1	g
Hamilton ST	Rice	Roberts	1	1	y	-	0	0	1	1	1	1	f
Hamilton ST	Roberts	Rice	1	1	y	-	0	0	1	1	1	2	ff
Hamilton ST	Roberts	Waite	1	1	y	-	0	0	1	1	1	1	f
Hamilton ST	Waite	Roberts	1	1	y	-	0	0	1	1	1	2	f
Hamilton ST	Waite	Orcutt	1	1	y	-	0	0	1	1	1	1	vp
Hamilton ST	Orcutt	Waite	1	1	y	-	0	0	1	1	1	1	vp
Thompson ST	Rice	Roberts	1	1	n	-	0	0	1	1	1	1	f
Thompson ST	Roberts	Rice	1	1	n	-	0	0	1	1	0	2	f
Thompson ST	Roberts	Waite	1	1	y	-	0	0	1	1	1	1	vg
Thompson ST	Waite	Roberts	1	1	y	-	0	0	1	1	1	1	vg
Main ST	Strong	Marsters	1	1	n	-	0	0	1	0	0	1	vg
Main ST	Marsters	Strong	1	1	n	-	0	0	1	0	0	1	vg
Main ST	Marsters	Booth	1	1	n	-	1	0	1	0	0	1	vg
Main ST	Booth	Marsters	1	1	n	-	1	0	1	0	0	1	vg
Main ST	Booth	Sanford	1	1	n	-	0	0	1	1	0	1	vg
Main ST	Sanford	Booth	1	1	n	-	0	0	0	1	0	1	vg
Main ST	Sanford	Rice	1	1	n	-	0	0	1	1	0	1	vg
Main ST	Rice	Sanford	1	1	n	-	0	0	0	1	0	1	vg
Main ST	Rice	Roberts	1	1	n	-	0	0	1	1	1	2	vg
Main ST	Roberts	Rice	1	1	n	-	0	0	0	1	1	1	vg
Main ST	Roberts	Germond	1	1	n	-	0	0	0	1	1	1	vg
Main ST	Germond	Roberts	1	1	n	-	0	0	1	1	1	2	vg
Main ST	Germond	Waite	1	1	y	20	0	0	0	1	1	1	vg
Main ST	Waite	Germond	1	1	y	-	0	0	1	1	1	1	vg
Main ST	Waite	Orcutt	1	1	y	-	0	0	0	1	1	2	vg
Main ST	Orcutt	Waite	1	1	y	-	0	0	1	1	1	1	vg
Main ST	Orcutt	Hawthorn	1	1	y	-	0	0	0	1	1	1	vg
Main ST	Hawthorn	Orcutt	1	1	y	-	0	0	1	1	1	2	vg
Main ST	Hawthorn	McClellan	1	1	y	20	0	0	0	1	1	1	f
Main ST	McClellan	Hawthorn	1	1	y	-	0	0	1	1	1	1	f
Main ST	McClellan	Mosher	1	1	n	-	1	0	0	1	1	1	f
Main ST	Mosher	McClellan	1	1	n	-	0	0	1	1	1	1	f
Main ST	Mosher	Lane	1	1	n	-	1	0	1	1	1	2	f
Main ST	Lane	Mosher	1	1	n	-	0	0	1	1	1	1	f
Main ST	Lane	Cass	1	1	n	-	1	0	1	1	1	2	f
Main ST	Cass	Lane	1	1	n	-	0	0	1	1	1	1	f
Main ST	Cass	Oak	1	1	n	-	1	0	1	1	1	2	f
Main ST	Oak	Cass	1	1	n	-	0	0	1	1	1	1	f
Main ST	Oak	Washington	1	1	n	-	1	0	1	1	1	2	f
Main ST	Washington	Oak	1	1	n	-	0	0	1	1	1	1	f
Main ST	Washington	Douglas	1	1	n	-	1	0	1	1	1	2	f
Main ST	Douglas	Washington	1	1	n	-	0	0	1	1	1	1	f
Eddy ST	Strong	Marsters	1	1	n	-	0	0	1	0	0	2	f
Eddy ST	Marsters	Strong	1	1	n	-	0	0	1	0	0	1	f
Eddy ST	Marsters	Booth	1	1	n	-	0	0	1	0	0	2	f
Eddy ST	Booth	Marsters	1	1	n	-	0	0	1	0	0	1	f
Eddy ST	Booth	Sanford	1	1	n	-	0	0	1	0	0	2	f
Eddy ST	Sanford	Booth	1	1	n	-	0	0	1	0	0	2	f
Eddy ST	Sanford	Kane	1	1	n	-	0	0	1	0	0	1	f
Eddy ST	Kane	Sanford	1	1	n	-	0	0	1	0	0	2	f
Kane ST	Marsters	Booth	1	1	n	-	0	0	1	0	0	1	f
Kane ST	Booth	Marsters	1	1	n	-	0	0	1	0	0	1	f
Kane ST	Booth	Sanford	1	1	n	-	0	0	1	0	0	2	f
Kane ST	Sanford	Booth	1	1	n	-	0	0	1	0	0	1	f
Kane ST	Sanford	Eddy	1	1	n	-	0	0	1	0	0	1	f
Kane ST	Eddy	Sanford	1	1	n	-	0	0	1	0	0	2	f
Kane ST	Eddy	Germond	1	1	n	-	0	0	1	0	0	1	f
Kane ST	Germond	Eddy	1	1	n	-	0	0	1	0	0	1	f
Virginia CT	End	Germond	1	1	n	-	0	0	1	1	0	1	f
Virginia CT	Germond	End	1	1	n	-	0	0	1	1	0	1	f
Giles ST	Marsters	Booth	1	1	n	-	0	0	1	0	0	1	p
Giles ST	Booth	Marsters	1	1	n	-	0	0	1	0	0	1	p
Giles ST	Booth	Sanford	1	1	n	-	0	0	1	0	0	1	p
Giles ST	Sanford	Booth	1	1	n	-	0	0	1	0	0	1	p
Starmer ST	Marsters	Booth	1	1	n	-	0	0	1	0	0	1	p
Starmer ST	Booth	Marsters	1	1	n	-	0	0	1	0	0	1	p
Starmer ST	Booth	Sanford	1	1	n	-	0	0	1	0	0	1	p
Starmer ST	Sanford	Booth	1	1	n	-	0	0	1	0	0	1	p
Starmer ST	Sanford	End	1	1	n	-	0	0	1	0	0	1	p
Starmer ST	End	Sanford	1	1	n	-	0	0	1	0	0	1	p
Ichabod ST	End	Marsters	1	1	n	-	0	0	1	0	0	1	g
Ichabod ST	Marsters	End	1	1	n	-	0	0	1	0	0	1	g
Ichabod ST	Marsters	Booth	1	1	n	-	0	0	1	0	0	4	g
Ichabod ST	Booth	Marsters	1	1	n	-	0	0	1	0	0	1	g
Strong AVE	Eddy Alley	Eddy	1	1	n	-	0	0	1	0	0	1	p
Strong AVE	Eddy	Eddy Alley	1	1	n	-	0	0	1	0	0	1	p

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Strong AVE	Eddy	End	1	1	n	-	0	0	1	0	0	1	p
Strong AVE	End	Eddy	1	1	n	-	0	0	1	0	0	1	p
Marsters AVE	Main	Eddy	1	1	n	-	0	0	1	0	0	1	f
Marsters AVE	Eddy	Main	1	1	n	-	0	0	1	0	0	2	f
Marsters AVE	Eddy	Kane	1	1	n	-	0	0	1	0	0	1	f
Marsters AVE	Kane	Eddy	1	1	n	-	0	0	1	0	0	1	f
Marsters AVE	Kane	Giles	1	1	n	-	0	0	1	0	0	1	f
Marsters AVE	Giles	Kane	1	1	n	-	0	0	1	0	0	1	f
Marsters AVE	Giles	Starmer	1	1	n	-	0	0	1	0	0	1	f
Marsters AVE	Starmer	Giles	1	1	n	-	0	0	1	0	0	1	f
Marsters AVE	Starmer	Ichabod	1	1	n	-	0	0	1	0	0	1	f
Marsters AVE	Ichabod	Starmer	1	1	n	-	0	0	1	0	0	1	f
Booth AVE	Main	Eddy	1	1	n	-	0	0	0	0	0	1	vg
Booth AVE	Eddy	Main	1	1	n	-	0	0	1	0	0	2	vg
Booth AVE	Eddy	Kane	1	1	n	-	0	0	0	0	0	1	vg
Booth AVE	Kane	Eddy	1	1	n	-	0	0	1	0	0	1	vg
Booth AVE	Kane	Giles	1	1	n	-	0	0	0	0	0	1	vg
Booth AVE	Giles	Kane	1	1	n	-	0	0	1	0	0	1	vg
Booth AVE	Giles	Starmer	1	1	n	-	0	0	0	0	0	1	vg
Booth AVE	Starmer	Giles	1	1	n	-	0	0	0	0	0	1	vg
Booth AVE	Starmer	Ichabod	1	1	n	-	0	0	0	0	0	1	f
Booth AVE	Ichabod	Starmer	1	1	n	25	0	0	0	0	0	1	f
Booth AVE	Ichabod	UGB	1	1	n	-	0	0	0	0	0	1	f
Booth AVE	UGB	Ichabod	1	1	n	-	0	0	0	0	0	1	f
Sanford AVE	Main	Eddy	1	1	n	-	0	0	1	0	0	1	p
Sanford AVE	Eddy	Main	1	1	n	-	0	0	1	0	0	2	p
Sanford AVE	Eddy	Kane	1	1	n	-	0	0	1	0	0	1	p
Sanford AVE	Kane	Eddy	1	1	n	-	0	0	1	0	0	1	p
Sanford AVE	Kane	Giles	1	1	n	-	0	0	1	0	0	1	p
Sanford AVE	Giles	Kane	1	1	n	-	0	0	1	0	0	1	p
Sanford AVE	Giles	Dillard	1	1	n	-	0	0	1	0	0	1	p
Sanford AVE	Dillard	Giles	1	1	n	-	0	0	1	0	0	1	p
Sanford AVE	Dillard	Starmer	1	1	n	-	0	0	1	0	0	1	p
Sanford AVE	Starmer	Dillard	1	1	n	-	0	0	1	0	0	1	p
Dillard AVE	Kane	Sanford	1	1	n	-	0	0	1	0	0	1	p
Dillard AVE	Sanford	Kane	1	1	n	-	0	0	1	0	0	1	p
Germond AVE	Main	Virginia	1	1	n	-	0	0	1	0	0	1	g
Germond AVE	Virginia	Main	1	1	n	-	0	0	1	0	0	2	g
Germond AVE	Virginia	Kane	1	1	n	-	0	0	1	0	0	1	g
Germond AVE	Kane	Virginia	1	1	n	-	0	0	1	0	0	1	g
Kane ST	End	Hawthorn	1	1	n	-	0	0	1	1	0	1	f
Kane ST	Hawthorn	End	1	1	n	-	0	0	1	1	1	1	f
Kane ST	Hawthorn	Lane	1	1	n	-	0	0	1	1	0	2	g
Kane ST	Lane	Hawthorn	1	1	n	-	0	0	1	1	1	1	g
Kane ST	Lane	Cass	1	1	n	-	1	0	1	1	1	1	g
Kane ST	Cass	Lane	1	1	n	-	1	0	1	1	1	2	g
Kane ST	Cass	Oak	1	1	n	-	1	0	1	1	1	1	g
Kane ST	Oak	Cass	1	1	n	-	1	0	1	1	1	1	g
Kane ST	Oak	Washington	1	1	n	-	1	0	0	1	1	1	g
Kane ST	Washington	Oak	1	1	n	-	1	0	1	1	1	1	g
Kane ST	Washington	Douglas	1	1	n	-	1	0	1	1	1	2	g
Kane ST	Douglas	Washington	1	1	n	-	1	0	1	1	1	1	g
Chadwick ST	End	Lane	1	1	n	-	0	0	1	1	1	1	g
Chadwick ST	Lane	End	1	1	n	-	0	0	1	1	1	1	g
Chadwick ST	Lane	Vista	1	1	n	-	0	0	1	1	1	1	g
Chadwick ST	Vista	Lane	1	1	n	-	0	0	1	1	1	2	g
Chadwick ST	Vista	Cass	1	1	n	-	0	0	1	1	1	1	g
Chadwick ST	Cass	Vista	1	1	n	-	0	0	1	1	1	1	g
Chadwick ST	Cass	Oak	1	1	n	-	0	0	1	1	1	1	g
Chadwick ST	Oak	Cass	1	1	n	-	1	0	1	1	1	2	g
Chadwick ST	Oak	Washington	1	1	n	-	0	0	1	1	1	1	g
Chadwick ST	Washington	Oak	1	1	n	-	1	0	1	1	1	2	g
Chadwick ST	Washington	Douglas	1	1	n	-	0	0	1	1	1	1	g
Chadwick ST	Douglas	Washington	1	1	n	-	1	0	1	1	1	1	g
Metzger CT	Overlook	End	1	1	n	-	0	0	0	1	0	1	p
Metzger CT	End	Overlook	1	1	n	-	0	0	0	1	0	1	p
Metzger CT	Overlook	End	1	1	n	-	0	0	0	1	0	1	p
Metzger CT	End	Overlook	1	1	n	-	0	0	0	1	0	1	p
Vista AVE	Chadwick	Overlook	1	1	n	-	0	0	1	1	0	1	f
Vista AVE	Overlook	Chadwick	1	1	n	-	0	0	1	1	0	2	f
Overlook AVE	Chadwick	Metzger	1	1	n	-	0	0	1	1	0	1	f
Overlook AVE	Metzger	Chadwick	1	1	n	-	0	0	1	1	0	1	f
Overlook AVE	Metzger	Vista	1	1	n	-	0	0	1	1	0	1	f
Overlook AVE	Vista	Metzger	1	1	n	-	0	0	1	1	0	1	f
Overlook AVE	Vista	Terrace	1	1	n	-	0	0	1	0	0	1	f
Overlook AVE	Terrace	Vista	1	1	n	-	0	0	1	0	0	1	f
Overlook AVE	Terrace	Fisher	1	1	n	-	0	0	0	0	0	1	p
Overlook AVE	Fisher	Terrace	1	1	n	-	0	0	0	0	0	1	p
Cascade CT	Terrace	End	1	1	n	-	0	0	1	1	0	1	f
Cascade CT	End	Terrace	1	1	n	-	0	0	1	1	0	1	f
Terrace DR	Parkwood	Brush	1	1	n	-	1	0	0	1	0	1	vg
Terrace DR	Brush	Parkwood	1	1	n	-	1	0	1	1	0	1	vg
Terrace DR	Brush	Laurel	1	1	n	-	1	0	0	1	0	1	vg
Terrace DR	Laurel	Brush	1	1	n	-	1	0	1	1	0	1	vg
Terrace DR	Laurel	Florida	1	1	n	25	0	0	0	1	0	1	vg
Terrace DR	Florida	Laurel	1	1	n	-	0	0	1	1	0	1	vg
Terrace DR	Florida	Wildwood	1	1	n	-	0	0	0	1	0	1	vg
Terrace DR	Wildwood	Florida	1	1	n	-	0	0	1	1	0	1	vg
Terrace DR	Wildwood	Kansas	1	1	n	25	0	0	0	1	0	1	vg
Terrace DR	Kansas	Wildwood	1	1	n	-	0	0	1	1	0	1	vg
Terrace DR	Kansas	Reservoir	1	1	n	-	0	0	0	1	0	1	vg
Terrace DR	Reservoir	Kansas	1	1	n	-	0	0	1	1	0	1	vg
Terrace DR	Reservoir	Lane	1	1	n	-	0	0	0	1	0	2	vg
Terrace DR	Lane	Reservoir	1	1	n	-	0	0	1	1	0	1	vg
Terrace DR	Lane	Overlook	1	1	n	-	1	0	1	1	0	1	f
Terrace DR	Overlook	Lane	1	1	n	-	1	0	1	1	0	2	f
Terrace DR	Overlook	Cascade	1	1	n	-	1	0	1	1	0	1	f
Terrace DR	Cascade	Overlook	1	1	n	-	1	0	1	1	0	2	f
Terrace DR	Cascade	Summit	1	1	n	-	1	0	1	1	0	1	f
Terrace DR	Summit	Cascade	1	1	n	-	1	0	1	1	0	1	f
Summit DR	Parkwood	End (S)	1	1	n	-	0	0	1	1	0	1	vg
Summit DR	End (S)	Parkwood	1	1	n	-	0	0	1	1	0	1	vg

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Fisher DR	End	Overlook	1	1	n	-	0	0	1	0	0	1	p
Fisher DR	Overlook	End	1	1	n	-	0	0	1	0	0	1	p
Fisher DR	Overlook	Lane	1	1	n	-	0	0	1	0	0	1	p
Fisher DR	Lane	Overlook	1	1	n	-	0	0	1	0	0	1	p
Kansas AVE	Terrace	Lane	1	1	n	-	0	0	0	0	0	1	f
Kansas AVE	Lane	Terrace	1	1	n	-	0	0	0	0	0	1	f
Wildwood AVE	Terrace	End	1	1	n	-	0	0	0	0	0	1	f
Wildwood AVE	End	Terrace	1	1	n	-	0	0	0	0	0	1	f
Florida AVE	Terrace	End	1	1	n	-	0	0	0	0	0	1	f
Florida AVE	End	Terrace	1	1	n	-	0	0	0	0	0	1	f
Laurel AVE	Terrace	End	1	1	n	-	0	0	1	1	0	1	g
Laurel AVE	End	Terrace	1	1	n	-	0	0	1	1	0	1	g
Brush AVE	End	Terrace	1	1	n	-	0	0	0	0	0	1	f
Brush AVE	Terrace	End	1	1	n	-	0	0	0	0	0	1	f
Parkwood DR	Terrace	Summit	1	1	n	-	0	0	1	1	0	2	vg
Parkwood DR	Summit	Terrace	1	1	n	-	0	0	1	1	0	1	vg
Glenn ST	Lane	Reservoir	1	1	n	-	0	0	0	1	0	1	vg
Glenn ST	Reservoir	Lane	1	1	n	-	0	0	0	1	1	2	vg
Glenn ST	Reservoir	End	1	1	n	-	0	0	1	1	0	1	vg
Glenn ST	End	Reservoir	1	1	n	-	0	0	1	1	0	1	vg
Reservoir AVE	End	Glenn	1	1	n	-	0	0	1	1	0	2	f
Reservoir AVE	Glenn	End	1	1	n	-	0	0	1	1	0	1	f
Reservoir AVE	Glenn	Terrace	1	1	n	-	0	0	1	1	0	1	f
Reservoir AVE	Terrace	Glenn	1	1	n	-	0	0	1	1	0	2	f
Watson ST	Lane	End	1	1	n	-	0	0	1	1	0	1	vg
Watson ST	End	Lane	1	1	n	-	0	0	0	1	0	2	vg
Hawthorn DR	Main	Kane	1	1	n	-	0	0	1	1	0	4	f
Hawthorn DR	Kane	Main	1	1	n	-	0	0	1	1	0	2	f
Hawthorn DR	Kane	Magnolia	1	1	n	-	0	0	1	1	0	1	f
Hawthorn DR	Magnolia	Kane	1	1	n	-	0	0	1	1	0	4	f
Magnolia ST	Azalea	Corinne (W)	1	1	n	-	0	0	1	1	0	1	f
Magnolia ST	Corinne (W)	Azalea	1	1	n	-	0	0	1	1	0	1	f
Magnolia ST	Corinne (W)	Corinne (E)	1	1	n	-	0	0	1	1	0	1	f
Magnolia ST	Corinne (E)	Corinne (W)	1	1	n	-	0	0	1	1	0	1	f
Corinne DR	Magnolia	Magnolia	1	1	n	-	0	0	1	1	0	1	f
Corinne DR	Magnolia	Magnolia	1	1	n	-	0	0	1	1	0	1	f
Azalea ST	Magnolia ST	End	1	1	n	-	0	0	0	1	0	1	f
Azalea ST	End	Magnolia ST	1	1	n	-	0	0	1	1	0	1	f
Ventura ST	Denn	Privado	1	1	n	-	0	0	1	1	0	1	f
Ventura ST	Privado	Denn	1	1	n	-	0	0	1	1	0	1	f
Ventura ST	Privado	Katrina	1	1	n	-	0	0	1	1	0	1	f
Ventura ST	Katrina	Privado	1	1	n	-	0	0	1	1	0	1	f
Ventura ST	Katrina	Delynne	1	1	n	-	0	0	1	1	0	1	f
Ventura ST	Delynne	Katrina	1	1	n	-	0	0	1	1	0	1	f
Ventura ST	Delynne	End	3	1	n	-	0	0	1	0	0	1	p
Ventura ST	End	Delynne	3	1	n	-	0	0	1	0	0	1	p
Delynne CT	Ventura ST	End	1	1	n	-	0	0	1	1	0	1	g
Delynne CT	End	Ventura ST	1	1	n	-	0	0	1	1	0	1	g
Katrina CT	Ventura ST	End	1	1	n	-	0	0	1	1	0	1	g
Katrina CT	End	Ventura ST	1	1	n	-	0	0	1	1	0	1	g
Privado CT	Ventura ST	End	1	1	n	-	0	0	1	1	0	1	g
Privado CT	End	Ventura ST	1	1	n	-	0	0	1	1	0	1	g
Denn AVE	Ventura ST	Miguel	1	1	n	-	0	0	1	1	1	1	g
Denn AVE	Miguel	Ventura ST	1	1	n	-	0	0	1	1	1	1	g
Miguel ST	Diamond Lake BLVD	Dorwin	1	1	n	-	0	0	1	1	1	1	g
Miguel ST	Dorwin	Diamond Lake BLVD	1	1	n	-	0	0	1	1	0	2	g
Miguel ST	Dorwin	Denn	1	1	n	-	0	0	1	1	1	1	g
Miguel ST	Denn	Dorwin	1	1	n	-	0	0	1	1	1	1	g
Dorwin AVE	End	Miguel	1	1	n	-	0	0	1	1	1	1	vg
Dorwin AVE	Miguel	End	1	1	n	-	0	0	1	1	0	1	vg
Cummins ST	Diamond Lake BLVD	Gordon	1	1	n	-	0	0	1	0	0	1	f
Cummins ST	Gordon	Diamond Lake BLVD	1	1	n	-	0	0	1	0	0	2	f
Cummins ST	Gordon	End	1	1	n	-	0	0	1	0	0	1	f
Cummins ST	End	Gordon	1	1	n	-	0	0	1	0	0	1	f
Gordon AVE	Cummins	Manzanita	1	1	n	-	0	0	1	0	0	1	f
Gordon AVE	Manzanita	Cummins	1	1	n	-	0	0	1	0	0	2	f
Gordon AVE	Manzanita	End	1	1	n	-	0	0	1	0	0	1	f
Gordon AVE	End	Manzanita	1	1	n	-	0	0	1	0	0	1	f
Rifle Range RD	Diamond Lake BLVD	Spencer	1	1	n	40	1	1	0	1	0	1	f
Rifle Range RD	Spencer	Diamond Lake BLVD	1	2	n	-	1	0	0	0	0	2	f
Rifle Range RD	Spencer	Scofield	1	1	n	25	1	0	0	0	0	1	p
Rifle Range RD	Scofield	Spencer	1	1	n	-	1	0	0	0	0	1	p
Rifle Range RD	Scofield	Frontier	1	1	n	-	1	0	0	0	0	1	p
Rifle Range RD	Frontier	Scofield	1	1	n	-	1	0	0	0	0	1	p
Rifle Range RD	Frontier	Shick	1	1	n	-	1	0	0	0	0	1	p
Rifle Range RD	Shick	Frontier	1	1	n	-	1	0	0	0	0	1	p
Rifle Range RD	Shick	End	1	1	n	-	1	0	0	0	0	1	p
Rifle Range RD	End	Shick	1	1	n	25	1	0	0	0	0	1	p
Shick AVE	Riffle Range	End	3	1	n	-	0	0	0	0	0	1	vp
Shick AVE	End	Riffle Range	3	1	n	-	0	0	0	0	0	1	vp
Frontier LN	Riffle Range	End	3	1	n	-	0	0	0	0	0	1	vp
Frontier LN	End	Riffle Range	3	1	n	-	0	0	0	0	0	1	vp
Scofield AVE	Riffle Range	End (W)	3	1	n	-	0	0	0	0	0	1	vp
Scofield AVE	End (W)	Riffle Range	3	1	n	-	0	0	0	0	0	1	vp
Scofield AVE	Riffle Range	End (E)	3	1	n	-	0	0	0	0	0	1	vp
Scofield AVE	End (E)	Riffle Range	3	1	n	-	0	0	0	0	0	1	vp
Spencer CT	Riffle Range	End	1	1	n	-	0	0	0	0	0	1	p
Spencer CT	End	Riffle Range	1	1	n	-	0	0	0	0	0	1	p
Ivan ST	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
Lake ST	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
Gardiner ST	End (N)	Freemont	3	1	n	-	0	0	1	0	0	1	p
Gardiner ST	Freemont	End (N)	3	1	n	-	0	0	1	0	0	1	p
Gardiner ST	Freemont	End (S)	3	1	n	-	0	0	1	0	0	1	p
Gardiner ST	End (S)	Freemont	3	1	n	-	0	0	1	0	0	1	p
Fulton ST	Diamond Lake BLVD	Commercial	1	1	n	-	1	0	0	1	1	1	f
Fulton ST	Commercial	Diamond Lake BLVD	1	1	n	-	1	0	0	1	0	2	f
Fulton ST	Commercial	Freemont	1	1	n	25	0	0	0	0	0	1	f
Fulton ST	Freemont	Commercial	1	1	n	-	0	0	1	1	0	1	f
Fulton ST	Freemont	Klamath	1	1	n	-	0	0	0	0	0	1	p
Fulton ST	Klamath	Freemont	1	1	n	-	0	0	1	1	0	1	p

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Fulton ST	Klamath	Oswego	2	1	n	-	0	0	0	0	0	1	f
Fulton ST	Oswego	Klamath	2	1	n	25	0	0	0	0	0	1	f
Fulton ST	Oswego	Malheur	1	1	n	-	0	0	1	0	0	1	p
Fulton ST	Malheur	Oswego	1	1	n	-	0	0	1	0	0	1	p
Fulton ST	Malheur	Tahoe	1	1	n	-	0	0	1	0	0	1	p
Fulton ST	Tahoe	Malheur	1	1	n	-	0	0	1	0	0	1	p
Fulton ST	Tahoe	End	3	1	n	-	0	0	1	0	0	1	p
Fulton ST	End	Tahoe	3	1	n	-	0	0	1	0	0	1	p
Erie ST	Tahoe	Oswego	1	1	n	-	0	0	0	0	0	1	vg
Erie ST	Oswego	Tahoe	1	1	n	-	0	0	0	0	0	1	vg
Erie ST	Oswego	Klamath	1	1	n	-	0	0	1	0	0	1	p
Erie ST	Klamath	Oswego	1	1	n	-	0	0	1	0	0	1	p
Erie ST	Freemont	Alley	1	1	n	-	0	0	0	0	0	1	vp
Erie ST	Alley	Freemont	1	1	n	-	0	0	0	0	0	1	vp
Erie ST	Alley	Commercial	1	1	n	-	0	0	0	0	0	1	vp
Erie ST	Commercial	Alley	1	1	n	-	0	0	0	0	0	1	vp
Denver ST	End	Oswego	3	1	n	-	0	0	1	0	0	1	p
Denver ST	Oswego	End	3	1	n	-	0	0	0	0	0	1	p
Denver ST	Oswego	Klamath	1	1	n	-	0	0	1	0	0	1	f
Denver ST	Klamath	Oswego	1	1	n	-	0	0	0	0	0	1	f
Denver ST	Klamath	Freemont	1	1	n	-	0	0	1	1	0	1	f
Denver ST	Freemont	Klamath	1	1	n	-	0	0	0	1	0	2	f
Denver ST	Freemont	Commercial	1	1	n	-	0	0	1	1	0	1	f
Denver ST	Commercial	Freemont	1	1	n	-	0	0	0	1	0	1	f
Casper ST	Diamond Lake BLVD	Railroad Alley	1	1	n	-	0	0	1	1	1	1	g
Casper ST	Railroad Alley	Diamond Lake BLVD	1	1	n	-	0	0	1	1	0	2	g
Casper ST	Railroad Alley	Odell	1	1	n	-	0	0	1	1	1	1	g
Casper ST	Odell	Railroad Alley	1	1	n	-	0	0	1	1	0	1	g
Casper ST	Odell	Commercial	1	1	n	-	0	0	0	1	0	2	f
Casper ST	Commercial	Odell	1	1	n	-	0	0	1	1	0	1	f
Casper ST	Commercial	Alley	1	1	n	-	0	0	0	1	0	1	f
Casper ST	Alley	Commercial	1	1	n	-	0	0	1	1	0	1	f
Casper ST	Alley	Freemont	1	1	n	-	0	0	0	1	1	1	f
Casper ST	Freemont	Alley	1	1	n	-	0	0	1	1	0	1	f
Casper ST	Freemont	Klamath	1	1	n	-	0	0	0	1	1	1	f
Casper ST	Klamath	Freemont	1	1	n	-	0	0	1	1	0	1	f
Casper ST	Klamath	Malheur	1	1	n	-	0	0	1	0	0	1	f
Casper ST	Malheur	Klamath	1	1	n	-	0	0	1	0	0	1	f
Casper ST	Malheur	End	3	1	n	-	0	0	1	0	0	1	p
Casper ST	End	Malheur	3	1	n	-	0	0	1	0	0	1	p
Boston ST	Diamond Lake BLVD	Railroad Alley	1	1	n	-	0	0	1	1	1	1	vg
Boston ST	Railroad Alley	Diamond Lake BLVD	1	1	n	-	0	0	1	1	1	2	vg
Boston ST	Odell	Commercial	1	1	n	-	0	0	1	1	1	2	vg
Boston ST	Commercial	Odell	1	1	n	-	0	0	1	1	1	2	vg
Boston ST	Commercial	Alley	1	1	n	-	0	0	1	1	1	1	vg
Boston ST	Alley	Commercial	1	1	n	-	0	0	1	1	1	1	vg
Boston ST	Alley	Freemont	1	1	n	-	0	0	1	1	1	2	vg
Boston ST	Freemont	Alley	1	1	n	-	0	0	1	1	1	1	vg
Boston ST	Freemont	Klamath	1	1	n	-	0	0	1	1	1	2	vg
Boston ST	Klamath	Freemont	1	1	n	-	0	0	1	1	1	2	vg
Atlanta ST	Diamond Lake BLVD	Odell	1	1	n	-	0	0	1	1	1	4	g
Atlanta ST	Odell	Diamond Lake BLVD	1	1	n	-	0	0	1	1	1	1	g
Atlanta ST	Odell	Commercial	1	1	n	-	0	0	1	1	1	2	f
Atlanta ST	Commercial	Odell	1	1	n	-	0	0	1	1	0	2	f
Jackson ST	Odell	Commercial	1	1	n	-	3	0	1	1	1	1	f
Jackson ST	Commercial	Odell	1	1	n	-	3	0	1	1	1	2	f
Jackson ST	Commercial	Freemont	1	1	n	-	3	0	1	1	1	1	f
Jackson ST	Freemont	Commercial	1	1	n	-	3	0	1	1	1	1	f
Jackson ST	Freemont	Klamath	1	1	n	-	3	0	1	1	1	1	f
Jackson ST	Klamath	Freemont	1	1	n	-	3	0	1	1	1	1	f
Jackson ST	Klamath	Malheur	1	1	n	-	0	0	0	0	1	1	f
Jackson ST	Malheur	Klamath	1	1	n	-	0	0	0	0	1	1	f
Jackson ST	Malheur	End	1	1	n	-	0	0	1	1	0	1	f
Jackson ST	End	Malheur	1	1	n	-	0	0	1	1	0	1	f
Nash ST	Winchester	Commercial	1	1	n	-	0	0	1	1	1	1	f
Nash ST	Commercial	Winchester	1	1	n	-	0	0	0	1	1	2	f
Nash ST	Winchester	Commercial	1	1	n	-	0	0	1	1	1	1	f
Nash ST	Commercial	Winchester	1	1	n	-	0	0	0	1	1	2	f
Nash ST	Commercial	Freemont	1	1	n	-	0	0	1	1	1	1	f
Nash ST	Freemont	Commercial	1	1	n	-	0	0	0	1	1	1	f
Nash ST	Freemont	Klamath	1	1	n	-	0	0	1	1	1	1	f
Nash ST	Klamath	Freemont	1	1	n	-	0	0	0	1	0	1	f
Nash ST	Klamath	Malheur	1	1	n	-	0	0	1	1	1	1	f
Nash ST	Malheur	Klamath	1	1	n	-	0	0	1	1	0	1	f
Nash ST	Malheur	Beulah	1	1	n	-	0	0	1	0	0	2	f
Nash ST	Beulah	Malheur	1	1	n	-	0	0	1	0	0	1	f
Lincoln ST	Wright	Freemont	1	1	n	-	0	0	1	0	0	1	f
Lincoln ST	Freemont	Wright	1	1	n	-	0	0	1	0	0	1	f
Lincoln ST	Freemont	Klamath	1	1	n	-	0	0	1	1	0	2	f
Lincoln ST	Klamath	Freemont	1	1	n	-	0	0	1	1	0	1	f
Lincoln ST	Klamath	Malheur	1	1	n	-	0	0	1	1	0	1	g
Lincoln ST	Malheur	Klamath	1	1	n	-	0	0	1	1	0	2	g
Lincoln ST	Malheur	Beulah	1	1	n	25	1	0	1	1	0	1	g
Lincoln ST	Beulah	Malheur	1	1	n	25	1	0	1	1	1	1	g
Lincoln ST	Beulah	Steele	1	1	n	25	1	0	1	1	0	1	g
Lincoln ST	Steele	Beulah	1	1	n	-	1	0	1	1	1	2	g
Lincoln ST	Steele	Ross	1	1	n	-	1	0	1	1	0	1	g
Lincoln ST	Ross	Steele	1	1	n	25	1	0	1	1	0	1	g
Lincoln ST	Ross	Junker	1	1	n	25	1	1	0	1	1	1	g
Lincoln ST	Junker	Ross	1	1	n	-	1	1	0	1	1	1	g
Lincoln ST	Junker	Rocky Ridge	1	1	n	-	1	1	0	1	1	1	g
Lincoln ST	Rocky Ridge	Junker	1	1	n	-	1	1	0	1	1	1	g
Lincoln ST	Rocky Ridge	Sunset	1	1	n	-	1	1	0	1	1	1	g
Lincoln ST	Sunset	Rocky Ridge	1	1	n	25	1	1	0	1	1	1	g
Beulah DR	End	Spyglass	1	1	n	-	0	0	0	0	0	1	p
Beulah DR	Spyglass	End	1	1	n	-	0	0	0	0	0	1	p
Beulah DR	Spyglass	Spyglass	1	1	n	-	1	0	0	1	0	1	f
Beulah DR	Spyglass	Spyglass	1	1	n	-	1	0	0	1	0	1	f
Beulah DR	Spyglass	Hillview	1	1	n	-	1	0	0	1	0	1	f
Beulah DR	Hillview	Spyglass	1	1	n	-	1	0	0	1	0	1	f
Beulah DR	Hillview	Parkview	1	1	n	-	1	0	0	1	0	1	f
Beulah DR	Parkview	Hillview	1	1	n	-	1	0	0	1	0	1	f

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Beulah DR	Parkview	Nash?	1	1	n	-	1	0	0	1	0	1	g
Beulah DR	Nash?	Parkview	1	1	n	-	1	0	0	1	0	1	g
Spyglass LP	Beulah	Beulah	1	1	n	-	0	0	0	1	0	2	g
Hillview CT	Beulah	End	1	1	n	-	0	0	1	1	0	1	f
Hillview CT	End	Beulah	1	1	n	-	0	0	1	1	0	1	f
Parkview CT	Beulah	End	1	1	n	-	0	0	1	1	0	1	f
Parkview CT	End	Beulah	1	1	n	-	0	0	1	1	0	1	f
Steele CT	Lincoln	End	1	1	n	-	0	0	1	1	0	1	g
Steele CT	End	Lincoln	1	1	n	-	0	0	1	1	0	4	g
Ross Ave	Lincoln	End	1	1	n	-	0	0	1	1	1	1	vg
Ross Ave	End	Lincoln	1	1	n	-	0	0	1	1	1	1	vg
Junker Ave	Lincoln	End (W)	1	1	n	-	0	0	1	1	1	1	vg
Junker Ave	End (W)	Lincoln	1	1	n	-	0	0	1	1	1	1	vg
Junker Ave	Lincoln	End (E)	1	1	n	-	0	0	1	1	1	1	vg
Junker Ave	End (E)	Lincoln	1	1	n	-	0	0	1	1	1	1	vg
Rocky Ridge DR	Garden Valley	Cambian	1	1	n	25	0	1	0	1	1	1	g
Rocky Ridge DR	Cambian	Garden Valley	1	1	n	-	0	1	0	1	1	2	g
Rocky Ridge DR	Cambian	Vista Fe	1	1	n	-	1	1	0	1	1	1	g
Rocky Ridge DR	Vista Fe	Cambian	1	1	n	-	1	1	0	1	1	1	g
Rocky Ridge DR	Vista Fe	End	1	1	n	-	1	1	0	1	1	1	g
Rocky Ridge DR	End	Vista Fe	1	1	n	-	1	1	0	1	1	1	g
Winchester ST	Diamond Lake BLVD	Rowe	1	1	n	-	2	1	0	1	1	1	g
Winchester ST	Rowe	Diamond Lake BLVD	1	1	n	-	2	1	0	1	1	2	g
Winchester ST	Rowe	Nash	1	1	n	35	2	1	0	1	1	1	g
Winchester ST	Nash	Rowe	1	1	n	-	2	1	0	1	1	1	g
Winchester ST	Nash	Wright	1	1	n	-	2	1	0	1	1	1	g
Winchester ST	Wright	Nash	1	1	n	-	2	1	0	1	1	1	g
Winchester ST	Nash	Wright	1	1	n	-	2	1	0	1	1	1	g
Winchester ST	Wright	Nash	1	1	n	-	2	1	0	1	1	1	g
Winchester ST	Wright	Polk	1	1	n	-	2	1	0	1	1	1	g
Winchester ST	Polk	Wright	1	1	n	-	2	1	0	1	1	1	g
Winchester ST	Polk	Shambrook	1	1	n	-	2	1	0	1	1	1	g
Winchester ST	Shambrook	Polk	1	1	n	-	2	1	0	1	1	1	g
Winchester ST	Shambrook	Klamath	1	1	n	-	2	1	0	1	1	1	g
Winchester ST	Klamath	Shambrook	1	1	n	-	2	1	0	1	1	1	g
Winchester ST	Klamath	Stephens	1	1	n	-	1	0	0	1	0	4	g
Winchester ST	Stephens	Klamath	1	1	n	-	1	0	0	1	0	1	g
Central ST	Malheur	Beulah	1	1	n	-	0	0	1	0	0	1	f
Central ST	Beulah	Malheur	1	1	n	-	0	0	1	0	0	1	f
Central ST	Beulah	End	1	1	n	-	0	0	1	0	0	1	g
Central ST	End	Beulah	1	1	n	-	0	0	1	0	0	1	g
Hollis ST	Malheur	End	1	1	n	-	0	0	1	0	0	1	p
Hollis ST	End	Malheur	1	1	n	-	0	0	1	0	0	1	p
Hollis ST	Grandview	Grant	1	1	n	-	0	0	0	0	0	1	f
Hollis ST	Grant	Grandview	1	1	n	-	0	0	0	0	0	1	f
Morris ST	Malheur	End	1	1	n	-	0	0	0	0	0	1	f
Morris ST	End	Malheur	1	1	n	-	0	0	0	0	0	1	f
Imbler AVE	Stephens	Grandview	1	1	n	-	0	0	0	0	0	1	vg
Imbler AVE	Grandview	Stephens	1	1	n	-	0	0	0	0	0	2	vg
Grant ST	Hollis	End	1	1	n	-	0	0	0	0	0	1	f
Grant ST	End	Hollis	1	1	n	-	0	0	0	0	0	1	f
Grandview AVE	Imbler	Hollis	1	1	n	-	0	0	0	0	0	1	vg
Grandview AVE	Hollis	Imbler	1	1	n	-	0	0	0	0	0	1	vg
Beulah AVE	Central	Lincoln	1	1	n	-	0	0	1	1	0	2	f
Beulah AVE	Lincoln	Central	1	1	n	-	0	0	1	1	0	1	f
Beulah AVE	Lincoln	Nash	1	1	n	-	0	0	1	1	0	2	g
Beulah AVE	Nash	Lincoln	1	1	n	-	0	0	1	1	0	2	g
Polk ST	Winchester	Klamath	1	1	n	-	0	0	1	0	0	2	f
Polk ST	Klamath	Winchester	1	1	n	-	0	0	1	0	0	2	f
Shambrook AVE	Stephens	Winchester	1	1	n	-	0	0	1	1	1	2	g
Shambrook AVE	Winchester	Stephens	1	1	n	-	0	0	1	1	1	2	g
Wright AVE	Stephens	Winchester	1	1	n	-	0	0	1	1	1	2	f
Wright AVE	Winchester	Stephens	1	1	n	-	0	0	1	1	1	2	f
Wright AVE	Winchester	Lincoln	1	1	n	-	1	0	1	0	0	2	f
Wright AVE	Lincoln	Winchester	1	1	n	-	1	0	1	0	0	2	f
Rowe ST	End	Winchester	1	1	n	-	0	0	0	0	0	2	p
Rowe ST	Winchester	End	1	1	n	-	0	0	0	1	0	1	p
Malheur AVE	End	Morris	3	1	n	-	0	0	0	0	0	1	vp
Malheur AVE	Morris	End	3	1	n	-	0	0	0	0	0	1	vp
Malheur AVE	Morris	Hollis	1	1	n	-	0	0	0	0	0	1	f
Malheur AVE	Hollis	Morris	1	1	n	-	0	0	0	0	0	1	f
Malheur AVE	Hollis	Central	1	1	n	-	0	0	0	0	0	1	f
Malheur AVE	Central	Hollis	1	1	n	-	0	0	0	0	0	1	f
Malheur AVE	Central	Lincoln	1	1	n	-	0	0	1	1	0	2	g
Malheur AVE	Lincoln	Central	1	1	n	-	0	0	1	1	0	1	g
Malheur AVE	Lincoln	Nash	1	1	n	-	0	0	1	1	0	2	g
Malheur AVE	Nash	Lincoln	1	1	n	-	0	0	1	1	0	2	g
Malheur AVE	Nash	Jackson	1	1	n	-	0	0	1	1	0	2	g
Malheur AVE	Jackson	Nash	1	1	n	-	0	0	1	1	0	2	g
Malheur AVE	Jackson	Casper	1	1	n	-	0	0	0	0	0	1	p
Malheur AVE	Casper	Jackson	1	1	n	-	0	0	0	0	0	2	p
Klamath AVE	Winchester	Polk	1	1	n	-	1	0	0	0	0	1	g
Klamath AVE	Polk	Winchester	1	1	n	-	1	0	0	0	0	2	g
Klamath AVE	Polk	Lincoln	1	1	n	-	1	0	0	0	0	2	g
Klamath AVE	Lincoln	Polk	1	1	n	-	1	0	0	0	0	1	g
Klamath AVE	Lincoln	Nash	1	1	n	-	0	0	1	0	0	2	g
Klamath AVE	Nash	Lincoln	1	1	n	-	0	0	1	0	0	1	g
Klamath AVE	Nash	Jackson	1	1	n	-	0	0	1	1	0	2	f
Klamath AVE	Jackson	Nash	1	1	n	-	0	0	1	1	0	2	f
Klamath AVE	Jackson	Boston	1	1	n	-	0	0	0	1	0	1	f
Klamath AVE	Boston	Jackson	1	1	n	-	0	0	1	1	1	2	f
Klamath AVE	Boston	Casper	1	1	n	-	0	0	0	1	0	2	f
Klamath AVE	Casper	Boston	1	1	n	-	0	0	1	1	1	1	f
Klamath AVE	Casper	Denver	1	1	n	-	0	0	0	0	0	1	f
Klamath AVE	Denver	Casper	1	1	n	-	0	0	1	0	0	2	f
Klamath AVE	Erie	Fulton	1	1	n	-	0	0	1	0	0	2	p
Klamath AVE	Fulton	Erie	1	1	n	-	0	0	1	0	0	1	p
Klamath AVE	Fulton	Gardiner	1	1	n	-	0	0	1	0	0	1	f
Klamath AVE	Gardiner	Fulton	1	1	n	-	0	0	1	0	0	2	f
Oswego AVE	End	Denver	1	1	n	-	0	0	1	0	0	1	p
Oswego AVE	Denver	End	1	1	n	-	0	0	1	0	0	1	p
Oswego AVE	Denver	Erie	2	1	n	-	0	0	1	0	0	1	f

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Oswego AVE	Erie	Denver	2	1	n	-	0	0	1	0	0	1	f
Oswego AVE	Erie	Fulton	2	1	n	-	0	0	1	0	0	2	p
Oswego AVE	Fulton	Erie	2	1	n	-	0	0	1	0	0	1	p
Oswego AVE	Fulton	End	3	1	n	-	0	0	1	0	0	1	p
Oswego AVE	End	Fulton	3	1	n	-	0	0	1	0	0	1	p
Tahoe AVE	End	Erie	1	1	n	-	0	0	1	0	0	1	f
Tahoe AVE	Erie	End	1	1	n	-	0	0	1	0	0	1	f
Tahoe AVE	Fulton	End	1	1	n	-	0	0	1	0	0	1	f
Tahoe AVE	End	Fulton	1	1	n	-	0	0	1	0	0	1	f
Malheur AVE	Fulton	End	1	1	n	-	0	0	1	0	0	1	f
Malheur AVE	End	Fulton	1	1	n	-	0	0	1	0	0	1	f
Freemont AVE	Lincoln	Central	1	1	n	-	0	0	1	1	1	1	f
Freemont AVE	Central	Lincoln	1	1	n	-	0	0	1	1	1	2	f
Freemont AVE	Central	Nash	1	1	n	-	0	0	1	1	1	2	f
Freemont AVE	Nash	Central	1	1	n	-	0	0	1	1	1	1	f
Freemont AVE	Nash	Jackson	1	1	n	-	0	0	1	1	1	2	f
Freemont AVE	Jackson	Nash	1	1	n	-	0	0	1	1	1	2	f
Freemont AVE	Jackson	Boston	1	1	n	-	0	0	0	1	1	1	f
Freemont AVE	Boston	Jackson	1	1	n	-	0	0	0	1	1	2	f
Freemont AVE	Boston	Casper	1	1	n	-	0	0	0	1	1	2	f
Freemont AVE	Casper	Boston	1	1	n	-	0	0	0	1	0	1	f
Freemont AVE	Casper	End	1	1	n	-	0	0	0	1	0	1	f
Freemont AVE	End	Casper	1	1	n	-	0	0	0	1	1	2	f
Freemont AVE	Erie	Fulton	1	1	n	-	0	0	0	1	0	1	f
Freemont AVE	Fulton	Erie	1	1	n	-	0	0	0	1	0	1	f
Freemont AVE	Fulton	Gardiner	1	1	n	-	0	0	1	0	0	1	f
Freemont AVE	Gardiner	Fulton	1	1	n	-	0	0	1	0	0	1	f
Freemont AVE	Fulton	Gardiner	1	1	n	-	0	0	1	0	0	1	f
Freemont AVE	Gardiner	Fulton	1	1	n	-	0	0	1	0	0	1	f
Commerical AVE	Nash	Jackson	1	1	n	-	0	0	1	1	1	2	f
Commerical AVE	Jackson	Nash	1	1	n	-	0	0	1	1	1	2	f
Commerical AVE	Jackson	Atlanta	1	1	n	-	3	0	1	1	1	1	f
Commerical AVE	Atlanta	Jackson	1	1	n	-	3	0	1	1	1	2	f
Commerical AVE	Atlanta	Boston	1	1	n	-	3	0	1	1	1	1	f
Commerical AVE	Boston	Atlanta	1	1	n	-	3	0	1	1	1	1	f
Commerical AVE	Boston	Casper	1	1	n	-	3	0	1	1	1	1	f
Commerical AVE	Casper	Boston	1	1	n	-	3	0	1	1	1	1	f
Commerical AVE	Casper	Denver	1	1	n	-	0	0	0	0	0	1	f
Commerical AVE	Denver	Casper	1	1	n	-	0	0	0	0	0	1	f
Commerical AVE	Denver	Erie	1	1	n	-	0	0	0	0	0	1	f
Commerical AVE	Erie	Denver	1	1	n	-	0	0	0	0	0	1	f
Commerical AVE	Erie	Fulton	1	1	n	-	0	0	0	0	0	1	f
Commerical AVE	Fulton	Erie	1	1	n	-	0	0	0	0	0	1	f
Odell AVE	Winchester	Jackson	1	1	n	-	0	0	1	1	1	1	f
Odell AVE	Jackson	Winchester	1	1	n	-	0	0	1	1	1	2	f
Odell AVE	Jackson	Atlanta	1	1	n	-	0	0	1	1	1	1	f
Odell AVE	Atlanta	Jackson	1	1	n	-	0	0	1	1	1	1	f
Odell AVE	Atlanta	Boston	1	1	n	-	0	0	1	1	1	1	f
Odell AVE	Boston	Atlanta	1	1	n	-	0	0	1	1	1	1	f
Odell AVE	Boston	Casper	1	1	n	-	0	0	1	1	1	2	f
Odell AVE	Casper	Boston	1	1	n	-	0	0	1	1	0	1	f
Railroad Alley	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
Bellview CT	Stephens	End	1	1	n	-	0	0	0	0	0	1	f
Bellview CT	End	Stephens	1	1	n	-	0	0	0	0	0	2	f
Stephens ST	Diamond Lake BLVD	Wright	1	2	n	35	2	0	0	1	1	1	vg
Stephens ST	Wright	Diamond Lake BLVD	1	2	n	-	2	0	0	1	1	3	vg
Stephens ST	Wright	Shambrook	1	2	n	35	2	0	0	1	1	1	vg
Stephens ST	Shambrook	Wright	1	2	n	-	2	0	0	1	1	1	vg
Stephens ST	Shambrook	Bellview	1	2	n	35	2	0	0	1	1	1	vg
Stephens ST	Bellview	Shambrook	1	2	n	-	2	0	0	1	1	1	vg
Stephens ST	Bellview	?	1	2	n	-	2	0	0	1	1	1	vg
Stephens ST	?	Bellview	1	2	n	-	2	0	0	1	1	1	vg
Stephens ST	?	Malheur	1	2	n	-	2	0	0	1	1	1	vg
Stephens ST	Malheur	?	1	2	n	-	2	0	0	1	1	1	vg
Stephens ST	Malheur	Imbler	1	2	n	-	2	0	0	1	1	1	vg
Stephens ST	Imbler	Malheur	1	2	n	-	2	0	0	1	1	1	vg
Stephens ST	Imbler	Neuner	1	2	n	-	2	0	0	1	1	1	vg
Stephens ST	Neuner	Imbler	1	2	n	35	2	0	0	1	1	1	vg
Stephens ST	Imbler	Neuner	1	2	n	-	2	0	0	1	1	1	vg
Stephens ST	Neuner	Imbler	1	2	n	35	2	0	0	1	1	1	vg
Stephens ST	Neuner	Chestnut	1	2	n	-	2	0	0	1	1	1	vg
Stephens ST	Chestnut	Neuner	1	2	n	-	2	0	0	1	1	1	vg
Stephens ST	Chestnut	Dixon	1	2	n	-	2	0	0	1	1	1	vg
Stephens ST	Dixon	Chestnut	1	2	n	-	2	0	0	1	1	1	vg
Stephens ST	Dixon	Barnes	1	2	n	-	2	0	0	1	1	1	vg
Stephens ST	Barnes	Dixon	1	2	n	-	2	0	0	1	1	1	vg
Stephens ST	Barnes	Garden Valley	1	2	n	-	2	0	0	1	1	3	vg
Stephens ST	Garden Valley	Barnes	1	2	n	-	2	0	0	1	1	1	vg
Sunset BLVD	Garden Valley	End	1	1	n	-	0	0	1	1	1	1	g
Sunset BLVD	End	Garden Valley	1	1	n	-	0	0	1	1	1	2	g
Garden Valley BLVD	Stephens	Grandview	1	1	n	-	1	1	0	1	1	1	f
Garden Valley BLVD	Grandview	Stephens	1	1	n	-	1	1	0	1	1	3	f
Garden Valley BLVD	Grandview	Vine	1	1	n	-	1	1	0	1	1	1	f
Garden Valley BLVD	Vine	Grandview	1	1	n	-	1	1	0	1	1	1	f
Garden Valley BLVD	Vine	Sunset	1	1	n	-	1	1	0	1	1	1	f
Garden Valley BLVD	Sunset	Vine	1	1	n	-	1	1	0	1	1	1	f
Garden Valley BLVD	Sunset	Lincoln	1	1	n	-	1	1	0	1	1	1	f
Garden Valley BLVD	Lincoln	Sunset	1	1	n	-	1	1	0	1	1	1	f
Dixon AVE	Stephens	Grandview	1	1	n	-	0	0	1	0	0	1	f
Dixon AVE	Grandview	Stephens	1	1	n	-	0	0	1	0	0	2	f
Dixon AVE	Grandview	Crescent	1	1	n	-	0	0	1	0	0	1	f
Dixon AVE	Crescent	Grandview	1	1	n	-	0	0	1	0	0	1	f
Dixon AVE	Crescent	End	1	1	n	-	0	0	1	0	0	1	f
Dixon AVE	End	Crescent	1	1	n	-	0	0	1	0	0	1	f
Barnes AVE	Stephens	Grandview	1	1	n	-	0	0	1	0	0	1	vg
Barnes AVE	Grandview	Stephens	1	1	n	-	0	0	1	0	0	2	vg
Grandview DR	Garden Valley	Barnes	1	1	n	-	0	0	0	0	0	1	vp
Grandview DR	Barnes	Garden Valley	1	1	n	-	0	0	0	0	0	2	vp
Crescent ST	Dixon	Grandview (S)	1	1	n	-	0	0	1	0	0	1	g
Crescent ST	Grandview (S)	Dixon	1	1	n	-	0	0	1	0	0	1	g
Crescent ST	Dixon	Grandview (N)	1	1	n	-	0	0	1	0	0	1	f
Crescent ST	Grandview (N)	Dixon	1	1	n	-	0	0	1	0	0	1	f
Garden Valley BLVD	Stephens	Dee	1	2	n	30	3	0	0	1	1	1	g
Garden Valley BLVD	Dee	Stephens	1	2	n	-	3	0	0	1	1	3	g

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Garden Valley BLVD	Dee	Walnut	1	2	n	-	3	0	0	1	1	3	g
Garden Valley BLVD	Walnut	Dee	1	2	n	-	3	0	0	1	1	1	g
Garden Valley BLVD	Walnut	Willow	1	2	n	-	3	0	0	1	1	1	g
Garden Valley BLVD	Willow	Walnut	1	2	n	-	3	0	0	1	1	3	g
Garden Valley BLVD	Willow	Cedar	1	2	n	-	3	0	0	1	1	3	g
Garden Valley BLVD	Cedar	Willow	1	2	n	-	3	0	0	1	1	1	g
Garden Valley BLVD	Cedar	Park	1	2	n	30	2	0	0	1	1	1	g
Garden Valley BLVD	Park	Cedar	1	2	n	-	2	0	0	1	1	3	g
Garden Valley BLVD	Park	Fairmount	1	2	n	-	2	0	0	1	1	1	g
Garden Valley BLVD	Fairmount	Park	1	2	n	-	2	0	0	1	1	1	g
Garden Valley BLVD	Fairmount	Highland	1	2	n	-	2	0	0	1	1	1	g
Garden Valley BLVD	Highland	Fairmount	1	2	n	-	2	0	0	1	1	1	g
Garden Valley BLVD	Highland	Hicks	1	2	n	-	2	0	0	1	1	1	g
Garden Valley BLVD	Hicks	Highland	1	2	n	-	2	0	0	1	1	1	g
Garden Valley BLVD	Hicks	Beacon	1	2	n	-	2	0	0	1	1	1	g
Garden Valley BLVD	Beacon	Hicks	1	2	n	-	2	0	0	1	1	1	g
Garden Valley BLVD	Beacon	Ellan	1	2	n	-	2	0	0	1	1	1	g
Garden Valley BLVD	Ellan	Beacon	1	2	n	-	2	0	0	1	1	1	g
Garden Valley BLVD	Ellan	Eden	1	2	n	-	2	0	0	1	1	1	g
Garden Valley BLVD	Eden	Ellan	1	2	n	-	2	0	0	1	1	1	g
Garden Valley BLVD	Eden	Munson	1	2	n	-	2	0	0	1	1	1	g
Garden Valley BLVD	Munson	Eden	1	2	n	30	2	0	0	1	1	1	g
Garden Valley BLVD	Munson	Mulholland	1	2	n	-	2	0	0	1	1	3	g
Garden Valley BLVD	Mulholland	Munson	1	2	n	30	2	0	0	1	1	1	g
Garden Valley BLVD	Mulholland	I-5	1	2	n	35	2	0	0	1	1	1	g
Garden Valley BLVD	I-5	Mulholland	1	2	n	-	2	0	0	1	1	3	g
Munson CT	Garden Valley	End	1	1	n	-	0	0	0	0	0	1	p
Munson CT	End	Garden Valley	1	1	n	-	0	0	0	0	0	1	p
Ellan ST	Garden Valley	End	1	1	n	-	0	0	0	0	0	1	g
Ellan ST	End	Garden Valley	1	1	n	-	0	0	0	0	0	2	g
Hicks ST	Garden Valley	End	1	1	n	-	0	0	1	0	0	1	vg
Hicks ST	End	Garden Valley	1	1	n	-	0	0	1	0	0	2	vg
Highland ST	Garden Valley	Chestnut	1	1	n	20	0	0	1	1	0	1	g
Highland ST	Chestnut	Garden Valley	1	1	n	-	0	0	1	1	1	2	g
Highland ST	Chestnut	End	1	1	n	-	0	0	1	1	1	1	g
Highland ST	End	Chestnut	1	1	n	-	0	0	1	1	1	1	g
Park ST	Garden Valley	End	1	1	n	5	0	0	1	0	0	1	g
Park ST	End	Garden Valley	1	1	n	-	0	0	1	0	0	2	g
Cedar ST	Garden Valley	Ward	1	1	n	25	1	1	0	1	1	1	g
Cedar ST	Ward	Garden Valley	1	1	n	-	1	1	0	1	1	3	g
Cedar ST	Ward	Chestnut	1	1	n	-	1	1	0	1	1	2	g
Cedar ST	Chestnut	Ward	1	1	n	-	1	1	0	1	1	1	g
Cedar ST	Chestnut	West	1	1	n	-	0	0	1	0	0	2	f
Cedar ST	West	Chestnut	1	1	n	-	0	0	1	0	0	2	f
Cedar ST	West	College	1	1	n	-	0	0	1	0	0	1	f
Cedar ST	College	West	1	1	n	-	0	0	1	0	0	2	f
Cedar ST	College	End	1	1	n	-	0	0	1	0	0	1	f
Cedar ST	End	College	1	1	n	-	0	0	1	0	0	1	f
College AVE	End	West	3	1	n	-	0	0	1	0	0	1	p
College AVE	West	End	3	1	n	-	0	0	1	0	0	1	p
Cheston CT	Chestnut	End	3	1	n	-	0	0	1	0	0	1	p
Cheston CT	End	Chestnut	3	1	n	-	0	0	1	0	0	2	p
Willow ST	Chestnut	West	3	1	n	-	0	0	1	0	0	1	p
Willow ST	West	Chestnut	3	1	n	-	0	0	1	0	0	1	p
Willow ST	West	College	3	1	n	-	0	0	1	0	0	1	p
Willow ST	College	West	3	1	n	-	0	0	1	0	0	1	p
Willow ST	College	End	3	1	n	-	0	0	1	0	0	1	p
Willow ST	End	College	3	1	n	-	0	0	1	0	0	1	p
Walnut ST	Garden Valley	Ward	1	1	y	20	1	0	1	1	1	1	vg
Walnut ST	Ward	Garden Valley	1	1	y	-	1	0	1	1	1	3	vg
Walnut ST	Ward	Chestnut	1	1	n	-	1	0	1	1	1	2	vg
Walnut ST	Chestnut	Ward	1	1	n	20	1	0	1	1	1	1	vg
Walnut ST	Chestnut	West	1	1	n	-	0	0	1	1	1	1	g
Walnut ST	West	Chestnut	1	1	n	-	0	0	1	1	1	2	g
Walnut ST	West	College	1	1	n	-	0	0	1	0	0	1	g
Walnut ST	College	West	1	1	n	-	0	0	1	0	0	1	g
Walnut ST	College	End	3	1	n	-	0	0	1	0	0	2	p
Walnut ST	End	College	3	1	n	-	0	0	1	0	0	1	p
Post ST	Chestnut	West	1	1	n	-	0	0	1	0	0	1	p
Post ST	West	Chestnut	1	1	n	-	0	0	1	0	0	2	p
Post ST	West	End	3	1	n	-	0	0	0	0	0	1	p
Post ST	End	West	3	1	n	-	0	0	0	0	0	1	p
Alder ST	Chestnut	West	1	1	n	-	0	0	1	0	0	1	f
Alder ST	West	Chestnut	1	1	n	-	0	0	1	0	0	2	f
Ward AVE	Cedar	Walnut	1	1	n	20	1	0	1	1	1	2	g
Ward AVE	Walnut	Cedar	1	1	n	20	1	0	1	1	1	2	g
Ward AVE	Walnut	End	1	1	n	5	1	0	1	1	1	1	vg
Ward AVE	End	Walnut	1	1	n	-	1	0	1	1	1	2	vg
Chestnut AVE	Highland	Cedar	1	1	n	-	1	0	1	1	1	2	g
Chestnut AVE	Cedar	Highland	1	1	n	-	1	0	1	1	1	2	g
Chestnut AVE	Cedar	Willow	1	1	n	20	1	1	0	1	1	1	g
Chestnut AVE	Willow	Cedar	1	1	n	-	1	1	0	1	1	2	g
Chestnut AVE	Willow	Walnut	1	1	n	-	1	1	0	1	1	1	g
Chestnut AVE	Walnut	Willow	1	1	n	20	1	1	0	1	1	1	g
Chestnut AVE	Walnut	Post	1	1	n	-	1	1	0	1	1	1	g
Chestnut AVE	Post	Walnut	1	1	n	20	1	1	0	1	1	1	g
Chestnut AVE	Post	Alder	1	1	n	-	1	1	0	1	1	1	g
Chestnut AVE	Alder	Post	1	1	n	20	1	1	0	1	1	1	g
Chestnut AVE	Alder	Neuner	1	1	n	-	1	1	0	1	1	1	g
Chestnut AVE	Neuner	Alder	1	1	n	-	1	1	0	1	1	1	g
Chestnut AVE	Neuner	Stephens	1	1	n	-	1	1	0	1	1	2	g
Neuner DR	Stephens	Chestnut	1	1	n	-	0	0	1	0	0	2	vp
Neuner DR	Chestnut	Stephens	1	1	n	-	0	0	1	0	0	2	vp
West AVE	College	Cedar	1	1	n	-	0	0	1	0	0	2	p
West AVE	Cedar	College	1	1	n	-	0	0	1	0	0	1	p
West AVE	Cedar	Willow	1	1	n	-	0	0	1	0	0	1	p
West AVE	Willow	Cedar	1	1	n	-	0	0	1	0	0	1	p
West AVE	Walnut	Post	1	1	n	-	0	0	1	0	0	1	p
West AVE	Post	Walnut	1	1	n	-	0	0	1	0	0	2	p
West AVE	Post	Alder	1	1	n	-	0	0	1	0	0	1	p

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
West AVE	Alder	Post	1	1	n	-	0	0	1	0	0	1	p
West AVE	Alder	End	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
West AVE	End	Alder	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
College AVE	Cedar	Willow	1	1	n	-	0	0	1	1	0	1	vg
College AVE	Willow	Cedar	1	1	n	-	0	0	1	1	0	1	vg
College AVE	Willow	Walnut	1	1	n	-	0	0	1	1	0	1	vg
College AVE	Walnut	Willow	1	1	n	-	0	0	1	1	0	1	vg
College AVE	Walnut	End	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
College AVE	End	Walnut	PVT	2	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
Harvard BLVD	Madrone	Corey CT	1	2	y	-	2	1	0	1	1	1	f
Harvard BLVD	Corey CT	Madrone	1	2	y	30	2	1	0	1	1	3	f
Harvard BLVD	Corey CT	I-5	1	2	y	-	2	1	0	1	1	1	f
Harvard BLVD	I-5	Corey CT	1	1	y	-	2	1	0	1	1	1	f
Corey CT	Harvard	End	1	1	y	-	1	0	0	1	0	1	p
Corey CT	End	Harvard	1	1	y	-	1	0	0	1	1	2	p
Madrone ST	Harvard/Washington	Laurelwood	1	1	n	-	1	0	0	1	1	1	g
Madrone ST	Laurelwood	Harvard/Washington	1	1	n	-	1	0	0	1	1	3	g
Madrone ST	Laurelwood	Lilburn	1	1	n	-	0	0	0	1	1	1	g
Madrone ST	Lilburn	Laurelwood	1	1	n	-	0	0	0	1	0	1	g
Madrone ST	Lilburn	Chapman	1	1	n	-	0	0	0	1	1	1	g
Madrone ST	Chapman	Lilburn	1	1	n	-	0	0	0	1	0	1	f
Madrone ST	Chapman	Riverside	1	1	n	-	0	0	1	1	0	1	f
Madrone ST	Riverside	Chapman	1	1	n	-	0	0	0	1	0	1	f
Casey ST	Chapman	Riverside	1	1	n	-	0	0	0	1	0	1	f
Casey ST	Riverside	Chapman	1	1	n	-	0	0	1	1	0	1	f
Casey ST	Riverside	End	1	1	n	-	0	0	0	1	0	1	f
Casey ST	End	Riverside	1	1	n	-	0	0	0	1	0	1	f
Bowden ST	Chapman	Riverside	1	1	n	-	0	0	1	1	0	1	f
Bowden ST	Riverside	Chapman	1	1	n	-	0	0	0	1	0	1	f
Bowden ST	Riverside	End	1	1	n	-	0	0	1	1	0	1	f
Bowden ST	End	Riverside	1	1	n	-	0	0	0	1	0	1	f
Laurelwood CT	Madrone	End	2	1	n	-	0	0	0	1	0	1	f
Laurelwood CT	End	Madrone	2	1	n	-	0	0	1	1	0	1	f
Lilburn AVE	Madrone	End	2	1	n	-	0	0	0	1	0	1	f
Lilburn AVE	End	Madrone	2	1	n	-	0	0	1	1	0	1	f
Lilburn AVE	Madrone	Riverside	1	1	n	-	0	0	0	1	0	1	f
Lilburn AVE	Riverside	Madrone	1	1	n	-	0	0	0	1	0	1	f
Chapman AVE	End	Bowden	2	1	n	-	0	0	1	1	1	1	f
Chapman AVE	Bowden	End	2	1	n	-	0	0	0	1	0	1	f
Chapman AVE	Bowden	Casey	2	1	n	-	0	0	1	1	1	1	f
Chapman AVE	Casey	Bowden	2	1	n	-	0	0	0	1	0	1	f
Chapman AVE	Casey	Madrone	1	1	n	-	0	0	1	1	0	1	f
Chapman AVE	Madrone	Casey	1	1	n	-	0	0	0	1	0	1	f
Chapman AVE	Madrone	Riverside	1	1	n	-	0	0	1	1	0	1	f
Chapman AVE	Riverside	Madrone	1	1	n	-	0	0	0	1	0	1	f
Riverside DR	Bowden	Casey	1	1	n	-	0	0	0	1	0	1	f
Riverside DR	Casey	Bowden	1	1	n	-	0	0	1	1	0	1	f
Riverside DR	Casey	Madrone	1	1	n	-	0	0	0	1	0	1	f
Riverside DR	Madrone	Casey	1	1	n	-	0	0	1	1	0	1	f
Riverside DR	Madrone	Chapman	1	1	n	-	0	0	1	1	0	1	f
Riverside DR	Chapman	Madrone	1	1	n	-	0	0	1	1	0	1	f
Riverside DR	Chapman	Lilburn	1	1	n	-	0	0	1	1	0	1	f
Riverside DR	Lilburn	Chapman	1	1	n	-	0	0	1	1	0	1	f
Bellows ST	Havard	Chatham	1	1	y	20	1	0	1	1	1	1	f
Bellows ST	Chatham	Havard	1	1	y	-	1	0	0	1	0	3	f
Bellows ST	Chatham	Finlay	1	1	y	-	0	0	0	1	0	1	f
Bellows ST	Finlay	Chatham	1	1	y	-	0	0	0	1	0	1	f
Chatham DR	Bellows	End	1	1	y	-	0	0	0	1	1	1	f
Chatham DR	End	Bellows	1	1	y	-	0	0	0	1	1	2	f
Birch CT	Finlay	End	1	1	n	-	0	0	1	1	0	1	f
Birch CT	End	Finlay	1	1	n	-	0	0	0	1	0	1	f
Selmar CT	Finlay	End	1	1	n	-	0	0	1	1	0	1	f
Selmar CT	End	Finlay	1	1	n	-	0	0	1	1	0	2	f
Finlay AVE	Birch	Selmar	1	1	y	-	0	0	1	1	0	1	f
Finlay AVE	Selmar	Birch	1	1	y	-	0	0	0	0	0	1	f
Finlay AVE	Selmar	End	1	1	y	-	0	0	1	1	0	1	f
Finlay AVE	Selmar	Birch	1	1	y	-	0	0	0	0	0	1	f
Finlay AVE	Selmar	End	1	1	y	-	0	0	1	1	0	1	f
Finlay AVE	End	Selmar	1	1	y	-	0	0	0	0	0	1	f
Harvard BLVD	I-5	Bellows	1	2	y	-	2	1	0	1	1	3	f
Harvard BLVD	Bellows	I-5	1	2	y	30	2	1	0	1	1	1	f
Harvard BLVD	Bellows	Umpqua	1	2	n	-	2	1	0	1	1	3	f
Harvard BLVD	Umpqua	Bellows	1	2	n	-	2	1	0	1	1	3	f
Harvard BLVD	Umpqua	Harrison	1	2	n	30	2	2	0	1	1	1	f
Harvard BLVD	Harrison	Umpqua	1	2	n	-	2	2	0	1	1	3	f
Harvard BLVD	Harrison	Maple	1	2	n	-	2	2	0	1	1	1	f
Harvard BLVD	Maple	Harrison	1	2	n	-	2	2	0	1	1	1	f
Harvard BLVD	Maple	Elizabeth	1	2	n	-	2	2	0	1	1	1	f
Harvard BLVD	Elizabeth	Maple	1	2	n	-	2	2	0	1	1	1	f
Harvard BLVD	Elizabeth	Ballf	1	2	n	-	2	2	0	1	1	1	f
Harvard BLVD	Ballf	Elizabeth	1	2	n	-	2	2	0	1	1	1	f
Harvard BLVD	Ballf	Fir	1	2	n	-	2	2	0	1	1	1	f
Harvard BLVD	Fir	Ballf	1	2	n	30	2	2	0	1	1	1	f
Harvard BLVD	Fir	Wharton	1	2	y	20	2	2	0	1	1	1	f
Harvard BLVD	Wharton	Fir	1	2	y	-	2	2	0	1	1	1	f
Harvard BLVD	Wharton	Stewart Park	1	2	y	-	2	2	0	1	1	3	f
Harvard BLVD	Stewart Park	Wharton	1	2	y	-	2	2	0	1	1	1	f
Harvard BLVD	Stewart Park	Union	1	2	n	30	2	2	0	1	1	1	f
Harvard BLVD	Union	Stewart Park	1	2	n	-	2	2	0	1	1	3	f
Harvard BLVD	Union	Fairhaven	1	2	n	35	2	2	0	1	1	1	f
Harvard BLVD	Fairhaven	Union	1	2	n	-	2	2	0	1	1	1	f
Harvard BLVD	Fairhaven	Cemetary Entrance	1	2	n	-	2	2	0	1	1	1	f
Harvard BLVD	Cemetary Entrance	Fairhaven	1	2	n	-	2	2	0	1	1	1	f
Harvard BLVD	Cemetary Entrance	Keady	1	2	y	20	2	2	0	1	1	3	f
Harvard BLVD	Keady	Cemetary Entrance	1	2	y	-	2	2	0	1	1	1	f
Harvard BLVD	Keady	Homewood	1	2	y	35	2	2	0	1	1	1	f
Harvard BLVD	Homewood	Keady	1	2	y	20	2	2	0	1	1	3	f
Harvard BLVD	Homewood	Stanton	1	2	n	-	2	2	0	1	1	1	f
Harvard BLVD	Stanton	Homewood	1	2	n	-	2	2	0	1	1	1	f
Harvard BLVD	Stanton	Stewart PKWY	1	2	n	-	2	2	0	1	1	3	f
Harvard BLVD	Stewart PKWY	Stanton	1	2	n	-	2	2	0	1	1	1	f
Harvard BLVD	Stewart PKWY	Foothill	1	2	n	-	2	2	0	1	1	1	vg

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Harvard BLVD	Foothill	Stewart PKWY	1	2	n	35	2	2	0	1	1	3	vg
Harvard BLVD	Foothill	Francis	1	2	n	-	2	2	0	1	1	1	vg
Harvard BLVD	Francis	Foothill	1	2	n	-	2	2	0	1	1	1	vg
Harvard BLVD	Francis	Pilger	1	2	n	-	2	2	0	1	1	1	vg
Harvard BLVD	Pilger	Francis	1	2	n	-	2	2	0	1	1	1	vg
Harvard BLVD	Pilger	Rainbow	1	2	n	-	2	2	0	1	1	1	vg
Harvard BLVD	Rainbow	Pilger	1	2	n	-	2	2	0	1	1	1	vg
Harvard BLVD	Rainbow	Haggerty	1	2	n	-	2	2	0	1	1	1	vg
Harvard BLVD	Haggerty	Rainbow	1	2	n	-	2	2	0	1	1	1	vg
Harvard BLVD	Haggerty	Agee	1	2	y	-	2	2	0	1	1	1	vg
Harvard BLVD	Agee	Haggerty	1	2	y	-	2	2	0	1	1	1	vg
Harvard BLVD	Agee	Fair	1	2	y	20	2	2	0	1	1	1	vg
Harvard BLVD	Fair	Agee	1	2	y	-	2	2	0	1	1	1	vg
Harvard BLVD	Fair	Shanendoah	1	2	y	-	2	2	0	1	1	3	vg
Harvard BLVD	Shanendoah	Fair	1	2	y	-	2	2	0	1	1	1	vg
Harvard BLVD	Shanendoah	Luellen	1	2	y	-	2	2	0	1	1	1	vg
Harvard BLVD	Luellen	Shanendoah	1	2	y	20	2	2	0	1	1	3	vg
Harvard BLVD	Luellen	Broccoli	1	2	n	-	2	2	0	1	1	1	vg
Harvard BLVD	Broccoli	Luellen	1	2	n	-	2	2	0	1	1	1	vg
Harvard BLVD	Broccoli	Lookinglass	1	2	n	-	2	2	0	1	1	1	vg
Harvard BLVD	Lookinglass	Broccoli	1	2	n	-	2	2	0	1	1	1	vg
Harvard BLVD	Lookinglass	Center	1	2	n	35	1	1	0	0	0	1	vg
Harvard BLVD	Center	Lookinglass	1	2	n	35	1	1	0	0	0	1	vg
Harvard BLVD	Center	Berdine	1	2	n	-	1	1	0	0	0	1	f
Harvard BLVD	Berdine	Center	1	2	n	-	1	1	0	0	0	1	f
Harvard BLVD	Berdine	Hazel	1	2	n	-	1	1	0	0	0	1	f
Harvard BLVD	Hazel	Berdine	1	2	n	-	1	1	0	0	0	1	f
Harvard BLVD	Hazel	Hickory/Micelli	1	2	n	-	1	1	0	0	0	1	f
Harvard BLVD	Hickory/Micelli	Hazel	1	2	n	-	1	1	0	0	0	1	f
Harvard BLVD	Hickory/Micelli	Warren	1	2	n	-	1	1	0	0	0	1	g
Harvard BLVD	Warren	Hickory/Micelli	1	2	n	35	1	1	0	0	0	1	g
Harvard BLVD	Warren	Old Melrose	1	2	n	40	1	1	0	0	0	1	g
Harvard BLVD	Old Melrose	Warren	1	2	n	-	1	1	0	0	0	1	g
Old Melrose RD	Meadow	Goedeck	1	1	n	-	1	0	0	0	0	1	g
Old Melrose RD	Goedeck	Meadow	1	1	n	55	1	0	0	0	0	1	g
Old Melrose RD	Goedeck	Harvard	1	1	n	40	1	1	0	0	0	1	f
Old Melrose RD	Harvard	Goedeck	1	1	n	-	1	1	0	0	0	1	f
Umpqua ST	Harvard	Princeton	1	1	n	-	0	0	0	1	1	1	g
Umpqua ST	Princeton	Harvard	1	1	n	-	0	0	1	1	1	3	g
Umpqua ST	Princeton	Esperanza	1	1	n	-	0	0	1	1	0	1	f
Umpqua ST	Esperanza	Princeton	1	1	n	-	0	0	1	1	0	1	f
Princeton AVE	Umpqua	End	1	1	n	-	0	0	0	1	0	1	g
Princeton AVE	End	Umpqua	1	1	n	-	0	0	0	1	1	2	g
Esperanza CT	Umpqua	End	1	1	n	-	0	0	0	1	0	1	f
Esperanza CT	End	Umpqua	1	1	n	-	0	0	0	1	0	1	f
Harrison ST	Harvard	Yale	1	1	n	-	0	0	1	1	1	1	g
Harrison ST	Yale	Harvard	1	1	n	-	0	0	1	1	1	2	g
Harrison ST	Yale	End	1	1	n	-	0	0	1	1	1	1	g
Harrison ST	End	Yale	1	1	n	-	0	0	1	1	1	1	g
Maple ST	Harvard	Yale	1	1	n	-	0	0	1	1	1	1	f
Maple ST	Yale	Harvard	1	1	n	-	0	0	1	1	1	2	f
Maple ST	Yale	Neill	1	1	n	-	0	0	1	1	1	1	f
Maple ST	Neill	Yale	1	1	n	-	0	0	1	1	1	1	f
Elizabeth ST	Harvard	Neill	1	1	n	-	0	0	1	1	1	1	f
Elizabeth ST	Neill	Harvard	1	1	n	-	0	0	1	1	1	2	f
Ballf ST	Harvard	Neill	1	1	n	-	0	0	1	1	1	1	f
Ballf ST	Neill	Harvard	1	1	n	-	0	0	1	1	1	2	f
Ballf ST	Neill	End	1	1	n	-	0	0	1	1	1	1	f
Ballf ST	End	Neill	1	1	n	-	0	0	1	1	1	1	f
Yale AVE	Maple	Harrison	1	1	n	-	0	0	1	0	0	1	f
Yale AVE	Harrison	Maple	1	1	n	-	0	0	1	0	0	1	f
Neill AVE	Ballf	Elizabeth	1	1	n	-	0	0	1	1	0	1	f
Neill AVE	Elizabeth	Ballf	1	1	n	-	0	0	1	1	0	1	f
Neill AVE	Elizabeth	Maple	1	1	n	-	0	0	1	1	0	1	f
Neill AVE	Maple	Elizabeth	1	1	n	-	0	0	1	1	0	1	f
Fir ST	Harvard	End	1	1	n	-	0	0	0	0	0	1	p
Fir ST	End	Harvard	1	1	n	-	0	0	0	0	0	2	p
Stewart Park DR	Harvard (E)	Park Entrance	1	1	y	20	1	0	0	1	0	1	f
Stewart Park DR	Park Entrance	Harvard	1	1	y	-	1	0	0	1	0	3	f
Stewart Park DR	Park Entrance	Umpqua River/Bridge	1	1	y	-	1	0	0	1	0	1	f
Stewart Park DR	Umpqua River/Bridge	Park Entrance	1	1	y	-	1	0	0	1	0	1	f
Homewood LN	Harvard	End	1	1	n	-	1	0	0	0	0	1	f
Homewood LN	End	Harvard	1	1	n	-	1	0	0	0	0	3	f
Stewart Park DR	Harvard	Umpqua River/Bridge	1	1	n	-	0	0	0	0	0	1	p
Stewart Park DR	Umpqua River/Bridge	Harvard	1	1	n	-	0	0	0	0	0	1	p
Foothill DR	Harvard	Myrtlewood	1	1	n	-	0	0	1	0	0	1	g
Foothill DR	Myrtlewood	Harvard	1	1	n	-	0	0	1	0	0	2	g
Foothill DR	Myrtlewood	End	1	1	n	-	0	0	1	0	0	1	g
Foothill DR	End	Myrtlewood	1	1	n	-	0	0	1	0	0	1	g
Myrtlewood CT	Foothill	End	1	1	n	-	0	0	1	0	0	1	g
Myrtlewood CT	End	Foothill	1	1	n	-	0	0	1	0	0	1	g
Sherwood AVE	End	Hickory	1	1	n	-	0	0	1	0	0	2	vg
Sherwood AVE	Hickory	End	1	1	n	-	0	0	1	0	0	1	vg
Sherwood AVE	Hickory	Hazel	1	1	n	-	0	0	1	0	1	2	vg
Sherwood AVE	Hazel	Hickory	1	1	n	-	0	0	1	0	0	2	vg
Sherwood AVE	Hazel	Berdine	1	1	n	-	0	0	1	1	1	2	vg
Sherwood AVE	Berdine	Hazel	1	1	n	-	0	0	1	1	0	2	vg
Sherwood AVE	Berdine	Center	1	1	n	-	0	0	1	1	1	2	vg
Sherwood AVE	Center	Berdine	1	1	n	-	0	0	1	1	0	1	vg
Sherwood AVE	Center	Elm	1	1	n	-	0	0	1	1	1	1	vg
Sherwood AVE	Elm	Center	1	1	n	-	0	0	1	1	0	2	vg
Sherwood AVE	Elm	Cochrane	1	1	n	-	0	0	1	1	1	1	vg
Sherwood AVE	Cochrane	Elm	1	1	n	-	0	0	1	1	0	1	vg
Sherwood AVE	Cochrane	Broccoli	1	1	n	-	0	0	1	1	1	2	vg
Sherwood AVE	Broccoli	Cochrane	1	1	n	-	0	0	1	1	0	1	vg
Salida CT	Shanendoah	End	1	1	n	-	0	0	1	1	0	1	f
Salida CT	End	Shanendoah	1	1	n	-	0	0	1	1	0	1	f
Alamosa CT	Shanendoah	End	1	1	n	-	0	0	1	1	0	1	f
Alamosa CT	End	Shanendoah	1	1	n	-	0	0	1	1	0	1	f
Filbert AVE	Center	Elm	1	1	n	-	0	0	1	1	0	1	vg

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Filbert AVE	Elm	Center	1	1	n	-	0	0	1	1	0	2	vg
Bradford DR	Oriole/Agee	Fair	1	1	y	20	0	0	1	1	1	1	vg
Bradford DR	Fair	Oriole/Agee	1	1	y	-	0	0	1	1	1	2	vg
Bradford DR	Fair	Shanendoah	1	1	y	-	0	0	1	1	1	1	vg
Bradford DR	Shanendoah	Fair	1	1	y	-	0	0	1	1	1	1	vg
Bradford DR	Shanendoah	Broccoli	1	1	y	-	0	0	1	1	1	2	vg
Bradford DR	Broccoli	Shanendoah	1	1	y	20	0	0	1	1	1	1	vg
Bradford DR	Broccoli	Bradford	1	1	n	-	0	0	1	1	0	1	vg
Bradford DR	Bradford	Broccoli	1	1	n	-	0	0	1	1	0	2	vg
Gary AVE	Broccoli	Bradford	1	1	n	-	0	0	1	1	0	1	vg
Gary AVE	Bradford	Broccoli	1	1	n	-	0	0	1	1	1	2	vg
Sharp AVE	Hickory	Hazel	1	1	n	-	0	0	1	1	0	1	vg
Sharp AVE	Hazel	Hickory	1	1	n	-	0	0	1	1	1	1	vg
Sharp AVE	Hazel	Bodie/Berdine	1	1	n	-	0	0	1	1	0	1	vg
Sharp AVE	Bodie/Berdine	Hazel	1	1	n	-	0	0	1	1	1	1	vg
Sharp AVE	Bodie/Berdine	Cardinal	1	1	n	-	0	0	1	1	0	1	vg
Sharp AVE	Cardinal	Bodie/Berdine	1	1	n	-	0	0	1	1	1	1	vg
Sharp AVE	Cardinal	Susan	1	1	n	-	0	0	1	1	0	1	vg
Sharp AVE	Susan	Cardinal	1	1	n	-	0	0	1	1	1	1	vg
Sharp AVE	Susan	Killdeer	1	1	n	-	0	0	1	1	0	1	vg
Sharp AVE	Killdeer	Susan	1	1	n	-	0	0	1	1	1	1	vg
Sharp AVE	Killdeer	Bradford	1	1	n	-	0	0	1	1	0	1	vg
Sharp AVE	Bradford	Killdeer	1	1	n	-	0	0	1	1	1	1	vg
Sharp AVE	Bradford	Tanager	1	1	n	-	0	0	1	1	0	1	vg
Sharp AVE	Tanager	Bradford	1	1	n	-	0	0	1	1	1	1	vg
Sharp AVE	Tanager	Broccoli	1	1	n	-	0	0	1	1	0	2	vg
Sharp AVE	Broccoli	Tanager	1	1	n	-	0	0	1	1	1	1	vg
Sharp AVE	Tanager	Broccoli	1	1	n	-	0	0	1	1	0	2	vg
Sharp AVE	Broccoli	Tanager	1	1	n	-	0	0	1	1	1	1	vg
Gilbert AVE	Bodie	Cardinal	1	1	n	-	0	0	1	1	0	1	vg
Gilbert AVE	Cardinal	Bodie	1	1	n	-	0	0	1	1	0	1	vg
Gilbert AVE	Cardinal	Killdeer	1	1	n	-	0	0	1	1	0	1	vg
Gilbert AVE	Killdeer	Cardinal	1	1	n	-	0	0	1	1	0	1	vg
Oriole DR	Cardinal	Killdeer	1	1	n	-	0	2	1	1	0	1	vg
Oriole DR	Killdeer	Cardinal	1	1	n	-	0	2	1	1	0	1	vg
Oriole DR	Killdeer	Tanager	1	1	n	-	0	2	1	1	0	1	vg
Oriole DR	Tanager	Killdeer	1	1	n	-	0	2	1	1	0	1	vg
Oriole DR	Tanager	Broccoli	1	1	y	20	0	2	1	1	1	1	vg
Oriole DR	Broccoli	Tanager	1	1	y	25	0	2	1	1	1	1	vg
Oriole DR	Broccoli	Bradford	1	1	y	20	0	2	1	1	1	1	vg
Oriole DR	Bradford	Broccoli	1	1	y	20	0	2	1	1	0	1	vg
Agee ST	Harvard	Bradford	1	1	n	25	0	2	0	1	0	1	vg
Agee ST	Bradford	Harvard	1	1	n	-	0	2	1	1	1	2	vg
Alpha ST	Fair	End	1	1	n	-	0	0	1	0	0	1	g
Alpha ST	End	Fair	1	1	n	-	0	0	1	0	0	1	g
Fair ST	Harvard	Alpha	1	1	n	-	0	0	1	0	0	1	vg
Fair ST	Alpha	Harvard	1	1	n	-	0	0	1	0	0	2	vg
Fair ST	Alpha	Bradford	1	1	y	20	0	0	1	0	0	2	vg
Fair ST	Bradford	Alpha	1	1	y	25	0	0	1	0	0	1	vg
Shanendoah ST	Harvard	Salida	1	1	n	-	0	0	1	1	0	1	f
Shanendoah ST	Salida	Harvard	1	1	n	-	0	0	1	1	0	2	f
Shanendoah ST	Salida	Alamosa	1	1	n	-	0	0	1	1	0	1	f
Shanendoah ST	Alamosa	Salida	1	1	n	-	0	0	1	1	0	1	f
Shanendoah ST	Alamosa	Bradford	1	1	y	-	0	0	1	1	0	2	f
Shanendoah ST	Bradford	Alamosa	1	1	y	-	0	0	1	1	0	1	f
Broccoli DR	Harvard	Sherwood	1	1	n	-	0	0	1	1	1	1	g
Broccoli DR	Sherwood	Harvard	1	1	n	-	0	0	1	1	0	2	g
Broccoli DR	Sherwood	Bradford	1	1	y	20	0	0	1	1	1	1	g
Broccoli DR	Bradford	Sherwood	1	1	y	25	0	0	1	1	0	2	g
Broccoli DR	Bradford	Gary	1	1	y	-	0	0	1	1	1	1	g
Broccoli DR	Gary	Bradford	1	1	y	-	0	0	1	1	0	2	g
Broccoli DR	Gary	Sharp	1	1	y	-	0	0	1	1	1	1	g
Broccoli DR	Sharp	Gary	1	1	y	-	0	0	1	1	0	1	g
Broccoli DR	Sharp	Oriole	1	1	y	25	0	0	1	1	1	2	g
Broccoli DR	Oriole	Sharp	1	1	y	20	0	0	1	1	0	2	g
Tamager ST	Oriole	Sharp	1	1	n	-	0	0	1	1	0	2	g
Tamager ST	Sharp	Oriole	1	1	n	-	0	0	1	1	0	1	g
Cochrane LN	Sherwood	End	1	1	n	-	0	0	0	0	0	1	vg
Tamager ST	Sharp	Oriole	1	1	n	-	0	0	1	1	0	1	g
Cochrane LN	Sherwood	End	1	1	n	-	0	0	0	0	0	1	vg
Cochrane LN	End	Sherwood	1	1	n	-	0	0	0	0	0	1	vg
Carroll CT	End	Bradford	1	1	n	-	0	0	1	1	0	1	f
Carroll CT	Bradford	End	1	1	n	-	0	0	1	1	0	1	f
Bradford DR	Bradford	Gary	1	1	n	-	0	0	1	1	0	1	vg
Bradford DR	Gary	Bradford	1	1	n	-	0	0	1	1	0	1	vg
Bradford DR	Gary	Sharp	1	1	n	-	0	0	1	1	0	1	vg
Bradford DR	Sharp	Gary	1	1	n	-	0	0	1	1	0	1	vg
Elm ST	Sherwood	Filbert	1	1	n	-	0	0	1	1	0	1	vg
Elm ST	Filbert	Sherwood	1	1	n	-	0	0	1	1	0	1	vg
Killdeer ST	Oriole	Sharp	1	1	n	-	0	0	1	1	0	1	vg
Killdeer ST	Sharp	Oriole	1	1	n	-	0	0	1	1	0	0	g
Susan ST	Sharp	Center	1	1	n	-	0	0	1	1	0	1	vg
Susan ST	Center	Sharp	1	1	n	-	0	0	1	1	0	1	vg
Cardinal ST	Gilbert	Oriole	1	1	n	-	0	0	1	1	0	1	vg
Cardinal ST	Oriole	Gilbert	1	1	n	-	0	0	1	1	0	1	vg
Cardinal ST	Sharp	Oriole	1	1	n	-	0	0	1	1	0	1	vg
Cardinal ST	Oriole	Sharp	1	1	n	-	0	0	1	1	0	2	vg
Bodie ST	Sharp	Gilbert	1	1	n	-	0	0	1	1	0	1	vg
Bodie ST	Gilbert	Sharp	1	1	n	-	0	0	1	1	0	1	vg
Center ST	Harvard	Sherwood	1	1	n	-	0	0	1	1	0	1	vg
Center ST	Sherwood	Harvard	1	1	n	-	0	0	1	1	0	2	vg
Center ST	Sherwood	Filbert	1	1	n	-	0	0	1	1	0	2	vg
Center ST	Filbert	Sherwood	1	1	n	-	0	0	1	1	0	1	vg
Center ST	Filbert	Susan	1	1	n	-	0	0	1	1	0	2	vg
Center ST	Susan	Filbert	1	1	n	-	0	0	1	1	0	1	vg
Center ST	Susan	Sharp	1	1	n	-	0	0	1	1	0	2	vg
Center ST	Sharp	Susan	1	1	n	-	0	0	1	1	0	2	vg
Berdine ST	Harvard	Sherwood	1	1	n	-	0	0	1	1	0	1	vg
Berdine ST	Sherwood	Harvard	1	1	n	-	0	0	1	1	0	2	vg
Berdine ST	Sherwood	Sharp	1	1	n	-	0	0	1	1	0	2	vg
Berdine ST	Sharp	Sherwood	1	1	n	-	0	0	1	1	0	1	vg
Hazel ST	Harvard	Sherwood	1	1	n	-	0	0	1	1	1	1	vg
Hazel ST	Sherwood	Harvard	1	1	n	-	0	0	1	1	1	2	vg
Hazel ST	Sherwood	Sharp	1	1	n	-	0	0	1	0	0	2	vg

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Hazel ST	Sharp	Sherwood	1	1	n	-	0	0	1	0	0	1	vg
Hazel ST	Sharp	End	1	1	n	-	0	0	1	0	0	1	vg
Hazel ST	End	Sharp	1	1	n	-	0	0	1	0	0	2	vg
Hickory ST	Harvard	Sherwood	1	1	n	-	0	0	1	1	0	1	vg
Hickory ST	Sherwood	Harvard	1	1	n	-	0	0	1	1	0	2	vg
Hickory ST	Sherwood	Sharp	1	1	n	-	0	0	1	1	0	1	vg
Hickory ST	Sharp	Sherwood	1	1	n	-	0	0	1	1	0	1	vg
Hickory ST	Sharp	End	1	1	n	-	0	0	1	1	0	1	vg
Hickory ST	End	Sharp	1	1	n	-	0	0	1	1	0	1	vg
Warren CT	Harvard	End	1	1	n	-	0	0	1	1	0	1	f
Warren CT	End	Harvard	1	1	n	-	0	0	1	1	0	2	f
Keady CT	Harvard	End	1	1	y	-	0	0	0	1	1	1	g
Keady CT	End	Harvard	1	1	y	-	0	0	0	1	1	3	g
Nebo ST	Brown	Catherine	1	1	n	-	0	0	1	1	1	1	f
Nebo ST	Catherine	Brown	1	1	n	-	0	0	1	1	1	1	f
Nebo ST	Catherine	Ann	1	1	n	-	0	0	1	1	1	1	f
Nebo ST	Ann	Catherine	1	1	n	-	0	0	1	1	1	1	f
Nebo ST	Ann	Myrtle	1	1	n	-	0	0	1	1	1	1	f
Nebo ST	Myrtle	Ann	1	1	n	-	0	0	1	1	1	1	f
Nebo ST	Myrtle	End	1	1	n	-	0	0	1	1	1	1	f
Nebo ST	End	Myrtle	1	1	n	-	0	0	1	1	1	1	f
Ridgeview CT	Myrtle	End	1	1	n	-	0	0	1	1	1	1	f
Ridgeview CT	End	Myrtle	1	1	n	-	0	0	1	1	1	2	f
Fairhaven ST	Harvard	Brown	1	1	n	-	0	0	1	1	1	1	f
Fairhaven ST	Brown	Harvard	1	1	n	-	0	0	1	1	1	2	f
Fairhaven ST	Brown	Catherine	1	1	n	-	0	0	1	1	1	1	f
Fairhaven ST	Catherine	Brown	1	1	n	-	0	0	1	1	1	1	f
Fairhaven ST	Catherine	Ann	1	1	n	-	0	0	1	1	1	1	f
Fairhaven ST	Ann	Catherine	1	1	n	-	0	0	1	1	1	1	f
Fairhaven ST	Ann	Myrtle	1	1	n	-	0	0	1	1	1	2	f
Fairhaven ST	Myrtle	Ann	1	1	n	-	0	0	1	1	1	1	f
Fairhaven ST	Myrtle	End	1	1	n	-	0	0	1	1	1	1	f
Fairhaven ST	End	Myrtle	1	1	n	-	0	0	1	1	1	2	f
Nevada CT	Myrtle	End	1	1	n	-	0	0	1	1	0	1	f
Nevada CT	End	Myrtle	1	1	n	-	0	0	1	1	0	2	f
Union ST	Harvard	Brown	1	1	n	-	0	0	1	1	0	2	f
Union ST	Brown	Harvard	1	1	n	-	0	0	1	1	0	2	f
Union ST	Brown	Myrtle	1	1	n	-	0	0	1	1	0	1	f
Union ST	Myrtle	Brown	1	1	n	-	0	0	1	1	0	2	f
Wharton ST	Harvard	Brown	1	1	n	-	0	0	1	1	0	2	f
Wharton ST	Brown	Harvard	1	1	n	-	0	0	1	1	0	2	f
Wharton ST	Brown	Myrtle	1	1	n	-	0	0	1	1	0	1	f
Wharton ST	Myrtle	Brown	1	1	n	-	0	0	1	1	0	2	f
Ballf ST	Harvard	Rosemond	1	1	n	-	0	0	1	1	0	1	f
Ballf ST	Rosemond	Harvard	1	1	n	-	0	0	1	1	0	2	f
Ballf ST	Rosemond	Brown	1	1	n	-	0	0	1	1	0	2	f
Ballf ST	Brown	Rosemond	1	1	n	-	0	0	1	1	0	1	f
Ballf ST	Brown	Military	1	1	n	-	0	0	1	1	1	1	f
Ballf ST	Military	Brown	1	1	n	-	0	0	0	1	0	2	f
Altamont ST	Brown	Military	1	1	n	-	0	0	1	1	0	1	f
Altamont ST	Military	Brown	1	1	n	-	0	0	1	1	0	2	f
Harrison ST	Harvard	Brown	1	1	n	-	0	0	1	1	1	2	f
Harrison ST	Brown	Harvard	1	1	n	-	0	0	1	1	0	2	f
Umpqua ST	Harvard	Military	1	1	n	-	0	0	1	1	1	2	f
Umpqua ST	Military	Harvard	1	1	n	-	0	0	1	1	1	3	f
Rosemond AVE	Ballf	End	1	1	n	-	0	0	1	1	0	1	f
Rosemond AVE	End	Ballf	1	1	n	-	0	0	1	1	0	1	f
Brown AVE	Nebo	Fairhaven	1	1	n	-	0	0	1	1	1	4	f
Brown AVE	Fairhaven	Nebo	1	1	n	-	0	0	1	1	1	1	f
Brown AVE	Fairhaven	Union	1	1	n	-	0	0	1	1	0	1	f
Brown AVE	Union	Fairhaven	1	1	n	-	0	0	1	1	0	2	f
Brown AVE	Union	Wharton	1	1	n	-	0	0	1	1	0	2	f
Brown AVE	Wharton	Union	1	1	n	-	0	0	1	1	0	1	f
Brown AVE	Wharton	Ballf	1	1	n	-	0	0	1	1	0	2	f
Brown AVE	Ballf	Wharton	1	1	n	-	0	0	1	1	0	1	f
Brown AVE	Ballf	Altamont	1	1	n	-	0	0	1	1	0	1	f
Brown AVE	Altamont	Ballf	1	1	n	-	0	0	1	1	0	1	f
Brown AVE	Altamont	Harrison	1	1	n	-	0	0	1	1	0	1	f
Brown AVE	Harrison	Altamont	1	1	n	-	0	0	1	1	0	1	f
Catherine AVE	Nebo	Fairhaven	1	1	n	-	0	0	1	1	0	1	f
Catherine AVE	Fairhaven	Nebo	1	1	n	-	0	0	1	1	0	1	f
Anee AVE	Nebo	Fairhaven	1	1	n	-	0	0	1	1	0	1	f
Anee AVE	Fairhaven	Nebo	1	1	n	-	0	0	1	1	0	1	f
Myrtle AVE	Nebo	Fairhaven	1	1	n	-	0	0	1	1	1	1	f
Myrtle AVE	Fairhaven	Nebo	1	1	n	-	0	0	1	1	1	1	f
Myrtle AVE	Fairhaven	Union	1	1	n	-	0	0	1	1	1	1	f
Myrtle AVE	Union	Fairhaven	1	1	n	-	0	0	1	1	1	1	f
Myrtle AVE	Union	Nevada	1	1	n	-	0	0	1	1	1	1	f
Myrtle AVE	Nevada	Union	1	1	n	-	0	0	1	1	0	1	f
Myrtle AVE	Nevada	Wharton	1	1	n	-	0	0	1	1	0	1	f
Myrtle AVE	Wharton	Nevada	1	1	n	-	0	0	1	1	0	1	f
Myrtle AVE	Wharton	Ballf	1	1	n	-	0	0	1	1	0	2	f
Myrtle AVE	Ballf	Wharton	1	1	n	-	0	0	1	1	0	1	f
Myrtle AVE	Ballf	Military	1	1	n	-	0	0	1	0	0	2	f
Myrtle AVE	Military	Ballf	1	1	n	-	0	0	1	0	0	2	f
Myrtle AVE	End	Umpqua	1	1	n	-	0	0	0	0	0	1	f
Military AVE	Umpqua	End	1	1	n	-	0	0	0	0	0	1	f
Military AVE	Umpqua	Harrison	1	1	n	-	0	0	0	0	0	1	f
Military AVE	Harrison	Umpqua	1	1	n	-	0	0	0	0	0	1	f
Military AVE	Harrison	Altamont	1	1	n	-	0	0	0	0	0	1	f
Military AVE	Altamont	Harrison	1	1	n	-	0	0	0	0	0	2	f
Military AVE	Altamont	Fromdahl	1	1	n	-	0	0	0	0	0	1	vp
Military AVE	Fromdahl	Altamont	1	1	n	-	0	0	0	0	0	1	vp
Military AVE	Fromdahl	Pilger	1	1	n	-	0	0	1	0	0	2	vp
Military AVE	Pilger	Fromdahl	1	1	n	25	0	0	1	0	0	1	vp
Military AVE	Loop	Lookinglass	1	1	n	-	1	0	0	0	0	2	f
Military AVE	Lookinglass	Loop	1	1	n	-	1	0	0	0	0	1	f
Micelli Village	Harvard	End	1	1	n	5	0	0	1	0	0	1	g
Micelli Village	End	Harvard	1	1	n	-	0	0	1	0	0	2	g
Hazel ST	Harvard	Moose	1	1	n	-	0	0	1	1	0	1	f

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Hazel ST	Moose	Harvard	1	1	n	-	0	0	1	1	0	2	f
Moose DR	Hazel ST	End (W)	1	1	n	-	0	0	1	1	0	1	f
Moose DR	End (W)	Hazel ST	1	1	n	-	0	0	1	1	0	1	f
Moose DR	Hazel ST	End (E)	1	1	n	-	0	0	1	1	0	1	f
Moose DR	End (E)	Hazel ST	1	1	n	-	0	0	1	1	0	1	f
Shasta AVE	Hickory	Avalon	1	1	n	-	0	0	1	1	0	1	vg
Shasta AVE	Avalon	Hickory	1	1	n	-	0	0	1	1	0	1	vg
Shasta AVE	Avalon	Lookinglass	1	1	n	-	0	0	1	1	0	2	vg
Shasta AVE	Lookinglass	Avalon	1	1	n	-	0	0	1	1	0	1	vg
Chateau AVE	Hickory	Avalon	1	1	n	-	0	0	1	1	0	1	vg
Chateau AVE	Avalon	Hickory	1	1	n	-	0	0	1	1	0	1	vg
Chateau AVE	Avalon	Lookinglass	1	1	n	-	0	0	1	1	0	2	vg
Chateau AVE	Lookinglass	Avalon	1	1	n	-	0	0	1	1	0	1	vg
Lorraine AVE	Hickory	Avalon	1	1	n	-	0	0	1	1	0	1	vg
Lorraine AVE	Avalon	Hickory	1	1	n	-	0	0	1	1	0	1	vg
Lorraine AVE	Avalon	Lookinglass	1	1	n	-	0	0	1	1	0	2	vg
Lorraine AVE	Lookinglass	Avalon	1	1	n	-	0	0	1	1	0	1	vg
Normandy AVE	End	Hickory	1	1	n	-	0	0	1	1	0	1	vg
Normandy AVE	Hickory	End	1	1	n	-	0	0	1	1	0	1	vg
Normandy AVE	Hickory	Lookinglass	1	1	n	-	0	0	1	1	0	2	vg
Normandy AVE	Lookinglass	Hickory	1	1	n	-	0	0	1	1	0	1	vg
Hickory ST	End (N)	Shasta	1	1	n	-	0	0	1	1	0	1	vg
Hickory ST	Shasta	End (N)	1	1	n	-	0	0	1	1	0	1	vg
Hickory ST	Shasta	Chateau	1	1	n	-	0	0	1	1	0	1	vg
Hickory ST	Chateau	Shasta	1	1	n	-	0	0	1	1	0	1	vg
Hickory ST	Chateau	Lorraine	1	1	n	-	0	0	1	1	0	1	vg
Hickory ST	Lorraine	Chateau	1	1	n	-	0	0	1	1	0	1	vg
Hickory ST	Chateau	Lorraine	1	1	n	-	0	0	1	1	0	1	vg
Hickory ST	Lorraine	Chateau	1	1	n	-	0	0	1	1	0	1	vg
Hickory ST	Lorraine	Normandy	1	1	n	-	0	0	1	1	0	1	vg
Hickory ST	Normandy	Lorraine	1	1	n	-	0	0	1	1	0	1	vg
Hickory ST	Normandy	End (S)	1	1	n	-	0	0	1	1	0	1	vg
Hickory ST	End (S)	Normandy	1	1	n	-	0	0	1	1	0	1	vg
Avalon AVE	Shasta	Chateau	1	1	n	-	0	0	1	1	0	1	vg
Avalon AVE	Chateau	Shasta	1	1	n	-	0	0	1	1	0	1	vg
Avalon AVE	Chateau	Lorraine	1	1	n	-	0	0	1	1	0	1	vg
Avalon AVE	Lorraine	Chateau	1	1	n	-	0	0	1	1	0	1	vg
Riverridge AVE	Lookinglass	Riverridge Spur	1	1	n	10	0	0	0	1	1	1	g
Riverridge AVE	Riverridge Spur	Lookinglass	1	1	n	-	0	0	0	1	1	2	g
Riverridge AVE	Riverridge Spur	End (W)	1	1	n	10	0	0	0	1	1	1	g
Riverridge AVE	End (W)	Riverridge Spur	1	1	n	-	0	0	0	1	1	1	g
Goedeck AVE	Old Melrose	Lookinglass	1	1	n	25	1	0	0	0	0	2	f
Goedeck AVE	Lookinglass	Old Melrose	1	1	n	25	1	0	0	0	0	2	f
Lookinglass RD	Harvard	Jay	1	1	n	40	1	2	0	0	0	0	vg
Lookinglass RD	Jay	Harvard	1	1	n	-	1	2	0	0	0	1	vg
Lookinglass RD	Jay	Shasta	1	1	n	-	1	2	0	0	0	0	vg
Lookinglass RD	Shasta	Jay	1	1	n	-	1	2	0	0	0	0	vg
Lookinglass RD	Shasta	Chateau	1	1	n	-	1	2	0	0	0	0	vg
Lookinglass RD	Chateau	Shasta	1	1	n	-	1	2	0	0	0	0	vg
Lookinglass RD	Chateau	Lorraine	1	1	n	-	1	2	0	0	0	0	vg
Lookinglass RD	Lorraine	Chateau	1	1	n	-	1	2	0	0	0	0	vg
Lookinglass RD	Lorraine	Normandy	1	1	n	40	1	2	0	0	0	0	f
Lookinglass RD	Normandy	Lorraine	1	1	n	-	1	2	0	0	0	0	f
Lookinglass RD	Normandy	Riverridge	1	1	n	-	1	2	0	0	0	0	f
Lookinglass RD	Riverridge	Normandy	1	1	n	-	1	2	0	0	0	0	f
Lookinglass RD	Riverridge	Goedeck	1	1	n	-	1	2	0	0	0	0	f
Lookinglass RD	Goedeck	Riverridge	1	1	n	40	1	2	0	0	0	0	f
Lookinglass RD	Goedeck	Military	1	1	n	50	1	2	0	0	0	0	f
Lookinglass RD	Military	Goedeck	1	1	n	-	1	2	0	0	0	0	f
Jay AVE	Lookinglass	Broccoli	1	1	n	-	0	0	1	1	0	2	g
Jay AVE	Broccoli	Lookinglass	1	1	n	-	0	0	1	1	0	2	g
Jay AVE	Broccoli	Luellen	1	1	n	-	0	0	1	1	0	2	g
Jay AVE	Luellen	Broccoli	1	1	n	-	0	0	1	1	0	2	g
Jay AVE	Luellen	Indianola	1	1	n	-	0	0	1	1	0	1	g
Jay AVE	Indianola	Luellen	1	1	n	-	0	0	1	1	0	2	g
Jay AVE	Indianola	Kenwood	1	1	n	-	0	0	1	1	0	2	g
Jay AVE	Kenwood	Indianola	1	1	n	-	0	0	1	1	0	1	g
Lagenberg AVE	Broccoli	End	1	1	n	-	0	0	1	1	0	1	g
Lagenberg AVE	End	Broccoli	1	1	n	-	0	0	1	1	0	2	g
Sanders AVE	Broccoli	End	1	1	n	-	0	0	1	1	0	1	g
Sanders AVE	End	Broccoli	1	1	n	-	0	0	1	1	0	2	g
Lorraine AVE	Lookinglass	Harris	1	1	n	-	0	0	1	1	1	1	g
Lorraine AVE	Harris	Lookinglass	1	1	n	-	0	0	1	1	1	2	g
Lorraine AVE	Harris	Winter Ridge	1	1	n	-	0	0	1	1	1	1	g
Lorraine AVE	Winter Ridge	Harris	1	1	n	-	0	0	1	1	1	1	g
Lorraine AVE	Winter Ridge	Broccoli	1	1	n	-	0	0	1	1	1	1	g
Lorraine AVE	Broccoli	Winter Ridge	1	1	n	-	0	0	1	1	1	1	g
Lorraine AVE	Broccoli	Luellen	1	1	n	-	0	0	1	1	1	2	g
Lorraine AVE	Luellen	Broccoli	1	1	n	-	0	0	1	1	1	1	g
Lorraine AVE	Luellen	Indianola	1	1	n	-	0	0	1	1	0	1	g
Lorraine AVE	Indianola	Luellen	1	1	n	-	0	0	1	1	0	2	g
Lorraine AVE	Indianola	Kenwood	1	1	n	-	0	0	1	1	0	2	g
Lorraine AVE	Kenwood	Indianola	1	1	n	-	0	0	1	1	0	1	g
Fromdahl CT	Pilger	End/Fromdahl	1	1	n	-	0	0	1	1	0	1	g
Fromdahl CT	End/Fromdahl	Pilger	1	1	n	-	0	0	1	1	0	2	g
Bertha AVE	Francis	Elaine	1	1	n	25	0	0	1	1	0	1	g
Bertha AVE	Elaine	Francis	1	1	n	-	0	0	1	1	0	1	g
Bertha AVE	Elaine	Stanton	1	1	n	-	0	0	1	1	1	1	vg
Bertha AVE	Stanton	Elaine	1	1	n	-	0	0	1	1	1	1	vg
Silver CT	Fromdahl	End	1	1	n	-	0	0	1	1	0	1	g
Silver CT	End	Fromdahl	1	1	n	-	0	0	1	1	0	1	g
Copper CT	Fromdahl	End	1	1	n	-	0	0	1	1	0	1	g
Copper CT	End	Fromdahl	1	1	n	-	0	0	1	1	0	1	g
Colvin ST	Hills	Winter Ridge	1	1	n	-	0	0	1	1	1	1	g
Colvin ST	Winter Ridge	Hills	1	1	n	-	0	0	1	1	1	1	g
Juniper CT	Hills	Winter Ridge	1	1	n	-	0	0	1	1	1	1	g
Juniper CT	Winter Ridge	Hills	1	1	n	-	0	0	1	1	1	1	g
Juniper CT	Winter Ridge	End	1	1	n	-	0	0	1	1	1	1	g
Juniper CT	End	Winter Ridge	1	1	n	-	0	0	1	1	1	1	g
Sprauge CT	Harris	End	1	1	n	-	0	0	1	1	1	1	g
Sprauge CT	End	Harris	1	1	n	-	0	0	1	1	1	1	g
Sycan CT	Harris	End	1	1	n	-	0	0	1	1	1	1	g

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Sycan CT	End	Harris	1	1	n	-	0	0	1	1	1	1	g
Crestview AVE	Indianola	Kenwood	1	1	n	-	0	0	0	1	1	1	g
Crestview AVE	Kenwood	Indianola	1	1	n	-	0	0	0	1	0	1	g
Crestview AVE	Kenwood	Pilger	1	1	n	-	0	0	0	1	0	1	g
Crestview AVE	Pilger	Kenwood	1	1	n	-	0	0	0	1	0	1	g
Luellen DR	Luellen	Indianola	1	1	n	-	0	0	1	1	0	1	g
Luellen DR	Indianola	Luellen	1	1	n	-	0	0	1	1	0	2	g
Luellen DR	Indianola	End	1	1	n	-	0	0	1	1	0	1	g
Luellen DR	End	Indianola	1	1	n	-	0	0	1	1	0	1	g
Stanton ST	Harvard	Bertha	1	1	n	-	0	0	1	1	1	1	vg
Stanton ST	Bertha	Harvard	1	1	n	-	0	0	1	1	1	2	vg
Stanton ST	Bertha	Elaine	1	1	n	-	0	0	1	1	1	1	g
Stanton ST	Elaine	Bertha	1	1	n	-	0	0	1	1	1	2	g
Francis ST	Harvard	Bertha	1	1	n	25	0	0	1	1	0	1	g
Francis ST	Bertha	Harvard	1	1	n	-	0	0	1	1	0	2	g
Fromdahl DR	Fromdahl	Silver	1	1	n	-	0	0	1	1	0	1	g
Fromdahl DR	Silver	Fromdahl	1	1	n	-	0	0	1	1	0	1	g
Fromdahl DR	Silver	Copper	1	1	n	-	0	0	1	1	0	1	g
Fromdahl DR	Copper	Silver	1	1	n	-	0	0	1	1	0	1	g
Fromdahl DR	Copper	Military	1	1	n	-	0	0	1	1	0	2	g
Fromdahl DR	Military	Copper	1	1	n	-	0	0	1	1	0	1	g
Pilger ST	Harvard	Fromdahl	1	1	n	25	0	0	1	1	1	1	g
Pilger ST	Fromdahl	Harvard	1	1	n	-	0	0	1	1	1	2	g
Pilger ST	Fromdahl	Crestview	1	1	n	-	0	0	1	1	0	1	g
Pilger ST	Crestview	Fromdahl	1	1	n	25	0	0	1	1	0	1	g
Pilger ST	Crestview	Military	1	1	n	-	0	0	1	1	0	1	g
Pilger ST	Military	Crestview	1	1	n	-	0	0	1	1	0	1	g
Pilger ST	Crestview	Military	1	1	n	-	0	0	1	1	0	1	g
Pilger ST	Military	Crestview	1	1	n	-	0	0	1	1	0	1	g
Rainbow ST	Harvard	End	1	1	n	-	0	0	1	0	0	1	f
Rainbow ST	End	Harvard	1	1	n	-	0	0	1	0	0	2	f
Haggerty ST	Harvard	End	1	1	n	-	0	0	1	0	0	1	f
Haggerty ST	End	Harvard	1	1	n	-	0	0	1	0	0	2	f
Kenwood ST	Harvard	Jay	1	1	n	-	0	0	1	1	0	1	g
Kenwood ST	Jay	Harvard	1	1	n	-	0	0	1	1	0	2	g
Kenwood ST	Jay	Lorraine	1	1	n	-	0	0	1	1	0	1	g
Kenwood ST	Lorraine	Jay	1	1	n	-	0	0	1	1	0	1	g
Kenwood ST	Lorraine	Crestview	1	1	n	-	0	0	1	1	0	1	g
Kenwood ST	Crestview	Lorraine	1	1	n	-	0	0	1	1	0	1	g
Indianola ST	Jay	Lorraine	1	1	n	-	0	0	1	1	0	2	g
Indianola ST	Lorraine	Jay	1	1	n	-	0	0	1	1	0	1	g
Indianola ST	Lorraine	Crestview	1	1	n	-	0	0	1	1	0	1	g
Indianola ST	Crestview	Lorraine	1	1	n	-	0	0	1	1	0	2	g
Indianola ST	Crestview	Luellen	1	1	n	-	0	0	1	1	0	1	g
Indianola ST	Luellen	Crestview	1	1	n	-	0	0	1	1	0	1	g
Broccoli DR	Harvard	Jay	1	1	n	-	0	0	1	1	0	1	f
Broccoli DR	Jay	Harvard	1	1	n	-	0	0	1	1	0	2	f
Broccoli DR	Jay	Lagenberg	1	1	n	-	0	0	1	1	0	2	g
Broccoli DR	Lagenberg	Jay	1	1	n	-	0	0	1	1	0	2	g
Broccoli DR	Lagenberg	Sanders	1	1	n	-	0	0	1	1	0	2	g
Broccoli DR	Sanders	Lagenberg	1	1	n	-	0	0	1	1	0	2	g
Broccoli DR	Sanders	Lorraine	1	1	n	-	0	0	1	1	0	2	g
Broccoli DR	Lorraine	Sanders	1	1	n	-	0	0	1	1	0	1	g
Winter Ridge DR	Lorraine	Colvin	1	1	n	-	0	0	1	1	1	1	g
Winter Ridge DR	Colvin	Lorraine	1	1	n	-	0	0	1	1	1	2	g
Winter Ridge DR	Colvin	Juniper	1	1	n	-	0	0	1	1	1	2	g
Winter Ridge DR	Juniper	Colvin	1	1	n	-	0	0	1	1	1	2	g
Winter Ridge DR	Juniper	End	1	1	n	-	0	0	1	1	1	2	g
Winter Ridge DR	End	Juniper	1	1	n	-	0	0	1	1	1	2	g
Harris Hills DR	Lorraine	Colvin	1	1	n	-	0	0	1	1	1	1	g
Harris Hills DR	Colvin	Lorraine	1	1	n	-	0	0	1	1	1	2	g
Harris Hills DR	Colvin	Juniper	1	1	n	-	0	0	1	1	1	1	g
Harris Hills DR	Juniper	Colvin	1	1	n	-	0	0	1	1	1	1	g
Harris Hills DR	Juniper	Sprauge	1	1	n	-	0	0	1	1	1	1	g
Harris Hills DR	Sprauge	Juniper	1	1	n	-	0	0	1	1	1	1	g
Harris Hills DR	Sprauge	Sycan	1	1	n	-	0	0	1	1	1	1	g
Harris Hills DR	Sycan	Sprauge	1	1	n	-	0	0	1	1	1	1	g
Harris Hills DR	Sycan	End	1	1	n	-	0	0	1	1	1	1	g
Harris Hills DR	Sycan	Sprauge	1	1	n	-	0	0	1	1	1	1	g
Harris Hills DR	Sycan	End	1	1	n	-	0	0	1	1	1	1	g
Harris Hills DR	End	Sycan	1	1	n	-	0	0	1	1	1	1	g
Winter ST	End (N)	Almeda	1	1	n	-	0	0	1	1	0	1	f
Winter ST	Almeda	End (N)	1	1	n	-	0	0	1	1	0	1	f
Winter ST	Almeda	Brooklyn	1	1	n	-	0	0	1	1	0	2	p
Winter ST	Brooklyn	Almeda	1	1	n	-	0	0	1	1	0	2	p
Winter ST	Brooklyn	End (S)	1	1	n	-	0	0	1	1	0	1	p
Winter ST	End (S)	Brooklyn	1	1	n	-	0	0	1	1	0	2	p
Taylor ST	Almeda	Brooklyn	1	1	n	-	0	0	1	1	0	2	f
Taylor ST	Brooklyn	Almeda	1	1	n	-	0	0	1	1	0	2	f
Jacobson ST	Almeda	Brooklyn	1	1	n	-	0	0	1	1	0	2	f
Jacobson ST	Brooklyn	Almeda	1	1	n	-	0	0	1	1	0	2	f
Todd ST	End	Barager	1	1	n	-	0	0	1	1	0	1	g
Todd ST	Barager	End	1	1	n	-	0	0	1	1	0	1	g
Todd ST	Barager	Almeda	1	1	n	-	0	0	1	1	0	2	g
Todd ST	Almeda	Barager	1	1	n	-	0	0	1	1	0	1	g
Todd ST	Almeda	Brooklyn	1	1	n	-	0	0	1	1	0	2	g
Todd ST	Brooklyn	Almeda	1	1	n	-	0	0	1	1	0	2	g
Todd ST	Brooklyn	End (S)	1	1	n	-	0	0	1	1	0	1	g
Todd ST	End (S)	Brooklyn	1	1	n	-	0	0	1	1	0	2	g
Hollis ST	Almeda	Brooklyn	1	1	n	-	0	0	1	1	0	2	f
Hollis ST	Brooklyn	Almeda	1	1	n	-	0	0	1	1	0	2	f
Hollis ST	Brooklyn	End (S)	1	1	n	-	0	0	1	1	0	1	f
Hollis ST	End (S)	Brooklyn	1	1	n	-	0	0	1	1	0	2	f
Morris ST	Almeda	Brooklyn	1	1	n	-	0	0	1	1	0	2	f
Morris ST	Brooklyn	Almeda	1	1	n	-	0	0	1	1	0	2	f
Morris ST	Brooklyn	End (S)	1	1	n	-	0	0	1	1	0	1	f
Morris ST	End (S)	Brooklyn	1	1	n	-	0	0	1	1	0	2	f
Sunset LN	End (N)	Barager	3	1	n	-	0	0	0	1	0	1	p
Sunset LN	Barager	End (N)	3	1	n	-	0	0	0	1	0	1	p
Sunset LN	Barager	Almeda	1	1	n	-	0	0	1	0	0	2	g
Sunset LN	Almeda	Barager	1	1	n	-	0	0	1	0	0	1	g
Poplar ST	Brooklyn	Church	1	1	n	-	0	0	1	1	0	2	vg
Poplar ST	Church	Brooklyn	1	1	n	-	0	0	1	1	0	1	vg
Poplar ST	Church	Oakland	1	1	n	-	0	0	1	1	0	1	vg

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Poplar ST	Oakland	Church	1	1	n	-	0	0	1	1	0	2	vg
Flaggstaff ST	Church	End	3	1	n	-	0	0	1	0	0	1	p
Flaggstaff ST	End	Church	3	1	n	-	0	0	1	0	0	1	p
Barager AVE	Sunset	Todd	1	1	n	-	0	0	1	0	0	1	vg
Barager AVE	Todd	Sunset	1	1	n	-	0	0	1	0	0	1	vg
Barager AVE	Todd	End	3	1	n	-	0	0	0	0	0	1	p
Barager AVE	End	Todd	3	1	n	-	0	0	0	0	0	1	p
Almeda AVE	Vine	Sunset	1	1	n	25	1	1	0	1	0	1	vg
Almeda AVE	Sunset	Vine	1	1	n	25	1	1	0	1	0	2	vg
Almeda AVE	Sunset	Morris	1	1	n	-	0	0	1	1	0	1	f
Almeda AVE	Morris	Sunset	1	1	n	-	0	0	1	1	0	1	f
Almeda AVE	Morris	Hollis	1	1	n	-	0	0	1	1	0	1	f
Almeda AVE	Hollis	Morris	1	1	n	-	0	0	1	1	0	1	f
Almeda AVE	Hollis	Todd	1	1	n	-	0	0	1	1	0	1	f
Almeda AVE	Todd	Hollis	1	1	n	-	0	0	1	1	0	1	f
Almeda AVE	Todd	Jacobson	1	1	n	-	0	0	1	1	0	1	f
Almeda AVE	Jacobson	Todd	1	1	n	25	0	0	1	1	0	1	f
Almeda AVE	Jacobson	Taylor	1	1	n	-	0	0	1	1	0	1	f
Almeda AVE	Taylor	Jacobson	1	1	n	-	0	0	1	1	0	1	f
Almeda AVE	Taylor	Winter	1	1	n	-	0	0	1	1	0	1	f
Almeda AVE	Winter	Taylor	1	1	n	-	0	0	1	1	0	1	f
Almeda AVE	Winter	End	1	1	n	-	0	0	1	1	0	1	f
Almeda AVE	End	Winter	1	1	n	-	0	0	1	1	0	1	f
Brooklyn AVE	Poplar	Morris	1	1	n	25	0	0	1	0	0	1	vg
Brooklyn AVE	Morris	Poplar	1	1	n	-	0	0	1	0	0	1	vg
Brooklyn AVE	Morris	Hollis	1	1	n	-	0	0	1	1	0	0	f
Brooklyn AVE	Hollis	Morris	1	1	n	-	0	0	1	1	0	0	f
Brooklyn AVE	Hollis	Morris	1	1	n	-	0	0	1	1	0	0	f
Brooklyn AVE	Hollis	Todd	1	1	n	-	0	0	1	1	0	0	f
Brooklyn AVE	Todd	Hollis	1	1	n	-	0	0	1	1	0	1	f
Brooklyn AVE	Todd	Jacobson	1	1	n	-	0	0	1	1	0	1	f
Brooklyn AVE	Jacobson	Todd	1	1	n	25	0	0	1	1	0	1	f
Brooklyn AVE	Jacobson	Taylor	1	1	n	-	0	0	1	1	0	1	f
Brooklyn AVE	Taylor	Jacobson	1	1	n	-	0	0	1	1	0	1	f
Brooklyn AVE	Taylor	Winter	1	1	n	-	0	0	1	1	0	1	f
Brooklyn AVE	Winter	Taylor	1	1	n	-	0	0	1	1	0	1	f
Brooklyn AVE	Winter	End	1	1	n	-	0	0	1	1	0	1	f
Brooklyn AVE	End	Winter	1	1	n	-	0	0	1	1	0	1	f
Church ACE	Vine	Flagstaff	1	1	n	25	0	0	1	1	0	1	vg
Church ACE	Flagstaff	Vine	1	1	n	-	0	0	1	1	0	2	vg
Church ACE	Flagstaff	Poplar	1	1	n	-	0	0	1	1	0	1	vg
Church ACE	Poplar	Flagstaff	1	1	n	25	0	0	1	1	0	1	vg
Garden Valley BLVD	Vine	Stephens	1	1	n	-	2	1	0	1	1	3	f
Garden Valley BLVD	Stephens	Vine	1	1	n	-	2	1	0	1	1	1	f
Garden Valley BLVD	Stephens	Dee	1	2	n	30	3	0	0	1	1	1	f
Garden Valley BLVD	Dee	Stephens	1	2	n	-	3	0	0	1	1	3	f
Garden Valley BLVD	Dee	Willow	1	2	n	-	3	0	0	1	1	1	f
Garden Valley BLVD	Willow	Dee	1	2	n	-	3	0	0	1	1	1	f
Garden Valley BLVD	Willow	Airport	1	2	n	-	3	0	0	1	1	3	f
Garden Valley BLVD	Airport	Willow	1	2	n	-	3	0	0	1	1	1	f
Garden Valley BLVD	Airport	Park	1	2	n	30	3	0	0	1	1	1	f
Garden Valley BLVD	Park	Airport	1	2	n	-	3	0	0	1	1	3	f
Garden Valley BLVD	Park	Fairmount	1	2	n	-	2	0	0	1	1	1	f
Garden Valley BLVD	Fairmount	Park	1	2	n	30	2	0	0	1	1	1	f
Garden Valley BLVD	Fairmount	Highland	1	2	n	-	2	0	0	1	1	1	f
Garden Valley BLVD	Highland	Fairmount	1	2	n	-	2	0	0	1	1	1	f
Garden Valley BLVD	Highland	Hicks	1	2	n	-	2	0	0	1	1	1	f
Garden Valley BLVD	Hicks	Highland	1	2	n	-	2	0	0	1	1	1	f
Garden Valley BLVD	Hicks	Beacon	1	2	n	-	2	0	0	1	1	1	f
Garden Valley BLVD	Beacon	Hicks	1	2	n	-	2	0	0	1	1	1	f
Garden Valley BLVD	Beacon	Ellan	1	2	n	-	2	0	0	1	1	1	f
Garden Valley BLVD	Ellan	Beacon	1	2	n	-	2	0	0	1	1	1	f
Garden Valley BLVD	Ellan	Eden	1	2	n	-	2	0	0	1	1	1	f
Garden Valley BLVD	Eden	Ellan	1	2	n	-	2	0	0	1	1	1	f
Garden Valley BLVD	Eden	Munson	1	2	n	-	2	0	0	1	1	1	f
Garden Valley BLVD	Munson	Eden	1	2	n	30	2	0	0	1	1	1	f
Garden Valley BLVD	Munson	Mulholland	1	2	n	-	2	0	0	1	1	3	f
Garden Valley BLVD	Mulholland	Munson	1	2	n	-	2	0	0	1	1	1	f
Garden Valley BLVD	Mulholland	I-5	1	2	n	-	2	0	0	1	1	3	f
Garden Valley BLVD	I-5	Mulholland	1	2	n	-	2	0	0	1	1	1	f
Oakland AVE	Vine	John	1	1	n	-	1	1	0	1	1	1	g
Oakland AVE	John	Vine	1	1	n	-	1	1	0	1	1	2	g
Oakland AVE	John	Thomas	1	1	n	-	1	1	0	1	1	1	g
Oakland AVE	Thomas	John	1	1	n	-	1	1	0	1	1	1	g
Oakland AVE	Thomas	Stephens	1	1	n	-	1	0	0	1	1	2	g
Oakland AVE	Stephens	Thomas	1	1	n	-	1	0	0	1	1	1	g
Oakland AVE	Stephens	Dee	1	1	n	25	1	0	1	1	1	1	g
Oakland AVE	Dee	Stephens	1	1	n	-	1	0	1	1	1	2	g
Oakland AVE	Dee	Willow	1	1	n	-	1	0	1	1	1	1	g
Oakland AVE	Willow	Dee	1	1	n	-	1	0	1	1	1	1	g
Brooklyn AVE	Vine	John	3	1	n	-	0	0	1	0	0	1	vp
Brooklyn AVE	John	Vine	3	1	n	-	0	0	1	0	0	1	vp
John ST	Brooklyn	Oakland	1	1	n	-	0	0	1	0	0	0	vp
John ST	Oakland	Brooklyn	1	1	n	-	0	0	1	0	0	0	vp
Williams ST	Almeda	?	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
Williams ST	?	Almeda	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
Stephens ST	Garden Valley	Oakland	1	2	n	-	2	1	0	1	1	1	f
Stephens ST	Oakland	Garden Valley	1	2	n	-	2	1	0	1	1	3	f
Stephens ST	Oakland	Brooklyn	1	2	n	-	2	1	0	1	1	1	f
Stephens ST	Brooklyn	Oakland	1	2	n	-	2	1	0	1	1	1	f
Stephens ST	Brooklyn	Almeda/Stewart	1	2	n	-	2	1	0	1	1	1	f
Stephens ST	Almeda/Stewart	Brooklyn	1	2	n	-	2	1	0	1	1	3	f
Stephens ST	Almeda/Stewart	Channon	1	2	n	-	2	1	0	1	1	1	g
Stephens ST	Channon	Almeda/Stewart	1	2	n	-	2	1	0	1	1	1	g
Stephens ST	Channon	Roseland	1	2	n	35	2	1	0	1	1	1	g
Stephens ST	Roseland	Channon	1	2	n	-	2	1	0	1	1	1	g
Stephens ST	Roseland	Emerald	1	2	n	-	2	1	0	1	1	1	g
Stephens ST	Emerald	Roseland	1	2	n	-	2	1	0	1	1	1	g
Stephens ST	Emerald	Caskey	1	2	n	-	2	1	0	1	1	1	g
Stephens ST	Caskey	Emerald	1	2	n	-	2	1	0	1	1	1	g
Stephens ST	Caskey	Exchange	1	2	n	-	2	1	0	1	1	1	g

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Stephens ST	Exchange	Caskey	1	2	n	-	2	1	0	1	1	1	g
Willow ST	Oakland	Garden Valley	1	1	n	-	1	0	1	1	1	2	g
Willow ST	Garden Valley	Oakland	1	1	n	-	1	0	1	1	1	1	g
Dee ST	Oakland	Garden Valley	1	1	n	-	1	2	1	1	0	2	vg
Dee ST	Garden Valley	Oakland	1	1	n	-	1	2	1	1	0	2	vg
Airport RD	Garden Valley	Stewart	1	1	n	-	1	2	0	1	1	1	vg
Airport RD	Stewart	Garden Valley	1	1	n	35	1	2	0	1	1	3	vg
Airport RD	Stewart	Channon	1	1	n	-	1	1	0	1	1	1	vg
Airport RD	Channon	Stewart	1	1	n	-	1	1	0	1	1	3	vg
Airport RD	Channon	Exchange	1	1	n	35	1	1	0	1	1	1	vg
Airport RD	Exchange	Channon	1	1	n	-	1	1	0	1	1	1	vg
Channon PKWY	Airport	Stephens	1	1	n	-	1	0	0	1	1	2	g
Channon PKWY	Stephens	Airport	1	1	n	-	1	0	0	1	1	2	g
Madison AVE	Vine	Channon	1	1	y	-	0	0	1	0	0	1	f
Madison AVE	Channon	Vine	1	1	y	-	0	0	1	0	0	2	f
Roseland AVE	Stephens	Vine	1	1	n	-	0	0	1	1	1	2	g
Roseland AVE	Vine	Stephens	1	1	n	-	0	0	1	1	1	2	g
Caskey CT	Stephens	End	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
Caskey CT	End	Stephens	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
Emerald DR	Stephens	Stephens	1	1	n	-	0	0	1	0	0	2	f
Emerald DR	Stephens	Stephens	1	1	n	-	0	0	1	0	0	2	f
Fairmount ST	Garden Valley	Cecil	1	1	n	-	0	0	1	1	0	1	g
Fairmount ST	Cecil	Garden Valley	1	1	n	-	0	0	1	1	0	2	g
Fairmount ST	Cecil	Meloy	1	1	n	-	0	0	1	1	0	1	g
Fairmount ST	Meloy	Cecil	1	1	n	-	0	0	1	1	0	1	g
Fairmount ST	Meloy	Stewart	1	1	n	-	0	0	1	1	0	2	g
Fairmount ST	Stewart	Meloy	1	1	n	25	0	0	1	1	0	1	g
Beacon ST	Garden Valley	End	1	1	n	-	0	0	1	1	0	1	g
Beacon ST	End	Garden Valley	1	1	n	-	0	0	1	1	0	2	g
Eden ST	Garden Valley	Cecil	1	1	n	-	0	0	1	1	0	2	g
Eden ST	Cecil	Garden Valley	1	1	n	-	0	0	1	1	0	2	g
Eden ST	Cecil	End	1	1	n	-	0	0	1	1	0	1	g
Eden ST	End	Cecil	1	1	n	-	0	0	1	1	0	2	g
Otie ST	Cecil	End	1	1	n	-	0	0	1	1	0	1	g
Otie ST	End	Cecil	1	1	n	-	0	0	1	1	0	2	g
Mulholland DR	Garden Valley	Bethel	1	1	n	25	1	1	0	1	1	1	vg
Mulholland DR	Bethel	Garden Valley	1	1	n	-	1	1	0	1	1	3	vg
Mulholland DR	Bethel	Cecil	1	1	n	-	1	1	0	1	1	1	vg
Mulholland DR	Cecil	Bethel	1	1	n	-	1	1	0	1	1	1	vg
Mulholland DR	Cecil	Stewart	1	1	n	-	1	1	0	1	1	3	vg
Mulholland DR	Stewart	Cecil	1	1	n	-	1	1	0	1	1	1	vg
Rutter LN	Bethel	Cecil	1	1	n	-	0	0	1	0	0	1	PVT
Rutter LN	Cecil	Bethel	1	1	n	-	0	0	1	0	0	1	PVT
Rutter LN	Cecil	End	1	1	n	-	0	0	1	0	0	1	vg
Rutter LN	End	Cecil	1	1	n	-	0	0	1	0	0	1	vg
Bethel AVE	Rutter	Mulholland	1	1	n	-	0	0	1	0	0	2	f
Bethel AVE	Mulholland	Rutter	1	1	n	-	0	0	1	0	0	1	f
Cecil AVE	Rutter	Mulholland	1	1	n	-	0	0	1	1	1	2	vg
Cecil AVE	Mulholland	Rutter	1	1	n	-	0	0	1	1	1	1	vg
Cecil AVE	Mulholland	Otie	1	1	n	-	1	0	1	1	0	1	g
Cecil AVE	Otie	Mulholland	1	1	n	-	1	0	1	1	0	2	g
Cecil AVE	Otie	Eden	1	1	n	-	1	0	1	1	0	2	g
Cecil AVE	Eden	Otie	1	1	n	-	1	0	1	1	0	1	g
Cecil AVE	Eden	Fairmount	1	1	n	-	1	0	1	1	0	2	g
Cecil AVE	Fairmount	Eden	1	1	n	-	1	0	1	1	0	2	g
Meloy AVE	Fairmount	End	3	1	n	-	0	0	0	1	0	1	PVT
Meloy AVE	End	Fairmount	3	1	n	-	0	0	0	1	0	1	PVT
Almeda AVE	Vine	Stephens	1	1	n	25	1	1	0	1	1	2	g
Almeda AVE	Stephens	Vine	1	1	n	25	1	1	0	1	1	2	g
Stewart PKWY	Stephens	Airport	1	2	n	-	2	1	0	1	1	3	vg
Stewart PKWY	Airport	Stephens	1	2	n	-	2	1	0	1	1	3	vg
Stewart PKWY	Airport	Fairmount	1	2	n	-	3	1	0	1	1	1	vg
Stewart PKWY	Fairmount	Airport	1	2	n	-	3	1	0	1	1	3	vg
Stewart PKWY	Mulholland/Aviation	Fairmount	1	2	n	40	1	1	0	1	1	1	vg
Stewart PKWY	Fairmount	Mulholland/Aviation	1	2	n	40	1	1	0	1	1	3	vg
Stewart PKWY	Aviation	I-5	1	2	n	-	1	1	0	1	1	1	vg
Stewart PKWY	Fairmount	Mulholland/Aviation	1	2	n	40	1	1	0	1	1	3	vg
Stewart PKWY	Aviation	I-5	1	2	n	-	1	1	0	1	1	1	vg
Stewart PKWY	I-5	Aviation	1	2	n	-	1	1	0	1	1	3	vg
Aviation DR (by airport	Stewart	Aviation	1	1	n	-	1	1	0	1	1	2	vg
Aviation DR (by airport	Aviation	Stewart	1	1	n	-	1	1	0	1	1	3	vg
Aviation DR (by airport	Aviation	Caribou	1	1	n	40	1	1	0	1	1	1	vg
Aviation DR (by airport	Caribou	Aviation	1	1	n	-	1	1	0	1	1	1	vg
Aviation DR (by airport	Caribou	Coral	1	1	n	-	1	1	0	1	1	1	vg
Aviation DR (by airport	Coral	Caribou	1	1	n	-	1	1	0	1	1	1	vg
Aviation DR (by airport	Coral	Catalina	1	1	n	-	1	1	0	1	1	1	vg
Aviation DR (by airport	Catalina	Coral	1	1	n	-	1	1	0	1	1	1	vg
Aviation DR (by airport	Catalina	Sweetbrier	1	1	n	-	1	1	0	1	1	1	vg
Aviation DR (by airport	Sweetbrier	Catalina	1	1	n	-	1	1	0	1	1	1	vg
Caribou LN * Abandon	Aviation	? End	1	1	n	10	0	0	0	0	0	1	f
Caribou LN * Trailor	? End	Aviation	1	1	n	10	0	0	0	0	0	2	f
Coral LN * Courts	Aviation	? End	1	1	n	10	0	0	0	0	0	1	f
Coral LN * Abandon	? End	Aviation	1	1	n	10	0	0	0	0	0	2	f
Catalina LN * Trailor	Aviation	? End	1	1	n	10	0	0	0	0	0	1	f
Catalina LN * Courts	? End	Aviation	1	1	n	10	0	0	0	0	0	2	f
Sweetbrier AVE	Aviation	End	1	1	n	-	0	0	1	0	0	1	f
Sweetbrier AVE	End	Aviation	1	1	n	-	0	0	1	0	0	2	f
Aviation DR	Sweetbrier	Wide	1	1	n	-	1	1	0	1	1	1	vg
Aviation DR	Wide	Sweetbrier	1	1	n	-	1	1	0	1	0	1	vg
Aviation DR	Wide	Edenbower	1	1	n	-	1	1	0	1	1	2	vg
Aviation DR	Edenbower	Wide	1	1	n	40	1	1	0	1	1	1	vg
Aviation DR	Edenbower	General	1	1	n	-	1	1	0	1	1	2	vg
Aviation DR	General	Edenbower	1	1	n	-	1	1	0	1	1	2	vg
Linda ST	Wide	End	1	1	n	-	0	0	1	0	0	1	f
Linda ST	End	Wide	1	1	n	-	0	0	1	0	0	1	f
Wide AVE	Linda	Bower/Aviation	3	1	n	-	0	0	1	0	0	2	vp
Wide AVE	Bower	Linda	3	1	n	-	0	0	1	0	0	1	vp
Edenbower BLVD	End (W)	Aviation	1	1	n	-	1	1	0	1	1	1	g
Edenbower BLVD	Aviation	End (W)	1	1	n	-	1	1	0	1	1	1	g
Edenbower BLVD	Aviation	Stephens	1	1	n	40	1	1	0	1	1	3	g
Edenbower BLVD	Stephens	Aviation	1	1	n	40	1	1	0	1	1	1	g
General AVE	Shadow Ranch	Aviation	1	1	n	-	1	0	0	1	1	1	vg

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
General AVE	Aviation	Shadow Ranch	1	1	n	-	1	0	0	1	1	2	vg
General AVE	Aviation	Joseph	1	1	n	-	1	0	0	1	1	1	vg
General AVE	Joseph	Aviation	1	1	n	-	1	0	0	1	1	2	vg
General AVE	Joseph	Hooker	1	1	n	-	1	0	0	1	1	2	vg
General AVE	Hooker	Joseph	1	1	n	-	1	0	0	1	1	1	vg
Shadow Ranch LN	General	End	1	1	n	10	0	0	0	1	0	1	g
Shadow Ranch LN	End	General	1	1	n	10	0	0	0	1	0	1	g
Joseph ST	End	Blossom	3	1	n	-	0	0	1	0	0	1	vp
Joseph ST	Blossom	End	3	1	n	-	0	0	1	0	0	1	vp
Joseph ST	Blossom	General	3	1	n	-	0	0	1	0	0	2	vp
Joseph ST	General	Blossom	3	1	n	-	0	0	1	0	0	1	vp
Blossom AVE	Joseph	Hooker	3	1	n	-	0	0	0	0	0	2	vp
Blossom AVE	Hooker	Joseph	3	1	n	-	0	0	0	0	0	1	vp
Hooker RD	End	General	1	1	n	-	0	0	0	0	0	4	f
Hooker RD	General	End	1	1	n	-	0	0	0	0	0	1	f
Hooker RD	General	Blossom	1	1	n	40	1	0	1	0	0	1	f
Hooker RD	Blossom	General	1	1	n	-	1	0	1	0	0	2	f
Hooker RD	Blossom	Oak Tree	1	1	n	-	1	0	1	0	0	1	f
Hooker RD	Oak Tree	Blossom	1	1	n	-	1	0	1	0	0	1	f
Hooker RD	Oak Tree	Stephens	1	1	n	-	1	0	1	0	0	2	f
Hooker RD	Stephens	Oak Tree	1	1	n	40	1	0	1	0	0	1	f
Keller RD	Hooker	?	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
Keller RD	?	Hooker	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
Pioneer RD	Hooker	End	3	1	n	-	0	0	0	0	0	1	PVT
Pioneer RD	End	Hooker	3	1	n	-	0	0	0	0	0	2	PVT
Pleasant ST	Oakland Shady HWY	End (W)	1	1	n	25	1	0	1	0	0	1	PVT
Pleasant ST	End (W)	Oakland Shady HWY	1	1	n	-	1	0	1	0	0	2	PVT
Pleasant ST	Oakland Shady HWY	End (E)	1	1	n	25	1	0	1	0	0	1	g
Pleasant ST	End (E)	Oakland Shady HWY	1	1	n	-	1	0	1	0	0	2	g
Vine ST	Garden Valley	Oakland	1	1	n	-	1	1	0	1	1	1	vg
Vine ST	Oakland	Garden Valley	1	1	n	-	1	1	0	1	1	2	vg
Vine ST	Oakland	Brooklyn	1	1	n	-	1	1	0	1	1	1	vg
Vine ST	Brooklyn	Oakland	1	1	n	-	1	1	0	1	1	1	vg
Vine ST	Brooklyn	Alameda	1	1	n	-	1	1	0	1	1	2	vg
Vine ST	Alameda	Brooklyn	1	1	n	-	1	1	0	1	1	1	vg
Vine ST	Alameda	Channon	1	1	y	-	1	0	1	0	0	1	g
Vine ST	Channon	Alameda	1	1	y	-	1	0	0	0	0	2	g
Vine ST	Channon	Madison	1	1	y	-	1	0	1	0	0	1	g
Vine ST	Madison	Channon	1	1	y	-	1	0	0	0	0	1	g
Vine ST	Madison	Roseland	1	1	y	-	1	0	1	1	0	1	g
Vine ST	Roseland	Madison	1	1	y	-	1	0	0	0	0	1	g
Vine ST	Roseland	Emerald	1	1	y	20	1	0	1	1	0	1	g
Vine ST	Emerald	Roseland	1	1	y	-	1	0	0	0	0	1	g
Vine ST	Emerald	Meadow	1	1	y	-	1	0	1	0	0	2	g
Vine ST	Meadow	Emerald	1	1	y	20	1	0	0	0	0	1	g
Oakland Shady HWY	Exchange	Meadow	1	2	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Meadow	Exchange	1	2	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Meadow	Clover	1	2	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Clover	Meadow	1	2	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Clover	Hewitt	1	2	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Hewitt	Clover	1	2	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Hewitt	Northpark	1	2	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Northpark	Hewitt	1	2	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Northpark	Russel	1	2	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Russel	Northpark	1	2	n	35	2	1	0	1	1	1	g
Oakland Shady HWY	Russel	Sterling	1	2	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Sterling	Russel	1	2	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Sterling	Newton	1	2	n	-	2	1	0	1	1	3	g
Oakland Shady HWY	Newton	Sterling	1	2	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Newton	Housley	1	2	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Housley	Newton	1	2	n	35	2	1	0	1	1	3	g
Oakland Shady HWY	Housley	Edenbower	1	2	n	-	2	1	0	1	1	3	g
Oakland Shady HWY	Edenbower	Housley	1	2	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Edenbower	Isabell	1	1	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Isabell	Edenbower	1	1	n	-	2	1	0	1	1	3	g
Oakland Shady HWY	Isabell	Mobridge	1	1	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Isabell	Edenbower	1	1	n	-	2	1	0	1	1	3	g
Oakland Shady HWY	Isabell	Mobridge	1	1	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Mobridge	Isabell	1	1	n	-	2	1	0	1	1	1	g
Oakland Shady HWY	Mobridge	Promise	1	1	n	-	2	1	0	1	1	1	vg
Oakland Shady HWY	Promise	Mobridge	1	1	n	-	2	1	0	1	1	1	vg
Oakland Shady HWY	Promise	Timberlake	1	1	n	-	2	1	0	1	1	1	vg
Oakland Shady HWY	Timberlake	Promise	1	1	n	-	2	1	0	1	1	1	vg
Oakland Shady HWY	Timberlake	Kennith Ford Dr	1	1	n	-	2	1	0	1	1	1	vg
Oakland Shady HWY	Kennith Ford Dr	Timberlake	1	1	n	-	2	1	0	1	1	1	vg
Oakland Shady HWY	Kennith Ford Dr	Keller	1	1	n	-	2	1	0	1	1	1	vg
Oakland Shady HWY	Keller	Kennith Ford Dr	1	1	n	-	2	1	0	1	1	1	vg
Oakland Shady HWY	Keller	Mary	1	1	n	-	2	1	0	1	1	1	vg
Oakland Shady HWY	Mary	Keller	1	1	n	45	2	1	0	1	1	1	vg
Oakland Shady HWY	Mary	Currier	1	1	n	45	2	1	0	1	1	1	vg
Oakland Shady HWY	Currier	Mary	1	1	n	-	2	1	0	1	1	1	vg
Oakland Shady HWY	Currier	Pleasant	1	1	n	-	1	1	0	1	1	1	f
Oakland Shady HWY	Pleasant	Currier	1	1	n	-	1	1	0	1	1	1	f
Oakland Shady HWY	Pleasant	Club	1	1	n	-	1	1	0	1	1	1	f
Oakland Shady HWY	Club	Pleasant	1	1	n	-	1	1	0	1	1	1	f
Oakland Shady HWY	Club	Taft	1	1	n	30 advised	1	1	0	0	0	1	f
Oakland Shady HWY	Taft	Club	1	1	n	-	1	1	0	0	0	1	f
Oakland Shady HWY	Taft	Strauss	1	1	n	-	1	1	0	0	0	1	f
Oakland Shady HWY	Strauss	Taft	1	1	n	-	1	1	0	0	0	1	f
Oakland Shady HWY	Strauss	Brewer	1	1	n	40	1	1	0	0	0	1	f
Oakland Shady HWY	Brewer	Strauss	1	1	n	40	1	1	0	0	0	1	f
Oakland Shady HWY	Brewer	Page	1	1	n	-	1	1	0	0	0	1	f
Oakland Shady HWY	Page	Brewer	1	1	n	-	1	1	0	0	0	1	f
Oakland Shady HWY	Page	Pioneer Way	1	1	n	-	1	1	0	0	0	1	f
Oakland Shady HWY	Pioneer Way	Page	1	1	n	-	1	1	0	0	0	1	f
Oakland Shady HWY	Pioneer Way	Umpqua River/Bridge	1	1	n	-	1	0	0	0	0	1	f
Oakland Shady HWY	Umpqua River/Bridge	Pioneer Way	1	1	n	40	1	0	0	0	0	1	f
Oakland Shady HWY	Umpqua River/Bridge	Winchester/Del Rio	1	1	n	40	2	2	0	0	0	1	f
Oakland Shady HWY	Winchester/Del Rio	Umpqua River/Bridge	1	1	n	-	2	2	0	0	0	1	f
Oakland Shady HWY	Winchester	I-5 ramp	1	1	n	-	2	2	0	0	0	1	f
Oakland Shady HWY	I-5 ramp	Winchester	1	1	n	-	2	2	0	0	0	1	f
Oakland Shady HWY	I-5 ramp	Umpqua College	1	1	n	-	2	2	0	0	0	1	g

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Oakland Shady HWY 9	Umpqua College	I-5 ramp	1	1	n	-	2	2	0	0	0	1	g
Oakland Shady HWY 9	Umpqua College	North Bank	1	1	n	55,35	1	2	0	0	0	1	g
Oakland Shady HWY 9	North Bank	Umpqua College	1	1	n	55,40	1,2	2	0	0	0	1	g
Oakland Shady HWY 9	North Bank	Wilber	1	1	n	-	1	2	0	0	0	1	g
Oakland Shady HWY 9	Wilber	North Bank	1	1	n	35	2	2	0	0	0	1	g
Wilber RD	HWY 99	I-5 ramp	1	1	n	40	1	0	0	0	0	1	f
Wilber RD	I-5 ramp	HWY 99	1	1	n	-	1	0	0	0	0	2	f
Wilber RD	I-5	? (west of I-5)	1	1	n	-	1	0	0	0	0	1	f
Wilber RD	? (west of I-5)	I-5	1	1	n	-	1	0	0	0	0	1	f
North Bank RD	HWY 99	Blacktail LN	1	1	n	-	1	2	0	0	0	1	vg
North Bank RD	Blacktail LN	HWY 99	1	1	n	-	1	2	0	0	0	2	vg
North Bank RD	Blacktail LN	UGB	1	1	n	-	1	0	0	0	0	1	g
North Bank RD	UGB	Blacktail LN	1	1	n	-	1	0	0	0	0	1	g
Umpqua College RD	HWY 99	Songbird CT	1	1	y	55	1	2	0	0	0	1	g
Umpqua College RD	Songbird CT	HWY 99	1	1	y	-	1	2	0	0	0	2	g
Umpqua College RD	Songbird CT	N. River RD	1	1	y	25	1	2	0	0	0	1	g
Umpqua College RD	N. River RD	Songbird CT	1	1	y	55	1	2	0	0	0	1	g
Page RD	HWY 99	Village DR	1	1	y	35,20	1	0	1	1	0	1	g
Page RD	Village DR	HWY 99	1	1	y	-	1	0	1	1	1	2	g
Page RD	Village DR	Thora Circle Dr	1	1	y	35	1	0	1	1	0	1	g
Page RD	Thora Circle Dr	Village DR	1	1	y	20	1	0	1	1	1	1	g
Page RD	Thora Circle Dr	Gresham LN	1	1	n	35	1	0	1	1	0	1	g
Page RD	Gresham LN	Thora Circle Dr	1	1	n	35	1	0	1	1	1	1	g
Page RD	Gresham LN	Lilac	1	1	n	-	1	0	1	1	0	1	g
Page RD	Lilac	Gresham LN	1	1	n	-	1	0	1	1	1	1	g
Page RD	Lilac	Wild Fern Dr	1	1	n	-	1	0	1	1	0	1	g
Page RD	Wild Fern Dr	Lilac	1	1	n	-	1	0	1	1	0	1	g
Page RD	Wild Fern Dr	Lilac	1	1	n	-	1	0	1	1	0	1	g
Page RD	Wild Fern Dr	UGB	1	1	n	-	1	0	0	0	0	1	g
Page RD	UGB	Wild Fern Dr	1	1	n	35	1	0	0	0	0	1	g
Taft DR	HWY 99	Northview Dr	1	1	n	25	1	0	0	1	0	1	g
Taft DR	Northview Dr	HWY 99	1	1	n	25	1	0	0	1	0	2	g
Club ST	HWY 99	End	1	1	n	-	1	0	1	1	0	1	g
Club ST	End	HWY 99	1	1	n	-	1	0	1	1	0	2	g
Currier ST	HWY 99	Graham	1	1	n	-	1	0	1	0	0	1	f
Currier ST	Graham	HWY 99	1	1	n	25	1	0	1	0	0	2	f
Currier ST	Graham	Ridenour	1	1	n	-	1	0	1	0	0	1	f
Currier ST	Ridenour	Graham	1	1	n	-	1	0	1	0	0	1	f
Currier ST	Ridenour	End	1	1	n	-	1	0	1	0	0	1	f
Currier ST	End	Ridenour	1	1	n	-	1	0	1	0	0	1	f
Graham ST	End (N)	Currier	3	1	n	-	1	0	1	0	0	1	p
Graham ST	Currier	End (N)	3	1	n	-	1	0	1	0	0	1	p
Graham ST	Currier	End (S)	3	1	n	-	1	0	1	0	0	1	p
Graham ST	End (S)	Currier	3	1	n	-	1	0	1	0	0	1	p
Mary Ann LN	HWY 99	Danita	1	1	n	-	0	0	1	1	0	1	g
Mary Ann LN	Danita	HWY 99	1	1	n	-	0	0	1	1	0	2	g
Danita LN	Mary Ann	End (E)	1	1	n	10	0	0	0	0	1	1	g
Danita LN	End (E)	Mary Ann	1	1	n	10	0	0	0	0	1	1	g
Mary Ann LN	Danita	End (E)	1	1	n	10	0	0	0	0	1	1	g
Mary Ann LN	End (E)	Danita	1	1	n	10	0	0	0	0	1	1	g
Timberlake AVE	HWY 99	End	1	1	n	-	0	0	1	0	0	1	p
Timberlake AVE	End	HWY 99	1	1	n	-	0	0	1	0	0	2	p
Promise AVE	HWY 99	End	1	1	n	-	0	0	1	0	0	1	p
Promise AVE	End	HWY 99	1	1	n	-	0	0	1	0	0	2	p
Mobridge AVE	HWY 99	End	1	1	n	-	0	0	1	0	0	1	p
Mobridge AVE	End	HWY 99	1	1	n	-	0	0	1	0	0	2	p
Isabell AVE	HWY 99	End	1	1	n	-	0	0	1	0	0	1	p
Isabell AVE	End	HWY 99	1	1	n	-	0	0	1	0	0	2	p
Housley AVE	HWY 99	Johnson	1	1	n	25	1	0	0	0	0	2	f
Housley AVE	Johnson	HWY 99	1	1	n	-	1	0	0	0	0	2	f
Newton Creek RD	HWY 99	Sawyer's	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Sawyer's	HWY 99	1	1	n	-	1	0	1	1	0	3	f
Newton Creek RD	Sawyer's	Johnson	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Johnson	Sawyer's	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Johnson	Vine	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Vine	Johnson	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Vine	Porter	1	1	n	25	1	0	1	1	0	1	f
Newton Creek RD	Vine	Johnson	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Vine	Porter	1	1	n	25	1	0	1	1	0	1	f
Newton Creek RD	Porter	Vine	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Porter	Hughes	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Hughes	Porter	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Hughes	Follett	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Follett	Hughes	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Follett	Slope	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Slope	Follett	1	1	n	25	1	0	1	1	0	1	f
Newton Creek RD	Slope	Laurel Springs	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Laurel Springs	Slope	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Laurel Springs	Marlene	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Marlene	Laurel Springs	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Marlene	Joanne	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Joanne	Marlene	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Joanne	Monterey	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Monterey	Joanne	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Monterey	Newport	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Newport	Monterey	1	1	n	-	1	0	1	1	0	1	f
Newton Creek RD	Newport	UGB	1	1	n	35	1	0	1	1	0	1	f
Newton Creek RD	UGB	Newport	1	1	n	25	1	0	1	1	0	1	f
Knoll AVE	Johnson	Vine	1	1	n	-	0	0	1	1	0	1	f
Knoll AVE	Vine	Johnson	1	1	n	-	0	0	1	1	0	1	f
Knoll AVE	Vine	Porter	1	1	n	-	0	0	1	1	0	1	f
Knoll AVE	Porter	Vine	1	1	n	-	0	0	1	1	0	1	f
Knoll AVE	Porter	Hughes	1	1	n	-	0	0	1	1	0	2	f
Knoll AVE	Hughes	Porter	1	1	n	-	0	0	1	1	0	1	f
Knoll AVE	Hughes	Hughes	1	1	n	-	0	0	1	1	0	2	f
Knoll AVE	Hughes	Hughes	1	1	n	-	0	0	1	1	0	2	f
Knoll AVE	Hughes	Follett	1	1	n	-	0	0	1	1	0	1	f
Knoll AVE	Follett	Hughes	1	1	n	-	0	0	1	1	0	2	f
Knoll AVE	Follett	Slope	1	1	n	-	0	0	1	1	0	1	f
Knoll AVE	Slope	Follett	1	1	n	-	0	0	1	1	0	2	f
Sawyer's LN	Newton	End	1	1	n	-	0	0	1	0	0	1	f
Sawyer's LN	End	Newton	1	1	n	-	0	0	1	0	0	2	f
Johnson ST	Newton	Knoll	1	1	n	-	0	0	1	1	0	1	f

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Johnson ST	Knoll	Newton	1	1	n	-	0	0	1	1	0	2	f
Johnson ST	Knoll	Housley	1	1	n	-	0	0	1	1	0	1	f
Johnson ST	Housley	Knoll	1	1	n	-	0	0	1	1	0	1	f
Vine ST	Newton	Knoll	1	1	n	-	0	0	1	1	0	2	g
Vine ST	Knoll	Newton	1	1	n	-	0	0	1	1	0	2	g
Porter ST	Newton	Knoll	1	1	n	-	0	0	1	1	0	2	f
Porter ST	Knoll	Newton	1	1	n	-	0	0	1	1	0	2	f
Hughes ST	Newton	Knoll	1	1	n	-	0	0	0	1	0	1	g
Hughes ST	Knoll	Newton	1	1	n	25	0	0	0	1	0	2	g
Hughes ST	Knoll	End	1	1	n	25	0	0	0	1	0	1	g
Hughes ST	End	Knoll	1	1	n	-	0	0	0	1	0	1	g
Hughes LP	Knoll	End	1	1	n	-	0	0	0	1	0	1	g
Hughes LP	End	Knoll	1	1	n	-	0	0	0	1	0	1	g
Follett ST	Newton	Knoll	1	1	n	-	0	0	0	1	0	1	vg
Follett ST	Knoll	Newton	1	1	n	-	0	0	0	1	0	2	vg
Follett ST	Knoll	End	1	1	n	-	0	0	0	1	0	1	vg
Follett ST	End	Knoll	1	1	n	-	0	0	0	1	0	1	vg
Slope ST	Newton	Knoll	1	1	n	-	0	0	1	1	0	1	f
Slope ST	Knoll	Newton	1	1	n	-	0	0	1	1	0	2	f
Ridge AVE	End	Laurel Springs	1	1	n	-	0	0	1	0	0	1	p
Ridge AVE	Laurel Springs	End	1	1	n	-	0	0	1	0	0	1	p
Ridge AVE	Laurel Springs	Marlene	1	1	n	-	0	0	1	0	0	1	p
Ridge AVE	Marlene	Laurel Springs	1	1	n	-	0	0	1	0	0	1	p
Ridge AVE	Marlene	Joanne	1	1	n	-	0	0	1	0	0	1	f
Ridge AVE	Joanne	Marlene	1	1	n	-	0	0	1	0	0	1	f
Ridge AVE	Joanne	End (N)	1	1	n	-	0	0	1	0	0	1	p
Ridge AVE	End (N)	Joanne	1	1	n	-	0	0	1	0	0	1	p
Ridge AVE	Joanne	End (N)	1	1	n	-	0	0	1	0	0	1	p
Ridge AVE	End (N)	Joanne	1	1	n	-	0	0	1	0	0	1	p
Laurel Springs DR	Newton	Ridge	1	1	n	-	0	0	1	0	0	1	p
Laurel Springs DR	Ridge	Newton	1	1	n	-	0	0	1	0	0	2	p
Laurel Springs DR	Ridge	End	1	1	n	-	0	0	1	0	0	1	f
Laurel Springs DR	End	Ridge	1	1	n	-	0	0	1	0	0	1	f
Marlene DR	Newton	Ridge	1	1	n	-	0	0	1	0	0	1	f
Marlene DR	Ridge	Newton	1	1	n	-	0	0	1	0	0	2	f
Joanne DR	Newton	Ridge	1	1	n	-	0	0	1	0	0	1	p
Joanne DR	Ridge	Newton	1	1	n	-	0	0	1	0	0	2	p
Monterey DR	Newton	Newport	1	1	n	-	0	0	1	1	0	1	vg
Monterey DR	Newport	Newton	1	1	n	-	0	0	1	1	0	2	vg
Newport ST	Newton	Monterey	1	1	n	-	0	0	1	1	0	1	vg
Newport ST	Monterey	Newton	1	1	n	-	0	0	1	1	0	2	vg
Parker RD	Newton	Neptune	1	1	n	25	0	0	1	1	0	1	p
Parker RD	Neptune	Newton	1	1	n	-	0	0	1	1	0	2	p
Parker RD	Neptune	Peggy	1	1	n	-	0	0	1	1	0	1	f
Parker RD	Peggy	Neptune	1	1	n	-	0	0	1	1	0	1	f
Parker RD	Peggy	End	3	1	n	-	0	0	0	0	0	1	p
Parker RD	End	Peggy	3	1	n	25	0	0	0	0	0	1	p
Neptune LN	Parker	End (W)	3	1	n	5	0	0	0	0	0	1	p
Neptune LN	End (W)	Parker	3	1	n	-	0	0	0	0	0	4	p
Kirby AVE	Parker	Dobie	1	1	n	25	0	0	1	0	0	1	g
Kirby AVE	Dobie	Parker	1	1	n	-	0	0	1	0	0	2	g
Kirby AVE	Dobie	Carmen	1	1	n	-	0	0	1	0	0	1	g
Kirby AVE	Carmen	Dobie	1	1	n	25	0	0	1	0	0	1	g
Kirby AVE	Carmen	End (E)	1	1	n	-	0	0	1	0	0	1	g
Kirby AVE	End (E)	Carmen	1	1	n	-	0	0	1	0	0	1	g
Dobie CT	Kirby	End	1	1	n	-	0	0	1	0	0	1	g
Dobie CT	End	Kirby	1	1	n	-	0	0	1	1	0	1	g
Carmen ST	Kirby	End	1	1	n	-	0	0	1	1	0	1	g
Carmen ST	End	Kirby	1	1	n	-	0	0	1	1	0	1	g
Peggy AVE	Parker	End (W)	1	1	n	-	0	0	1	1	0	1	g
Peggy AVE	End (W)	Parker	1	1	n	-	0	0	1	1	0	2	g
Parker AVE	Parker	End (W)	3	1	n	-	0	0	0	0	0	1	p
Parker AVE	End (W)	Parker	3	1	n	-	0	0	0	0	0	1	p
Meadow AVE	HWY 99	Kerr	1	1	n	25	0	0	0	0	0	1	f
Meadow AVE	Kerr	HWY 99	1	1	n	-	0	0	0	0	0	2	f
Meadow AVE	Kerr	Vine	1	1	n	-	0	0	0	0	0	1	f
Meadow AVE	Vine	Kerr	1	1	n	-	0	0	0	0	0	1	f
Meadow AVE	Vine	End (E)	1	1	n	-	0	0	0	0	0	1	f
Meadow AVE	Vine	Kerr	1	1	n	-	0	0	0	0	0	1	f
Meadow AVE	Vine	End (E)	1	1	n	-	0	0	0	0	0	1	f
Meadow AVE	End (E)	Vine	1	1	n	-	0	0	0	0	0	1	f
Clover AVE	HWY 99	Kerr	1	1	n	25	0	0	1	1	0	1	g
Clover AVE	Kerr	HWY 99	1	1	n	-	0	0	1	1	0	2	g
Clover AVE	Kerr	Vine	1	1	n	-	0	0	1	1	0	1	g
Clover AVE	Vine	Kerr	1	1	n	25	0	0	1	1	0	1	g
Clover AVE	Vine	End (E)	1	1	n	-	0	0	1	1	0	1	g
Clover AVE	End (E)	Vine	1	1	n	-	0	0	1	1	0	1	g
Vine ST	Meadow	Clover	3	1	n	-	0	0	1	0	0	2	p
Vine ST	Clover	Meadow	3	1	n	-	0	0	1	0	0	2	p
Kerr ST	Meadow	Clover	1	1	n	-	0	0	1	1	0	2	f
Kerr ST	Clover	Meadow	1	1	n	-	0	0	1	1	0	1	f
Kerr ST	Clover	Hewitt	1	1	n	-	0	0	1	1	0	2	f
Kerr ST	Hewitt	Clover	1	1	n	-	0	0	1	1	0	2	f
Kerr ST	Hewitt	Zues	1	1	n	-	0	0	1	1	0	1	f
Kerr ST	Zues	Hewitt	1	1	n	-	0	0	1	1	0	2	f
Kerr ST	Zues	End	1	1	n	-	0	0	0	0	0	1	p
Kerr ST	End	Zues	1	1	n	-	0	0	0	0	0	1	p
Hewitt AVE	Atkinson	Kerr	1	1	n	-	0	0	1	1	0	1	f
Hewitt AVE	Kerr	Atkinson	1	1	n	-	0	0	1	1	0	1	f
Hewitt AVE	Kerr	Louise	1	1	n	-	0	0	1	1	0	1	f
Hewitt AVE	Louise	Kerr	1	1	n	-	0	0	1	1	0	1	f
Hewitt AVE	Louise	Carolyn	1	1	n	-	0	0	1	1	0	1	f
Hewitt AVE	Carolyn	Louise	1	1	n	-	0	0	1	1	0	1	f
Hewitt AVE	Carolyn	HWY 99	1	1	n	-	0	0	1	1	0	2	f
Hewitt AVE	HWY 99	Carolyn	1	1	n	-	0	0	1	1	0	1	f
Carolyn LN	Hewitt	End (S)	1	1	n	-	0	0	1	1	0	1	g
Carolyn LN	End (S)	Hewitt	1	1	n	-	0	0	1	1	0	1	g
Louise LN	Hewitt	End (S)	3	1	n	-	0	0	1	0	0	1	p
Louise LN	End (S)	Hewitt	3	1	n	-	0	0	1	0	0	1	p
Walker CT	Hewitt	End	1	1	n	-	0	0	1	1	0	1	g
Walker CT	End	Hewitt	1	1	n	-	0	0	1	1	0	1	g
Atkinson CT	Hewitt	End	1	1	n	-	0	0	1	1	0	1	g
Atkinson CT	End	Hewitt	1	1	n	-	0	0	1	1	0	1	g
Zues LN	Kerr	Balder	1	1	n	5	0	0	0	0	0	1	p

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Zues LN	Balder	Kerr	1	1	n	5	0	0	0	0	0	1	p
Zues LN	Kerr	HWY 99	1	1	n	5	0	0	0	0	0	1	p
Zues LN	HWY 99	Kerr	1	1	n	5	0	0	0	0	0	1	p
Northpark LN	HWY 99	3 way Y	1	1	n	5	0	0	0	0	0	1	f
Northpark LN	3 way Y	HWY 99	1	1	n	5	0	0	0	0	0	2	f
Calypso LN	3 way Y	Balder	1	1	n	5	0	0	0	0	0	1	p
Calypso LN	Balder	3 way Y	1	1	n	5	0	0	0	0	0	1	p
Athena LN	3 way Y	Balder	1	1	n	5	0	0	0	0	0	1	p
Athena LN	Balder	3 way Y	1	1	n	5	0	0	0	0	0	1	p
Balder LN	Athena	Calypso	1	1	n	5	0	0	0	0	0	1	p
Balder LN	Calypso	Athena	1	1	n	5	0	0	0	0	0	1	p
Balder LN	Calypso	Zues	1	1	n	5	0	0	0	0	0	1	p
Balder LN	Zues	Calypso	1	1	n	5	0	0	0	0	0	1	p
Balder LN	Zues	End (S)	1	1	n	5	0	0	0	0	0	1	p
Balder LN	End (S)	Zues	1	1	n	5	0	0	0	0	0	1	p
Sterling DR	HWY 99	End	1	1	n	25	1	0	0	0	0	1	f
Sterling DR	End	HWY 99	1	1	n	25	1	0	0	0	0	2	f
Russel AVE	HWY 99	?	1	1	n	5	0	0	0	0	0	1	f
Russel AVE	?	HWY 99	1	1	n	5	0	0	0	0	0	2	f
I-5	Wilbur	Exit # (umpqua cc)	1	2	n	?	3	0	0	0	0	1	f
I-5	Exit # (umpqua cc)	Wilbur	1	2	n	?	3	0	0	0	0	1	f
I-5	Exit # (umpqua cc)	Exit # (Edenbower RD)	1	2	n	?	3	0	0	0	0	1	f
I-5	Exit # (Edenbower RD)	Exit # (umpqua cc)	1	2	n	?	3	0	0	0	0	1	f
I-5	Exit # (Edenbower RD)	Exit # (Garden Valley RD	1	2	n	?	3	0	0	0	0	1	f
I-5	Exit # (Garden Valley RD)	Exit # (Edenbower RD)	1	2	n	?	3	0	0	0	0	1	f
I-5	Exit # (Garden Valley RD)	Exit # (downtown)	1	2	n	?	3	0	0	0	0	1	f
I-5	Exit # (downtown)	Exit # (Garden Valley RD	1	2	n	?	3	0	0	0	0	1	f
I-5	Exit # (downtown)	Exit # (southern most)	1	2	n	?	3	0	0	0	0	1	f
I-5	Exit # (southern most)	Exit # (downtown)	1	2	n	?	3	0	0	0	0	1	f
Kendall ST	End (N)	Portland	1	1	n	25	1	0	0	0	0	1	p
Kendall ST	Portland	End (N)	1	1	n	-	1	0	0	0	0	4	p
River ST	End (N)	Portland	1	1	n	-	0	0	0	0	0	1	f
River ST	Portland	End (N)	1	1	n	-	0	0	0	0	0	1	f
River ST	Portland	End (S)	1	1	n	-	0	0	0	1	0	1	f
River ST	End (S)	Portland	1	1	n	-	0	0	0	1	0	1	f
Museum DR	Frear	End (W)	1	1	n	-	1	0	0	0	0	1	f
Museum DR	End (W)	Frear	1	1	n	-	1	0	0	0	0	1	f
Frear ST	Portland	Medford	1	1	n	-	1	0	0	1	0	1	f
Frear ST	Medford	Portland	1	2	n	-	1	0	1	1	1	2	f
Frear ST	Medford	End (S)	1	1	n	-	1	0	0	1	1	1	f
Frear ST	End (S)	Medford	1	1	n	-	1	0	1	1	1	1	f
Fairhill DR	Collins	End (N)	1	1	n	-	1	0	1	0	0	1	f
Fairhill DR	End (N)	Collins	1	1	n	-	1	0	1	0	0	2	f
Corvallis AVE	End (W)	Heritage	1	1	n	-	0	0	0	0	0	1	p
Corvallis AVE	Heritage	End (W)	1	1	n	-	0	0	0	0	0	1	p
Heritage WY	Corvallis	Collins/Fairhill	1	1	n	-	0	0	1	0	0	1	p
Heritage WY	Collins/Fairhill	Corvallis	1	1	n	-	0	0	1	0	0	1	p
Heritage WY	Collins/Fairhill	Portland	1	1	n	-	1	0	1	0	0	2	p
Heritage WY	Portland	Collins/Fairhill	1	1	n	-	1	0	1	0	0	1	p
Wilson-Collins RD	Heritage	End	1	1	n	25	1	0	1	0	0	1	p
Wilson-Collins RD	End	Heritage	1	1	n	-	1	0	1	0	0	2	p
W. Cordelia CT	Broad	End (W)	1	1	n	-	0	0	1	1	0	4	f
W. Cordelia CT	End (W)	Edenbower	1	1	n	-	0	0	1	1	0	4	f
E. Cordelia CT	Edenbower	End (E)	1	1	n	-	0	0	1	1	0	1	f
E. Cordelia CT	End (E)	Edenbower	1	1	n	-	0	0	1	1	0	4	f
W. Angela CT	Edenbower	End (W)	1	1	n	-	0	0	1	1	0	1	f
W. Angela CT	End (W)	Edenbower	1	1	n	-	0	0	1	1	0	4	f
E. Angela CT	Edenbower	End (E)	1	1	n	-	0	0	1	1	0	1	f
E. Angela CT	End (E)	Edenbower	1	1	n	-	0	0	1	1	0	4	f
Amanda CT	Edenbower	End (W)	1	1	n	-	0	0	1	1	0	1	f
Amanda CT	End (W)	Edenbower	1	1	n	-	0	0	1	1	0	2	f
Amanda CT	Edenbower	End (E)	1	1	n	-	0	0	1	1	0	1	f
Amanda CT	End (E)	Edenbower	1	1	n	-	0	0	1	1	0	2	f
W. Kristen CT	Edenbower	End (W)	1	1	n	-	0	0	1	1	0	1	f
W. Kristen CT	End (W)	Edenbower	1	1	n	-	0	0	1	1	0	4	f
E. Kristen CT	Edenbower	End (E)	1	1	n	-	0	0	1	1	0	1	f
E. Kristen CT	End (E)	Edenbower	1	1	n	-	0	0	1	1	0	4	f
Walter CT	Edenbower	End (W)	3	1	n	-	0	0	0	0	0	1	p
Walter CT	End (W)	Edenbower	3	1	n	-	0	0	0	0	0	1	p
Walter CT	Edenbower	End (E)	1	1	n	-	0	0	1	0	0	1	f
Walter CT	End (E)	Edenbower	1	1	n	-	0	0	1	1	0	4	f
Broad ST	End (N)	Cordelia	1	1	n	25	0	0	1	1	0	1	f
Broad ST	Cordelia	End (N)	1	1	n	-	0	0	1	1	0	1	f
Broad ST	Cordelia	Angela	1	1	n	-	1	0	1	1	0	1	f
Broad ST	Angela	Cordelia	1	1	n	-	1	0	1	1	0	1	f
Broad ST	Angela	Amanda	1	1	n	-	1	0	1	1	0	1	f
Broad ST	Amanda	Angela	1	1	n	-	1	0	1	1	0	1	f
Broad ST	Amanda	Kristen	1	1	n	-	1	0	1	1	0	1	f
Broad ST	Kristen	Amanda	1	1	n	-	1	0	1	1	0	1	f
Broad ST	Kristen	Walter	1	1	n	-	1	0	1	1	0	1	f
Broad ST	Walter	Kristen	1	1	n	-	1	0	1	1	0	1	f
Broad ST	Walter	Trust	1	1	n	25	1	2	0	0	0	1	f
Broad ST	Trust	Walter	1	1	n	-	1	2	0	0	0	1	f
Broad ST	Trust	Mercy Hills	1	1	n	-	1	2	0	0	0	1	f
Broad ST	Mercy Hills	Trust	1	1	n	-	1	2	0	0	0	1	f
Broad ST	Mercy Hills	Navajo	1	1	n	-	1	2	0	1	1	1	f
Broad ST	Navajo	Mercy Hills	1	1	n	25	1	2	0	0	0	1	f
Broad ST	Navajo	Wide	1	1	n	-	1	1	0	1	1	1	g
Broad ST	Wide	Navajo	1	1	n	-	1	1	0	1	1	1	g
Edenbower BLVD	Broad ST	Sweetbrier	1	1	n	-	2	3	0	1	1	1	g
Edenbower BLVD	Sweetbrier	Broad ST	1	1	n	-	2	3	0	1	1	1	g
Edenbower BLVD	Sweetbrier	Plateau	1	1	n	40	2	3	0	1	1	1	g
Edenbower BLVD	Plateau	Sweetbrier	1	1	n	-	2	3	0	1	1	1	g
Edenbower BLVD	Plateau	Plateau	1	1	n	-	2	3	0	1	1	1	g
Edenbower BLVD	Plateau	Plateau	1	1	n	-	2	3	0	1	1	1	g
Edenbower BLVD	Plateau	Stewart Parkway	1	1	n	-	2	3	0	1	1	3	g
Edenbower BLVD	Stewart Parkway	Plateau	1	1	n	-	2	3	0	1	1	1	g
Plateau DR	Edenbower	Edenbower	1	1	n	25	0	0	1	1	0	2	p
Plateau DR	Edenbower	Edenbower	1	1	n	25	0	0	1	1	0	2	p
Sweetbrier AVE	Edenbower	End (W)	1	1	n	-	0	0	1	0	0	1	f

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Sweetbrier AVE	End (W)	Edenbower	1	1	n	-	0	0	1	0	0	2	f
Wide AVE	Broad	End (W)	3	1	n	-	0	0	1	0	0	1	p
Wide AVE	End (W)	Broad	3	1	n	-	0	0	1	0	0	2	p
Navajo AVE	Edenbower	Pawnee	1	1	n	-	0	0	1	1	0	1	f
Navajo AVE	Pawnee	Edenbower	1	1	n	-	0	0	1	1	0	2	f
Navajo AVE	Pawnee	Makah	1	1	n	-	0	0	1	1	0	1	f
Navajo AVE	Makah	Pawnee	1	1	n	-	0	0	1	1	0	1	f
Makah ST	Navajo	End (N)	1	1	n	-	0	0	1	1	0	1	g
Makah ST	End (N)	Navajo	1	1	n	-	0	0	1	1	0	1	g
Pawnee ST	Navajo	End (N)	1	1	n	-	0	0	1	1	0	1	g
Pawnee ST	End (N)	Navajo	1	1	n	-	0	0	1	1	0	1	g
Mercy Hills DR	Broad	Christie	1	1	n	-	0	0	1	1	0	1	f
Mercy Hills DR	Christie	Broad	1	1	n	-	0	0	1	1	0	2	f
Mercy Hills DR	Christie	Kimberly	1	1	n	-	0	0	1	1	0	1	f
Mercy Hills DR	Kimberly	Christie	1	1	n	-	0	0	1	1	0	1	f
Christie ST	Mercy Hills	End (S)	1	1	n	-	0	0	1	1	0	1	f
Christie ST	End (S)	Mercy Hills	1	1	n	-	0	0	1	1	0	1	f
Kimberly ST	Mercy Hills	End (S)	1	1	n	-	0	0	1	1	0	1	f
Kimberly ST	End (S)	Mercy Hills	1	1	n	-	0	0	1	1	0	1	f
Trust AVE	Broad	End (W)	1	1	n	-	0	0	1	1	0	1	f
Trust AVE	End (W)	Broad	1	1	n	-	0	0	1	1	0	2	f
Diamond Lake BLVD	Fowler	Jackson	1	2	n	-	2	2	0	1	1	3	g
Temple Brown RD	Diamond Lake BLVD	UGB	1	1	n	-	1	0	0	0	0	1	vg
Temple Brown RD	UGB	Diamond Lake BLVD	1	1	n	-	1	0	0	0	0	2	vg
Quary RD	Kesten	Turken	1	1	n	-	1	0	0	0	0	1	p
Quary RD	Turken	Kesten	1	1	n	-	1	0	0	0	0	2	p
Quary RD	Turken	Diamond Lake BLVD	1	1	n	-	1	0	0	0	0	2	p
Quary RD	Diamond Lake BLVD	Turken	1	1	n	-	1	0	0	0	0	1	p
Turken LN	Quary	End	3	1	n	-	0	0	0	0	0	1	p
Turken LN	End	Quary	3	1	n	-	0	0	0	0	0	1	p
Diamond Lake BLVD	Buckhorn	Sunshine	1	2	n	-	2	2	0	0	0	1	g
Diamond Lake BLVD	Temple Brown	UGB	1	2	n	-	2	2	0	0	0	1	g
Diamond Lake BLVD	UGB	Temple Brown	1	2	n	-	2	2	0	0	0	1	g
Oakbriar CT	Chinaberry	Rifle Range	1	1	n	-	0	0	1	1	0	2	vg
Oakbriar CT	Rifle Range	Chinaberry	1	1	n	-	0	0	1	1	0	2	vg
Chinaberry AVE	Clearwater	Rifle Range	1	1	n	-	0	0	1	1	0	1	vg
Chinaberry AVE	Rifle Range	Clearwater	1	1	n	-	0	0	1	1	0	2	vg
Rifle Range RD	Oabriar	Chinaberry	1	1	n	-	0	0	1	1	1	1	vg
Rifle Range RD	Chinaberry	Oabriar	1	1	n	-	0	0	1	1	1	1	vg
Arizona	Templin	Houck	1	1	n	-	0	0	1	0	0	1	f
Arizona	Houck	Templin	1	1	n	-	0	0	0	0	0	1	f
Arizona	Houck	Miller	1	1	n	-	0	0	1	0	0	1	f
Arizona	Miller	Houck	1	1	n	-	0	0	0	0	0	1	f
Arizona	Miller	Hoover	1	1	n	-	0	0	1	0	0	1	f
Arizona	Hoover	Miller	1	1	n	-	0	0	0	0	0	1	f
Hamilton ST	Stone	Main	1	1	n	-	1	0	1	1	1	2	g
Hamilton ST	Main	Stone	1	1	n	-	1	0	1	1	1	1	g
Stone AVE	Hamilton	Jackson	1	1	n	-	1	0	1	0	0	1	vp
Stone AVE	Jackson	Hamilton	1	1	n	-	1	0	0	0	0	1	vp
Strong AVE	HWY 99	Main	1	1	n	-	0	0	0	0	0	1	vp
Strong AVE	Main	HWY 99	1	1	n	-	0	0	0	0	0	1	vp
Summit DR	Terrace	Parkwood	1	1	n	-	0	0	1	1	0	1	vg
Summit DR	Parkwood	Terrace	1	1	n	-	0	0	1	1	0	1	vg
Pomona ST	Diamond Lake BLVD	End	1	1	n	-	0	0	1	1	1	1	g
Pomona ST	End	Diamond Lake BLVD	1	1	n	-	0	0	1	1	1	2	g
Manzanita CT	Gordon	End	1	1	n	-	0	0	1	1	0	1	vg
Manzanita CT	End	Gordon	1	1	n	-	0	0	1	1	0	1	vg
Vista Fe CT	Rocky Ridge	End	1	1	n	-	0	0	1	1	0	1	vg
Vista Fe CT	End	Rocky Ridge	1	1	n	-	0	0	1	1	0	2	vg
Polk ST	Kalamath	Malheur	1	1	n	-	0	0	1	0	0	1	f
Polk ST	Malheur	Kalamath	1	1	n	-	0	0	1	0	0	2	f
Grandview Dr	Dixon	Crescent (N)	1	1	n	-	0	0	1	0	0	1	f
Grandview Dr	Crescent (N)	Dixon	1	1	n	-	0	0	1	0	0	2	f
Grandview Dr	Dixon	Crescent (S)	1	1	n	-	0	0	1	0	0	1	f
Grandview Dr	Crescent (S)	Dixon	1	1	n	-	0	0	1	0	0	2	f
West AVE	Willow	Walnut	1	1	n	-	0	0	1	0	0	2	p
West AVE	Walnut	Willow	1	1	n	-	0	0	1	0	0	1	p
Chestnut AVE	Stephens	Neuner	1	1	n	-	1	1	0	1	1	1	g
Stewart Park DR	Umpqua River Bridge	Stewart Parkway	1	1	n	-	1	0	0	0	0	2	f
Stewart Park DR	Stewart Parkway	Umpqua River Bridge	1	1	n	15	1	0	0	0	0	1	f
Berdine ST	Sharp	Gilbert	1	1	n	-	0	0	1	1	0	2	g
Berdine ST	Gilbert	Sharp	1	1	n	-	0	0	1	1	0	2	g
Elaine Dr	Bertha	Stanton	1	1	n	-	0	0	1	1	1	1	g
Elaine Dr	Stanton	Bertha	1	1	n	-	0	0	1	1	1	2	g
Exchange AVE	Stephens	Airport	1	1	n	35	1	1	0	1	1	1	vg
Exchange AVE	Airport	Stephens	1	1	n	-	1	1	0	1	1	2	vg
Channon AVE	Stephens	Vine	1	1	n	-	0	2	1	0	0	2	vg
Channon AVE	Vine	Stephens	1	1	n	-	0	2	1	0	0	2	vg
Winchester/Del Rio RD	HWY 99	I-5	1	1	n	-	1	0	0	0	0	1	f
Winchester/Del Rio RD	I-5	HWY 99	1	1	n	-	1	0	0	0	0	2	f
Pioneer Way	HWY 99	End	1	1	y	35,25	1	0	1	0	0	1	p
Pioneer Way	End	HWY 99	1	1	y	35,20	1	0	1	0	0	2	p
Brewer LN	HWY 99	End	3	1	n	-	0	0	0	0	0	1	vp
Brewer LN	End	HWY 99	3	1	n	-	0	0	0	0	0	2	vp
Northview DR	Taft	Strauss	1	1	n	-	0	0	1	1	0	1	g
Northview DR	Strauss	Taft	1	1	n	-	0	0	1	1	0	1	vg
Sidney DR	Taft	W. Bradley	1	1	n	-	0	0	1	1	0	1	vg
Sidney DR	W. Bradley	Taft	1	1	n	-	0	0	1	1	0	1	vg
W. Bradley CT	Sydney	End (N)	1	1	n	-	0	0	1	1	0	1	vg
W. Bradley CT	End (N)	Sydney	1	1	n	-	0	0	1	1	0	1	vg
W. Bradley CT	Sydney	End (S)	1	1	n	-	0	0	1	1	0	1	vg
W. Bradley CT	End (S)	Sydney	1	1	n	-	0	0	1	1	0	1	vg
Fairacres LN	Taft	End	1	1	n	-	0	0	0	0	0	1	p
Fairacres LN	End	Taft	1	1	n	-	0	0	0	0	0	1	p
Davis LN	HWY 99	End	3	1	n	-	0	0	0	0	0	1	vp

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Davis LN	End	HWY 99	3	1	n	-	0	0	0	0	0	2	vp
Stonehenge LN	HWY 99	End	3	1	n	-	0	0	0	0	0	1	p
Stonehenge LN	End	HWY 99	3	1	n	-	0	0	0	0	0	2	p
O'Neal LN	HWY 99	End	3	1	n	-	0	0	1	0	0	1	p
O'Neal LN	End	HWY 99	3	1	n	-	0	0	1	0	0	2	p
Odessa LN	HWY 99	End	1	1	n	-	0	0	1	0	0	1	f
Odessa LN	End	HWY 99	1	1	n	-	0	0	1	0	0	2	f
Ridenour ST	Currier ST	End	3	1	n	-	0	0	1	0	0	1	p
Ridenour ST	End	Currier ST	3	1	n	-	0	0	1	0	0	1	p
Kennith Ford DR	HWY 99	End	1	1	n	-	0	0	1	1	1	1	vg
Kennith Ford DR	End	HWY 99	1	1	n	-	0	0	1	1	1	2	vg
Blacktail LN	N. Bank Rd	End	3	1	n	-	0	0	0	0	0	1	p
Blacktail LN	End	N. Bank Rd	3	1	n	-	0	0	0	0	0	2	p
Shakemill RD	N. Bank Rd	End	1	1	n	-	0	0	0	0	0	1	f
Shakemill RD	End	N. Bank Rd	1	1	n	-	0	0	0	0	0	4	f
Songbird CT	Umpqua C.C. Rd	End	1	1	y	-	0	0	0	1	0	1	g
Songbird CT	End	Umpqua C.C. Rd	1	1	y	-	0	0	0	1	0	2	g
N. River DR	Umpqua C.C. Rd	Live Oak	1	1	y	25	0	0	1	1	0	1	vg
N. River DR	Live Oak	Umpqua C.C. Rd	1	1	y	-	0	0	1	1	0	2	vg
N. River DR	Live Oak	Chinkapin	1	1	y	25	0	0	1	1	0	1	vg
N. River DR	Chinkapin	Live Oak	1	1	y	25	0	0	1	1	0	1	vg
N. River DR	Chinkapin	N. River DR	1	1	y	25	0	0	0	0	0	1	g
N. River DR	N. River DR	Chinkapin	1	1	y	-	0	0	0	0	0	1	g
Live Oak	N. River DR	End	1	1	y	-	0	0	1	1	0	1	vg
Live Oak	End	N. River DR	1	1	y	-	0	0	1	1	0	2	vg
Chinkapin	Umpqua C.C. Rd	End	1	1	y	-	0	0	1	1	0	1	vg
Chinkapin	End	Umpqua C.C. Rd	1	1	y	-	0	0	1	1	0	2	vg
Village DR	Page	End	1	1	y	-	0	0	1	1	0	1	f
Village DR	End	Page	1	1	y	-	0	0	1	1	0	2	f
Thora Circle DR	Page	Camela ST	1	1	n	-	0	0	1	1	0	1	g
Thora Circle DR	Camela ST	Page	1	1	n	-	0	0	1	1	0	2	g
Thora Circle DR	Camela ST	Josaphine	1	1	n	-	0	0	1	1	0	1	g
Thora Circle DR	Josaphine	Camela ST	1	1	n	-	0	0	1	1	0	1	g
Thora Circle DR	Josaphine	Thora Circle Dr	1	1	n	-	0	0	1	1	0	4	g
Thora Circle DR	Thora Circle Dr	Josaphine	1	1	n	-	0	0	1	1	0	1	g
Camela ST	Thora Circle Dr	Aster	1	1	n	-	0	0	1	1	0	1	g
Camela ST	Aster	Thora Circle Dr	1	1	n	-	0	0	1	1	0	4	g
Aster	Camela ST	Strauss	1	1	n	-	0	0	1	1	0	1	g
Aster	Strauss	Camela ST	1	1	n	-	0	0	1	1	0	1	g
Strauss AVE	Aster	Mortha	1	1	n	-	0	0	1	1	0	1	g
Strauss AVE	Mortha	Aster	1	1	n	-	0	0	1	1	0	1	g
Strauss AVE	Mortha	Cypress	1	1	n	25	0	0	1	1	0	1	g
Strauss AVE	Cypress	Mortha	1	1	n	-	0	0	1	1	0	1	g
Strauss AVE	Cypress	Wingfoot	1	1	n	-	0	0	1	1	0	1	g
Strauss AVE	Wingfoot	Cypress	1	1	n	-	0	0	1	1	0	1	g
Strauss AVE	Wingfoot	La Quinta	1	1	n	-	0	0	1	1	0	1	g
Strauss AVE	La Quinta	Wingfoot	1	1	n	-	0	0	1	1	0	1	g
Strauss AVE	La Quinta	Stephens	1	1	n	-	0	0	1	1	0	2	g
Strauss AVE	Stephens	La Quinta	1	1	n	25	0	0	1	1	0	1	g
Greshham LN	Page	End	3	1	n	-	0	0	0	0	0	1	p
Greshham LN	End	Page	3	1	n	-	0	0	0	0	0	2	p
Lilac CT	Page	End	1	1	n	-	0	0	0	0	0	1	f
Lilac CT	End	Page	1	1	n	-	0	0	0	0	0	1	f
Portland AVE	I-5	Kendall	1	1	n	-	1	0	0	1	1	1	f
Portland AVE	Kendall	I-5	1	1	n	-	1	0	0	1	0	1	f
Portland AVE	Kendall	River	1	1	n	-	1	0	0	1	1	1	f
Portland AVE	River	Kendall	1	1	n	-	1	0	1	1	0	1	f
Stewart Parkway	I-5	Edenbower	1	2	n	-	1	1	0	1	1	3	g
Stewart Parkway	Edenbower	I-5	1	2	n	-	1	1	0	1	1	1	g
Stewart Parkway	Edenbower	Mercy Dr (E)	1	2	n	-	3,2	1	0	1	1	1	g
Stewart Parkway	Mercy Dr (E)	Edenbower	1	3	n	-	3,2	1	0	1	1	3	g
Stewart Parkway	Mercy Dr (E)	Mercy Dr (W)	1	2	n	-	2	1	0	1	1	1	g
Stewart Parkway	Mercy Dr (W)	Mercy Dr (E)	1	2	n	-	2	1	0	1	1	1	g
Stewart Parkway	Mercy Dr (W)	Van Pelt	1	2	n	-	2	1	0	1	1	1	g
Stewart Parkway	Van Pelt	Mercy Dr (W)	1	2	n	-	2	1	0	1	1	3	g
Stewart Parkway	Van Pelt	Renann	1	2	n	-	2	1	0	1	1	1	g
Stewart Parkway	Renann	Van Pelt	1	2	n	-	2	1	0	1	1	1	g
Stewart Parkway	Renann	Garden Valley	1	2	n	-	3,2	1	0	1	1	3	g
Stewart Parkway	Garden Valley	Renann	1	2	n	-	3,2	1	0	1	1	3	g
Renann ST	Stewart Parkway	Edenbower	1	1	n	-	2	1	0	1	1	2	g
Renann ST	Edenbower	Stewart Parkway	1	1	n	-	2	1	0	1	1	3	g
Edenbower BLVD	Renann	Vermillion	1	1	n	25	2	1	0	1	1	1	g
Edenbower BLVD	Vermillion	Renann	1	1	n	-	2	1	0	1	1	2	g
Edenbower BLVD	Vermillion	Stewart	1	1	n	-	2	1	0	1	1	3	g
Edenbower BLVD	Stewart	Vermillion	1	1	n	25	2	1	0	1	1	1	g
Vermillion	Edenbower	End	1	1	n	-	0	0	1	1	1	1	vg
Vermillion	End	Edenbower	1	1	n	-	0	0	1	1	1	2	vg
Mercy DR	Stewart Parkway	Van Pelt	1	1	n	15	1	0	0	1	1	1	vg
Mercy DR	Van Pelt	Stewart Parkway	1	1	n	-	1	0	0	1	0	2	vg
Mercy DR	Van Pelt	Medical Loop	1	1	n	15	1	0	0	0	0	1	g
Mercy DR	Medical Loop	Van Pelt	1	1	n	15	1	0	0	1	1	1	g
Mercy DR	Medical Loop	Stewart Parkway	1	2	n	-	1	0	0	0	0	3	g
Mercy DR	Stewart Parkway	Medical Loop	1	1	n	15	1	0	0	1	1	1	g
Medical Loop	Mercy Dr	Fork	1	1	n	-	1	0	0	1	0	1	f
Medical Loop	Fork	Mercy Dr	1	1	n	-	1	0	0	0	0	2	f
Medical Loop	Fork	Van Pelt (N)	1	1	n	-	1	0	1	1	0	2	f
Medical Loop	Van Pelt (N)	Fork	1	1	n	-	1	0	1	1	1	1	f
Medical Loop	Fork	Van Pelt (S)	1	1	n	-	1	0	0	0	0	2	f
Medical Loop	Van Pelt (S)	Fork	1	1	n	-	1	0	1	1	0	2	f
Medical park DR	Van Pelt	End	1	1	n	-	1	0	1	1	0	2	f
Medical park DR	End	Van Pelt	1	1	n	-	1	0	0	1	1	2	f
Linus LN	Van Pelt (W)	Van Pelt (E)	1	1	n	SLOW	0	0	0	1	1	2	f
Linus LN	Van Pelt (E)	Van Pelt (W)	1	0	n	SLOW	0	0	1	1	0	1	f

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Van Pelt BLVD	Linus LN (W)	Linus LN (E)	1	1	n	-	1	0	1	1	1	1	g
Van Pelt BLVD	Linus LN (E)	Linus LN (W)	1	1	n	-	1	0	1	0	0	1	g
Van Pelt BLVD	Linus LN (E)	Woodstock	1	1	n	-	1	0	1	1	1	1	g
Van Pelt BLVD	Woodstock	Linus LN (E)	1	1	n	15	1	0	1	0	0	1	g
Van Pelt BLVD	Woodstock	Mercy	1	1	n	-	1	0	1	1	1	2	g
Van Pelt BLVD	Mercy	Woodstock	1	1	n	-	1	0	1	0	0	1	g
Woodstock DR	Van Pelt	End	1	1	n	-	1	0	1	1	0	1	g
Woodstock DR	End	Van Pelt	1	1	n	-	1	0	0	1	1	2	g
Garden valley BLVD	Stewart	Goetz	1	2	n	-	2	1	1	1	1	3	f
Garden valley BLVD	Goetz	Stewart	1	2	n	-	2	1	0	1	1	3	f
Garden valley BLVD	Goetz	Crouch	1	2	n	-	2	1	0	1	1	1	f
Garden valley BLVD	Crouch	Goetz	1	2	n	-	2	1	0	1	1	3	f
Garden valley BLVD	Crouch	Estelle	1	2	n	-	2	1	0	1	1	3	f
Garden valley BLVD	Estelle	Crouch	1	2	n	-	2	1	0	1	1	1	f
Garden valley BLVD	Estelle	Dogwood	1	2	n	-	2	1	0	1	1	1	f
Garden valley BLVD	Dogwood	Estelle	1	2	n	-	2	1	0	1	1	3	f
Garden valley BLVD	Dogwood	G.V.Shopping Center Acc	1	2	n	-	2	1	0	1	1	3	f
Garden valley BLVD	G.V.Shopping Center Acc	Dogwood	1	2	n	-	2	1	0	1	1	1	f
Garden valley BLVD	G.V.Shopping Center Acc	I-5	1	2	n	-	2	1	0	1	1	1	f
Garden valley BLVD	I-5	G.V.Shopping Center Acc	1	2	n	-	2	1	0	1	1	3	f
Hill AVE	G.V.Shopping Center Acc	Dogwood	1	1	n	-	0	0	1	0	0	2	g
Hill AVE	Dogwood	G.V.Shopping Center Acc	1	1	n	-	0	0	0	0	0	1	g
Hill AVE	Dogwood	Estelle	1	1	n	-	0	0	0	0	0	2	g
Hill AVE	Estelle	Dogwood	1	1	n	-	0	0	0	0	0	2	g
Hill AVE	Estelle	Patricia	1	1	n	-	0	0	1	0	0	1	vg
Hill AVE	Estelle	Dogwood	1	1	n	-	0	0	0	0	0	2	g
Hill AVE	Estelle	Patricia	1	1	n	-	0	0	1	0	0	1	vg
Hill AVE	Patricia	Estelle	1	1	n	-	0	0	0	0	0	2	vg
Hill AVE	Patricia	Crouch	1	1	n	-	0	0	1	0	0	1	vg
Hill AVE	Crouch	Patricia	1	1	n	-	0	0	0	0	0	1	vg
Black AVE	Crouch	Patricia	1	1	n	-	0	0	0	0	0	1	f
Black AVE	Patricia	Crouch	1	1	n	-	0	0	0	0	0	2	f
Black AVE	Patricia	Estelle	1	1	n	-	0	0	0	0	0	2	f
Black AVE	Estelle	Patricia	1	1	n	-	0	0	0	0	0	1	f
Black AVE	Estelle	Dogwood	1	1	n	-	0	0	0	0	0	2	f
Black AVE	Dogwood	Estelle	1	1	n	-	0	0	0	0	0	2	f
Black AVE	Dogwood	End	1	1	n	-	0	0	0	0	0	1	f
Black AVE	End	Dogwood	1	1	n	-	0	0	0	0	0	2	f
Dogwood ST	Garden Valley	Black	1	1	n	-	0	0	1	0	0	1	g
Dogwood ST	Black	Garden Valley	1	1	n	-	0	0	1	0	0	2	g
Dogwood ST	Black	Hill	1	1	n	-	0	0	1	0	0	1	g
Dogwood ST	Hill	Black	1	1	n	-	0	0	1	0	0	1	g
Dogwood ST	Hill	End	1	1	n	-	0	0	1	0	0	1	g
Dogwood ST	End	Hill	1	1	n	-	0	0	1	0	0	1	g
Estelle ST	Garden Valley	Black	1	1	n	-	1	0	1	1	1	1	vg
Estelle ST	Black	Garden Valley	1	1	n	-	1	0	1	1	1	3	vg
Estelle ST	Black	Hill	1	1	n	-	0	0	0	0	0	1	vg
Estelle ST	Hill	Black	1	1	n	-	0	0	0	0	0	1	vg
Estelle ST	Hill	End	1	1	n	-	0	0	0	0	0	1	f
Estelle ST	End	Hill	1	1	n	-	0	0	0	0	0	1	f
Patricia ST	Black	Hill	1	1	n	-	0	0	0	0	0	1	vg
Patricia ST	Hill	Black	1	1	n	-	0	0	0	0	0	2	vg
Patricia ST	Hill	End	1	1	n	-	0	0	0	0	0	1	p
Patricia ST	End	Hill	1	1	n	-	0	0	0	0	0	1	p
Crouch ST	Garden Valley	Black	1	1	n	-	0	0	1	0	0	1	f
Crouch ST	Black	Garden Valley	1	1	n	-	0	0	1	0	0	2	f
Crouch ST	Black	Hill	1	1	n	-	0	0	1	0	0	1	f
Crouch ST	Hill	Black	1	1	n	-	0	0	1	0	0	1	f
Crouch ST	Hill	End	1	1	n	-	0	0	1	0	0	1	f
Crouch ST	End	Hill	1	1	n	-	0	0	1	0	0	1	f
Goetz ST	Garden Valley	End	1	1	n	-	0	0	1	1	0	1	f
Goetz ST	End	Garden Valley	1	1	n	-	0	0	1	1	1	3	f
PebbleBeach CT	Strauss	End	1	1	n	-	0	0	1	1	0	1	vg
PebbleBeach CT	End	Strauss	1	1	n	-	0	0	1	1	0	4	vg
La Quinta CT	Strauss	End	1	1	n	-	0	0	1	1	0	1	vg
La Quinta CT	End	Strauss	1	1	n	-	0	0	1	1	0	4	vg
Wingfoot CT	Strauss	End	1	1	n	-	0	0	1	1	0	1	vg
Wingfoot CT	End	Strauss	1	1	n	-	0	0	1	1	0	4	vg
Cypruss CT	Strauss	End	1	1	n	-	0	0	1	1	0	1	vg
Cypruss CT	End	Strauss	1	1	n	-	0	0	1	1	0	4	vg
Martha DR	Strauss	Strauss	1	1	n	-	0	0	1	1	0	4	vg
Martha DR	Strauss	Strauss	1	1	n	-	0	0	1	1	0	4	vg
Josaphine ST	Strauss	Thora Circle Dr	1	1	n	-	0	0	1	1	0	2	f
Josaphine ST	Thora Circle Dr	Strauss	1	1	n	-	0	0	1	1	0	1	f
Wild Fern DR	Page	Grey Squirrel	1	1	n	25	1	0	0	0	0	1	f
Wild Fern DR	Grey Squirrel	Page	1	1	n	-	1	0	0	0	0	2	f
Wild Fern DR	Grey Squirrel	Timbo	1	1	n	-	1	0	0	0	0	1	p
Wild Fern DR	Timbo	Grey Squirrel	1	1	n	-	1	0	0	0	0	1	p
Grey Squirrel CT	Wild Fern	Single Pine	1	1	n	-	0	0	0	0	0	1	f
Grey Squirrel CT	Single Pine	Wild Fern	1	1	n	-	0	0	0	0	0	4	f
Timbo DR	Wild Fern	End	1	1	n	-	0	0	0	0	0	1	f
Timbo DR	End	Wild Fern	1	1	n	-	0	0	0	0	0	4	f
Single Pine LN	Grey Squirrel	End	1	1	n	-	0	0	0	0	0	1	f
Single Pine LN	End	Grey Squirrel	1	1	n	-	0	0	0	0	0	1	f
Garden valley BLVD	Stewart	Kline	1	2	n	-	2	1	0	1	0	3	f
Garden valley BLVD	Kline	Stewart	1	2	n	-	2	1	0	1	0	3	f
Garden valley BLVD	Kline	New castle	1	2	n	45	2	1	0	1	0	1	f
Garden valley BLVD	New castle	Kline	1	2	n	35	2	1	0	1	1	3	f
Garden valley BLVD	New castle	Troost	1	2	n	-	2	1	0	1	0	1	f
Garden valley BLVD	Troost	New castle	1	2	n	-	2	1	0	1	1	1	f
Garden valley BLVD	Troost	UGB	1	2	n	55	2	1	0	0	0	1	f
Garden valley BLVD	UGB	Troost	1	2	n	45	2	1	0	0	0	1	f
New Castle ST	Garden Valley	Hughwood	1	1	n	-	1	1	0	1	1	2	g
New Castle ST	Hughwood	Garden Valley	1	1	n	-	1	1	0	1	1	2	g
Hughwood DR	Troost	New castle	1	1	n	-	1	0	1	1	1	1	vg
Hughwood DR	New castle	Troost	1	1	n	-	1	0	1	1	1	2	vg
Hughwood DR	New castle	Kline	1	1	n	-	1	1	0	1	1	2	g

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Hughwood DR	Kline	New castle	1	1	n	-	1	1	0	1	1	1	g
Hughwood DR	Kline	End	1	1	n	-	1	0	1	1	1	1	g
Hughwood DR	End	Kline	1	1	n	-	1	0	1	1	1	2	g
Kline ST	Garden Valley	Hughwood	1	1	n	-	1	0	0	1	1	1	g
Kline ST	Hughwood	Garden Valley	1	1	n	-	1	0	0	1	1	3	g
Kline ST	Hughwood	Woodwillow	1	1	n	-	1	0	0	1	1	1	g
Kline ST	Woodwillow	Hughwood	1	1	n	-	1	0	0	1	1	1	g
Kline ST	Woodwillow	Daysha	1	1	n	-	1	0	1	1	1	1	g
Kline ST	Daysha	Woodwillow	1	1	n	-	1	0	1	1	1	1	g
Kline ST	Daysha	Brent	1	1	n	-	1	0	1	1	1	1	g
Kline ST	Brent	Daysha	1	1	n	-	1	0	1	1	1	1	g
Kline ST	Brent	Moorea	1	1	n	25	1	0	1	1	1	1	g
Kline ST	Moorea	Brent	1	1	n	25	1	0	1	1	1	1	g
Daysha DR	Kline	End	1	1	n	-	0	0	1	1	1	1	vg
Daysha DR	End	Kline	1	1	n	-	0	0	1	1	1	2	vg
Brent CT	Kline	End	1	1	n	-	0	0	1	1	1	1	vg
Brent CT	End	Kline	1	1	n	-	0	0	1	1	0	2	vg
Woodwillow DR	Kline	Woodrose	1	1	n	-	0	0	1	1	0	1	g
Woodwillow DR	Woodrose	Kline	1	1	n	-	0	0	1	1	0	2	g
Woodwillow DR	Woodrose	Kline (N)	1	1	n	-	0	0	1	1	0	2	g
Woodwillow DR	Kline (N)	Woodrose	1	1	n	-	0	0	1	1	1	1	g
Woodrose LN	Woodwillow	End	1	1	n	-	0	0	1	1	1	1	g
Woodrose LN	End	Woodwillow	1	1	n	-	0	0	1	1	0	2	g
Woodoak DR	Woodwillow (N)	Woodwillow (S)	1	1	n	-	0	0	1	1	0	4	g
Woodoak DR	Woodwillow (S)	Woodwillow (N)	1	1	n	-	0	0	1	0	0	4	g
Moorea DR	Kline	Ralinda	1	1	n	-	0	0	1	0	0	1	f
Moorea DR	Ralinda	Kline	1	1	n	-	0	0	1	0	0	1	f
Moorea DR	Ralinda	UGB	1	1	n	-	0	0	1	0	0	1	p
Moorea DR	UGB	Ralinda	1	1	n	-	0	0	0	0	0	1	p
Ralinda CT	Moorea	End	1	1	n	-	0	0	0	0	0	1	g
Ralinda CT	End	Moorea	1	1	n	-	0	0	0	0	0	1	g
Rachel Lynn DR	Kline	End	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
Rachel Lynn DR	End	Kline	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
Stace ST	Kline	End (S)	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
Stace ST	End (S)	Kline	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT	PVT
Valley View DR	Stewart	Le Manns	1	1	n	-	2	0	1	1	1	1	g
Valley View DR	Le Manns	Stewart	1	1	n	-	2	0	1	1	1	2	g
Valley View DR	Le Manns	Keasey/Randall	1	1	n	25	2	0	1	1	1	1	g
Valley View DR	Keasey/Randall	Le Manns	1	1	n	-	2	0	1	1	1	1	g
Valley View DR	Keasey/Randall	Kline	1	1	n	-	1	0	0	0	0	2	f
Valley View DR	Kline	Keasey/Randall	1	1	n	-	1	0	0	0	0	1	f
Valley View DR	Kline	Luth	1	1	n	25	0	1	0	1	1	1	f
Valley View DR	Luth	Kline	1	1	n	-	0	1	0	1	1	2	f
Valley View DR	Luth	Watters	1	1	n	-	0	0	1	1	1	1	f
Valley View DR	Watters	Luth	1	1	n	25	0	0	1	1	1	1	f
Valley View DR	Watters	End	1	1	n	-	0	0	1	1	1	1	f
Valley View DR	End	Watters	1	1	n	-	0	0	1	1	1	1	f
Finch CT	Watters	End	1	1	n	-	0	0	1	1	0	1	g
Finch CT	End	Watters	1	1	n	-	0	0	1	1	0	1	g
Watters ST	Valley View	Finch	1	1	n	-	0	0	1	1	0	1	g
Watters ST	Finch	Valley View	1	1	n	-	0	0	1	1	0	2	g
Watters ST	Finch	Moore	1	1	n	-	0	0	1	1	0	1	g
Watters ST	Moore	Finch	1	1	n	-	0	0	1	1	0	1	g
Moore AVE	Lynnwood	Avoy	1	1	n	-	0	0	1	1	1	1	g
Moore AVE	Avoy	Lynnwood	1	1	n	-	0	0	1	1	1	1	g
Moore AVE	Avoy	Luth	1	1	y	-	0	0	1	1	1	1	f
Moore AVE	Luth	Avoy	1	1	y	-	0	0	1	1	1	1	f
Moore AVE	Luth	Kline	1	1	y	-	0	0	0	1	1	2	f
Moore AVE	Kline	Luth	1	1	y	-	0	0	1	1	1	1	f
Moore AVE	Kline	Motha	1	1	n	-	0	0	1	0	0	1	f
Moore AVE	Motha	Kline	1	1	n	-	0	0	1	0	0	2	f
Avoy CT	Moore	End	1	1	n	-	0	0	1	1	0	1	g
Avoy CT	End	Moore	1	1	n	-	0	0	1	1	0	1	g
Motha ST	Moore	Utah	1	1	n	-	0	0	1	0	0	1	f
Motha ST	Utah	Moore	1	1	n	-	0	0	1	0	0	1	f
Utah AVE	Motha	Kline	1	1	n	-	0	0	1	1	0	4	f
Utah AVE	Kline	Motha	1	1	n	-	0	0	1	1	0	1	f
Utah AVE	Kline	Luth	1	1	n	-	0	0	1	1	0	1	f
Utah AVE	Luth	Kline	1	1	n	-	0	0	1	1	0	4	f
Luth ST	Valley View	Utah	1	1	n	-	0	0	1	1	0	1	f
Luth ST	Utah	Valley View	1	1	n	-	0	0	1	1	0	2	f
Luth ST	Utah	Lindell	1	1	n	-	0	0	1	1	0	1	f
Luth ST	Lindell	Utah	1	1	n	-	0	0	1	1	0	1	f
Luth ST	Lindell	Moore	1	1	y	-	0	0	1	1	0	2	f
Luth ST	Moore	Lindell	1	1	y	-	0	0	1	1	0	1	f
Lindell AVE	Luth	Kline	1	1	n	-	0	0	1	1	0	4	f
Lindell AVE	Kline	Luth	1	1	n	-	0	0	1	1	0	4	f
Kline ST	Garden Valley	Valley View	1	1	n	-	2	2	0	1	1	2	g
Kline ST	Valley View	Garden Valley	1	1	n	-	2	2	0	1	1	3	g
Kline ST	Valley View	Utah	1	1	n	-	0	0	1	1	1	1	f
Kline ST	Utah	Valley View	1	1	n	-	0	0	1	1	1	2	f
Kline ST	Utah	Lindell	1	1	n	25	0	0	1	1	1	1	f
Kline ST	Lindell	Utah	1	1	n	25	0	0	1	1	1	1	f
Kline ST	Lindell	Moore	1	1	y	20	0	0	1	1	1	2	f
Kline ST	Moore	Lindell	1	1	y	-	0	0	1	1	1	1	f
Kline ST	Moore	Evens	1	1	y	-	0	0	1	1	1	1	f
Kline ST	Evens	Moore	1	1	y	-	0	0	1	1	1	2	f
Kline ST	Evens	Almond	1	1	y	-	0	0	1	1	1	1	f
Kline ST	Almond	Evens	1	1	y	-	0	0	1	1	1	1	f
Kline ST	Almond	Beaumont	1	1	n	-	0	0	1	1	1	1	f
Kline ST	Beaumont	Almond	1	1	n	-	0	0	1	1	1	1	f
Kline ST	Beaumont	Vale	1	1	n	-	0	0	1	1	1	1	f
Kline ST	Vale	Beaumont	1	1	n	25	0	0	1	1	1	1	f
Kline ST	Vale	Calkins	1	1	n	-	0	0	1	1	1	2	f
Kline ST	Calkins	Vale	1	1	n	-	0	0	1	1	1	1	f
Evens AVE	Kline	End	1	1	y	-	0	0	1	0	0	1	f
Evens AVE	End	Kline	1	1	y	-	0	0	1	0	0	2	f
Evens AVE	Crest	Elliot	1	1	n	-	0	0	1	0	0	1	f
Evens AVE	Elliot	Crest	1	1	n	-	0	0	1	0	0	1	f
Evens AVE	Elliot	Keasey	1	1	n	-	0	0	1	0	0	2	f

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Evens AVE	Keasey	Elliot	1	1	n	-	0	0	1	0	0	1	f
Crest ST	Evens	End	1	1	n	-	0	0	1	0	0	1	f
Crest ST	End	Evens	1	1	n	-	0	0	1	0	0	1	f
Almond AVE	Kline	Elliot	1	1	n	-	0	0	1	0	0	1	f
Almond AVE	Elliot	Kline	1	1	n	-	0	0	1	0	0	2	f
Elliot ST	Almond	Evans	1	1	n	-	0	0	1	0	0	1	f
Elliot ST	Evans	Almond	1	1	n	-	0	0	1	0	0	1	f
Randall CT	Keasey	End	1	1	n	-	0	0	1	1	0	1	f
Randall CT	End	Keasey	1	1	n	-	0	0	1	1	0	2	f
Le Manns ST	Valley View	End	1	1	n	-	0	0	1	1	0	1	g
Le Manns ST	End	Valley View	1	1	n	-	0	0	1	1	0	2	g
Keasey ST	Valley View	Evans	1	1	n	25	1	1	0	1	1	1	vg
Keasey ST	Evans	Valley View	1	1	n	-	1	1	0	1	1	2	vg
Keasey ST	Evans	Beaumont	1	1	n	-	1	1	0	1	1	1	vg
Keasey ST	Beaumont	Evans	1	1	n	-	1	1	0	1	1	1	vg
Keasey ST	Beaumont	Ulrich	1	1	n	-	1	1	0	1	1	1	vg
Keasey ST	Ulrich	Beaumont	1	1	n	-	1	1	0	1	1	1	vg
Keasey ST	Ulrich	Calkins	1	1	n	-	1	1	0	1	1	1	vg
Keasey ST	Calkins	Ulrich	1	1	n	-	1	1	0	1	1	1	vg
Calkins RD	Keasey	Kline	1	1	n	-	1	0	1	1	1	1	f
Calkins RD	Kline	Keasey	1	1	n	-	1	0	1	1	0	2	f
Calkins RD	Kline	Wanell	1	1	n	25	1	0	1	1	1	1	f
Calkins RD	Wanell	Kline	1	1	n	-	1	0	1	1	0	1	f
Wanell ST	Calkins	Apache	1	1	n	-	0	0	1	1	0	1	vg
Wanell ST	Apache	Calkins	1	1	n	-	0	0	1	1	0	2	vg
Wanell ST	Apache	Beaumont	1	1	n	-	0	0	1	1	0	1	vg
Wanell ST	Beaumont	Apache	1	1	n	-	0	0	1	1	0	1	vg
Wanell ST	Apache	Beaumont	1	1	n	-	0	0	1	1	0	1	vg
Wanell ST	Beaumont	Apache	1	1	n	-	0	0	1	1	0	1	vg
Apache DR	Beaumont	Wanell	1	1	n	-	0	0	1	1	0	1	f
Apache DR	Wanell	Beaumont	1	1	n	-	0	0	1	1	0	1	f
Beaumont CT	End	Apache	1	1	n	-	0	0	1	1	0	1	f
Beaumont CT	Apache	End	1	1	n	-	0	0	1	1	0	1	f
Beaumont CT	Apache	Wanell	1	1	n	-	0	0	1	1	0	1	f
Beaumont CT	Wanell	Apache	1	1	n	-	0	0	1	1	0	1	f
Beaumont CT	Wanell	Kline	1	1	n	-	0	0	1	1	0	2	f
Beaumont CT	Kline	Wanell	1	1	n	-	0	0	1	1	0	1	f
Beaumont CT	Kline	Keasey	1	1	n	-	0	0	1	1	0	2	f
Beaumont CT	Keasey	Kline	1	1	n	-	0	0	1	1	0	2	f
Vale CT	Kline	End	1	1	n	-	0	0	1	1	0	1	f
Vale CT	End	Kline	1	1	n	-	0	0	1	1	0	2	f
Ulrich CT	Keasey	End	1	1	n	-	0	0	1	0	0	1	f
Ulrich CT	End	Keasey	1	1	n	-	0	0	1	0	0	2	f
El Dorado CT	Calkins	End	1	1	n	-	0	0	1	1	0	1	g
El Dorado CT	End	Calkins	1	1	n	-	0	0	1	1	0	2	g
Lester ST	Calkins	Flora	1	1	n	-	0	0	1	1	0	1	g
Lester ST	Flora	Calkins	1	1	n	-	0	0	1	1	0	2	g
Lester ST	Flora	Martin	1	1	n	-	0	0	1	1	0	1	g
Lester ST	Martin	Flora	1	1	n	-	0	0	1	1	0	1	g
Flora AVE	Lester	Almira	1	1	n	-	0	0	1	1	0	1	g
Flora AVE	Almira	Lester	1	1	n	-	0	0	1	1	0	1	g
Martin AVE	Lester	Almira	1	1	n	-	0	0	1	1	0	1	f
Martin AVE	Almira	Lester	1	1	n	-	0	0	1	1	0	1	f
Martin AVE	Almira	End	1	1	n	-	0	0	1	1	0	1	f
Martin AVE	End	Almira	1	1	n	-	0	0	1	1	0	1	f
Almira ST	Martin	Rachel	1	1	n	-	0	0	1	1	0	1	f
Almira ST	Rachel	Martin	1	1	n	-	0	0	1	1	0	1	f
Almira ST	Rachel	Flora	1	1	n	-	0	0	1	1	0	1	f
Almira ST	Flora	Rachel	1	1	n	-	0	0	1	1	0	1	f
Rachel AVE	Almira	Keasey	1	1	n	-	0	0	1	1	0	2	f
Rachel AVE	Keasey	Almira	1	1	n	-	0	0	1	1	0	1	f
Mortiz CT	Keasry	End	1	1	n	-	0	0	1	1	0	1	g
Mortiz CT	End	Keasry	1	1	n	-	0	0	1	1	0	2	g
Keasey ST	Calkins	Moritz	1	1	n	-	1	1	0	1	1	1	f
Keasey ST	Moritz	Calkins	1	1	n	-	1	0	1	1	1	1	f
Keasey ST	Moritz	Rachel	1	1	n	-	1	1	0	1	1	1	f
Keasey ST	Rachel	Moritz	1	1	n	-	1	0	1	1	1	1	f
Keasey ST	Rachel	Dominico	1	1	n	-	1	1	0	1	1	1	f
Keasey ST	Rachel	Moritz	1	1	n	-	1	0	1	1	1	1	f
Keasey ST	Rachel	Dominico	1	1	n	-	1	1	0	1	1	1	f
Keasey ST	Dominico	Rachel	1	1	n	-	1	0	1	1	1	1	f
Keasey ST	Dominico	Primrose	1	1	n	-	1	1	0	1	1	1	f
Keasey ST	Primrose	Dominico	1	1	n	-	1	0	1	1	1	1	f
Keasey ST	Primrose	Spray	1	1	n	-	1	1	0	1	1	1	f
Keasey ST	Spray	Primrose	1	1	n	-	1	0	1	1	1	1	f
Keasey ST	Spray	Harvey	1	1	n	-	1	1	0	1	1	1	f
Keasey ST	Harvey	Spray	1	1	n	-	1	0	1	1	1	1	f
Primrose LN	Keasey	End	1	1	n	-	0	0	1	1	0	1	vg
Primrose LN	End	Keasey	1	1	n	-	0	0	1	1	0	2	vg
Spray CT	Keasey	End	1	1	n	-	0	0	1	1	0	1	vg
Spray CT	End	Keasey	1	1	n	-	0	0	1	1	0	2	vg
Dominico DR	Keasey	Jennifer	1	1	n	-	0	0	1	1	1	1	g
Dominico DR	Jennifer	Keasey	1	1	n	-	0	0	1	1	1	2	g
Dominico DR	Jennifer	Youngwood	1	1	n	-	0	0	1	1	1	1	g
Dominico DR	Youngwood	Jennifer	1	1	n	-	0	0	1	1	1	1	g
Dominico DR	Youngwood	Harvey	1	1	n	-	0	0	1	1	1	2	g
Dominico DR	Harvey	Youngwood	1	1	n	-	0	0	1	1	0	1	g
Jennifer CT	Dominico	End	1	1	n	-	0	0	1	1	0	1	g
Jennifer CT	End	Dominico	1	1	n	-	0	0	1	1	0	1	g
Youngwood CT	Dominico	End	1	1	n	-	0	0	1	1	0	1	g
Youngwood CT	End	Dominico	1	1	n	-	0	0	1	1	0	1	g
Riverview DR	End	Garden	1	1	n	-	0	0	1	1	0	1	g
Riverview DR	Garden	End	1	1	n	-	0	0	1	1	0	1	g
Riverview DR	Garden	Jefferson	1	1	n	-	0	0	1	1	0	2	g
Riverview DR	Jefferson	Garden	1	1	n	-	0	0	1	1	0	1	g
Harvey AVE	Jefferson	Dominico	1	1	n	-	1	1	0	1	1	1	g
Harvey AVE	Dominico	Jefferson	1	1	n	-	1	0	1	1	1	2	g
Harvey AVE	Dominico	Littlewood	1	1	n	-	1	1	0	1	1	1	g
Harvey AVE	Littlewood	Dominico	1	1	n	-	1	0	1	1	1	1	g
Harvey AVE	Littlewood	Ethel	1	1	n	-	1	1	0	1	1	1	g
Harvey AVE	Ethel	Littlewood	1	1	n	-	1	0	1	1	1	1	g
Harvey AVE	Ethel	Kring	1	1	n	-	1	1	0	1	1	1	vg
Harvey AVE	Kring	Ethel	1	1	n	-	1	0	1	1	1	1	vg
Harvey AVE	Kring	Ellis	1	1	n	-	1	1	0	1	1	1	vg

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Harvey AVE	Ellis	Kring	1	1	n	-	1	0	1	1	1	1	vg
Harvey AVE	Ellis	Stewart	1	1	n	-	1	0	0	1	1	2	vg
Harvey AVE	Stewart	Ellis	1	1	n	-	1	0	0	1	1	1	vg
Keasey ST	Spray	Harvey	1	1	n	-	1	1	0	1	1	2	f
Keasey ST	Harvey	Spray	1	1	n	-	1	0	1	1	1	1	f
Littlewood CT	Harvey	End	1	1	n	-	0	0	1	1	0	1	f
Littlewood CT	End	Harvey	1	1	n	-	0	0	1	1	0	2	f
Ethel CT	Harvey	End	1	1	n	-	0	0	0	0	0	1	f
Ethel CT	End	Harvey	1	1	n	-	0	0	0	0	0	2	f
Riverfront DR	Kring	Harvey	1	1	n	-	0	0	1	1	1	2	g
Riverfront DR	Harvey	Kring	1	1	n	-	0	0	1	1	1	2	g
Kring ST	Harvey	Riverfront	1	1	n	-	0	0	1	1	1	1	g
Kring ST	Riverfront	Harvey	1	1	n	-	0	0	1	1	1	2	g
Kring ST	Riverfront	Basco	1	1	n	-	0	0	1	1	1	1	g
Kring ST	Basco	Riverfront	1	1	n	-	0	0	1	1	1	1	g
Kring ST	Basco	SouthWater DR	1	1	n	-	0	0	1	1	1	2	g
Kring ST	SouthWater DR	Basco	1	1	n	-	0	0	1	1	1	1	g
Basco DR	Kring	SouthWater DR	1	1	n	-	0	0	1	1	1	1	g
Basco DR	SouthWater DR	Kring	1	1	n	-	0	0	1	1	1	2	g
South Water DR	Basco	Kring	1	1	n	-	0	0	1	1	1	1	g
South Water DR	Kring	Basco	1	1	n	-	0	0	1	1	1	1	g
Ellis ST	Harvey	End	1	1	n	-	0	0	1	0	0	1	f
Ellis ST	End	Harvey	1	1	n	-	0	0	1	0	0	2	f
Lenias Way	Ellis	End	1	1	n	-	0	0	1	1	0	1	f
Lenias Way	End	Ellis	1	1	n	-	0	0	1	1	0	1	f
Carl AVE	Kring	End	1	1	n	-	0	0	1	1	1	1	g
Carl AVE	End	Kring	1	1	n	-	0	0	1	1	1	2	g
Carl AVE	Kring	End	1	1	n	-	0	0	1	1	1	1	g
Carl AVE	End	Kring	1	1	n	-	0	0	1	1	1	2	g
Keasey ST	Carl	End	1	1	n	-	0	0	1	1	1	1	g
Keasey ST	End	Carl	1	1	n	-	0	0	1	1	1	2	g
Jefferson ST	Riverview	Whipple	1	1	n	25	0	0	1	1	0	1	g
Jefferson ST	Whipple	Riverview	1	1	n	-	0	0	1	1	0	1	g
Jefferson ST	Whipple	Cherry	1	1	n	-	0	0	1	1	0	1	f
Jefferson ST	Cherry	Whipple	1	1	n	-	0	0	1	1	0	1	f
Jefferson ST	Cherry	Oerdins	1	1	n	-	0	0	1	1	0	1	f
Jefferson ST	Oerdins	Cherry	1	1	n	-	0	0	1	1	0	1	f
Jefferson ST	Oerdins	Calkins	1	1	n	-	0	0	1	1	0	2	f
Jefferson ST	Calkins	Oerdins	1	1	n	-	0	0	1	1	0	1	f
Garden ST	Riverview	Whipple	1	1	n	-	0	0	1	1	0	1	g
Garden ST	Whipple	Riverview	1	1	n	-	0	0	1	1	0	2	g
Whipple	Riverview	Garden	1	1	n	-	0	0	1	0	0	1	p
Whipple	Garden	Riverview	1	1	n	-	0	0	1	0	0	1	p
Whipple	Garden	Jefferson	1	1	n	-	0	0	1	1	0	2	f
Whipple	Jefferson	Garden	1	1	n	-	0	0	1	1	0	1	f
Stewart Parkway	Park Entrance	Harvey	1	1	n	35	2	1	0	1	1	3	f
Stewart Parkway	Harvey	Park Entrance	1	1	n	35	2	1	0	1	1	1	f
Stewart Parkway	Harvey	Valley View	1	1	n	35,40	1	1	0	1	0	1	f
Stewart Parkway	Valley View	Garden Valley	1	1	n	40,35	1	1	0	1	0	3	f
Harvey AVE	Stewart	End	1	1	n	15	1	0	0	1	1	1	f
Harvey AVE	End	Stewart	1	1	n	-	1	0	0	1	1	3	f
Stewart Parkway	Valley View	Garden Valley	1	1	n	-	2	1	0	1	1	3	f
Stewart Parkway	Garden Valley	Valley View	1	1	n	40	2	1	0	1	1	1	f
Cherry DR	Jefferson	Holly	1	1	n	-	0	0	1	1	0	1	g
Cherry DR	Holly	Jefferson	1	1	n	-	0	0	1	1	0	2	g
Cherry DR	Holly	Holly	1	1	n	-	0	0	1	1	0	1	g
Cherry DR	Holly	Holly	1	1	n	-	0	0	1	1	0	1	g
Holly AVE	Cherry (E)	Cherry (W)	1	1	n	-	0	0	1	1	0	1	g
Holly AVE	Cherry (W)	Cherry (E)	1	1	n	-	0	0	1	1	0	1	g
Oerding AVE	Cherry	Jefferson	1	1	n	-	0	0	1	1	0	1	g
Oerding AVE	Jefferson	Cherry	1	1	n	-	0	0	1	1	0	1	g
Cherry DR	Oerding	Calkins	1	1	n	-	0	0	1	1	0	2	g
Cherry DR	Calkins	Oerding	1	1	n	-	0	0	1	1	0	1	g
Calkins RD	El dorado	Jefferson	1	1	n	-	0	0	1	1	1	2	f
Calkins RD	Jefferson	El dorado	1	1	n	-	0	0	1	1	0	1	f
Calkins RD	Jefferson	Lynnwood	1	1	n	-	0	0	1	1	1	1	f
Calkins RD	Lynnwood	Jefferson	1	1	n	-	0	0	1	1	0	1	f
Calkins RD	Lynnwood	Cherry	1	1	n	-	0	0	1	1	1	1	f
Calkins RD	Lynnwood	Jefferson	1	1	n	-	0	0	1	1	0	1	f
Calkins RD	Lynnwood	Cherry	1	1	n	-	0	0	1	1	1	1	f
Calkins RD	Cherry	Lynnwood	1	1	n	-	0	0	1	1	0	1	f
Calkins RD	Cherry	Troost	1	1	n	-	0	0	1	1	1	2	f
Calkins RD	Troost	Cherry	1	1	n	-	0	0	1	1	0	1	f
Lynnwood ST	Calkins	Delridge	1	1	n	-	0	0	1	1	0	1	g
Lynnwood ST	Delridge	Calkins	1	1	n	-	0	0	1	1	0	2	g
Lynnwood ST	Delridge	Troost	1	1	n	-	0	0	1	1	0	2	g
Lynnwood ST	Troost	Delridge	1	1	n	-	0	0	1	1	0	1	g
Lamount	Sellwood	Troost	1	1	n	-	0	0	1	1	0	2	g
Lamount	Troost	Sellwood	1	1	n	-	0	0	1	1	0	1	g
Delridge AVE	Lynnwood	Sellwood	1	1	n	-	0	0	1	1	0	1	f
Delridge AVE	Sellwood	Lynnwood	1	1	n	-	0	0	1	1	0	2	f
Delridge AVE	Sellwood	Troost	1	1	n	-	0	0	1	1	0	2	f
Delridge AVE	Troost	Sellwood	1	1	n	-	0	0	1	1	0	1	f
Delridge AVE	Troost	Andrea	1	1	n	-	0	0	1	1	1	1	g
Delridge AVE	Andrea	Troost	1	1	n	-	0	0	1	1	0	0	g
Andrea ST	Delridge	Excello (S)	1	1	n	-	0	0	1	1	0	1	g
Andrea ST	Excello (S)	Delridge	1	1	n	-	0	0	1	1	0	1	g
Andrea ST	Excello (S)	Excello (N)	1	1	n	-	0	0	1	1	0	1	g
Andrea ST	Excello (N)	Excello (S)	1	1	n	-	0	0	1	1	0	1	g
Andrea ST	Excello (N)	Sunberry	1	1	n	-	0	0	1	1	0	1	g
Andrea ST	Sunberry	Excello (N)	1	1	n	-	0	0	1	1	0	1	g
Excello DR	Andrea (S)	Andrea (N)	1	1	n	-	0	0	1	1	0	1	g
Excello DR	Andrea (N)	Andrea (S)	1	1	n	-	0	0	1	1	0	1	g
Sunberry DR	Andrea	Jeffery	1	1	n	-	0	0	1	1	0	1	g
Sunberry DR	Jeffery	Andrea	1	1	n	-	0	0	1	1	1	1	g
Sunberry DR	Jeffery	Troost	1	1	n	-	0	0	1	1	0	2	g
Sunberry DR	Troost	Jeffery	1	1	n	-	0	0	1	1	1	1	g
Jeffery ST	Sunberry	Carbrillo	1	1	n	-	0	0	1	1	1	1	vg
Jeffery ST	Carbrillo	Sunberry	1	1	n	-	0	0	1	1	1	1	vg
Carbrillo ST	Jeffery	End (W)	1	1	n	-	0	0	1	1	1	1	vg
Carbrillo ST	End (W)	Jeffery	1	1	n	-	0	0	1	1	1	1	vg
Carbrillo ST	Jeffery	End (E)	1	1	n	-	0	0	1	1	1	1	vg
Carbrillo ST	End (E)	Jeffery	1	1	n	-	0	0	1	1	1	1	vg
Troost ST	Garden Valley	Sunberry	1	1	n	-	1	1	1	1	1	1	g

			1=asphalt 2=portland concrete 3=other				0=none 1=paint 2=CLT 3=median	0=none 1=lane 2=shoulde 3=path	0=no 1=yes	0=no 1=yes	0=no 1=yes	1=Freeflow 2=Stop Sign 3=Signal 4=Yield	
Street Name	Street From	Street To	Surface Type	No. Lanes	School Zone	Posted Speed	Median Type	Bike Lane	On-Street Parking	Curbs	Sidewalk	Traffic Control	Street Condition
Troost ST	Sunberry	Garden Valley	1	1	n	-	1	1	1	1	1	2	g
Troost ST	Sunberry	Lynnwood	1	1	n	-	1	1	1	1	1	1	g
Troost ST	Lynnwood	Sunberry	1	1	n	-	1	1	1	1	1	1	g
Troost ST	Lynnwood	Delridge	1	1	n	-	1	1	1	1	1	1	g
Troost ST	Delridge	Lynnwood	1	1	n	-	1	1	1	1	1	1	g
Troost ST	Delridge	Whitherspoon	1	1	n	-	1	1	1	1	1	1	g
Troost ST	Whitherspoon	Delridge	1	1	n	25	1	1	1	1	1	1	g
Troost ST	Whitherspoon	Cantebury	1	1	y	20	1	1	1	1	1	1	g
Troost ST	Cantebury	Whitherspoon	1	1	y	20	1	1	1	1	1	1	g
Troost ST	Cantebury	Calkins	1	1	n	25	1	1	1	1	1	2	g
Troost ST	Calkins	Cantebury	1	1	n	25	1	1	1	1	1	1	g
Canterbury DR	Troost	Hopper	1	1	n	-	0	0	1	1	1	1	f
Canterbury DR	Hopper	Troost	1	1	n	-	0	0	1	1	1	2	f
Canterbury DR	Hopper	Esquire	1	1	n	-	0	0	1	1	0	1	f
Canterbury DR	Esquire	Hopper	1	1	n	-	0	0	1	1	0	1	f
Canterbury DR	Esquire	Lila	1	1	n	-	0	0	1	1	1	2	g
Canterbury DR	Lila	Esquire	1	1	n	-	0	0	1	1	1	1	g
Lila CT	Avery	Lila	1	1	n	-	0	0	1	1	1	1	g
Lila CT	Lila	Avery	1	1	n	-	0	0	1	1	1	2	g
Lila CT	Lila	End	1	1	n	-	0	0	1	1	1	1	g
Lila CT	End	Lila	1	1	n	-	0	0	1	1	1	1	g
Hopper ST	Cantebury	End	1	1	n	-	0	0	1	1	1	1	g
Hopper ST	End	Cantebury	1	1	n	-	0	0	1	1	1	2	g
Esquire DR	Avery	Veronica	1	1	n	-	0	0	1	1	0	1	g
Esquire DR	Veronica	Avery	1	1	n	-	0	0	1	1	0	2	g
Esquire DR	Veronica	Cantebury	1	1	n	-	0	0	1	1	0	2	g
Esquire DR	Cantebury	Veronica	1	1	n	-	0	0	1	1	0	1	g
Veronica CT	Esquire	End	1	1	n	-	0	0	1	1	0	1	g
Veronica CT	End	Esquire	1	1	n	-	0	0	1	1	0	1	g
Sellwood ST	Delridge	Lamount	1	1	n	-	0	0	1	1	0	1	g
Sellwood ST	Lamount	Delridge	1	1	n	-	0	0	1	1	0	1	g
Whitherspoon AVE	End	Avery	1	1	n	-	0	0	1	1	1	1	g
Whitherspoon AVE	Avery	End	1	1	n	-	0	0	1	1	1	1	g
Whitherspoon AVE	Avery	Troost	1	1	n	-	0	0	1	1	1	2	g
Whitherspoon AVE	Troost	Avery	1	1	n	-	0	0	1	1	1	1	g
Avery ST	Whitherspoon	Esquire	1	1	n	-	0	0	1	1	1	1	g
Avery ST	Esquire	Whitherspoon	1	1	n	-	0	0	1	1	1	1	g
Avery ST	Esquire	Lila	1	1	n	-	0	0	1	1	1	1	g
Avery ST	Lila	Esquire	1	1	n	-	0	0	1	1	0	1	g
Avery ST	Lila	Glenmar	1	1	n	-	0	0	1	1	1	1	g
Avery ST	Glenmar	Lila	1	1	n	-	0	0	1	1	0	1	g
Avery ST	Glenmar	Loma Vista	1	1	n	-	0	0	1	1	1	2	g
Avery ST	Loma Vista	Glenmar	1	1	n	-	0	0	1	1	1	1	g
Avery ST	Loma Vista	Pardale	1	1	n	-	0	0	1	1	1	1	g
Avery ST	Pardale	Loma Vista	1	1	n	-	0	0	1	1	1	1	g
Glenmar AVE	Avery	Loma Vista	1	1	n	-	0	0	1	1	1	2	f
Glenmar AVE	Loma Vista	Avery	1	1	n	-	0	0	1	1	1	2	f
Calkins AVE	Cherry	Troost	1	1	n	-	1	0	1	1	1	2	g
Calkins AVE	Troost	Cherry	1	1	n	25	1	0	1	1	0	1	g
Calkins AVE	Troost	Calkins RD	1	1	n	-	1	0	1	1	1	1	g
Calkins AVE	Calkins RD	Troost	1	1	n	-	1	0	1	1	1	2	g
Hopper ST	Grove	Merle	1	1	n	-	0	0	1	0	0	1	p
Hopper ST	Merle	Grove	1	1	n	-	0	0	1	0	0	1	p
Calkins RD	Calkins AVE	End	1	1	n	-	0	0	1	0	0	1	f
Calkins RD	End	Calkins AVE	1	1	n	-	0	0	1	0	0	4	f
Grove LN	Hopper	Loma Vista	1	1	n	-	0	0	0	1	1	2	f
Grove LN	Loma Vista	Hopper	1	1	n	-	0	0	1	1	1	1	f
Grove LN	Loma Vista	End	1	1	n	-	0	0	1	1	0	1	f
Grove LN	End	Loma Vista	1	1	n	-	0	0	1	1	0	1	f
Loma Vista DR	Grove	Glenmar	1	1	n	-	0	0	1	1	1	1	g
Loma Vista DR	Glenmar	Grove	1	1	n	-	0	0	1	1	1	1	g
Loma Vista DR	Glenmar	Vallejo	1	1	n	-	0	0	1	1	1	1	g
Loma Vista DR	Vallejo	Glenmar	1	1	n	-	0	0	1	1	1	1	g
Merle ST	Hopper	End	1	1	n	-	0	0	1	0	0	1	p
Merle ST	End	Hopper	1	1	n	-	0	0	1	0	0	1	p
Loma Vista DR	Vallejo	Avery	1	1	n	-	0	0	1	1	1	1	g
Loma Vista DR	Avery	Vallejo	1	1	n	-	0	0	1	1	1	1	g
Vallejo DR	Loma Vista	Parkdale	1	1	n	-	0	0	1	1	1	1	vg
Vallejo DR	Parkdale	Loma Vista	1	1	n	-	0	0	1	1	1	2	vg
Vallejo DR	Parkdale	Chambers	1	1	n	-	0	0	1	1	1	2	vg
Vallejo DR	Chambers	Parkdale	1	1	n	-	0	0	1	1	1	1	vg
Avery ST	Parkdale	Chambers	1	1	n	-	0	0	1	1	1	1	vg
Avery ST	Chambers	Parkdale	1	1	n	-	0	0	1	1	1	1	vg
Avery ST	Chambers	Loma Vista	1	1	n	-	0	0	1	1	1	1	vg
Avery ST	Loma Vista	Chambers	1	1	n	-	0	0	1	1	1	1	vg
Parkdale AVE	Avery	Vallejo	1	1	n	-	0	0	1	1	1	1	vg
Parkdale AVE	Vallejo	Avery	1	1	n	-	0	0	1	1	1	1	vg
Chambers DR	Loma Vista (N)	Vallejo	1	1	n	-	0	0	1	1	1	1	vg
Chambers DR	Vallejo	Loma Vista (N)	1	1	n	-	0	0	1	1	1	2	vg
Chambers DR	Vallejo	Loma Vista (S)	1	1	n	-	0	0	1	1	1	2	vg
Chambers DR	Loma Vista (S)	Vallejo	1	1	n	-	0	0	1	1	1	1	vg
Kelsay CT	Chambers	End	1	1	n	-	0	0	1	0	0	1	vg
Kelsay CT	End	Chambers	1	1	n	-	0	0	1	0	0	2	vg
Loma Vista DR	Chambers (SE)	Chambers (NW)	1	1	n	-	0	0	1	1	1	1	vg
Loma Vista DR	Chambers (NW)	Chambers (SE)	1	1	n	-	0	0	1	1	1	1	vg
Loma Vista DR	Chambers (NW)	Troost	1	1	n	-	0	0	1	1	1	2	vg
Loma Vista DR	Troost	Chambers (NW)	1	1	n	-	0	0	1	1	1	1	vg
Troost ST	Calkins	Greenly	1	1	n	25	1	1	1	1	1	1	g
Troost ST	Greenly	Calkins	1	1	n	25	1	1	1	1	1	2	g
Troost ST	Greenly	Cedar Ridge	1	1	n	-	1	0	0	0	0	1	f
Troost ST	Cedar Ridge	Greenly	1	1	n	-	1	0	0	0	0	1	f
Troost ST	Cedar Ridge	Loma Vista	1	1	n	-	1	0	0	0	0	1	f
Troost ST	Loma Vista	Cedar Ridge	1	1	n	-	1	0	0	0	0	1	f
Cedar Ridge CT	Troost	End	1	1	n	-	0	0	1	0	0	1	g
Cedar Ridge CT	End	Troost	1	1	n	-	0	0	1	1	1	2	g
Greenly ST	Troost	End	3	1	n	-	0	0	1	0	0	1	p
Greenly ST	End	Troost	3	1	n	-	0	0	1	0	0	2	p

Appendix

Crash Data

This page left blank intentionally.

CRASH_DT	FC_SHORT_DESC	ST_FULL_NM	ISECTG_ST_FULL_NM	CRASH_TYP_SHORT_DESC	CRASH_SVRTY_SHORT_DESC	CRASH_CAUSE_1_SHORT_DESC	TOT_FATAL_CNT	TOT_INJ_CNT	TOT_PEDCYCL_FATAL_CNT	TOT_PEDCYCL_INJ_CNT	TOT_PED_FATAL_CNT	TOT_PED_INJ_CNT
1/3/2001	U MN-ART	HARVARD BLVD	UMPQUA ST	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
1/3/2001	U PR-ART	OAK AVE	JACKSON ST	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
1/4/2001	U PR-ART	ROBERTS AVE	STEPHENS ST	ANGL-OTH	INJ	PAS-STOP	0	2	0	0	0	0
1/4/2001	U MN-ART	CEDAR ST	GARDEN VALLEY BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/4/2001	U MN-ART	GARDEN VALLEY BLVD	ESTELLE ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
1/4/2001	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/5/2001	U MN-ART	GARDEN VALLEY BLVD	HIGHLAND ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
1/5/2001	U MN-ART	RENANN ST	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
1/5/2001	U MN-ART	BEACON ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	7	0	0	0	0
1/8/2001	U PR-ART	DIAMOND LAKE BLVD	RIFLE RANGE RD	ANGL-OTH	PDO	IMP-TURN	0	0	0	0	0	0
1/8/2001	U PR-ART	STEPHENS ST	WRIGHT AVE	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
1/8/2001	U LOCAL	BEACON ST	GARDEN VALLEY BLVD	PRKD MV	PDO	TOO-FAST	0	0	0	0	0	0
1/10/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/11/2001	U MN-ART	HARVARD BLVD	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
1/11/2001	U COLL	MILL ST	MOSHER AVE	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
1/11/2001	U PR-ART	GARDEN VALLEY BLVD	NB EX GARDEN VLY C1	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/12/2001	U MN-ART	STANTON DR	HARVARD BLVD	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
1/14/2001	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0
1/15/2001	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
1/15/2001	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/16/2001	U PR-ART	BARNES AVE	STEPHENS ST	ANGL-STP	INJ	PAS-STOP	0	1	0	0	0	0
1/16/2001	U PR-ART	PINE ST	WASHINGTON AVE	S-STRGHT	PDO	OTHR-IMP	0	0	0	0	0	0
1/17/2001	U MN-ART	HARVARD BLVD	KEADY CT	ANGL-OTH	PDO	IMP-TURN	0	0	0	0	0	0
1/17/2001	U LOCAL	CHANNON AVE	STEPHENS ST	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
1/17/2001	U MN-ART	GARDEN VALLEY BLVD	KLINE ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
1/17/2001	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
1/18/2001	U LOCAL	GARDEN VALLEY BLVD	NB EX GARDEN VLY C1	O-OTHER	PDO	IMP-TURN	0	0	0	0	0	0
1/19/2001	U LOCAL	KLAMATH AVE	LINCOLN ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
1/19/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
1/19/2001	U MN-ART	GARDEN VALLEY BLVD	ESTELLE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/19/2001	U MN-ART	GARDEN VALLEY BLVD	GOETZ ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
1/19/2001	U MN-ART	HARVARD BLVD		S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
1/21/2001	U MN-ART	AVIATION DR	STEWART PKY	O-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
1/22/2001	U PR-ART	OAKLAND AVE	STEPHENS ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
1/22/2001	U PR-ART	STEPHENS ST	WRIGHT AVE	ANGL-STP	PDO	IMP-TURN	0	0	0	0	0	0
1/23/2001	U MN-ART	STEWART PKY	VALLEY VIEW DR	O-1TURN	INJ	DIS--RAG	0	3	0	0	0	0
1/24/2001	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	O-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
1/24/2001	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	4	0	0	0	0
1/24/2001	U LOCAL	HARVARD BLVD	NB EX HARVARD BV C1	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/26/2001	U LOCAL	DIAMOND LAKE BLVD	CUMMINS ST	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0

1/26/2001	U MN-ART	GARDEN VALLEY BLVD	NW EDEN ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/27/2001	U LOCAL	RENANN ST	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
1/27/2001	U PR-ART	OAK AVE	PINE ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
1/29/2001	U MN-ART	CASS AVE	JACKSON ST	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
1/29/2001	U PR-ART	STEPHENS ST		S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/30/2001	U MN-ART	LANE AVE	ROSE ST	ANGL-OTH	INJ	PAS-STOP	0	2	0	0	0	0
1/30/2001	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
2/1/2001	U PR-ART	DIAMOND LAKE BLVD	IVAN ST	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
2/1/2001	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	ANGL-STP	INJ	IMP-TURN	0	1	0	0	0	0
2/1/2001	U MN-ART	GARDEN VALLEY BLVD	HIGHLAND ST	O-OTHER	PDO	NO-YIELD	0	0	0	0	0	0
2/1/2001	U MN-ART	GARDEN VALLEY BLVD	CEDAR ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/2/2001	U INTRST	PACIFIC HY I-5	SB EX HARVARD BV C4	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	1
2/2/2001	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	PED	INJ	DIS--RAG	0	1	0	0	0	0
2/3/2001	U PR-ART	STEPHENS ST	NEWTON CREEK RD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
2/5/2001	U PR-ART	DOGWOOD ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
2/5/2001	U PR-ART	DIAMOND LAKE BLVD	STEPHENS ST	S-STRGHT	PDO	PHANTOM	0	0	0	0	0	0
2/6/2001	U PR-ART	PINE ST	WASHINGTON AVE	S-1STOP	INJ	TOO-CLOS	0	3	0	0	0	0
2/6/2001	U PR-ART	BELLOWS ST	HARVARD BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/6/2001	U MN-ART	AIRPORT RD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/6/2001	U PR-ART	EMERALD DR	STEPHENS ST	S-1TURN	PDO	OTHR-IMP	0	0	0	0	0	0
2/8/2001	U PR-ART	PINE ST	OAK AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/9/2001	U PR-ART	OAK AVE		FIX OBJ	PDO	TOO-FAST	0	0	0	0	0	0
2/9/2001	U MN-ART	GARDEN VALLEY BLVD	CEDAR ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/12/2001	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
2/12/2001	U MN-ART	WINCHESTER ST	DIAMOND LAKE BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/13/2001	U PR-ART	MEADOW LN	STEPHENS ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
2/13/2001	U PR-ART	OAK AVE	SPRUCE ST	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
2/14/2001	U PR-ART	STEPHENS ST	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/15/2001	U PR-ART	OAKLAND AVE	STEPHENS ST	O-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
2/15/2001	U MN-ART	HARVARD BLVD	BELLOWS ST	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
2/15/2001	U LOCAL	KEADY CT		S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/16/2001	U PR-ART	DIAMOND LAKE BLVD	STEPHENS ST	S-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
2/17/2001	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/18/2001	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
2/18/2001	U MN-ART	DOUGLAS AVE	CLAIRE ST	PRKD MV	PDO	TOO-FAST	0	0	0	0	0	0
2/20/2001	U MN-ART	WINCHESTER ST	ODELL AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
2/20/2001	U PR-ART	DIAMOND LAKE BLVD	PATTERSON ST	S-1TURN	PDO	TOO-CLOS	0	0	0	0	0	0
2/22/2001	U PR-ART	STEPHENS ST	WINCHESTER ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/23/2001	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
3/2/2001	U MN-ART	GARDEN VALLEY BLVD	TROOST ST	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
3/3/2001	U PR-ART	DIAMOND LAKE BLVD	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0

3/8/2001	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
3/8/2001	U LOCAL	LEMANS ST	VALLEY VIEW DR	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
3/9/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
3/9/2001	U MN-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
3/13/2001	U PR-ART	HARVARD BLVD	MADRONE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
3/13/2001	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
3/14/2001	U COLL	KANE ST	OAK AVE	ANGL-OTH	PDO	TOO-FAST	0	0	0	0	0	0
3/14/2001	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
3/14/2001	U MN-ART	STEWART PKY		ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
3/14/2001	U MN-ART	HARVARD BLVD	BALLF ST	BIKE	INJ	NO-YIELD	0	2	0	2	0	0
3/14/2001	U PR-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
3/15/2001	U MN-ART	GARDEN VALLEY BLVD	HIGHLAND ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
3/15/2001	U LOCAL	SB EX HARVARD BV C4	PACIFIC HY I-5	FIX OBJ	PDO	TOO-FAST	0	0	0	0	0	0
3/15/2001	U MN-ART	ELIZABETH ST	HARVARD BLVD	O-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
3/15/2001	U MN-ART	DOUGLAS AVE	KANSAS AVE	O-STRGHT	INJ	LEFT-CTR	0	1	0	0	0	0
3/15/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
3/15/2001	U PR-ART	STEPHENS ST	WINCHESTER ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
3/16/2001	U LOCAL	MILITARY RD	PILGER ST	O-STRGHT	PDO	LEFT-CTR	0	0	0	0	0	0
3/17/2001	U PR-ART	OAK AVE	SPRUCE ST	PRKD MV	PDO	TOO-FAST	0	0	0	0	0	0
3/19/2001	U MN-ART	RENANN ST	STEWART PKY	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
3/21/2001	U MN-ART	NW EDEN ST	GARDEN VALLEY BLVD	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
3/21/2001	U MN-ART	DOUGLAS AVE	ROSE ST	ANGL-OTH	PDO	OTHR-IMP	0	0	0	0	0	0
3/22/2001	U MN-ART	FAIRHAVEN ST	HARVARD BLVD	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
3/22/2001	U PR-ART	OAK AVE	ROSE ST	ANGL-OTH	PDO	IMP-TURN	0	0	0	0	0	0
3/22/2001	U PR-ART	DOUGLAS AVE	STEPHENS ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
3/24/2001	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
3/24/2001	U MN-ART	HARVARD BLVD	LOOKINGGLASS RD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
3/25/2001	U LOCAL	BOWER ST	EDENBOWER BLVD	S-OTHER	PDO	IMP-TURN	0	0	0	0	0	0
3/26/2001	U PR-ART	CHANNON AVE	STEPHENS ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
3/26/2001	U MN-ART	AIRPORT RD	STEWART PKY	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0
3/27/2001	U PR-ART	STEPHENS ST	OAKLAND AVE	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
3/28/2001	U MN-ART	RENANN ST	STEWART PKY	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
3/28/2001	U PR-ART	DIAMOND LAKE BLVD		PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
4/1/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
4/2/2001	U MN-ART	STEWART PKY		ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
4/2/2001	U LOCAL	GOETZ ST	GARDEN VALLEY BLVD	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
4/3/2001	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
4/3/2001	U PR-ART	STEPHENS ST	RICE AVE	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
4/4/2001	U MN-ART	JACKSON ST	MOSHER AVE	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
4/5/2001	U PR-ART	IMBLER AVE	STEPHENS ST	ANGL-OTH	INJ	PAS-STOP	0	2	0	0	0	0
4/5/2001	U PR-ART	STEPHENS ST	DOUGLAS AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
4/5/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/5/2001	U PR-ART	STEPHENS ST	EDENBOWER BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/5/2001	U COLL	CHESTNUT AVE	WALNUT ST	S-1TURN	PDO	OTHR-IMP	0	0	0	0	0	0

4/6/2001	U PR-ART	STEPHENS ST	DIXON AVE	ANGL-OTH	INJ	NO-YIELD	0	3	0	0	0	0
4/6/2001	U PR-ART	STEPHENS ST	HUGHWOOD DR	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/6/2001	U PR-ART	STEPHENS ST	HUGHWOOD DR	S-1STOP	PDO	DEF BRKE	0	0	0	0	0	0
4/7/2001	U LOCAL		MIGUEL AVE	ANGL-OTH	PDO	OTHR-IMP	0	0	0	0	0	0
4/7/2001	U MN-ART	RIFLE RANGE RD	DIAMOND LAKE BLVD	ANGL-OTH	INJ	NO-YIELD	0	3	0	0	0	0
4/8/2001	U PR-ART	BELLOWS ST	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
4/9/2001	U LOCAL	GARDEN VALLEY BLVD	NB EX GARDEN VLY C1	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/10/2001	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/10/2001	U MN-ART	STEWART PKY	RENANN ST	S-1TURN	PDO	TOO-CLOS	0	0	0	0	0	0
4/11/2001	U MN-ART	COURT AVE	JACKSON ST	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
4/11/2001	U LOCAL	GARDEN VALLEY BLVD	NB EX GARDEN VLY C1	O-OTHER	PDO	IMP-TURN	0	0	0	0	0	0
4/11/2001	U LOCAL	EDENBOWER BLVD	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/11/2001	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
4/12/2001	U MN-ART	HARVARD BLVD	STEWART PKY	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
4/12/2001	U MN-ART	GARDEN VALLEY BLVD	GOETZ ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/12/2001	U MN-ART	GARDEN VALLEY BLVD	PARK ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
4/12/2001	U MN-ART	HARVARD BLVD	BELLOWS ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
4/14/2001	U MN-ART	STEWART PKY	HARVEY CT	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/16/2001	U MN-ART	ROSE ST	WASHINGTON AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/16/2001	U PR-ART	GARDEN VALLEY BLVD	WILLOW ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
4/16/2001	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/17/2001	U MN-ART	ESTELLE ST	GARDEN VALLEY BLVD	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
4/17/2001	U MN-ART	GARDEN VALLEY BLVD		PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
4/18/2001	U PR-ART	EDENBOWER BLVD	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/18/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
4/19/2001	U MN-ART	HARVARD BLVD	WHARTON ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
4/20/2001	U MN-ART	HARVARD BLVD	LUELLEN DR	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
4/20/2001	U PR-ART	STEPHENS ST	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
4/23/2001	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
4/23/2001	U MN-ART	RENANN ST	STEWART PKY	O-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
4/24/2001	U LOCAL	SPRUCE ST	WASHINGTON AVE	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
4/24/2001	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/24/2001	U MN-ART	HARVARD BLVD	UMPQUA ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/25/2001	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
4/26/2001	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
4/26/2001	U LOCAL	GARDEN VALLEY BLVD	NB EX GARDEN VLY C1	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
4/27/2001	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
4/27/2001	U PR-ART	OAK AVE	STEPHENS ST	S-OTHER	PDO	IMP-TURN	0	0	0	0	0	0
4/29/2001	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	INJ	DEF BRKE	0	2	0	0	0	0
5/1/2001	U LOCAL	CHANNON AVE	STEPHENS ST	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
5/1/2001	U MN-ART	MAIN ST		S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/2/2001	U MN-ART	STEWART PKY	VALLEY VIEW DR	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0

5/2/2001	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/3/2001	U PR-ART	STEPHENS ST	BONNEYVIEW TER	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
5/3/2001	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
5/3/2001	U MN-ART	BELLOWS ST	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
5/4/2001	U LOCAL	WALNUT ST	CHESTNUT AVE	ANGL-OTH	INJ	OTHR-IMP	0	2	0	0	0	0
5/4/2001	U MN-ART	GARDEN VALLEY BLVD	NEWCASTLE CT	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
5/6/2001	U PR-ART	DIAMOND LAKE BLVD	RIFLE RANGE RD	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
5/7/2001	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
5/8/2001	U MN-ART	HARVARD BLVD	UMPQUA ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
5/8/2001	U LOCAL	GARDEN VALLEY BLVD	DOGWOOD ST	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
5/8/2001	U MN-ART	HARVARD BLVD	KEADY CT	S-1STOP	INJ	OTHR-IMP	0	1	0	0	0	0
5/9/2001	U COLL	KANE ST	OAK AVE	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
5/9/2001	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/10/2001	U PR-ART	STEPHENS ST	ALAMEDA AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
5/10/2001	U MN-ART	GARDEN VALLEY BLVD	KLINE ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
5/10/2001	U PR-ART	WASHINGTON AVE	SPRUCE ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
5/11/2001	U PR-ART	OAK AVE	STEPHENS ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
5/11/2001	U LOCAL	GOETZ ST	GARDEN VALLEY BLVD	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
5/11/2001	U MN-ART	GARDEN VALLEY BLVD	AIRPORT RD	S-1TURN	PDO	TOO-CLOS	0	0	0	0	0	0
5/14/2001	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
5/14/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/14/2001	U PR-ART	SPRUCE ST	WASHINGTON AVE	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
5/15/2001	U MN-ART	JACKSON ST	WASHINGTON AVE	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
5/16/2001	U COLL	JEFFERSON ST	RIVERVIEW DR	ANGL-OTH	INJ	PAS-STOP	0	4	0	0	0	0
5/18/2001	U PR-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
5/18/2001	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
5/18/2001	U LOCAL	NB EX GARDEN VLY C1	PACIFIC HY I-5	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/18/2001	U PR-ART	STEPHENS ST	WINCHESTER ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
5/18/2001	U MN-ART	ESTELLE ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
5/21/2001	U PR-ART	DOUGLAS AVE	STEPHENS ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
5/21/2001	U LOCAL	ELIZABETH ST	HARVARD BLVD	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
5/21/2001	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/22/2001	U MN-ART	HARVARD BLVD	STEWART PARK DR	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
5/23/2001	U MN-ART	BROAD ST	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/24/2001	U COLL	CHESTNUT AVE	WALNUT ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
5/24/2001	U MN-ART	RENANN ST	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/25/2001	U LOCAL	POST ST	CHESTNUT AVE	ANGL-OTH	PDO	OTHR-IMP	0	0	0	0	0	0
5/25/2001	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	BIKE	INJ	DIS--RAG	0	1	0	1	0	0
5/26/2001	U COLL	CHESTNUT AVE	WALNUT ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
5/26/2001	U COLL	JEFFERSON ST	OERDING AVE	ANGL-OTH	PDO	IMP-TURN	0	0	0	0	0	0
5/29/2001	U PR-ART	OAKLAND AVE	STEPHENS ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
5/29/2001	U MN-ART	HARVARD BLVD	FAIR ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
5/29/2001	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0

5/29/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
5/29/2001	U MN-ART	GARDEN VALLEY BLVD	WALNUT ST	O-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
5/29/2001	U PR-ART	STEPHENS ST	EDENBOWER BLVD	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
5/29/2001	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/30/2001	U MN-ART	RENANN ST	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
5/30/2001	U MN-ART	STEWART PKY	VAN PELT BLVD	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
5/30/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/31/2001	U COLL	GARDEN VALLEY BLVD	AIRPORT RD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
5/31/2001	U PR-ART	DOUGLAS AVE	STEPHENS ST	PED	INJ	NO-YIELD	0	1	0	0	0	0
5/31/2001	U PR-ART	GARDEN VALLEY BLVD	SB EF EB GDN VLY C6	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	1
6/1/2001	U PR-ART	BELLOWS ST	HARVARD BLVD	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
6/1/2001	U MN-ART	STEWART PKY	VALLEY VIEW DR	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
6/1/2001	U LOCAL	HARVARD BLVD	SB EX HARVARD BV C4	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
6/2/2001	U PR-ART	DOUGLAS AVE	STEPHENS ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
6/3/2001	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
6/4/2001	U PR-ART	DOUGLAS AVE	STEPHENS ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
6/4/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
6/5/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-STRGHT	INJ	TOO-CLOS	0	1	0	0	0	0
6/6/2001	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
6/6/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
6/6/2001	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
6/7/2001	U MN-ART	HARVARD BLVD	HAZEL ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
6/7/2001	U MN-ART	ELIZABETH ST	HARVARD BLVD	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
6/8/2001	U MN-ART	HARVARD BLVD	SHENANDOAH ST	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
6/10/2001	U LOCAL	SPRUCE ST	WASHINGTON AVE	ANGL-OTH	PDO	OTHR-IMP	0	0	0	0	0	0
6/11/2001	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
6/12/2001	U PR-ART	PINE ST	WASHINGTON AVE	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
6/12/2001	U PR-ART	DIAMOND LAKE BLVD	JACKSON ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
6/12/2001	U PR-ART	OAKLAND AVE	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
6/13/2001	U MN-ART	STEWART PKY	VAN PELT BLVD	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
6/13/2001	U LOCAL	UMPQUA ST	PRINCETON AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
6/13/2001	U MN-ART	GARDEN VALLEY BLVD	NW EDEN ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
6/13/2001	U PR-ART	CHESTNUT AVE	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
6/13/2001	U MN-ART	GARDEN VALLEY BLVD	NW EDEN ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
6/18/2001	U PR-ART	HUGHWOOD DR	STEPHENS ST	O-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
6/18/2001	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
6/19/2001	U PR-ART	STEPHENS ST	WINCHESTER ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
6/19/2001	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
6/20/2001	U PR-ART	MOSHER AVE	STEPHENS ST	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
6/20/2001	U PR-ART	STEPHENS ST	CHESTNUT AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
6/22/2001	U PR-ART	STEPHENS ST	WRIGHT AVE	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
6/22/2001	U INTRST	PACIFIC HY I-5	NB EF WB GDN VLY C2	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0

6/22/2001	U PR-ART	CASS AVE	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	3	0	0	0	0
6/25/2001	U MN-ART	GARDEN VALLEY BLVD	ESTELLE ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
6/25/2001	U MN-ART	ELIZABETH ST	HARVARD BLVD	S-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
6/26/2001	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
6/26/2001	U PR-ART	PINE ST	OAK AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
6/26/2001	U PR-ART	LANE AVE	PINE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
6/27/2001	U MN-ART	MULHOLLAND DR	STEWART PKY	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
6/27/2001	U MN-ART	HARVARD BLVD	AGEE ST	O-1TURN	PDO	TOO-FAST	0	0	0	0	0	0
6/29/2001	U LOCAL	MILL ST	SYKES AVE	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
6/29/2001	U MN-ART	MOSHER AVE	PINE ST	O-OTHER	PDO	OTHR-IMP	0	0	0	0	0	0
6/30/2001	U MN-ART	GARDEN VALLEY BLVD	GOETZ ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/1/2001	U PR-ART	IMBLER AVE	STEPHENS ST	PED	INJ	NO-YIELD	0	1	0	0	0	1
7/3/2001	U MN-ART	HARVARD BLVD	LUELLEN DR	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
7/3/2001	U PR-ART	STEPHENS ST	ALAMEDA AVE	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
7/3/2001	U INTRST	PACIFIC HY I-5	SB EX HARVARD BV C4	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
7/7/2001	U PR-ART	STEPHENS ST	DOUGLAS AVE	S-1STOP	INJ	TOO-CLOS	0	3	0	0	0	0
7/7/2001	U PR-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	PDO	IMP-OVER	0	0	0	0	0	0
7/8/2001	U MN-ART	WINCHESTER ST		O-1TURN	INJ	IMP-TURN	0	3	0	0	0	0
7/8/2001	U MN-ART	HARVARD BLVD	LOOKINGGLASS RD	S-STRGHT	INJ	TOO-CLOS	0	1	0	0	0	0
7/10/2001	U MN-ART	GARDEN VALLEY BLVD	STEPHENS ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
7/10/2001	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/12/2001	U MN-ART	BROCCOLI ST	HARVARD BLVD	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	1
7/12/2001	U PR-ART	OAK AVE	STEPHENS ST	PED	INJ	NO-YIELD	0	1	0	0	0	0
7/14/2001	U MN-ART	WINCHESTER ST	WRIGHT AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
7/14/2001	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/14/2001	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
7/16/2001	U MN-ART	STEPHENS ST	PINE ST	ANGL-STP	INJ	OTHR-IMP	0	2	0	0	0	0
7/17/2001	U MN-ART	HARVARD BLVD	STEWART PKY	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0
7/17/2001	U PR-ART	SPRUCE ST	WASHINGTON AVE	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
7/17/2001	U PR-ART	STEPHENS ST	IMBLER AVE	O-STRGHT	INJ	OTHR-IMP	0	1	0	0	0	0
7/18/2001	U MN-ART	HARVARD BLVD	MADRONE ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
7/18/2001	U MN-ART	STEWART PKY	VAN PELT BLVD	O-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
7/18/2001	U MN-ART	HARVARD BLVD	LUELLEN DR	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
7/18/2001	U MN-ART	HARVARD BLVD	MADRONE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/19/2001	U PR-ART	OAKLAND AVE	STEPHENS ST	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
7/20/2001	U PR-ART	GARDEN VALLEY BLVD	DOGWOOD ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
7/20/2001	U PR-ART	DIXON AVE	STEPHENS ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
7/20/2001	U INTRST	PACIFIC HY I-5	SB EX HARVARD BV C4	S-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
7/21/2001	U MN-ART	AVIATION DR	STEWART PKY	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
7/22/2001	U LOCAL	ATLANTA ST	ODELL AVE	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
7/23/2001	U PR-ART	DIAMOND LAKE BLVD	CASPER ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
7/23/2001	U MN-ART	HARVARD BLVD	UMPQUA ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
7/23/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/23/2001	U MN-ART	NW EDEN ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
7/24/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0

7/24/2001	U INTRST	PACIFIC HY I-5	SB ENFR EDENBOWERC5	FIX OBJ	INJ	PHANTOM	0	1	0	0	0	0
7/24/2001	U MN-ART	BROAD ST	STEWART PKY	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
7/25/2001	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
7/26/2001	U MN-ART	GARDEN VALLEY BLVD	KLINE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/27/2001	U LOCAL	FULLERTON ST	HOUCK AVE	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
7/27/2001	U PR-ART	GARDEN VALLEY BLVD	NB EF WB GDN VLY C2	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
7/28/2001	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
7/30/2001	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/30/2001	U PR-ART	STEPHENS ST	NEWTON CREEK RD	S-1STOP	INJ	TOO-CLOS	0	3	0	0	0	0
7/31/2001	U LOCAL	BROAD ST	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
8/1/2001	U PR-ART	MEADOW ST	WASHINGTON AVE	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
8/1/2001	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
8/2/2001	U MN-ART	HARVARD BLVD	FAIRHAVEN ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
8/3/2001	U PR-ART	PINE ST	WASHINGTON AVE	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
8/3/2001	U INTRST	PACIFIC HY I-5	SB EX HARVARD BV C4	S-STRGHT	INJ	DRINKING	0	3	0	0	0	0
8/5/2001	U PR-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
8/6/2001	U LOCAL	CHANNON AVE	STEPHENS ST	ANGL-OTH	PDO	OTHR-IMP	0	0	0	0	0	0
8/8/2001	U PR-ART	DOUGLAS AVE	STEPHENS ST	O-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
8/10/2001	U PR-ART	STEPHENS ST	WRIGHT AVE	S-1STOP	PDO	DEF BRKE	0	0	0	0	0	0
8/15/2001	U PR-ART	BARNES AVE	STEPHENS ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
8/16/2001	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	ANGL-OTH	INJ	NO-YIELD	0	4	0	0	0	0
8/16/2001	U LOCAL	HARVARD BLVD	NB EX HARVARD BV C1	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
8/16/2001	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
8/18/2001	U LOCAL	BROAD ST	STEWART PKY	S-1TURN	PDO	TOO-CLOS	0	0	0	0	0	0
8/19/2001	U PR-ART	SPRUCE ST	WASHINGTON AVE	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
8/22/2001	U MN-ART	HARVARD BLVD	SHENANDOAH ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
8/22/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
8/23/2001	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	3	0	0	0	0
8/23/2001	U PR-ART	SPRUCE ST	WASHINGTON AVE	S-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
8/23/2001	U PR-ART	PINE ST		S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
8/24/2001	U MN-ART	GARDEN VALLEY BLVD	WALNUT ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
8/24/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
8/26/2001	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
8/27/2001	U MN-ART	GARDEN VALLEY BLVD	ELLAN ST	S-STRGHT	INJ	IMP-OVER	0	1	0	0	0	0
9/4/2001	U PR-ART	STEPHENS ST		ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
9/4/2001	U PR-ART	OAK AVE	PINE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/4/2001	U MN-ART	GARDEN VALLEY BLVD	ESTELLE ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
9/4/2001	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
9/5/2001	U MN-ART	ESTELLE ST	GARDEN VALLEY BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/6/2001	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
9/10/2001	U MN-ART	HARVARD BLVD	STEWART PKY	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
9/11/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
9/11/2001	U LOCAL	UMPQUA ST	HARVARD BLVD	PED	INJ	NO-YIELD	0	1	0	0	0	1

9/12/2001	U MN-ART	DOUGLAS AVE	KANE ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
9/13/2001	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
9/14/2001	U PR-ART	STEPHENS ST	SPRING AVE	PRKD MV	INJ	OTHR-IMP	0	2	0	0	0	0
9/14/2001	U MN-ART	GARDEN VALLEY BLVD	KLINE ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
9/15/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANGL-OTH	PDO	IMP-TURN	0	0	0	0	0	0
9/15/2001	U PR-ART	STEPHENS ST	DIAMOND LAKE BLVD	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
9/15/2001	U LOCAL	GARDEN VALLEY BLV	NB EX GARDEN VLY	FIX OBJ	PDO	MECH-DEF	0	0	0	0	0	0
9/17/2001	U MN-ART	GARDEN VALLEY BLVD	WALNUT ST	ANGL-OTH	PDO	IMP-TURN	0	0	0	0	0	0
9/17/2001	U LOCAL	UMPQUA ST		PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
9/17/2001	U MN-ART	HARVARD BLVD	UMPQUA ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/18/2001	U MN-ART	STEWART PKY	HARVEY CT	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/19/2001	U MN-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/19/2001	U PR-ART	STEPHENS ST	WASHINGTON AVE	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
9/21/2001	U MN-ART	GARDEN VALLEY BLVD	NEWCASTLE CT	ANGL-OTH	INJ	PAS-STOP	0	2	0	0	0	0
9/21/2001	U MN-ART	BROAD ST	STEWART PKY	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
9/21/2001	U PR-ART	AIRPORT RD	GARDEN VALLEY BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/22/2001	U PR-ART	OAK AVE	STEPHENS ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
9/24/2001	U PR-ART	DIAMOND LAKE BLVD	RIFLE RANGE RD	ANGL-OTH	INJ	PAS-STOP	0	3	0	0	0	0
9/24/2001	U PR-ART	NEWTON CREEK RD	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
9/24/2001	U MN-ART	HARVARD BLVD	UMPQUA ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/24/2001	U PR-ART	BELLOWS ST	HARVARD BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/25/2001	U PR-ART	DOUGLAS AVE	STEPHENS ST	O-OTHER	PDO	IMP-TURN	0	0	0	0	0	0
9/25/2001	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
9/26/2001	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/27/2001	U MN-ART	STEWART PKY	HARVARD BLVD	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
9/27/2001	U COLL	LANE AVE	KANE ST	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
9/27/2001	U MN-ART	GARDEN VALLEY BLVD	NW EDEN ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
9/28/2001	U PR-ART	STEPHENS ST	WINCHESTER ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
9/28/2001	U MN-ART	STEWART PKY	HARVEY CT	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
9/28/2001	U PR-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
9/29/2001	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
9/29/2001	U PR-ART	OAK AVE	PINE ST	S-1TURN	PDO	OTHR-IMP	0	0	0	0	0	0
10/1/2001	U MN-ART	HARVARD BLVD	STANTON DR	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
10/1/2001	U MN-ART	BROCCOLI ST	HARVARD BLVD	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
10/1/2001	U MN-ART	STEWART PKY	HARVARD BLVD	ANGL-OTH	INJ	PAS-STOP	0	2	0	0	0	0
10/1/2001	U LOCAL	HARVARD BLVD	NB EX HARVARD BV C1	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0
10/1/2001	U LOCAL	HARVARD BLVD	NB EX HARVARD BV C1	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
10/1/2001	U COLL	KANE ST	WASHINGTON AVE	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
10/2/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/3/2001	U PR-ART	GARDEN VALLEY BLVD	NB EX GARDEN VLY C1	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/3/2001	U PR-ART	SANFORD AVE	STEPHENS ST	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0

10/4/2001	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/5/2001	U MN-ART	AVIATION DR	STEWART PKY	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
10/5/2001	U MN-ART	WINCHESTER ST	DIAMOND LAKE BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
10/6/2001	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
10/7/2001	U MN-ART	GARDEN VALLEY BLVD	WALNUT ST	O-1TURN	INJ	IMP-TURN	0	4	0	0	0	0
10/8/2001	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
10/9/2001	U MN-ART	AGEE ST	HARVARD BLVD	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
10/9/2001	U MN-ART	DOUGLAS AVE	RIFLE RANGE RD	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
10/9/2001	U LOCAL	HARVARD BLVD	SB EF HARVARD BV C5	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/9/2001	U MN-ART	STEPHENS ST	WINCHESTER ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
10/10/2001	U LOCAL	CROUCH ST	GARDEN VALLEY BLVD	ANGL-OTH	PDO	OTHR-IMP	0	0	0	0	0	0
10/10/2001	U PR-ART	SPRUCE ST	WASHINGTON AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/11/2001	U PR-ART	DIAMOND LAKE BLVD	RIFLE RANGE RD	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
10/11/2001	U LOCAL	NB EX GARDEN VLY C1	GARDEN VALLEY BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/11/2001	U MN-ART	STEWART PKY	BROAD ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
10/12/2001	U PR-ART	DIAMOND LAKE BLVD	JACKSON ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
10/12/2001	U LOCAL	ANN AVE	FAIRHAVEN ST	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
10/12/2001	U MN-ART	GARDEN VALLEY BLVD	KLINE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/14/2001	U MN-ART	WINCHESTER ST	WRIGHT AVE	FIX OBJ	PDO	TOO-FAST	0	0	0	0	0	0
10/15/2001	U MN-ART	MOSHER AVE	STEPHENS ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/15/2001	U PR-ART	STEPHENS ST	DIXON AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/16/2001	U PR-ART	DOUGLAS AVE	STEPHENS ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
10/16/2001	U MN-ART	AIRPORT RD	STEWART PKY	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
10/17/2001	U MN-ART	HARVARD BLVD	UMPQUA ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/18/2001	U MN-ART	DOUGLAS AVE	RIFLE RANGE RD	FIX OBJ	PDO	TOO-FAST	0	0	0	0	0	0
10/18/2001	U MN-ART	HARVARD BLVD	STEWART PARK DR	S-1STOP	INJ	TOO-CLOS	0	4	0	0	0	0
10/19/2001	U MN-ART	MERCY DR	STEWART PKY	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
10/19/2001	U PR-ART	STEPHENS ST	WINCHESTER ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
10/20/2001	U PR-ART	OAK AVE	STEPHENS ST	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0
10/22/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/22/2001	U LOCAL	EDENBOWER BLVD	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
10/22/2001	U PR-ART	BURKE AVE	STEPHENS ST	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
10/22/2001	U PR-ART	STEPHENS ST	DIAMOND LAKE BLVD	S-STRGHT	PDO	TOO-CLOS	0	0	0	0	0	0
10/22/2001	U PR-ART	HARVARD BLVD	BELLOWS ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
10/23/2001	U MN-ART	CEDAR ST	GARDEN VALLEY BLVD	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
10/23/2001	U MN-ART	HARVARD BLVD		ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/23/2001	U MN-ART	GARDEN VALLEY BLVD	ESTELLE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/26/2001	U PR-ART	STEPHENS ST	WINCHESTER ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/30/2001	U MN-ART	HARVARD BLVD	WHARTON ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
10/31/2001	U LOCAL	CHADWICK ST	LANE AVE	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
11/1/2001	U MN-ART	MERCY DR	STEWART PKY	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
11/1/2001	U MN-ART	GARDEN VALLEY BLVD	WALNUT ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
11/2/2001	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	ANGL-OTH	INJ	NO-YIELD	0	3	0	0	0	0
11/2/2001	U MN-ART	JACKSON ST	DOUGLAS AVE	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0

11/3/2001	U PR-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
11/3/2001	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
11/4/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-STRGHT	PDO	OTHR-IMP	0	0	0	0	0	0
11/5/2001	U LOCAL	LILBURN AVE	MADRONE ST	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
11/5/2001	U MN-ART	HARVARD BLVD	STEWART PARK DR	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
11/6/2001	U PR-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
11/7/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
11/7/2001	U PR-ART	ATLANTA ST	DIAMOND LAKE BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
11/9/2001	U PR-ART	DOUGLAS AVE	STEPHENS ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
11/9/2001	U MN-ART	RENANN ST	STEWART PKY	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
11/10/2001	U LOCAL	UMPQUA ST	HARVARD BLVD	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
11/12/2001	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
11/13/2001	U MN-ART	STEWART PKY	STEWART PARK DR	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
11/13/2001	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/13/2001	U MN-ART	LOOKINGGLASS RD	NORMANDY CT	S-1TURN	INJ	IMP-OVER	0	1	0	0	0	0
11/15/2001	U MN-ART	CROUCH ST	GARDEN VALLEY BLVD	S-STRGHT	INJ	TOO-CLOS	0	2	0	0	0	0
11/16/2001	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/19/2001	U PR-ART	AIRPORT RD	GARDEN VALLEY BLVD	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
11/19/2001	U PR-ART	DIAMOND LAKE BLVD	IVAN ST	S-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
11/20/2001	U MN-ART	GARDEN VALLEY BLVD	NW EDEN ST	ANGL-OTH	PDO	IMP-TURN	0	0	0	0	0	0
11/20/2001	U PR-ART	EXCHANGE AVE	STEPHENS ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
11/21/2001	U PR-ART	STEPHENS ST	DIXON AVE	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
11/23/2001	U PR-ART	DIAMOND LAKE BLVD	ATLANTA ST	O-STRGHT	INJ	OTHR-IMP	0	1	0	0	0	0
11/23/2001	U LOCAL	OTIE ST	CECIL AVE	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
11/23/2001	U MN-ART	GARDEN VALLEY BLVD	ESTELLE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
11/24/2001	U MN-ART	HARVARD BLVD	UMPQUA ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
11/24/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	O-OTHER	PDO	IMP-TURN	0	0	0	0	0	0
11/26/2001	U PR-ART	DOUGLAS AVE	STEPHENS ST	O-1TURN	INJ	IMP-TURN	0	3	0	0	0	0
11/28/2001	U PR-ART	OAK AVE	STEPHENS ST	ANGL-OTH	PDO	IMP-TURN	0	0	0	0	0	0
11/29/2001	U LOCAL	EVANS AVE	KLINE ST	ANGL-OTH	PDO	OTHR-IMP	0	0	0	0	0	0
11/29/2001	U MN-ART	STEWART PKY	VALLEY VIEW DR	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
11/30/2001	U MN-ART	AIRPORT RD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
11/30/2001	U LOCAL	SYKES AVE	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
11/30/2001	U PR-ART	STEPHENS ST	WINCHESTER ST	S-1TURN	INJ	TOO-CLOS	0	1	0	0	0	0
12/4/2001	U MN-ART	STEWART PKY	VALLEY VIEW DR	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
12/4/2001	U MN-ART	ALAMEDA AVE	VINE ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
12/4/2001	U MN-ART	HARVARD BLVD	KEADY CT	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/6/2001	U PR-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
12/7/2001	U PR-ART	STEPHENS ST	OAKLAND AVE	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
12/7/2001	U PR-ART	STEPHENS ST	WINCHESTER ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/8/2001	U MN-ART	STEWART PKY	VALLEY VIEW DR	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
12/8/2001	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0

12/9/2001	U MN-ART	HARVEY CT	STEWART PKY	O-1TURN	INJ	DIS--RAG	0	3	0	0	0	0
12/10/2001	U MN-ART	RENANN ST	STEWART PKY	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
12/11/2001	U MN-ART	WINCHESTER ST	NASH ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/12/2001	U MN-ART	GARDEN VALLEY BLVD	TROOST ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
12/12/2001	U MN-ART	HARVARD BLVD	UNION ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
12/12/2001	U PR-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/13/2001	U MN-ART	MERCY DR	STEWART PKY	ANGL-OTH	PDO	OTHR-IMP	0	0	0	0	0	0
12/13/2001	U MN-ART	STEWART PKY	RENANN ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
12/13/2001	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	O-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
12/17/2001	U MN-ART	STEWART PKY	VALLEY VIEW DR	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
12/19/2001	U MN-ART	STEWART PKY	VALLEY VIEW DR	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
12/19/2001	U PR-ART	STEPHENS ST	BELLVIEW CT	O-STRGHT	INJ	PHANTOM	0	1	0	0	0	0
12/19/2001	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	MECH-DEF	0	0	0	0	0	0
12/19/2001	U PR-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
12/20/2001	U PR-ART	DIXON AVE	STEPHENS ST	O-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
12/20/2001	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	INJ	OTHR-IMP	0	2	0	0	0	0
12/21/2001	U PR-ART	WASHINGTON AVE	SPRUCE ST	S-STRGHT	INJ	TOO-CLOS	0	1	0	0	0	0
12/26/2001	U PR-ART	CASS AVE	PINE ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
12/31/2001	U LOCAL	LORRAINE AVE	BROCCOLI ST	S-1TURN	PDO	OTHR-IMP	0	0	0	0	0	0
1/2/2002	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
1/2/2002	U PR-ART	WASHINGTON AVE	MADRONE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/3/2002	U PR-ART	LANE AVE	PINE ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
1/3/2002	U PR-ART	MOSHER AVE	STEPHENS ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
1/3/2002	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	O-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
1/3/2002	U PR-ART	PINE ST	BURKE AVE	PRKD MV	PDO	IMP-OVER	0	0	0	0	0	0
1/4/2002	U PR-ART	DIAMOND LAKE BLVD	RIFLE RANGE RD	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
1/4/2002	U PR-ART	STEPHENS ST	WINCHESTER ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
1/5/2002	U COLL	ALAMEDA AVE	VINE ST	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
1/5/2002	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
1/6/2002	U PR-ART		STEPHENS ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
1/8/2002	U MN-ART	GARDEN VALLEY BLVD	PARK ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
1/8/2002	U PR-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
1/10/2002	U PR-ART	DIAMOND LAKE BLVD		ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
1/10/2002	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/10/2002	U MN-ART	LANE AVE	MAIN ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
1/12/2002	U PR-ART	EDENBOWER BLVD	STEPHENS ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
1/15/2002	U PR-ART	DIAMOND LAKE BLVD	STEPHENS ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
1/15/2002	U MN-ART	MERCY DR	STEWART PKY	O-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
1/16/2002	U LOCAL	KLINE ST	GARDEN VALLEY BLVD	O-1TURN	PDO	OTHR-IMP	0	0	0	0	0	0
1/18/2002	U MN-ART	STEWART PKY	MULHOLLAND DR	O-STRGHT	INJ	LEFT-CTR	0	3	0	0	0	0
1/18/2002	U PR-ART	LANE AVE	PINE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/19/2002	U LOCAL	HARVARD BLVD	NB EX HARVARD BV C1	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0

1/20/2002	U PR-ART	OAK AVE	ROSE ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
1/20/2002	U PR-ART	STEPHENS ST	BOWER ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
1/21/2002	U PR-ART	OAK AVE	STEPHENS ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
1/21/2002	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	S-1TURN	PDO	TOO-CLOS	0	0	0	0	0	0
1/22/2002	U MN-ART	STEWART PKY	RENANN ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
1/22/2002	U MN-ART	ROSE ST	WASHINGTON AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
1/23/2002	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	ANGL-STP	PDO	IMP-TURN	0	0	0	0	0	0
1/23/2002	U MN-ART	GARDEN VALLEY BLVD		S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
1/24/2002	U PR-ART	DIAMOND LAKE BLVD	RIFLE RANGE RD	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
1/25/2002	U PR-ART	CASS AVE	STEPHENS ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
1/28/2002	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
1/29/2002	U LOCAL	STANTON DR	HARVARD BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
1/30/2002	U PR-ART	CASPER ST	DIAMOND LAKE BLVD	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
1/30/2002	U COLL	KANE ST	CASS AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
1/31/2002	U PR-ART	OAK AVE	STEPHENS ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	1
1/31/2002	U MN-ART	ESTELLE ST	GARDEN VALLEY BLVD	PED	INJ	NO-YIELD	0	1	0	0	0	0
2/1/2002	U MN-ART	ESTELLE ST	GARDEN VALLEY BLVD	O-1TURN	INJ	DIS--RAG	0	2	0	0	0	0
2/2/2002	U MN-ART	GARDEN VALLEY BLVD	GOETZ ST	O-OTHER	PDO	IMP-TURN	0	0	0	0	0	0
2/3/2002	U PR-ART	NEWTON CREEK RD	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	3	0	0	0	0
2/4/2002	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
2/4/2002	U MN-ART	AIRPORT RD	STEWART PKY	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
2/4/2002	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
2/4/2002	U MN-ART	STEWART PKY	HARVEY CT	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/5/2002	U MN-ART	HARRISON ST	HARVARD BLVD	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
2/5/2002	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
2/5/2002	U MN-ART	GARDEN VALLEY BLVD	NW EDEN ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
2/5/2002	U MN-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
2/6/2002	U PR-ART		STEPHENS ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
2/6/2002	U MN-ART	GARDEN VALLEY BLVD	ESTELLE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/7/2002	U MN-ART	HARVARD BLVD	UNION ST	ANGL-OTH	PDO	IMP-TURN	0	0	0	0	0	0
2/8/2002	U MN-ART	GARDEN VALLEY BLVD	AIRPORT RD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
2/8/2002	U PR-ART	STEPHENS ST	DOUGLAS AVE	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
2/8/2002	U LOCAL	OVERLOOK AVE	CHADWICK ST	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
2/11/2002	U PR-ART	STEPHENS ST	DIXON AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
2/11/2002	U PR-ART	DIAMOND LAKE BLVD	IVAN ST	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
2/12/2002	U MN-ART	HARVARD BLVD	UMPQUA ST	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0
2/12/2002	U LOCAL	HARVARD BLVD	NB EX HARVARD BV C1	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
2/13/2002	U PR-ART	STEPHENS ST	NEUNER DR	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
2/13/2002	U PR-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
2/14/2002	U MN-ART	JACKSON ST	LANE AVE	PRKD MV	PDO	IMP-OVER	0	0	0	0	0	0
2/14/2002	U PR-ART	WASHINGTON AVE	SPRUCE ST	S-1TURN	INJ	TOO-CLOS	0	1	0	0	0	0
2/15/2002	U MN-ART	DOUGLAS AVE	RAMP ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
2/15/2002	U PR-ART	STEPHENS ST	ALAMEDA AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0

2/17/2002	U LOCAL	AGEE ST	HARVARD BLVD	FIX OBJ	PDO	MECH-DEF	0	0	0	0	0	0
2/18/2002	U PR-ART	HEWITT AVE	STEPHENS ST	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
2/18/2002	U MN-ART	GARDEN VALLEY BLVD	VINE ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
2/18/2002	U MN-ART	HARVARD BLVD	UMPQUA ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/19/2002	U MN-ART	HEWITT AVE	STEPHENS ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
2/19/2002	U MN-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
2/20/2002	U MN-ART	NW EDEN ST	GARDEN VALLEY BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/20/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/20/2002	U COLL	AIRPORT RD	CHANNON AVE	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
2/21/2002	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
2/21/2002	U MN-ART	RENANN ST	STEWART PKY	O-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
2/22/2002	U MN-ART	HARVARD BLVD	KEADY CT	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0
2/22/2002	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0
2/23/2002	U PR-ART	PINE ST	RICE AVE	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
2/23/2002	U PR-ART	PINE ST	RICE AVE	S-STRGHT	PDO	TOO-CLOS	0	0	0	0	0	0
2/26/2002	U MN-ART	HARVARD BLVD		S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/27/2002	U MN-ART	GARDEN VALLEY BLVD	KLINE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/27/2002	U MN-ART	ELIZABETH ST	HARVARD BLVD	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
2/28/2002	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
3/1/2002	U PR-ART	OAKLAND AVE	STEPHENS ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
3/2/2002	U LOCAL	HARVARD BLVD	NB EX HARVARD BV C1	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
3/3/2002	U MN-ART	DOUGLAS AVE	RAMP ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
3/5/2002	U MN-ART	HARVARD BLVD	ELIZABETH ST	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
3/6/2002	U PR-ART	LANE AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
3/6/2002	U PR-ART	DIAMOND LAKE BLVD	RIFLE RANGE RD	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
3/7/2002	U MN-ART	LOOKINGGLASS RD	HARVARD BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
3/11/2002	U MN-ART	GARDEN VALLEY BLVD	ESTELLE ST	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
3/15/2002	U PR-ART	SPRUCE ST	WASHINGTON AVE	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
3/15/2002	U PR-ART	CASS AVE	STEPHENS ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
3/15/2002	U LOCAL	MOSHER AVE	FULLERTON ST	PRKD MV	PDO	IMP-OVER	0	0	0	0	0	0
3/16/2002	U LOCAL	EDENBOWER BLVD	STEPHENS ST	FIX OBJ	INJ	PHANTOM	0	1	0	0	0	0
3/16/2002	U MN-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
3/20/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
3/20/2002	U LOCAL	VAN PELT BLVD	MEDICAL LP	FIX OBJ	PDO	TOO-FAST	0	0	0	0	0	0
3/20/2002	U MN-ART	HARVARD BLVD	BALLF ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
3/22/2002	U MN-ART	BELLOWS ST	HARVARD BLVD	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
3/22/2002	U MN-ART	HARVARD BLVD	KEADY CT	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
3/22/2002	U PR-ART	STEPHENS ST	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
3/23/2002	U MN-ART	HARVARD BLVD	MAPLE ST	O-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
3/23/2002	U PR-ART	PINE ST	SYKES AVE	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
3/26/2002	U LOCAL	VAN PELT BLVD	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
3/26/2002	U MN-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0

3/27/2002	U MN-ART	GARDEN VALLEY BLVD	CEDAR ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
3/27/2002	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
3/27/2002	U PR-ART	HARVARD BLVD	MADRONE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
3/29/2002	U PR-ART	OAKLAND AVE	STEPHENS ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
3/29/2002	U INTRST	PACIFIC HY I-5	SB ENFR EDENBOWERC5	NON-COLL	PDO	TOO-FAST	0	0	0	0	0	0
3/29/2002	U MN-ART	CENTER ST	HARVARD BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
3/31/2002	U MN-ART	HARVARD BLVD	STEWART PKY	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
4/1/2002	U PR-ART	GARDEN VALLEY BLVD	SB EX GARDEN VLY C4	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
4/1/2002	U COLL	JEFFERSON ST	WHIPPLE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/1/2002	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
4/2/2002	U PR-ART	DIAMOND LAKE BLVD	RIFLE RANGE RD	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
4/3/2002	U LOCAL	GARDEN VALLEY BLVD	NB EX GARDEN VLY C1	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
4/4/2002	U LOCAL	GARDEN VALLEY BLVD	SB EF EB GDN VLY C6	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
4/6/2002	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	BIKE	INJ	DIS--RAG	0	1	0	1	0	0
4/7/2002	U MN-ART	STEWART PKY	VAN PELT BLVD	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
4/8/2002	U MN-ART	GARDEN VALLEY BLVD	GOETZ ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
4/8/2002	U PR-ART	ALAMEDA AVE	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/9/2002	U PR-ART	STEPHENS ST	NORTHPARK LN	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
4/9/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
4/9/2002	U PR-ART	OAK AVE	STEPHENS ST	S-OTHER	PDO	IMP-TURN	0	0	0	0	0	0
4/11/2002	U MN-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	S-STRGHT	PDO	PHANTOM	0	0	0	0	0	0
4/13/2002	U MN-ART	RENANN ST	STEWART PKY	O-STRGHT	INJ	MECH-DEF	0	1	0	0	0	0
4/13/2002	U MN-ART	GARDEN VALLEY BLVD	AIRPORT RD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/15/2002	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/16/2002	U LOCAL	ALAMEDA AVE		S-1TURN	PDO	IMP-OVER	0	0	0	0	0	0
4/17/2002	U MN-ART	AIRPORT RD	STEWART PKY	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
4/17/2002	U MN-ART	ESTELLE ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
4/18/2002	U MN-ART	STEWART PKY	HARVEY CT	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
4/19/2002	U PR-ART	GARDEN VALLEY BLVD	HIGHLAND ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
4/19/2002	U LOCAL	OERDING AVE	CHERRY DR	PRKD MV	PDO	IMP-OVER	0	0	0	0	0	0
4/19/2002	U PR-ART	PINE ST	WASHINGTON AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/19/2002	U PR-ART	STEPHENS ST	SPRING AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/20/2002	U PR-ART	ALAMEDA AVE	STEPHENS ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
4/23/2002	U MN-ART	GARDEN VALLEY BLVD		S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/23/2002	U MN-ART	WINCHESTER ST	NASH ST	S-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
4/24/2002	U LOCAL	BOWER ST	EDENBOWER BLVD	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
4/24/2002	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/24/2002	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/25/2002	U MN-ART	WINCHESTER ST	DIAMOND LAKE BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
4/25/2002	U MN-ART	GARDEN VALLEY BLVD	ESTELLE ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
4/26/2002	U PR-ART	PINE ST	OAK AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0

4/26/2002	U MN-ART	GARDEN VALLEY BLVD	ESTELLE ST	S-1TURN	PDO	TOO-CLOS	0	0	0	0	0	0
4/27/2002	U MN-ART	STEWART PKY	VALLEY VIEW DR	ANGL-OTH	INJ	PAS-STOP	0	2	0	0	0	0
4/29/2002	U COLL	KANE ST	OAK AVE	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
4/29/2002	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/30/2002	U MN-ART	ROSE ST	WASHINGTON AVE	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
4/30/2002	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/1/2002	U MN-ART	BROCCOLI ST	HARVARD BLVD	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
5/1/2002	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
5/1/2002	U PR-ART	DOGWOOD ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
5/1/2002	U MN-ART	GARDEN VALLEY BLVD	ELLAN ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/1/2002	U PR-ART	DIAMOND LAKE BLVD	JACKSON ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/1/2002	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
5/4/2002	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
5/4/2002	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/7/2002	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
5/7/2002	U PR-ART	MOSHER AVE	STEPHENS ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
5/7/2002	U MN-ART	AIRPORT RD	STEWART PKY	O-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
5/7/2002	U MN-ART	DIAMOND LAKE BLVD	CASPER ST	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
5/8/2002	U MN-ART	HARVARD BLVD	STEWART PKY	O-1TURN	PDO	DIS--RAG	0	0	0	0	0	0
5/9/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
5/9/2002	U COLL	ALAMEDA AVE	VINE ST	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
5/10/2002	U MN-ART	STEWART PKY	VALLEY VIEW DR	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
5/10/2002	U MN-ART	HEWITT AVE	STEPHENS ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
5/13/2002	U PR-ART	GARDEN VALLEY BLVD	DOGWOOD ST	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
5/13/2002	U MN-ART	AIRPORT RD	STEWART PKY	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
5/13/2002	U PR-ART	SPRUCE ST	WASHINGTON AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/15/2002	U MN-ART	ESTELLE ST	GARDEN VALLEY BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/16/2002	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0
5/17/2002	U MN-ART	GARDEN VALLEY BLVD	KLINE ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
5/19/2002	U MN-ART	STEWART PKY		O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
5/19/2002	U INTRST	PACIFIC HY I-5	NB EF HARVARD BV C3	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
5/20/2002	U MN-ART	RENANN ST	STEWART PKY	O-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
5/21/2002	U PR-ART	NEUNER DR	STEPHENS ST	ANGL-OTH	INJ	PAS-STOP	0	2	0	0	0	0
5/22/2002	U PR-ART	PINE ST	WASHINGTON AVE	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
5/26/2002	U MN-ART	WINCHESTER ST	WRIGHT AVE	ANGL-OTH	PDO	TOO-FAST	0	0	0	0	0	0
5/26/2002	U PR-ART	PINE ST	WASHINGTON AVE	S-1STOP	PDO	TOO-FAST	0	0	0	0	0	0
5/27/2002	U PR-ART	STEPHENS ST	WASHINGTON AVE	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
5/28/2002	U PR-ART	MOSHER AVE	PINE ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
5/29/2002	U PR-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/29/2002	U PR-ART	DIAMOND LAKE BLVD	CASPER ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
5/30/2002	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0

5/31/2002	U MN-ART	GARDEN VALLEY BLVD	STEPHENS ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
5/31/2002	U LOCAL	EDENBOWER BLVD	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
6/1/2002	U LOCAL	BROCCOLI ST	HARVARD BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
6/1/2002	U COLL	HARVEY CT	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
6/3/2002	U MN-ART		MADRONE ST	S-1STOP	INJ	TOO-CLOS	0	3	0	0	0	0
6/3/2002	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
6/3/2002	U MN-ART	SPRUCE ST	WASHINGTON AVE	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
6/4/2002	U LOCAL	GARDEN VALLEY BLVD	WALNUT ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
6/5/2002	U LOCAL	NW EDEN ST	CECIL AVE	ANGL-OTH	PDO	OTHR-IMP	0	0	0	0	0	0
6/8/2002	U PR-ART	DIAMOND LAKE BLVD	RIFLE RANGE RD	FIX OBJ	PDO	TOO-FAST	0	0	0	0	0	0
6/8/2002	U MN-ART	GARDEN VALLEY BLVD	ESTELLE ST	S-1STOP	INJ	TOO-CLOS	0	5	0	0	0	0
6/8/2002	U PR-ART	OAK AVE	PINE ST	S-1TURN	PDO	OTHR-IMP	0	0	0	0	0	0
6/9/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
6/11/2002	U LOCAL	GARDEN VALLEY BLVD	SB EX GARDEN VLY C4	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
6/11/2002	U MN-ART	DOUGLAS AVE	FOWLER ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
6/11/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
6/12/2002	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
6/12/2002	U PR-ART	STEPHENS ST		S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
6/12/2002	U PR-ART	CASS AVE	PINE ST	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
6/13/2002	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
6/13/2002	U PR-ART	OAK AVE	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
6/13/2002	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
6/14/2002	U PR-ART	STEPHENS ST	NEBO ST	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
6/14/2002	U PR-ART	STEPHENS ST	WASHINGTON AVE	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
6/15/2002	U MN-ART	DOUGLAS AVE	ROSE ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
6/17/2002	U MN-ART	DOUGLAS AVE	SPRUCE ST	ANGL-OTH	PDO	OTHR-IMP	0	0	0	0	0	0
6/18/2002	U MN-ART	GARDEN VALLEY BLVD		S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
6/18/2002	U MN-ART	GARDEN VALLEY BLVD	GOETZ ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
6/19/2002	U PR-ART	DIAMOND LAKE BLVD	RIFLE RANGE RD	ANGL-OTH	INJ	OTHR-IMP	0	1	0	0	0	0
6/19/2002	U PR-ART	STEPHENS ST	CHESTNUT AVE	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
6/21/2002	U MN-ART	HEWITT AVE	STEPHENS ST	OTH OBJ	PDO	IMP-TURN	0	0	0	0	0	0
6/21/2002	U PR-ART	OAK AVE	ROSE ST	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
6/23/2002	U MN-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
6/23/2002	U LOCAL	FRANCIS ST	HARVARD BLVD	PRKD MV	PDO	TOO-FAST	0	0	0	0	0	0
6/24/2002	U PR-ART	PINE ST	RICE AVE	ANGL-OTH	PDO	IMP-TURN	0	0	0	0	0	0
6/24/2002	U PR-ART	MOSHER AVE	PINE ST	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
6/25/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANIMAL	PDO	OTHER	0	0	0	0	0	0
6/26/2002	U PR-ART	CHANNON AVE	STEPHENS ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
6/28/2002	U PR-ART	STEPHENS ST	CHESTNUT AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
6/28/2002	U PR-ART	STEPHENS ST	CHESTNUT AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0

6/28/2002	U MN-ART	CEDAR ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
6/29/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
6/30/2002	U LOCAL	ALAMEDA AVE		BIKE	INJ	PAS-STOP	0	1	0	1	0	0
7/1/2002	U MN-ART	MERCY DR	STEWART PKY	O-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
7/1/2002	U MN-ART	DOUGLAS AVE	KANE ST	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
7/1/2002	U MN-ART	MERCY DR	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
7/2/2002	U MN-ART	HARVARD BLVD	STANTON DR	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
7/2/2002	U COLL	LANE AVE	PINE ST	PRKD MV	PDO	IMP-OVER	0	0	0	0	0	0
7/3/2002	U MN-ART	HARVARD BLVD	MAPLE ST	ANGL-OTH	PDO	TOO-FAST	0	0	0	0	0	0
7/3/2002	U PR-ART	STEPHENS ST	HUGHWOOD DR	FIX OBJ	INJ	TOO-FAST	0	2	0	0	0	0
7/4/2002	U PR-ART	PINE ST	BURKE AVE	FIX OBJ	INJ	TOO-FAST	0	1	0	0	0	0
7/4/2002	U PR-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
7/6/2002	U MN-ART	HARVARD BLVD	STANTON DR	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
7/6/2002	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/8/2002	U PR-ART	STEPHENS ST	BARNES AVE	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
7/9/2002	U PR-ART	STEPHENS ST	STEWART PKY	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
7/10/2002	U INTRST	PACIFIC HY I-5	SB EF WB GDN VLY C5	PED	INJ	NO-YIELD	0	1	0	0	0	1
7/11/2002	U LOCAL	PARROTT ST	MOSHER AVE	ANGL-STP	PDO	OTHR-IMP	0	0	0	0	0	0
7/11/2002	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
7/12/2002	U PR-ART	MOSHER AVE	STEPHENS ST	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
7/12/2002	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	BIKE	INJ	TOO-FAST	0	1	0	1	0	0
7/13/2002	U PR-ART	MEADOW LN	STEPHENS ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
7/15/2002	U MN-ART	HARVARD BLVD	UMPQUA ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
7/16/2002	U PR-ART	STEPHENS ST	EDENBOWER BLVD	PRKD MV	INJ	IMP-OVER	0	1	0	0	0	0
7/17/2002	U MN-ART	SPRUCE ST	WASHINGTON AVE	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
7/18/2002	U MN-ART	HARVARD BLVD	MADRONE ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
7/18/2002	U PR-ART	STEPHENS ST	WRIGHT AVE	S-OTHER	PDO	IMP-TURN	0	0	0	0	0	0
7/19/2002	U PR-ART	DIAMOND LAKE BLVD	JACKSON ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
7/19/2002	U MN-ART	GARDEN VALLEY BLVD		O-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
7/20/2002	U MN-ART	HARVARD BLVD	MAPLE ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
7/23/2002	U MN-ART	BROAD ST	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/25/2002	U MN-ART	HARVARD BLVD	BROCCOLI ST	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
7/25/2002	U PR-ART	OAK AVE	PINE ST	BIKE	INJ	DIS--RAG	0	1	0	1	0	0
7/25/2002	U MN-ART	HARRISON ST	HARVARD BLVD	O-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
7/27/2002	U MN-ART	GARDEN VALLEY BLVD	KLINE ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
7/27/2002	U MN-ART	GARDEN VALLEY BLVD	KLINE ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
7/29/2002	U LOCAL	RENANN ST	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
7/29/2002	U MN-ART	CEDAR ST	GARDEN VALLEY BLVD	S-1TURN	PDO	TOO-CLOS	0	0	0	0	0	0
7/30/2002	U PR-ART	KANE ST	WASHINGTON AVE	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
7/30/2002	U MN-ART	DOUGLAS AVE	KANE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/30/2002	U MN-ART	HARVARD BLVD		S-STRGHT	INJ	IMP-OVER	0	1	0	0	0	0
7/31/2002	U PR-ART	STEPHENS ST	OAKLAND AVE	O-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
7/31/2002	U PR-ART	WASHINGTON AVE	SPRUCE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/31/2002	U COLL	CASS AVE	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
8/1/2002	U PR-ART	STEPHENS ST	OAKLAND AVE	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
8/1/2002	U MN-ART	BROCCOLI ST	HARVARD BLVD	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
8/1/2002	U MN-ART	MERCY DR	STEWART PKY	BIKE	INJ	DIS--RAG	0	1	0	1	0	0
8/1/2002	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	O-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
8/2/2002	U LOCAL	KERR ST	MEADOW LN	ANGL-OTH	INJ	PAS-STOP	0	2	0	0	0	0

8/2/2002	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
8/3/2002	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
8/4/2002	U PR-ART	SPRUCE ST	WASHINGTON AVE	S-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
8/6/2002	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
8/7/2002	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	3	0	0	0	0
8/7/2002	U MN-ART	GARDEN VALLEY BLVD	ESTELLE ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
8/8/2002	U MN-ART	HARVARD BLVD	STANTON DR	S-1STOP	INJ	TOO-CLOS	0	3	0	0	0	0
8/9/2002	U PR-ART	STEPHENS ST	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
8/10/2002	U PR-ART	OAK AVE	SPRUCE ST	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
8/10/2002	U MN-ART	AIRPORT RD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
8/11/2002	U LOCAL	MALHEUR AVE	FULTON ST	O-1STOP	INJ	OTHR-IMP	0	1	0	0	0	0
8/12/2002	U COLL	PARROTT ST	MOSHER AVE	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
8/12/2002	U PR-ART	GARDEN VALLEY BLVD	NB EF WB GDN VLY C2	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
8/13/2002	U MN-ART	WINCHESTER ST	NASH ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
8/16/2002	U PR-ART	STEPHENS ST	EDENBOWER BLVD	O-1STOP	INJ	OTHR-IMP	0	1	0	0	0	0
8/16/2002	U PR-ART	STEPHENS ST	BARNES AVE	S-1TURN	INJ	TOO-CLOS	0	2	0	0	0	0
8/17/2002	U PR-ART	STEPHENS ST	BURKE AVE	S-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
8/19/2002	U MN-ART	HARVARD BLVD	STEWART PKY	BIKE	INJ	NO-YIELD	0	3	0	2	0	0
8/20/2002	U INTRST	PACIFIC HY I-5	NB EF HARVARD BV C3	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
8/20/2002	U MN-ART	STEPHENS ST	WINCHESTER ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
8/20/2002	U PR-ART	WASHINGTON AVE	PINE ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
8/21/2002	U MN-ART	GARDEN VALLEY BLVD	CEDAR ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
8/22/2002	U PR-ART	DIAMOND LAKE BLVD	FOWLER ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
8/22/2002	U MN-ART	GARDEN VALLEY BLVD	HICKS ST	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
8/22/2002	U MN-ART	HARVARD BLVD	UMPQUA ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
8/23/2002	U INTRST	PACIFIC HY I-5	SB EF WB GDN VLY C5	FIX OBJ	PDO	OTHR-IMP	0	0	0	0	0	0
8/24/2002	U MN-ART	BELLOWS ST	HARVARD BLVD	O-1TURN	INJ	DIS--RAG	0	2	0	0	0	0
8/24/2002	U MN-ART	GARDEN VALLEY BLVD	CROUCH ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
8/25/2002	U MN-ART	GARDEN VALLEY BLVD	WALNUT ST	O-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
8/26/2002	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
8/26/2002	U MN-ART	BROCCOLI ST	HARVARD BLVD	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
8/27/2002	U MN-ART	AIRPORT RD	STEWART PKY	O-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
8/27/2002	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
8/28/2002	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
8/30/2002	U COLL	HARVEY CT	STEWART PKY	ANGL-STP	PDO	OTHR-IMP	0	0	0	0	0	0
8/31/2002	U LOCAL	GARDEN VALLEY BLVD	NB EX GARDEN VLY C1	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0
9/3/2002	U MN-ART	WINCHESTER ST	ROWE AVE	O-1TURN	PDO	OTHR-IMP	0	0	0	0	0	0
9/4/2002	U PR-ART	PINE ST	MOSHER AVE	ANGL-OTH	PDO	IMP-TURN	0	0	0	0	0	0
9/4/2002	U LOCAL	GARDEN VALLEY BLVD	NB EX GARDEN VLY C1	BIKE	INJ	IMP-OVER	0	1	0	1	0	0
9/4/2002	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/5/2002	U PR-ART	SPRUCE ST	WASHINGTON AVE	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
9/5/2002	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0

9/5/2002	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
9/6/2002	U PR-ART	GARDEN VALLEY BLVD	SB EF EB GDN VLY C6	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
9/6/2002	U PR-ART	STEPHENS ST	OAKLAND AVE	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
9/6/2002	U LOCAL	EDENBOWER BLVD	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/6/2002	U MN-ART	WINCHESTER ST	WRIGHT AVE	S-1TURN	PDO	IMP-OVER	0	0	0	0	0	0
9/8/2002	U LOCAL	LESTER ST	CALKINS AVE	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
9/9/2002	U MN-ART	MULHOLLAND DR	STEWART PKY	O-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
9/9/2002	U MN-ART	BROAD ST	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
9/10/2002	U PR-ART	DIAMOND LAKE BLVD	RIFLE RANGE RD	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
9/10/2002	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	ANGL-OTH	INJ	DIS--RAG	0	3	0	0	0	0
9/10/2002	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
9/11/2002	U LOCAL	FAIRHAVEN ST	MYRTLE AVE	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
9/11/2002	U MN-ART	HARVEY CT	STEWART PKY	S-1STOP	INJ	PHANTOM	0	2	0	0	0	0
9/11/2002	U MN-ART	STEWART PKY	MERCY DR	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
9/16/2002	U MN-ART	STEPHENS ST	WINCHESTER ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
9/16/2002	U MN-ART	GARDEN VALLEY BLVD	CROUCH ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
9/17/2002	U PR-ART	DIAMOND LAKE BLVD	JACKSON ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
9/18/2002	U PR-ART	DIAMOND LAKE BLVD	FOWLER ST	BIKE	INJ	PAS-STOP	0	1	0	1	0	0
9/18/2002	U MN-ART	MERCY DR	STEWART PKY	O-1TURN	INJ	IMP-TURN	0	3	0	0	0	0
9/19/2002	U PR-ART	DIAMOND LAKE BLVD	STEPHENS ST	S-1STOP	INJ	DEF BRKE	0	1	0	0	0	0
9/20/2002	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	O-1TURN	INJ	DIS--RAG	0	1	0	0	0	0
9/21/2002	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
9/21/2002	U INTRST	PACIFIC HY I-5	NB EX GARDEN VLY C1	S-STRGHT	INJ	IMP-OVER	0	1	0	0	0	0
9/22/2002	U PR-ART	DIAMOND LAKE BLVD		PED	INJ	NO-YIELD	0	1	0	0	0	1
9/23/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
9/23/2002	U PR-ART	STEPHENS ST	BARNES AVE	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
9/23/2002	U PR-ART	DIAMOND LAKE BLVD	RIFLE RANGE RD	O-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
9/24/2002	U MN-ART	BALLF ST	HARVARD BLVD	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
9/25/2002	U MN-ART	HARVARD BLVD	MADRONE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/25/2002	U MN-ART	HARVARD BLVD	BELLOWS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/25/2002	U LOCAL	KLINE ST	GARDEN VALLEY BLVD	S-1TURN	PDO	TOO-CLOS	0	0	0	0	0	0
9/27/2002	U MN-ART	OAK AVE	ROSE ST	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
9/27/2002	U MN-ART	JACKSON ST	OAK AVE	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
9/27/2002	U MN-ART	STEWART PKY	HARVEY CT	O-STRGHT	PDO	LEFT-CTR	0	0	0	0	0	0
9/27/2002	U LOCAL	MAIN ST	SANFORD AVE	PRKD MV	PDO	TIREFAIL	0	0	0	0	0	0
9/29/2002	U MN-ART	GARDEN VALLEY BLVD	TROOST ST	O-1TURN	INJ	IMP-TURN	0	3	0	0	0	0
9/30/2002	U LOCAL	CEDAR ST	GARDEN VALLEY BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
9/30/2002	U INTRST	PACIFIC HY I-5	SB EX HARVARD BV C4	FIX OBJ	PDO	PHANTOM	0	0	0	0	0	0
9/30/2002	U MN-ART	DOUGLAS AVE	KANE ST	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
9/30/2002	U MN-ART	HARVARD BLVD	UMPQUA ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/30/2002	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/1/2002	U MN-ART	JACKSON ST	WASHINGTON AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0

10/1/2002	U MN-ART	OAK AVE	PARROTT ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/2/2002	U MN-ART	ESTELLE ST	GARDEN VALLEY BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/2/2002	U MN-ART	GARDEN VALLEY BLVD	CEDAR ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
10/3/2002	U MN-ART	CEDAR ST	GARDEN VALLEY BLVD	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
10/3/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
10/3/2002	U PR-ART	DIAMOND LAKE BLVD	STEPHENS ST	S-1STOP	INJ	DEF BRKE	0	1	0	0	0	0
10/3/2002	U MN-ART	WASHINGTON AVE	MADRONE ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
10/3/2002	U LOCAL	HARVARD BLVD	SB EX HARVARD BV C4	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/4/2002	U PR-ART	STEPHENS ST	BROOKLYN AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/4/2002	U MN-ART	ESTELLE ST	GARDEN VALLEY BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/4/2002	U PR-ART	DIAMOND LAKE BLVD	IVAN ST	S-1TURN	PDO	TOO-CLOS	0	0	0	0	0	0
10/7/2002	U PR-ART	HARVARD BLVD	MADRONE ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/7/2002	U MN-ART	STEWART PKY	BROAD ST	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
10/7/2002	U MN-ART	WASHINGTON AVE	MADRONE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/8/2002	U PR-ART	CHESTNUT AVE	STEPHENS ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
10/8/2002	U LOCAL	HARVARD BLVD	WHARTON ST	PRKD MV	PDO	IMP-TURN	0	0	0	0	0	0
10/8/2002	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
10/8/2002	U MN-ART	HARVARD BLVD	ELIZABETH ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/9/2002	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/9/2002	U PR-ART	STEPHENS ST	CHESTNUT AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/10/2002	U PR-ART	WASHINGTON AVE	SPRUCE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/11/2002	U PR-ART	PINE ST	WOODWARD AVE	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
10/11/2002	U PR-ART	STEPHENS ST	EDENBOWER BLVD	S-1TURN	PDO	TOO-CLOS	0	0	0	0	0	0
10/13/2002	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
10/14/2002	U LOCAL		NB EX GARDEN VLY C1	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
10/15/2002	U PR-ART	OAK AVE	STEPHENS ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
10/15/2002	U LOCAL	BROCCOLI ST	JAY AVE	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
10/15/2002	U COLL	KLINE ST	VALLEY VIEW DR	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
10/15/2002	U PR-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
10/16/2002	U PR-ART	MOSHER AVE	PINE ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
10/16/2002	U MN-ART	HARVARD BLVD	HARRISON ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/16/2002	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
10/19/2002	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-STRGHT	PDO	OTHR-IMP	0	0	0	0	0	0
10/20/2002	U PR-ART	STEPHENS ST	ROWE AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/20/2002	U PR-ART	STEPHENS ST	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/21/2002	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/21/2002	U PR-ART	MEADOW ST	WASHINGTON AVE	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
10/22/2002	U MN-ART	HARVARD BLVD	UNION ST	ANGL-OTH	PDO	IMP-TURN	0	0	0	0	0	0
10/22/2002	U INTRST	PACIFIC HY I-5	SB EX HARVARD BV C4	FIX OBJ	INJ	TOO-FAST	0	1	0	0	0	0
10/25/2002	U MN-ART	DOUGLAS AVE	JACKSON ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
10/25/2002	U MN-ART	HARVARD BLVD	BELLOWS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/26/2002	U MN-ART	HARVARD BLVD	STEWART PARK DR	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
10/26/2002	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/27/2002	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	7	0	0	0	0
10/30/2002	U MN-ART	HARVARD BLVD	HARRISON ST	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
10/31/2002	U COLL	VALLEY VIEW DR	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0

11/1/2002	U PR-ART	DIAMOND LAKE BLVD	STEPHENS ST	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
11/3/2002	U PR-ART	STEPHENS ST	STEWART PKY	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
11/3/2002	U MN-ART	CEDAR ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/4/2002	U PR-ART	DIAMOND LAKE BLVD	STEPHENS ST	ANGL-OTH	INJ	DIS--RAG	0	3	0	0	0	0
11/4/2002	U MN-ART	GARDEN VALLEY BLVD	VINE ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
11/4/2002	U PR-ART	STEPHENS ST	WINCHESTER ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
11/5/2002	U MN-ART	HARVARD BLVD	MAPLE ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
11/7/2002	U LOCAL	MAIN ST	WAITE AVE	ANGL-OTH	PDO	OTHR-IMP	0	0	0	0	0	0
11/7/2002	U MN-ART	HARVARD BLVD		S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/7/2002	U PR-ART	OAK AVE	PINE ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
11/8/2002	U PR-ART	DIAMOND LAKE BLVD	FOWLER ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
11/8/2002	U PR-ART	NW EDEN ST	GARDEN VALLEY BLVD	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
11/8/2002	U PR-ART	IMBLER AVE	STEPHENS ST	O-OTHER	PDO	NO-YIELD	0	0	0	0	0	0
11/8/2002	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	4	0	0	0	0
11/8/2002	U MN-ART	WINCHESTER ST	DIAMOND LAKE BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
11/8/2002	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
11/8/2002	U MN-ART	GARDEN VALLEY BLVD	NW EDEN ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/9/2002	U MN-ART	HARVARD BLVD	HARRISON ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
11/10/2002	U MN-ART	HARVARD BLVD	BALLF ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
11/11/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	BIKE	INJ	DIS--RAG	0	1	0	1	0	0
11/11/2002	U MN-ART	STEPHENS ST	WASHINGTON AVE	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/12/2002	U PR-ART	WASHINGTON AVE	MADRONE ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/12/2002	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
11/12/2002	U MN-ART	GARDEN VALLEY BLVD	KLINE ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
11/13/2002	U LOCAL	PILGER ST	HARVARD BLVD	PRKD MV	PDO	TOO-FAST	0	0	0	0	0	0
11/13/2002	U MN-ART	MERCY DR	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/13/2002	U MN-ART	HARVARD BLVD	STEWART PARK DR	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
11/14/2002	U LOCAL	HARVARD BLVD	NB EX HARVARD BV C1	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
11/14/2002	U LOCAL	NW EDEN ST	GARDEN VALLEY BLVD	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
11/14/2002	U PR-ART	STEPHENS ST		S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
11/15/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
11/16/2002	U PR-ART	STEPHENS ST	BURKE AVE	S-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
11/17/2002	U PR-ART	PINE ST	WASHINGTON AVE	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
11/17/2002	U MN-ART	BROAD ST	STEWART PKY	O-1TURN	INJ	IMP-TURN	0	4	0	0	0	0
11/17/2002	U PR-ART	STEPHENS ST	DIAMOND LAKE BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/18/2002	U LOCAL	HARVARD BLVD	SB EX HARVARD BV C4	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
11/18/2002	U LOCAL	GARDEN VALLEY BLV	NB EX GARDEN VLY	PED	INJ	NO-YIELD	0	1	0	0	0	1
11/20/2002	U PR-ART	DIAMOND LAKE BLVD	RIFLE RANGE RD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
11/20/2002	U MN-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
11/21/2002	U PR-ART	WINCHESTER ST	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/22/2002	U MN-ART	LOOKINGGLASS RD	SHASTA AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
11/22/2002	U PR-ART	DIAMOND LAKE BLVD	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0

11/25/2002	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
11/25/2002	U MN-ART	GARDEN VALLEY BLVD	NW EDEN ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/25/2002	U MN-ART	HARRISON ST	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/26/2002	U LOCAL	FULTON ST	FREEMONT AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
11/26/2002	U LOCAL		RIVERVIEW DR	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
11/26/2002	U MN-ART	DOUGLAS AVE		BIKE	INJ	NO-YIELD	0	1	0	1	0	0
11/27/2002	U MN-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/27/2002	U PR-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/27/2002	U PR-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
11/29/2002	U PR-ART	STEPHENS ST	WINCHESTER ST	O-OTHER	PDO	NO-YIELD	0	0	0	0	0	0
11/30/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1TURN	PDO	TOO-CLOS	0	0	0	0	0	0
12/1/2002	U INTRST	PACIFIC HY I-5	SB EX HARVARD BV C4	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
12/2/2002	U MN-ART	WINCHESTER ST	WRIGHT AVE	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
12/2/2002	U INTRST	PARK ST	NB EF EB GDN VLY C3	FIX OBJ	PDO	MECH-DEF	0	0	0	0	0	0
12/3/2002	U MN-ART	STEWART PKY	RENANN ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
12/4/2002	U PR-ART	EDENBOWER BLVD	STEPHENS ST	ANGL-OTH	PDO	IMP-TURN	0	0	0	0	0	0
12/5/2002	U PR-ART	STEPHENS ST	ROSELAND AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
12/5/2002	U MN-ART	STEWART PKY	VAN PELT BLVD	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
12/5/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANGL-STP	INJ	IMP-TURN	0	4	0	0	0	0
12/5/2002	U LOCAL	ESPERANZA CT	UMPQUA ST	PED	INJ	NO-YIELD	0	1	0	0	0	0
12/5/2002	U PR-ART	STEPHENS ST	WINCHESTER ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	1
12/6/2002	U PR-ART	GARDEN VALLEY BLVD	DOGWOOD ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/10/2002	U PR-ART	STEPHENS ST	STEWART PKY	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
12/11/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/12/2002	U MN-ART	HARVARD BLVD	STEWART PKY	O-1TURN	INJ	IMP-TURN	0	3	0	0	0	0
12/12/2002	U LOCAL	BROAD ST	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
12/13/2002	U MN-ART	RENANN ST	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
12/13/2002	U PR-ART	DIAMOND LAKE BLVD	FOWLER ST	ANGL-OTH	INJ	PAS-STOP	0	2	0	0	0	0
12/13/2002	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/13/2002	U MN-ART	MERCY DR	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/14/2002	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0
12/14/2002	U LOCAL	KEASEY ST	HARVEY CT	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
12/14/2002	U MN-ART	STEWART PKY	BROAD ST	O-STRGHT	PDO	LEFT-CTR	0	0	0	0	0	0
12/14/2002	U MN-ART	GARDEN VALLEY BLVD	ESTELLE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/14/2002	U MN-ART	GARDEN VALLEY BLVD	KLINE ST	S-1STOP	INJ	DEF BRKE	0	1	0	0	0	0
12/15/2002	U MN-ART	ALAMEDA AVE	VINE ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
12/16/2002	U MN-ART	ESTELLE ST	GARDEN VALLEY BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/17/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
12/17/2002	U MN-ART	HARVARD BLVD	BALLF ST	O-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
12/17/2002	U PR-ART	MOSHER AVE	STEPHENS ST	S-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
12/18/2002	U PR-ART	MEADOW ST	WASHINGTON AVE	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0

12/20/2002	U LOCAL	GARDEN VALLEY BLV	NB EX GARDEN VLY	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0
12/20/2002	U LOCAL	MCCLELLAN AVE	VINE ST	FIX OBJ	PDO	TOO-FAST	0	0	0	0	0	0
12/20/2002	U COLL	CASS AVE	ROSE ST	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
12/20/2002	U MN-ART	GARDEN VALLEY BLVD	CROUCH ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
12/21/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
12/23/2002	U PR-ART	NEWTON CREEK RD	STEPHENS ST	ANGL-OTH	INJ	DIS--RAG	0	3	0	0	0	0
12/23/2002	U PR-ART	NEWTON CREEK RD	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/23/2002	U INTRST	PACIFIC HY I-5	NB EF HARVARD BV C3	S-STRGHT	INJ	LOSTLOAD	0	2	0	0	0	0
12/24/2002	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
12/27/2002	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
12/30/2002	U MN-ART	WINCHESTER ST	DIAMOND LAKE BLVD	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
12/30/2002	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/30/2002	U PR-ART	GARDEN VALLEY BLVD	DAWSON RD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/30/2002	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
12/30/2002	U PR-ART	PINE ST	BURKE AVE	S-STRGHT	INJ	TOO-FAST	0	1	0	0	0	0
12/31/2002	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/31/2002	U INTRST	PACIFIC HY I-5	SB EX HARVARD BV C4	S-STRGHT	PDO	LOSTLOAD	0	0	0	0	0	0
1/2/2003	U COLL	AIRPORT RD	GARDEN VALLEY BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
1/2/2003	U PR-ART	MEADOW ST		S-1STOP	INJ	INATTENT	0	1	0	0	0	0
1/3/2003	U MN-ART	HARVARD BLVD	STEWART PARK DR	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
1/3/2003	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/3/2003	U MN-ART	GARDEN VALLEY BLVD	GOETZ ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/4/2003	U PR-ART	OAK AVE	STEPHENS ST	FIX OBJ	PDO	TOO-FAST	0	0	0	0	0	0
1/5/2003	U MN-ART	HARVARD BLVD	UMPQUA ST	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0
1/5/2003	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	S-OTHER	PDO	IMP-TURN	0	0	0	0	0	0
1/6/2003	U MN-ART	STEWART PKY	VAN PELT BLVD	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
1/6/2003	U MN-ART	HARVARD BLVD	BROCCOLI ST	ANGL-OTH	PDO	DEF BRKE	0	0	0	0	0	0
1/6/2003	U MN-ART	CEDAR ST	GARDEN VALLEY BLVD	S-1STOP	PDO	INATTENT	0	0	0	0	0	0
1/7/2003	U MN-ART	GARDEN VALLEY BLVD	MUNSON CT	FIX OBJ	PDO	IMP-OVER	0	0	0	0	0	0
1/8/2003	U MN-ART	HARVARD BLVD	OAK AVE	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
1/9/2003	U MN-ART	GARDEN VALLEY BLVD	DOGWOOD ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
1/10/2003	U LOCAL	BLACK AVE		ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
1/11/2003	U PR-ART	STEPHENS ST	WINCHESTER ST	O-1TURN	INJ	NO-YIELD	0	1	0	0	0	0
1/14/2003	U PR-ART	ALAMEDA AVE	STEPHENS ST	ANGL-OTH	PDO	PAS-STOP	0	0	0	0	0	0
1/14/2003	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	O-1TURN	INJ	NO-YIELD	0	1	0	0	0	0
1/15/2003	U MN-ART	BEACON ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
1/16/2003	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	O-1TURN	PDO	NO-YIELD	0	0	0	0	0	0
1/16/2003	U PR-ART	STEPHENS ST	WASHINGTON AVE	S-1STOP	PDO	INATTENT	0	0	0	0	0	0
1/17/2003	U MN-ART	HARVARD BLVD	MADRONE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/19/2003	U MN-ART	HARVARD BLVD		S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/22/2003	U MN-ART	HARVARD BLVD	KEADY CT	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
1/23/2003	U LOCAL	HUGHWOOD CT	KLINE ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0

1/24/2003	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	ANGL-OTH	INJ	DIS--RAG	0	4	0	0	0	0
1/24/2003	U LOCAL	MULHOLLAND DR	STEWART PKY	O-STRGHT	PDO	LEFT-CTR	0	0	0	0	0	0
1/24/2003	U MN-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
1/26/2003	U MN-ART	GARDEN VALLEY BLVD	TROOST ST	O-1TURN	PDO	NO-YIELD	0	0	0	0	0	0
1/27/2003	U LOCAL	HARRISON ST	HARVARD BLVD	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
1/30/2003	U MN-ART	GARDEN VALLEY BLVD	NW EDEN ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
1/31/2003	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
1/31/2003	U LOCAL	CHANNON AVE	VINE ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
1/31/2003	U LOCAL	FLINT ST	TEMPLIN AVE	ANGL-OTH	PDO	IMP-TURN	0	0	0	0	0	0
2/1/2003	U MN-ART	FOOTHILL DR	HARVARD BLVD	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
2/2/2003	U LOCAL	FLINT ST	MOSHER AVE	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
2/2/2003	U LOCAL	HARVEY CT	KEASEY ST	S-1STOP	PDO	INATTENT	0	0	0	0	0	0
2/3/2003	U PR-ART	STEPHENS ST	WINCHESTER ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/4/2003	U LOCAL	CALKINS AVE	KEASEY ST	PED	INJ	NO-YIELD	0	1	0	0	0	0
2/4/2003	U PR-ART	OAK AVE	STEPHENS ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	1
2/5/2003	U PR-ART	STEPHENS ST	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/5/2003	U INTRST			S-STRGHT	INJ	TOO-FAST	0	1	0	0	0	0
2/6/2003	U MN-ART	STEWART PKY	VAN PELT BLVD	O-1TURN	PDO	NO-YIELD	0	0	0	0	0	0
2/8/2003	U LOCAL	CALKINS AVE	WANELL ST	ANGL-OTH	INJ	PAS-STOP	0	2	0	0	0	0
2/9/2003	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	PED	INJ	NO-YIELD	0	1	0	0	0	1
2/11/2003	U MN-ART	WINCHESTER ST	ODELL AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/12/2003	U MN-ART	MERCY DR	STEWART PKY	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
2/12/2003	U MN-ART	BROAD ST	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/12/2003	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	PDO	INATTENT	0	0	0	0	0	0
2/12/2003	U MN-ART	HARVARD BLVD	UMPQUA ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
2/13/2003	U MN-ART	HARVARD BLVD	UMPQUA ST	S-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
2/13/2003	U MN-ART	STEWART PKY	HARVEY CT	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
2/13/2003	U MN-ART	HARVARD BLVD	KEADY CT	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
2/13/2003	U MN-ART	STEWART PKY	BROAD ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
2/13/2003	U MN-ART	GARDEN VALLEY BLVD	KLINE ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
2/14/2003	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
2/17/2003	U MN-ART	RENANN ST	STEWART PKY	O-1TURN	INJ	NO-YIELD	0	1	0	0	0	0
2/18/2003	U MN-ART	LANE AVE	ROSE ST	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
2/19/2003	U PR-ART	ROSE ST	WASHINGTON AVE	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
2/19/2003	U MN-ART	ELLAN ST	GARDEN VALLEY BLVD	O-1TURN	INJ	NO-YIELD	0	2	0	0	0	0
2/20/2003	U MN-ART	FAIR ST	HARVARD BLVD	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
2/20/2003	U PR-ART	BELLOWS ST	HARVARD BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/21/2003	U LOCAL	ATLANTA ST	ODELL AVE	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
2/21/2003	U PR-ART	STEPHENS ST		PRKD MV	PDO	TOO-FAST	0	0	0	0	0	0
2/22/2003	U MN-ART	HARVARD BLVD	HARRISON ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
2/23/2003	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
2/24/2003	U MN-ART	GARDEN VALLEY BLVD	GOETZ ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
2/25/2003	U MN-ART	BELLOWS ST	HARVARD BLVD	O-1TURN	INJ	NO-YIELD	0	1	0	0	0	0
2/25/2003	U INTRST			S-1STOP	INJ	OTHR-IMP	0	2	0	0	0	0
2/26/2003	U MN-ART	HARVARD BLVD	STANTON DR	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
2/26/2003	U MN-ART	HARVARD BLVD	BELLOWS ST	S-1STOP	PDO	INATTENT	0	0	0	0	0	0

2/27/2003	U COLL	OAKLAND AVE	VINE ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
3/1/2003	U PR-ART	DIAMOND LAKE BLVD	RIFLE RANGE RD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
3/1/2003	U MN-ART	HARVARD BLVD	UMPQUA ST	O-1TURN	PDO	NO-YIELD	0	0	0	0	0	0
3/1/2003	U MN-ART	GARDEN VALLEY BLVD	KLINE ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
3/3/2003	U LOCAL	MAGNOLIA ST	HAWTHORNE DR	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
3/5/2003	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
3/6/2003	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	S-1STOP	INJ	INATTENT	0	1	0	0	0	0
3/6/2003	U PR-ART	GARDEN VALLEY BLVD	ESTELLE ST	S-1STOP	PDO	IMP-OVER	0	0	0	0	0	0
3/7/2003	U PR-ART	LANE AVE	STEPHENS ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
3/8/2003	U MN-ART	GARDEN VALLEY BLVD	TROOST ST	O-1TURN	PDO	NO-YIELD	0	0	0	0	0	0
3/8/2003	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	O-1TURN	PDO	NO-YIELD	0	0	0	0	0	0
3/8/2003	U LOCAL	PILGER ST	MILITARY RD	PRKD MV	INJ	TOO-FAST	0	1	0	0	0	0
3/9/2003	U LOCAL	HARVARD BLVD	SB EF HARVARD BV C5	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
3/10/2003	U LOCAL	NASH ST	WINCHESTER ST	PRKD MV	PDO	IMP-TURN	0	0	0	0	0	0
3/11/2003	U MN-ART	HARRISON ST	HARVARD BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
3/12/2003	U LOCAL	HARVARD BLVD	NB EX HARVARD BV C1	S-1STOP	INJ	TOO-CLOS	0	3	0	0	0	0
3/12/2003	U INTRST	PACIFIC HY I-5	SB EX HARVARD BV C4	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
3/13/2003	U PR-ART	CEDAR ST	GARDEN VALLEY BLVD	ANGL-STP	PDO	NO-YIELD	0	0	0	0	0	0
3/13/2003	U MN-ART	GARDEN VALLEY BLVD	CROUCH ST	S-1STOP	INJ	OTHR-IMP	0	1	0	0	0	0
3/16/2003	U MN-ART	MERCY DR	STEWART PKY	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0
3/17/2003	U PR-ART	CASS AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	3	0	0	0	0
3/18/2003	U MN-ART	HARVARD BLVD	STANTON DR	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
3/18/2003	U MN-ART	AIRPORT RD	STEWART PKY	ANGL-OTH	PDO	DEF BRKE	0	0	0	0	0	0
3/18/2003	U PR-ART	STEPHENS ST	WASHINGTON AVE	S-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
3/18/2003	U MN-ART	BROAD ST	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
3/19/2003	U LOCAL	BROAD ST	STEWART PKY	S-1STOP	INJ	INATTENT	0	6	0	0	0	0
3/19/2003	U MN-ART	HARVARD BLVD	UMPQUA ST	S-STRGHT	INJ	TOO-CLOS	0	1	0	0	0	0
3/21/2003	U COLL	HARVEY CT		ANGL-OTH	PDO	IMP-TURN	0	0	0	0	0	0
3/21/2003	U LOCAL	WALNUT ST	WARD AVE	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
3/21/2003	U LOCAL		SUMMIT DR	FIX OBJ	PDO	TOO-FAST	0	0	0	0	0	0
3/21/2003	U MN-ART	DOUGLAS AVE	LELAND ST	S-1STOP	PDO	LEFT-CTR	0	0	0	0	0	0
3/22/2003	U MN-ART	HARVARD BLVD	UMPQUA ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
3/22/2003	U PR-ART	STEPHENS ST	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
3/25/2003	U MN-ART	BROAD ST	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
3/26/2003	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
3/27/2003	U LOCAL	JAY AVE	BROCCOLI ST	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
4/1/2003	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	INJ	IMP-OVER	0	1	0	0	0	0
4/1/2003	U MN-ART		STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/4/2003	U PR-ART	STEPHENS ST	DOUGLAS AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/4/2003	U LOCAL	BROAD ST	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
4/5/2003	U PR-ART	OAK AVE	STEPHENS ST	S-1STOP	INJ	INATTENT	0	2	0	0	0	0
4/6/2003	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
4/7/2003	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
4/8/2003	U MN-ART	BELLOWS ST	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
4/8/2003	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	3	0	0	0	0
4/8/2003	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
4/9/2003	U MN-ART	ESTELLE ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0

4/10/2003	U PR-ART	OAK AVE	SPRUCE ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
4/10/2003	U PR-ART	PINE ST	WASHINGTON AVE	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
4/10/2003	U PR-ART	OAK AVE	SPRUCE ST	FIX OBJ	PDO	IMP-TURN	0	0	0	0	0	0
4/10/2003	U MN-ART	MERCY DR	STEWART PKY	O-1TURN	PDO	NO-YIELD	0	0	0	0	0	0
4/10/2003	U MN-ART	HARVARD BLVD	STEWART PARK DR	PRKD MV	INJ	NO-YIELD	0	1	0	0	0	0
4/10/2003	U LOCAL	BROAD ST	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/10/2003	U MN-ART	HARVARD BLVD	STEWART PARK DR	S-1STOP	PDO	INATTENT	0	0	0	0	0	0
4/10/2003	U MN-ART	GARDEN VALLEY BLVD	PARK ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/11/2003	U MN-ART	GARDEN VALLEY BLVD	VINE ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
4/12/2003	U PR-ART	GARDEN VALLEY BLVD	SB EX GARDEN VLY C4	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
4/13/2003	U PR-ART	DOGWOOD ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
4/14/2003	U PR-ART	LANE AVE	PINE ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
4/14/2003	U COLL	KANE ST	WASHINGTON AVE	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
4/14/2003	U PR-ART	PINE ST	WASHINGTON AVE	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
4/15/2003	U MN-ART	STEWART PKY	VALLEY VIEW DR	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
4/15/2003	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
4/15/2003	U MN-ART	LANE AVE	MAIN ST	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
4/15/2003	U MN-ART		STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/16/2003	U LOCAL	BROAD ST	SWEETBRIAR AVE	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
4/16/2003	U PR-ART	STEPHENS ST	ROBERTS AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	1
4/16/2003	U LOCAL	RIFLE RANGE RD	DIAMOND LAKE BLVD	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
4/16/2003	U INTRST	PACIFIC HY I-5	SB EX GARDEN VLY C4	PED	INJ	NO-YIELD	0	1	0	0	0	0
4/19/2003	U LOCAL	ODELL AVE	JACKSON ST	PRKD MV	PDO	IMP-OVER	0	0	0	0	0	0
4/20/2003	U PR-ART	LANE AVE	STEPHENS ST	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0
4/20/2003	U MN-ART	STEWART PKY	VAN PELT BLVD	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
4/21/2003	U PR-ART	OAK AVE	PINE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/21/2003	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	PDO	INATTENT	0	0	0	0	0	0
4/22/2003	U PR-ART	RICE AVE	STEPHENS ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
4/22/2003	U PR-ART	DIAMOND LAKE BLVD	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/22/2003	U PR-ART	STEPHENS ST	DIAMOND LAKE BLVD	S-1TURN	INJ	TOO-CLOS	0	1	0	0	0	0
4/23/2003	U PR-ART	ALAMEDA AVE	STEPHENS ST	O-1TURN	PDO	NO-YIELD	0	0	0	0	0	0
4/23/2003	U PR-ART	CASS AVE	STEPHENS ST	O-1TURN	PDO	NO-YIELD	0	0	0	0	0	0
4/23/2003	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/23/2003	U PR-ART	OAK AVE	PINE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/23/2003	U PR-ART	WASHINGTON AVE	SPRUCE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
4/25/2003	U LOCAL	MAIN ST	RICE AVE	O-1TURN	PDO	NO-YIELD	0	0	0	0	0	0
4/28/2003	U PR-ART	DIAMOND LAKE BLVD	STEPHENS ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
4/28/2003	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
4/30/2003	U LOCAL	BOSTON ST	ODELL AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
4/30/2003	U PR-ART	DIAMOND LAKE BLVD	FOWLER ST	O-1TURN	INJ	NO-YIELD	0	1	0	0	0	0
5/2/2003	U MN-ART	ODELL AVE	WINCHESTER ST	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
5/4/2003	U INTRST	PACIFIC HY I-5	SB EX HARVARD BV C4	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/5/2003	U PR-ART	BARNES AVE	STEPHENS ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
5/6/2003	U PR-ART	OAKLAND AVE	STEPHENS ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
5/9/2003	U LOCAL	ROSE ST	CASS AVE	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
5/10/2003	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
5/10/2003	U PR-ART	OAK AVE	STEPHENS ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0

5/10/2003	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
5/10/2003	U LOCAL	PILGER ST	HARVARD BLVD	S-1TURN	PDO	IMP-OVER	0	0	0	0	0	0
5/12/2003	U MN-ART	MERCY DR	STEWART PKY	O-1TURN	INJ	NO-YIELD	0	1	0	0	0	0
5/12/2003	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	S-STRGHT	INJ	IMP-OVER	0	2	0	0	0	0
5/13/2003	U LOCAL	KLINE ST	MOORE AVE	O-STRGHT	PDO	LEFT-CTR	0	0	0	0	0	0
5/13/2003	U MN-ART	HARVARD BLVD	MADRONE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/13/2003	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
5/14/2003	U INTRST	PACIFIC HY I-5	SB EX HARVARD BV C4	OVERTURN	PDO	TOO-FAST	0	0	0	0	0	0
5/14/2003	U LOCAL	MULHOLLAND DR	CECIL AVE	S-1TURN	INJ	TOO-CLOS	0	1	0	0	0	0
5/15/2003	U PR-ART	STEPHENS ST	OAKLAND AVE	O-1TURN	INJ	NO-YIELD	0	2	0	0	0	0
5/16/2003	U MN-ART	HARVARD BLVD		PED	INJ	NO-YIELD	0	1	0	0	0	0
5/16/2003	U PR-ART	PINE ST	RICE AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	1
5/17/2003	U MN-ART	AIRPORT RD	STEWART PKY	O-1TURN	INJ	NO-YIELD	0	1	0	0	0	0
5/18/2003	U MN-ART	HARVARD BLVD	HARRISON ST	S-STRGHT	PDO	IMP-OVER	0	0	0	0	0	0
5/19/2003	U PR-ART	OAK AVE	PINE ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
5/20/2003	U MN-ART	VINE ST		ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	1
5/20/2003	U MN-ART	FAIR ST	HARVARD BLVD	PED	INJ	NO-YIELD	0	1	0	0	0	0
5/21/2003	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
5/21/2003	U MN-ART	MULHOLLAND DR	STEWART PKY	S-1STOP	INJ	INATTENT	0	3	0	0	0	0
5/22/2003	U PR-ART	STEPHENS ST		S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/22/2003	U PR-ART	OAK AVE	SPRUCE ST	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
5/23/2003	U PR-ART	DIAMOND LAKE BLVD	FULTON ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
5/23/2003	U PR-ART	OAK AVE	STEPHENS ST	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
5/26/2003	U MN-ART	JACKSON ST	OAK AVE	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
5/27/2003	U LOCAL	OVERLOOK AVE	TERRACE DR	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
5/28/2003	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
5/28/2003	U MN-ART	GARDEN VALLEY BLVD	HIGHLAND ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/29/2003	U LOCAL	WINCHESTER ST	WRIGHT AVE	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
5/29/2003	U PR-ART	PINE ST	CASS AVE	PRKD MV	PDO	IMP-OVER	0	0	0	0	0	0
5/29/2003	U MN-ART	LOOKINGGLASS RD	NORMANDY CT	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
5/29/2003	U MN-ART	GARDEN VALLEY BLVD	KLINE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/30/2003	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	O-1TURN	PDO	NO-YIELD	0	0	0	0	0	0
5/30/2003	U LOCAL	CASPER ST	ODELL AVE	PRKD MV	PDO	NO-YIELD	0	0	0	0	0	0
5/30/2003	U MN-ART	HARVARD BLVD	STEWART PARK DR	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
5/31/2003	U PR-ART	STEPHENS ST	WINCHESTER ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
6/3/2003	U MN-ART	GARDEN VALLEY BLVD	AIRPORT RD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
6/4/2003	U LOCAL	KEASEY ST	RACHEL CT	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
6/4/2003	U COLL	KANE ST	OAK AVE	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
6/4/2003	U MN-ART	GARDEN VALLEY BLVD	ESTELLE ST	S-1STOP	PDO	INATTENT	0	0	0	0	0	0
6/5/2003	U PR-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
6/8/2003	U PR-ART	OAK AVE	PINE ST	S-1STOP	INJ	DEF BRKE	0	1	0	0	0	0
6/9/2003	U PR-ART	STEPHENS ST	WASHINGTON AVE	S-1STOP	INJ	INATTENT	0	2	0	0	0	0
6/9/2003	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
6/9/2003	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0

6/10/2003	U MN-ART	WINCHESTER ST	WRIGHT AVE	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
6/10/2003	U LOCAL	BROAD ST	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
6/12/2003	U MN-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	S-1STOP	PDO	INATTENT	0	0	0	0	0	0
6/13/2003	U PR-ART	STEPHENS ST	CHESTNUT AVE	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
6/16/2003	U MN-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
6/16/2003	U PR-ART	STEPHENS ST	SHAMBROOK AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
6/16/2003	U LOCAL	GARDEN VALLEY BLVD	NB EX GARDEN VLY C1	O-1TURN	INJ	NO-YIELD	0	1	0	0	0	0
6/17/2003	U LOCAL	FINLAY AVE	BELLOWS ST	PRKD MV	PDO	IMP-TURN	0	0	0	0	0	0
6/17/2003	U PR-ART	STEPHENS ST	EDENBOWER BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
6/18/2003	U LOCAL	GARDEN VALLEY BLVD	SB EF WB GDN VLY C5	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
6/19/2003	U PR-ART	STEPHENS ST	STEWART PKY	O-1TURN	INJ	NO-YIELD	0	3	0	0	0	0
6/20/2003	U MN-ART	MERCY DR	STEWART PKY	S-1STOP	PDO	INATTENT	0	0	0	0	0	0
6/21/2003	U LOCAL	DELRIDGE AVE	TROOST ST	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
6/21/2003	U PR-ART	BOWER ST	STEPHENS ST	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
6/24/2003	U PR-ART	OAK AVE	MEADOW ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
6/24/2003	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
6/24/2003	U PR-ART	GARDEN VALLEY BLVD	DEE ST	O-1TURN	INJ	NO-YIELD	0	1	0	0	0	0
6/24/2003	U LOCAL	HARVARD BLVD	SB EX HARVARD BV C4	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
6/25/2003	U MN-ART	AIRPORT RD	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
6/26/2003	U MN-ART	AIRPORT RD	STEWART PKY	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
6/27/2003	U MN-ART	OAK AVE	ROSE ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
6/28/2003	U COLL	CHADWICK ST	WASHINGTON AVE	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
6/28/2003	U MN-ART	WINCHESTER ST	DIAMOND LAKE BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
6/30/2003	U MN-ART	AIRPORT RD	STEWART PKY	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
6/30/2003	U PR-ART	STEPHENS ST	WINCHESTER ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/1/2003	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	O-1TURN	PDO	NO-YIELD	0	0	0	0	0	0
7/1/2003	U MN-ART	EDENBOWER BLVD	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/1/2003	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	INJ	TOO-FAST	0	4	0	0	0	0
7/2/2003	U PR-ART	HARVARD BLVD	MADRONE ST	S-1STOP	PDO	TOO-FAST	0	0	0	0	0	0
7/3/2003	U MN-ART	AVIATION DR	STEWART PKY	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
7/4/2003	U MN-ART	BROAD ST	STEWART PKY	O-1TURN	PDO	NO-YIELD	0	0	0	0	0	0
7/5/2003	U PR-ART	MOSHER AVE	PINE ST	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
7/9/2003	U PR-ART	DIAMOND LAKE BLVD	JACKSON ST	O-1TURN	PDO	NO-YIELD	0	0	0	0	0	0
7/9/2003	U MN-ART	STEWART PKY	GARDEN VALLEY BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/10/2003	U MN-ART	MERCY DR	STEWART PKY	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
7/10/2003	U MN-ART	ESTELLE ST	GARDEN VALLEY BLVD	O-1TURN	INJ	DIS--RAG	0	2	0	0	0	0
7/14/2003	U PR-ART	DOGWOOD ST	GARDEN VALLEY BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
7/14/2003	U LOCAL	GARDEN VALLEY BLVD	SB EX GARDEN VLY C4	S-1STOP	INJ	INATTENT	0	1	0	0	0	0
7/14/2003	U PR-ART	DIAMOND LAKE BLVD	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/14/2003	U MN-ART	HARVARD BLVD		S-1TURN	PDO	TOO-CLOS	0	0	0	0	0	0
7/16/2003	U LOCAL	HARVARD BLVD	NB EX HARVARD BV C1	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
7/16/2003	U MN-ART	AGEE ST	HARVARD BLVD	ANGL-STP	INJ	TOO-FAST	0	1	0	0	0	0
7/17/2003	U MN-ART	STEWART PKY	MULHOLLAND DR	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0

7/18/2003	U PR-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	S-1STOP	INJ	INATTENT	0	1	0	0	0	0
7/18/2003	U PR-ART	DIAMOND LAKE BLVD		S-1STOP	INJ	TOO-FAST	0	1	0	0	0	0
7/18/2003	U PR-ART	OAK AVE	MEADOW ST	S-OTHER	PDO	IMP-TURN	0	0	0	0	0	0
7/19/2003	U PR-ART	DIAMOND LAKE BLVD	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/19/2003	U MN-ART	LOOKINGGLASS RD	HARVARD BLVD	S-1STOP	PDO	INATTENT	0	0	0	0	0	0
7/21/2003	U MN-ART	GARDEN VALLEY BLVD	WALNUT ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
7/23/2003	U PR-ART	EDENBOWER BLVD	STEPHENS ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
7/23/2003	U PR-ART	STEPHENS ST	GARDEN VALLEY BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/25/2003	U LOCAL	MILITARY RD	PILGER ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
7/25/2003	U MN-ART	GARDEN VALLEY BLVD	FAIRMOUNT ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
7/26/2003	U LOCAL	KANE ST	LANE AVE	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
7/28/2003	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
7/28/2003	U MN-ART	GARDEN VALLEY BLVD	KLINE ST	BIKE	INJ	DIS--RAG	0	1	0	1	0	0
7/28/2003	U LOCAL	MULHOLLAND DR	GARDEN VALLEY BLVD	O-1TURN	INJ	NO-YIELD	0	1	0	0	0	0
7/28/2003	U MN-ART	GARDEN VALLEY BLVD		S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/29/2003	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
7/31/2003	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
7/31/2003	U MN-ART	BELLOWS ST	HARVARD BLVD	S-1STOP	INJ	TOO-FAST	0	3	0	0	0	0
8/2/2003	U MN-ART	GARDEN VALLEY BLVD	GOETZ ST	S-STRGHT	INJ	OTHR-IMP	0	1	0	0	0	0
8/4/2003	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
8/5/2003	U MN-ART	AIRPORT RD	STEWART PKY	O-1TURN	PDO	NO-YIELD	0	0	0	0	0	0
8/5/2003	U MN-ART	GARDEN VALLEY BLVD	ESTELLE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
8/6/2003	U PR-ART	GARDEN VALLEY BLVD	MULHOLLAND DR	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
8/7/2003	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	PDO	TOO-FAST	0	0	0	0	0	0
8/11/2003	U MN-ART	TROOST ST	CALKINS AVE	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
8/12/2003	U MN-ART	JACKSON ST	WASHINGTON AVE	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
8/13/2003	U MN-ART	HARVARD BLVD	KENWOOD ST	O-1TURN	PDO	NO-YIELD	0	0	0	0	0	0
8/13/2003	U PR-ART	STEPHENS ST	BURKE AVE	S-STRGHT	PDO	OTHR-IMP	0	0	0	0	0	0
8/15/2003	U PR-ART	GARDEN VALLEY BLVD	HIGHLAND ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
8/16/2003	U LOCAL	CALKINS AVE		ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
8/18/2003	U MN-ART	RENANN ST	STEWART PKY	O-1TURN	INJ	NO-YIELD	0	1	0	0	0	0
8/19/2003	U LOCAL	BRUSH AVE	TERRACE DR	FIX OBJ	PDO	TOO-FAST	0	0	0	0	0	0
8/21/2003	U LOCAL	SB EF WB GDN VLY	EDENBAUER ST	FIX OBJ	INJ	TOO-FAST	0	2	0	0	0	0
8/22/2003	U MN-ART	HARVARD BLVD	BROCCOLI ST	O-1TURN	INJ	NO-YIELD	0	1	0	0	0	0
8/23/2003	U LOCAL	BLACK AVE	DOGWOOD ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
8/23/2003	U LOCAL	ELLA ST	DOUGLAS AVE	FIX OBJ	PDO	TOO-FAST	0	0	0	0	0	0

8/25/2003	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
8/26/2003	U PR-ART	STEWART PKY	STEPHENS ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
8/26/2003	U PR-ART	GARDEN VALLEY BLVD	ESTELLE ST	S-1STOP	INJ	TOO-FAST	0	1	0	0	0	0
8/27/2003	U PR-ART	GARDEN VALLEY BLVD	STEPHENS ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
8/29/2003	U MN-ART	MERCY DR	STEWART PKY	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
8/29/2003	U LOCAL	OAKLAND AVE	STEPHENS ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
8/29/2003	U LOCAL	BELLOWS ST	HARVARD BLVD	S-1STOP	INJ	TOO-FAST	0	6	0	0	0	0
8/30/2003	U MN-ART	GARDEN VALLEY BLVD	STEWART PKY	BIKE	INJ	DIS--RAG	0	1	0	1	0	0
9/1/2003	U MN-ART	GARDEN VALLEY BLV	STEWART PKY	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
9/2/2003	U MN-ART	HARVARD BLVD	KEADY CT	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
9/3/2003	U COLL	GARDEN VALLEY BLV	GRANDVIEW DR	ANGL-OTH	PDO	TOO-FAST	0	0	0	0	0	0
9/3/2003	U FWY/XP	MEADOW ST	OAKLAND AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/4/2003	U COLL	DOUGLAS AVE	FOWLER ST	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
9/4/2003	U PR-ART	MEADOW ST	DIAMOND LAKE BLVD	S-1TURN	INJ	TOO-CLOS	0	2	0	0	0	0
9/5/2003	U MN-ART	STEWART PKY	GARDEN VALLEY BLV	ANGL-STP	PDO	IMP-TURN	0	0	0	0	0	0
9/5/2003	U FWY/XP	GARDEN VALLEY BLV	MEADOW ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
9/7/2003	U LOCAL			PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
9/8/2003	U MN-ART	GARDEN VALLEY BLV	DOGWOOD ST	S-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
9/9/2003	U MN-ART	MERCY DR	STEWART PKY	S-1STOP	INJ	OTHR-IMP	0	1	0	0	0	0
9/9/2003	U INTRST	EDENBAUER ST	SB EX GARDEN VLY	S-STRGHT	PDO	OTHR-IMP	0	0	0	0	0	0
9/10/2003	U MN-ART	HARVARD BLVD	STEWART PKY	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
9/11/2003	U FWY/XP	FLOED AVE	PINE ST	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
9/12/2003	U MN-ART	HARVARD BLVD	OAK AVE	S-1STOP	INJ	TOO-CLOS	0	3	0	0	0	0
9/12/2003	U PR-ART	DOUGLAS AVE	MEADOW ST	S-1STOP	INJ	OTHR-IMP	0	1	0	0	0	0
9/12/2003	U PR-ART	WASHINGTON AVE	PINE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/12/2003	U FWY/XP	EDENBOWER BLVD	MEADOW ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
9/12/2003	U PR-ART	OAK AVE	MEADOW ST	S-OTHER	PDO	IMP-TURN	0	0	0	0	0	0
9/15/2003	U FWY/XP	ROSELAND AVE	MEADOW ST	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
9/15/2003	U LOCAL	DOUGLAS AVE	MEADOW ST	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
9/16/2003	U PR-ART	DIAMOND LAKE BLVD	CUMMINS ST	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
9/16/2003	U FWY/XP	MEADOW ST	NEWTON CREEK RD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/20/2003	U MN-ART	GARDEN VALLEY BLV	NEWCASTLE CT	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
9/22/2003	U PR-ART	DIAMOND LAKE BLVD	JACKSON ST	S-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
9/22/2003	U LOCAL	BROAD ST	STEWART PKY	S-STRGHT	PDO	OTHR-IMP	0	0	0	0	0	0
9/23/2003	U MN-ART	AGEE ST	HARVARD BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
9/23/2003	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/23/2003	U MN-ART	GARDEN VALLEY BLV	DOGWOOD ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
9/23/2003	U FWY/XP	CASS AVE	MEADOW ST	S-STRGHT	PDO	OTHR-IMP	0	0	0	0	0	0
9/23/2003	U INTRST	EDENBAUER ST	NB EX GARDEN VLY	S-STRGHT	PDO	OTHR-IMP	0	0	0	0	0	0
9/26/2003	U LOCAL	MAIN ST	SPRUCE ST	FIX OBJ	PDO	TOO-FAST	0	0	0	0	0	0
9/26/2003	U LOCAL	BROAD ST	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0

9/26/2003	U PR-ART	GARDEN VALLEY BLV	MULHOLLAND DR	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
9/26/2003	U MN-ART	BALLF ST	HARVARD BLVD	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
9/27/2003	U MN-ART	GARDEN VALLEY BLV	SB EF EB GDN VLY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
9/28/2003	U MN-ART	BROCCOLI ST	HARVARD BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
9/29/2003	U MN-ART	BROAD ST	STEWART PKY	S-STRGHT	PDO	OTHR-IMP	0	0	0	0	0	0
9/30/2003	U MN-ART	GARDEN VALLEY BLV	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
10/1/2003	U MN-ART	WINCHESTER ST	WRIGHT AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/2/2003	U FWY/XP	EDENBOWER BLVD	MEADOW ST	S-1TURN	PDO	TOO-CLOS	0	0	0	0	0	0
10/3/2003	U MN-ART	DEE ST	GARDEN VALLEY BLV	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
10/3/2003	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
10/4/2003	U MN-ART	HARVARD BLVD	FAIR ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/4/2003	U MN-ART	HARVARD BLVD	STEWART PARK DR	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/4/2003	U MN-ART	BARNES AVE	MEADOW ST	O-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
10/6/2003	U LOCAL	MILITARY AVE	PILGER ST	FIX OBJ	INJ	OTHR-IMP	0	1	0	0	0	0
10/6/2003	U FWY/XP	PINE ST	BURKE AVE	S-1TURN	INJ	TOO-CLOS	0	1	0	0	0	0
10/7/2003	U MN-ART	STEWART PKY	RENANN ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/8/2003	U MN-ART	STEWART PKY	GARDEN VALLEY BLV	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/9/2003	U MN-ART	STEWART PKY	GARDEN VALLEY BLV	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
10/9/2003	U MN-ART	HARVARD BLVD	HARRISON ST	BIKE	INJ	NO-YIELD	0	1	0	1	0	0
10/10/2003	U FWY/XP	BARNES AVE	MEADOW ST	S-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
10/10/2003	U MN-ART	ESTELLE ST	GARDEN VALLEY BLV	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/10/2003	U LOCAL	EDENBOWER BLVD	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
10/10/2003	U FWY/XP	MOSHER AVE	MEADOW ST	S-1TURN	INJ	IMP-TURN	0	1	0	0	0	0
10/10/2003	U MN-ART	HARVARD BLVD	LOOKINGGLASS RD	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
10/11/2003	U PR-ART	OAK AVE	MEADOW ST	S-OTHER	PDO	IMP-TURN	0	0	0	0	0	0
10/12/2003	U FWY/XP	LANE AVE	PINE ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
10/13/2003	U FWY/XP	MEADOW ST	NORTHPARK LN	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/15/2003	U LOCAL	BELLOWS ST	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
10/15/2003	U MN-ART	STEWART PKY	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
10/15/2003	U MN-ART	GARDEN VALLEY BLV		S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/16/2003	U FWY/XP	GARDEN VALLEY BLV	MEADOW ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/16/2003	U FWY/XP	BURKE AVE	PINE ST	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
10/17/2003	U MN-ART	HARVARD BLVD	HARRISON ST	S-1STOP	INJ	TOO-CLOS	0	3	0	0	0	0
10/17/2003	U FWY/XP	GARDEN VALLEY BLV	MEADOW ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
10/19/2003	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
10/19/2003	U MN-ART	HARVARD BLVD	SB EX HARVARD BV	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
10/20/2003	U LOCAL	BELLOWS ST	HARVARD BLVD	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
10/21/2003	U MN-ART	STEWART PKY	GARDEN VALLEY BLV	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/21/2003	U MN-ART	HARVARD BLVD	UMPQUA ST	S-1STOP	INJ	OTHR-IMP	0	3	0	0	0	0
10/23/2003	U FWY/XP	ALAMEDA AVE	MEADOW ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
10/23/2003	U INTRST	EDENBAUER ST	SB EF EB GDN VLY	ANIMAL	PDO	OTHER	0	0	0	0	0	0
10/24/2003	U PR-ART	DIAMOND LAKE BLVD	WINCHESTER ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
10/24/2003	U MN-ART	DOUGLAS AVE	MAIN ST	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
10/24/2003	U MN-ART	STEWART PKY	GARDEN VALLEY BLV	O-1TURN	PDO	DIS--RAG	0	0	0	0	0	0
10/24/2003	U MN-ART	STEWART PKY	MERCY DR	S-OTHER	PDO	OTHR-IMP	0	0	0	0	0	0

10/24/2003	U FWY/XP	EDENBOWER BLVD	MEADOW ST	S-OTHER	PDO	IMP-TURN	0	0	0	0	0	0
10/27/2003	U LOCAL	GARDEN VALLEY BLV	KLINE ST	S-1TURN	PDO	TOO-CLOS	0	0	0	0	0	0
10/29/2003	U MN-ART	HARVARD BLVD	NB EX HARVARD BV C1	ANGL-OTH	INJ	DIS--RAG	0	3	0	0	0	0
10/31/2003	U LOCAL	DOUGLAS AVE	PATTERSON ST	ANGL-STP	PDO	IMP-TURN	0	0	0	0	0	0
11/1/2003	U MN-ART	BELLOWS ST	HARVARD BLVD	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
11/3/2003	U MN-ART	GARDEN VALLEY BLV	MULHOLLAND DR	S-STRGHT	PDO	OTHR-IMP	0	0	0	0	0	0
11/4/2003	U LOCAL	KEADY CT	HARVARD BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
11/4/2003	U PR-ART	DIAMOND LAKE BLVD	JACKSON ST	PED	INJ	NO-YIELD	0	2	0	0	0	0
11/4/2003	U MN-ART	HARVARD BLVD	UNION ST	PED	INJ	NO-YIELD	0	1	0	0	0	2
11/4/2003	U FWY/XP	MEADOW ST	DIAMOND LAKE BLVD	S-1STOP	PDO	OTHR-IMP	0	0	0	0	0	1
11/5/2003	U FWY/XP	MEADOW ST	NEWTON CREEK RD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
11/5/2003	U LOCAL	KLINE ST	UTAH DR	ANGL-OTH	PDO	OTHR-IMP	0	0	0	0	0	0
11/5/2003	U LOCAL	BROAD ST	STEWART PKY	FIX OBJ	PDO	OTHR-IMP	0	0	0	0	0	0
11/6/2003	U MN-ART	GARDEN VALLEY BLV	STEWART PKY	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
11/6/2003	U FWY/XP	MEADOW ST	OAK AVE	S-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
11/7/2003	U FWY/XP	MEADOW ST	WINCHESTER ST	S-1TURN	INJ	TOO-CLOS	0	2	0	0	0	0
11/8/2003	U LOCAL	BROAD ST	PLATEAU LOOP	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/9/2003	U LOCAL	KLAMATH AVE	LINCOLN ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
11/10/2003	U MN-ART	GARDEN VALLEY BLV	DOGWOOD ST	S-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
11/10/2003	U MN-ART	GARDEN VALLEY BLV	HICKS ST	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
11/10/2003	U INTRST	EDENBAUER ST	NB EF HARVARD BV	S-STRGHT	INJ	TOO-CLOS	0	1	0	0	0	0
11/11/2003	U MN-ART	MEADOW ST	WINCHESTER ST	S-1STOP	INJ	OTHR-IMP	0	1	0	0	0	0
11/11/2003	U MN-ART	EASY ST	GARDEN VALLEY BLV	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
11/12/2003	U LOCAL	GARDEN VALLEY BLV	WALNUT ST	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
11/12/2003	U MN-ART	STEWART PKY	GARDEN VALLEY BLV	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
11/12/2003	U MN-ART	DOUGLAS AVE	MAIN ST	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
11/13/2003	U FWY/XP	ROSELAND AVE	MEADOW ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
11/13/2003	U PR-ART	OAK AVE	PARROTT ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
11/14/2003	U COLL	OAKLAND AVE	VINE ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/16/2003	U FWY/XP	BURKE AVE	PINE ST	ANGL-OTH	INJ	PAS-STOP	0	1	0	0	0	0
11/16/2003	U LOCAL	LINCOLN ST	MALHEUR AVE	PRKD MV	PDO	TOO-FAST	0	0	0	0	0	0
11/17/2003	U PR-ART	OAK AVE	MEADOW ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
11/19/2003	U MN-ART	STEWART PKY	GARDEN VALLEY BLV	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
11/19/2003	U INTRST	EDENBAUER ST	NB EF EB GDN VLY	FIX OBJ	PDO	OTHR-IMP	0	0	0	0	0	0
11/20/2003	U MN-ART	STEWART PKY	VALLEY VIEW DR	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
11/20/2003	U MN-ART	PARK ST	DOGWOOD ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/21/2003	U MN-ART	GARDEN VALLEY BLV	STEWART PKY	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
11/21/2003	U MN-ART	GARDEN VALLEY BLV	ESTELLE ST	S-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
11/22/2003	U FWY/XP	MEADOW ST	GARDEN VALLEY BLV	O-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
11/24/2003	U MN-ART	STEWART PKY	HARVEY CT	FIX OBJ	PDO	TOO-FAST	0	0	0	0	0	0
11/25/2003	U MN-ART	GARDEN VALLEY BLV	MULHOLLAND DR	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/25/2003	U MN-ART	GARDEN VALLEY BLV	MULHOLLAND DR	S-1STOP	INJ	OTHR-IMP	0	1	0	0	0	0
11/26/2003	U PR-ART	MEADOW ST	DOUGLAS AVE	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0

11/26/2003	U MN-ART	EDENBOWER BLVD	MEADOW ST	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
11/27/2003	U LOCAL			PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
11/28/2003	U MN-ART	GARDEN VALLEY BLV	KLINE ST	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
11/29/2003	U LOCAL	MEADOW ST	WRIGHT AVE	ANGL-OTH	PDO	IMP-TURN	0	0	0	0	0	0
11/29/2003	U PR-ART	DIAMOND LAKE BLVD	LAKE ST	ANGL-OTH	INJ	NO-YIELD	0	5	0	0	0	0
11/29/2003	U COLL	CALKINS AVE	JEFFERSON ST	S-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
11/30/2003	U MN-ART	GARDEN VALLEY BLV	STEWART PKY	FIX OBJ	PDO	TOO-FAST	0	0	0	0	0	0
12/1/2003	U LOCAL	EDENBOWER BLVD	MEADOW ST	S-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
12/1/2003	U FWY/XP	MEADOW ST	WOODWARD AVE	S-1TURN	PDO	IMP-TURN	0	0	0	0	0	0
12/2/2003	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
12/3/2003	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	PDO	DIS--RAG	0	0	0	0	0	0
12/4/2003	U PR-ART	SPRUCE ST	WASHINGTON AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
12/5/2003	U MN-ART	GARDEN VALLEY BLV	GOETZ ST	O-1TURN	PDO	DIS--RAG	0	0	0	0	0	0
12/5/2003	U MN-ART	AIRPORT RD	STEWART PKY	O-1TURN	INJ	IMP-TURN	0	2	0	0	0	0
12/5/2003	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/6/2003	U FWY/XP	MEADOW ST	MOSHER AVE	PRKD MV	PDO	OTHR-IMP	0	0	0	0	0	0
12/6/2003	U MN-ART	GARDEN VALLEY BLV	DOGWOOD ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/6/2003	U MN-ART	MEADOW ST	GARDEN VALLEY BLV	S-STRGHT	PDO	OTHR-IMP	0	0	0	0	0	0
12/8/2003	U MN-ART	HARVARD BLVD	SB EX HARVARD BV	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
12/9/2003	U FWY/XP	MEADOW ST	RICE AVE	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
12/9/2003	U MN-ART	GARDEN VALLEY BLV	MULHOLLAND DR	O-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
12/9/2003	U FWY/XP	GARDEN VALLEY BLV	MEADOW ST	S-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
12/10/2003	U MN-ART	HARVARD BLVD	STEWART PARK DR	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
12/11/2003	U PR-ART	HARVARD BLVD	BELLOWS ST	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
12/11/2003	U INTRST	EDENBAUER ST	SB EX HARVARD BV	S-STRGHT	INJ	TOO-CLOS	0	1	0	0	0	0
12/13/2003	U MN-ART	HARVARD BLVD	SB EX HARVARD BV	S-1STOP	INJ	TOO-FAST	0	1	0	0	0	0
12/15/2003	U MN-ART	GARDEN VALLEY BLV	STEWART PKY	S-1STOP	INJ	TOO-CLOS	0	2	0	0	0	0
12/16/2003	U MN-ART	HARVARD BLVD	LOOKINGGLASS RD	S-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
12/16/2003	U MN-ART	GARDEN VALLEY BLV	MEADOW ST	S-1STOP	PDO	OTHR-IMP	0	0	0	0	0	0
12/16/2003	U MN-ART	HARVARD BLVD	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/16/2003	U MN-ART	GARDEN VALLEY BLV	NEWCASTLE CT	S-STRGHT	PDO	OTHR-IMP	0	0	0	0	0	0
12/17/2003	U MN-ART	DOUGLAS AVE		S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/18/2003	U LOCAL	BELLOWS ST	CHATHAM DR	PED	INJ	NO-YIELD	0	1	0	0	0	0
12/18/2003	U MN-ART	GARDEN VALLEY BLV	GOETZ ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	1
12/19/2003	U LOCAL	BOWER ST	EDENBOWER BLVD	ANGL-OTH	PDO	NO-YIELD	0	0	0	0	0	0
12/19/2003	U MN-ART	GARDEN VALLEY BLV	SB EX GARDEN VLY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/19/2003	U FWY/XP	MEADOW ST	DOUGLAS AVE	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/20/2003	U PR-ART	OAK AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	2	0	0	0	0
12/22/2003	U MN-ART	GARDEN VALLEY BLV	KLINE ST	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0

12/22/2003	U MN-ART	GARDEN VALLEY BLV	SB EF EB GDN VLY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/22/2003	U LOCAL	EDENBAUER ST	SB EX HARVARD BV	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/23/2003	U LOCAL	BLACK AVE	DOGWOOD ST	ANGL-OTH	INJ	NO-YIELD	0	1	0	0	0	0
12/23/2003	U PR-ART	HARVARD BLVD	NB EF HARVARD BV	S-1STOP	INJ	TOO-CLOS	0	1	0	0	0	0
12/24/2003	U MN-ART	GARDEN VALLEY BLV	HIGHLAND RD	S-STRGHT	PDO	OTHR-IMP	0	0	0	0	0	0
12/25/2003	U INTRST	EDENBAUER ST	SB EX HARVARD BV	FIX OBJ	PDO	TOO-FAST	0	0	0	0	0	0
12/26/2003	U FWY/XP	CASS AVE	PINE ST	ANGL-OTH	INJ	TOO-FAST	0	1	0	0	0	0
12/26/2003	U FWY/XP	LANE AVE	PINE ST	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
12/29/2003	U MN-ART	HARVARD BLVD	STEWART PKY	ANGL-OTH	INJ	DIS--RAG	0	1	0	0	0	0
12/29/2003	U LOCAL	BROWN AVE	MILITARY AVE	S-OTHER	PDO	OTHR-IMP	0	0	0	0	0	0
12/30/2003	U MN-ART	FAIRHAVEN ST	HARVARD BLVD	ANGL-OTH	INJ	NO-YIELD	0	2	0	0	0	0
12/31/2003	U MN-ART	BROAD ST	STEWART PKY	S-1STOP	PDO	TOO-CLOS	0	0	0	0	0	0
12/31/2003	U FWY/XP	NEUNER DR	MEADOW ST	S-1TURN	PDO	TOO-CLOS	0	0	0	0	0	0

Appendix

Rare, Threatened, and Endangered Plants and Animals in Douglas County, Oregon

This page left blank intentionally.

Rare, Threatened and Endangered Plants and Animals of Oregon (2001)

This appendix provides a listing of rare, threatened and endangered plants and animals in Douglas County, Oregon. It is intended to be comprehensive but may be incomplete or include out-of-date information. The Oregon Natural Heritage Program compiles this data and is solely responsible for its accuracy and comprehensiveness. ONHP should be consulted before applying this information to any transportation project to verify accuracy.

Scientific Name Common Name	Ecoregion; Adjacent States Oregon Counties	Heritage Rank	Federal Status	ODFW Status	ONHP List
Fish					
Acipenser medirostris green sturgeon	CR; CA, WA + Clat, Colu, Coos, Curr, Doug, Lane, Linc, Till	G3 S3	SoC	--	4
Lampetra ayresi river lamprey	CR, WV, KM; CA, WA + Clat, Colu, Coos, Curr, Doug, Lane, Linc, Mult, Till	G4 S4	SoC	--	4
Lampetra tridentata Pacific lamprey	CR, WV, KM, WC, EC, HP, BM, CB; CA, ID, WA + Bent, Clac, Clat, Colu, Coos, Curr, Doug, Desc, Gill, Mari, Morr, Gran, Hood, Jack, Jeff, Jose, Klam, Lane, Linc, Linn, Mult, Polk, Sher, Till, Umat, Unio, Wall, Wasc, Wash, Whee, Yamh	G5 S3	SoC	SV	2
Oncorhynchus clarki clarki coastal cutthroat trout, Oregon Coast ESU (Note: SV listing applies only to cutthroat below natural impassable barriers)	CR, WV, KM, WC Bent, Clat, Colu, Coos, Curr, Doug, Lane, Linc, Polk, Till, Wash, Yamh	G4T3Q S3	SoC	SV	4
Oncorhynchus kisutch coho salmon, Oregon Coast ESU	CR, WV, KM, WC Bent, Clat, Colu, Coos, Curr, Doug, Lane, Linc, Polk, Till, Wash, Yamh	G4T2Q S2	LT	SC	1
Oncorhynchus mykiss steelhead, Oregon Coast ESU	CR, WV, KM, WC Bent, Clat, Colu, Coos, Curr, Doug, Lane, Linc, Polk, Till, Wash, Yamh	G5T2T3Q S2S3	C	SV	1
Oregonichthys kalawatseti Umpqua Oregon chub	CR, KM, WC Doug	G3 S3	SoC	SV	1
Rhinichthys cataractae ssp. Millicoma dace	CR Coos, Doug	G5T3 S3	SoC	SP	1
Salvelinus confluentus bull trout (Columbia Basin)	WV, WC, EC, BM, HP, CB; ID, MT, WA Bake, Desc, Doug, Gran, Harn, Hood, Jeff, Klam, Lane, Linn, Malh, Umat, Unio, Wall, Wasc	G3T2Q S2	LT	SC	1
Amphibians					
Aneides ferreus clouded salamander	CR, WV, KM, WC; CA Bent, Clac, Clat, Colu, Coos, Curr, Desc, Doug, Hood, Jack, Jeff, Jose, Klam, Lane, Linc, Linn, Mari, Mult, Polk, Till, Wasc, Wash, Yamh	G3 S3	--	SU	3 *
Ascaphus truei tailed frog	CR, KM, WC, EC, BM; CA, ID, WA + Bake, Bent, Clac, Clat, Colu, Coos, Croo, Curr, Desc, Doug, Hood, Jack, Jeff, Jose, Klam, Lane, Linc, Linn, Mari, Mult, Polk, Till, Unio, Wall, Wasc, Wash, Whee, Yamh	G4 S3	SoC	SV	2
Batrachoseps wrighti Oregon slender salamander	WV, WC Clac, Desc, Doug, Hood, Jeff, Klam, Lane, Linn, Mari, Mult, Wasc	G3 S3	SoC	SU	1
Bufo boreas western toad	ALL; CA, ID, NV, WA + all	G4 S4	--	SV	4
Plethodon elongatus Del Norte salamander	CR, KM; CA Coos, Curr, Doug, Jose, Jack	G3 S2	SoC	SV	2
Rana aurora aurora northern red-legged frog (SV in WV ecoregion, SU elsewhere)	CR, WV, KM, WC; CA, WA + Bent, Clac, Clat, Colu, Coos, Curr, Doug, Hood, Jack, Jose, Klam, Lane, Linc, Linn, Mari, Mult, Polk, Till, Wasc, Wash, Yamh	G4T4 S3	SoC	SV/SU	2
Rana boylii foothill yellow-legged frog	CR, WV, KM, WC; CA Coos, Curr, Doug, Jack, Jose, Klam, Lane, Linn, Mari	G3 S2	SoC	SV	2
Rana cascadae Cascades frog	KM, WC, EC; CA, WA Clac, Desc, Doug, Hood, Jack, Jeff, Klam, Lane, Linn, Mari, Mult, Wasc	G4 S3	SoC	SV	2

Scientific Name Common Name	Ecoregion; Adjacent States Oregon Counties	Heritage Rank	Federal Status	ODA Status	ONHP List
Rhyacotriton variegatus southern torrent salamander	CR, WV, KM, WC; CA Bent, Coos, Curr, Doug, Jose, Lane, Linc, Polk, Till, Yamh	G3 S3	SoC	SV	4
Reptiles					
Clemmys marmorata marmorata northwestern pond turtle	CR, WV, KM, WC, EC; CA, NV, WA Bent, Clac, Colu, Coos, Curr, Doug, Hood, Jack, Jose, Klam, Lane, Linn, Mari, Mult, Polk, Till, Wasc, Wash, Yamh	G3T3 S2	SoC	SC	1
Contia tenuis sharptail snake	CR, WV, KM, WC, EC, CB; CA, WA Bent, Curr, Doug, Hood, Jack, Jose, Lane, Linc, Linn, Mari, Polk, Sher, Till, Wasc, Wash, Yamh	G5 S3	--	SV	4
Lampropeltis getula common kingsnake	KM, WC; CA, NV + Curr, Doug, Jack, Jose	G5 S2	SoC	SV	2
Lampropeltis zonata California mountain kingsnake	CR, KM, WC, EC; CA, WA Coos, Curr, Doug, Jack, Jose, Klam, Wasc	G4 S3	SoC	SV	3 *
Sceloporus graciosus graciosus northern sagebrush lizard (SV in CB ecoregion only)	CR, KM, WC, EC, BM, BR, HP, OU, CB; CA, ID, NV, WA; Bake, Coos, Croo, Curr, Desc, Doug, Gill, Gran, Harn, Jack, Jeff, Jose, Klam, Lake, Malh, Morr, Sher, Umat, Unio, Wasc, Whee	G5T5 S5?	SoC	SV	4
Birds					
Accipiter gentilis northern goshawk	CR, KM, WC, EC, BM, BR, HP; CA, ID, NV, WA + Bake, Clac, Coos, Croo, Curr, Desc, Doug, Gran, Harn, Hood, Jack, Jeff, Jose, Klam, Lake, Lane, Linn, Malh, Mari, Morr, Mult, Umat, Unio, Wall, Wasc, Whee	G5 S3	SoC	SC	2
Ammodramus savannarum grasshopper sparrow (SV in CB ecoregion; SP in WV)	WV, KM, BM, BR, CB; CA, ID, NV, WA + Bake, Doug, Gill, Harn, Jack, Lane, Linn, Morr, Polk, Sher, Umat, Wall	G5 S2?B	--	SV/SP	2
Brachyramphus marmoratus marbled murelet	CR, KM; CA, WA + Bent, Clat, Coos, Curr, Doug, Jose, Lane, Linc, Polk, Till, Yamh	G3G4 S2	LT	LT	2
Bucephala albeola bufflehead	WC, EC; CA, ID, WA + Desc, Doug, Jeff, Klam, Lane, Linn, Mari	G5 S2B,S5N	--	SU	4
Bucephala islandica Barrow's goldeneye	WC, EC; CA, ID, WA + Clac, Desc, Doug, Jeff, Hood, Klam, Lane, Linn, Mari	G5 S3B,S3N	--	SU	4
Charadrius alexandrinus nivosus western snowy plover (coastal pops.)	CR; CA, WA, Mexico Clat, Coos, Curr, Doug, Lane, Linc, Till	G4T3 S2	LT	LT	1
Chordeiles minor common nighthawk (SC in WV ecoregion only)	ALL; CA, ID, NV, WA + all	G5 S5	--	SC	4
Columba fasciata band-tailed pigeon	CR, WV, KM, WC, EC; CA, ID, NV, WA + Bent, Clac, Clat, Colu, Coos, Curr, Doug, Hood, Jack, Jose, Lane, Linc, Linn, Mari, Mult, Polk, Till, Wasc, Wash, Yamh	G5 S4	SoC	--	4
Contopus cooperi (=borealis) olive-sided flycatcher	CR, WV, KM, WC, EC, BM; CA, ID, NV, WA + all but Gill, Sher	G5 S4	SoC	SV	4
Dryocopus pileatus pileated woodpecker	ALL; CA, ID, WA + all but Gill, Sher	G5 S4?	--	SV	4
Empidonax traillii brewsteri (=*E. brewsteri*), western Oregon little willow flycatcher	CR, WV, KM, WC; CA, WA + Bent, Clac, Clat, Colu, Coos, Curr, Doug, Hood, Jack, Jose, Lane, Linc, Linn, Mari, Mult, Polk, Till, Wash, Yamh	G5TU SUB	--	SV	4
Eremophila alpestris strigata streaked horned lark	CR, WV, KM; WA + Bent, Clac, Clat, Doug, Jack, Jose, Lane, Linn, Mari, Mult, Polk, Wash, Yamh	G5T2 S2?	SoC	SC	2
Falco peregrinus anatum American peregrine falcon	ALL; CA, ID, NV, WA + all	G4T3 S1B	--	LE	2
Gavia immer (common loon) - Considered but rejected, non-breeder					
Glaucidium gnoma northern pygmy-owl (SC in BM ecoregion only)	CR, WV, KM, BM, WC, EC, HP; CA, ID, NV, WA + all but Gill, Sher	G5 S4?	--	SC	4

Scientific Name Common Name	Ecoregion; Adjacent States Oregon Counties	Heritage Rank	Federal Status	ODA Status	ONHP List
Haliaeetus leucocephalus bald eagle	ALL; CA, ID, NV, WA + all	G4 S3B,S4N	LT	LT	2
Histrionicus histrionicus harlequin duck	WC, EC, BM; ID, WA + Clac, Desc, Doug, Hood, Jack, Jeff, Klam, Lane, Linn, Mari, Mult, Till, Unio, Wall, Wasc	G4 S2B,S3N	SoC	SU	2
Icteria virens yellow-breasted chat (SC in WV ecoregion only)	ALL; CA, ID, NV, WA + all but Clat, Linc, Till	G5 S4?	SoC	SC	4
Melanerpes formicivorus acorn woodpecker	CR, WV, KM, EC; CA, WA + Bent, Clac, Coos, Curr, Doug, Jack, Jose, Klam, Lane, Linn, Mari, Polk, Wasc, Wash, Yamh	G5 S3?	SoC	--	4
Melanerpes lewis Lewis's woodpecker (SC in WV, KM WC, EC, and CB ecoregions only)	ALL; CA, ID, NV, WA + all	G5 S3B,S3N	SoC	SC	4
Oreortyx pictus mountain quail (SU in EC, HP, and BM ecoregions only)	ALL; CA, ID, NV, WA + all	G5 S4?	SoC	SU	4
Otus flammeolus flammulated owl	KM, WC, EC, BM, BR; CA, ID, NV, WA + Bake, Croo, Curr, Desc, Doug, Gran, Harn, Hood, Jack, Jeff, Jose, Klam, Lake, Morr, Umat, Unio, Wall, Wasc, Whee	G4 S4B	--	SC	4
Pelecanus occidentalis brown pelican (wintering)	CR; CA, WA + Clat, Coos, Curr, Doug, Lane, Linc, Till	G4 S2N	LE	LE	2
Picoides albolarvatus white-headed woodpecker	KM, WC, EC, BM; CA, ID, NV, WA + Bake, Croo, Curr, Desc, Doug, Gran, Harn, Hood, Jack, Jeff, Jose, Klam, Lake, Morr, Umat, Unio, Wall, Wasc, Whee	G4 S3	SoC	SC	4
Picoides arcticus black-backed woodpecker	KM, WC, EC, BM; CA, ID, NV, WA + Bake, Clac, Croo, Curr, Desc, Doug, Gran, Harn, Hood, Jack, Jeff, Jose, Klam, Lake, Lane, Linn, Mari, Morr, Mult, Umat, Unio, Wall, Wasc, Whee	G5 S3	--	SC	4
Picoides tridactylus three-toed woodpecker	WC, EC, BM; ID, NV, WA + Bake, Clac, Croo, Desc, Doug, Gran, Hood, Jack, Jeff, Klam, Lake, Lane, Linn, Mari, Mult, Umat, Unio, Wall, Wasc	G5 S3	--	SC	4
Pooecetes gramineus affinis Oregon vesper sparrow	CR, WV, KM; WA + Bent, Clac, Colu, Coos, Doug, Jack, Jose, Lane, Linn, Mari, Mult, Polk, Wash, Yamh	G5T3 S2B,S2N	SoC	SC	2
Progne subis purple martin	CR, WV, KM, WC, EC; CA, ID, WA + Bent, Clac, Clat, Colu, Coos, Curr, Doug, Hood, Jack, Jose, Klam, Lake, Lane, Linc, Linn, Mari, Mult, Polk, Till, Wasc, Wash, Yamh	G5 S3B	SoC	SC	2
Sialia mexicana western bluebird (SV in western Oregon)	CR, WV, KM, WC, EC, CB, HP, BM; CA, ID, NV, WA + all	G5 S4B,S4N	--	SV	4
Strix nebulosa great gray owl	KM, WC, EC, BM; CA, ID, WA +; Bake, Clac, Croo, Desc, Doug, Gran, Harn, Jack, Jeff, Klam, Lake, Lane, Linn, Mari, Morr, Umat, Unio, Wall, Wasc, Whee	G5 S3	--	SV	4
Strix occidentalis caurina northern spotted owl	CR, WV, KM, WC, EC; CA, WA, BC Bent, Clac, Clat, Colu, Coos, Curr, Desc, Doug, Hood, Jack, Jeff, Jose, Klam, Lane, Linc, Linn, Mari, Mult, Polk, Till, Wasc, Wash, Yamh	G3T3 S3	LT	LT	1
Sturnella neglecta western meadowlark (SC in WV ecoregion only)	WV, KM, EC, CB, HP, BM, BR, OU; CA, ID, NV, WA+ Bake, Bent, Clat, Colu, Croo, Desc, Doug, Gill, Gran, Harn, Jack, Jeff, Jose, Klam, Lake, Lane, Linn, Malh, Mari, Morr, Mult, Polk, Sher, Umat, Unio, Wall, Wasc, Wash, Yamh	G5 S5	--	SC	4
Mammals					
Antrozous pallidus pacificus Pacific pallid bat	CR, WV, KM, WC, EC; CA Coos, Curr, Doug, Jack, Jose, Klam, Lane, Yamh	G5T3T4 S3?	SoC	SV	2

Scientific Name Common Name	Ecoregion; Adjacent States Oregon Counties	Heritage Rank	Federal Status	ODA Status	ONHP List
Arborimus (=Phenacomys) albipes white-footed vole	CR, WV, KM, WC; CA Bent, Clat, Colu, Coos, Curr, Doug, Jose, Lane, Linc, Linn, Polk, Till, Wash, Yamh	G3G4 S3	SoC	SU	4
Arborimus (=Phenacomys) longicaudus red tree vole	CR, WV, KM, WC; CA? Bent, Clac, Clat, Colu, Coos, Curr, Doug, Hood, Jack, Jose, Lane, Linc, Linn, Mari, Mult, Polk, Till, Wash, Yamh	G3G4 S3S4	SoC	--	3
Bassariscus astutus ringtail	CR, KM, WC, EC; CA, NV + Coos, Curr, Doug, Jack, Jose, Klam, Lane	G5 S3	--	SU	4
Canis lupus gray wolf	ALL; CA, ID, NV, WA + all (represents historic range)	G4 SH	LE	LE	2-ex
Corynorhinus townsendii townsendii (=*Plecotus townsendii townsendii*) Pacific western big-eared bat	CR, WV, KM, WC; CA, ID, NV, WA + Bent, Clac, Clat, Colu, Coos, Curr, Doug, Jack, Jose, Lane, Linc, Linn, Mari, Mult, Polk, Till, Yamh, Wash	G4T3T4 S2?	SoC	SC	2
Gulo gulo luteus California wolverine	CR, KM, WC, EC, HP, BM, BR; CA, WA Bake, Clac, Croo, Desc, Doug, Gran, Harn, Hood, Jack, Jeff, Jose, Klam, Lake, Lane, Linc, Linn, Mari, Mult, Till, Umat, Unio, Wall, Whee	G4T3 S2	SoC	LT	2
Lasionycteris noctivagans silver-haired bat	ALL; CA, ID, NV, WA + all	G5 S4?	SoC	SU	4
Lasiurus cinereus hoary bat	ALL; CA, ID, NV, WA + all	G5 S4?	--	--	4
Lynx canadensis Canada lynx	CR, WC, EC, HP, BM, BR; ID, NV, WA + Bake, Bent, Clac, Desc, Doug, Gran, Harn, Jack, Jeff, Klam, Lake, Lane, Linn, Morr, Umat, Unio, Wall, Wasc, Whee	G5 S1	LT	--	2
Martes americana American marten	CR, KM, WC, EC, BM; CA, ID, NV, WA + Bake, Bent, Clac, Coos, Curr, Desc, Doug, Gran, Hood, Jack, Jeff, Jose, Klam, Lake, Lane, Linc, Linn, Mari, Mult, Till, Umat, Unio, Wall, Wasc, Wash, Yamh	G5 S3	--	SV	4
Martes pennanti pacifica Pacific fisher	CR, KM, WC, EC, BM; CA, ID, WA Bake, Clac, Coos, Curr, Desc, Doug, Gran, Jack, Jose, Klam, Lake, Lane, Linc, Linn, Morr, Till, Umat, Unio, Wall, Wasc, Yamh	G5T3T4Q S2	SoC	SC	2
Myotis evotis long-eared myotis (bat)	ALL; CA, ID, NV, WA + all	G5 S3	SoC	SU	4
Myotis thysanodes fringed myotis (bat)	CR, WV, KM, WC, EC, HP, BM; CA, ID, NV, WA + Bake, Bent, Clac, Clat, Colu, Coos, Croo, Curr, Doug, Gran, Harn, Hood, Jack, Jose, Klam, Lane, Linc, Linn, Malh, Mari, Morr, Mult, Polk, Till, Umat, Unio, Wall, Wash, Whee, Yamh	G4G5 S2?	SoC	SV	2
Myotis volans long-legged myotis (bat)	ALL; CA, ID, NV, WA + all	G5 S3	SoC	SU	4
Myotis yumanensis Yuma myotis (bat)	ALL; CA, ID, NV, WA + all	G5 S3	SoC	--	4
Odocoileus virginianus leucurus Columbian white-tailed deer (SV in CR only)	CR, WV, KM; WA Clat, Colu, Doug, Lane, Mult	G5T3Q S2	LE	SV	1
Sciurus griseus western gray squirrel	CR, WV, KM, WC, EC; CA, NV, WA Bent, Clac, Colu, Coos, Curr, Desc, Doug, Hood, Jack, Jeff, Jose, Klam, Lane, Linc, Linn, Mari, Mult, Polk, Till, Wasc, Wash, Yamh	G5 S4?	--	SU	3
Tadarida brasiliensis Brazilian free-tailed bat	WV, KM, EC; CA, NV + Doug, Jack, Jose, Klam, Lane	G5 S2	--	--	2
Ursus arctos grizzly bear	ALL; CA, ID, NV, WA +	G4 SX	LT	--	2-ex
Invertebrates					
Lanx subrotundata rotund lanx (snail)	KM Doug	G2 S2	--	--	1

Megomphix hemphilli Oregon megomphix (snail)	CR, WV; WA Clat, Colu, Doug, Lane, Mult, Till	G3 S3	--	--	4
Apatania (=Radema) tavala Cascades apatanian caddisfly	WC, EC, BM Clac, Croo, Doug, Jeff, Klam, Linn	G3 S3	SoC	--	4

Scientific Name Common Name	Ecoregion; Adjacent States Oregon Counties	Heritage Rank	Federal Status	ODA Status	ONHP List
Eobrachycentrus gelidae Mt. Hood brachycentrid caddisfly	WC; BC Clac, Doug, Hood, Linn, Mult	G3 S3	SoC	--	4
Farula reapiri Tombstone Prairie farulan caddisfly	WC Doug, Lane, Linn	G3 S3	SoC	--	4
Goeracea oregona Sagehen Creek goeracean caddisfly	WC; CA Doug, Jack	G?Q S?	SoC	--	3 *
Moselyana comosa no common name (a caddisfly)	CR, WC; WA Bent, Clac, Doug, Hood, Jack, Klam, Lane	G3 S3	SoC	--	3 *
Namamyia plutonis no common name (a caddisfly)	CR, WC; CA Bent, Doug, Lane, Mari	G3 S3	SoC	--	2
Agriades podarce gray-blue butterfly	WC, EC; CA, NV Doug, Jack, Klam	G3G4 S2	--	--	4
Mitoura (=Callophrys) johnsoni Johnson's hairstreak (butterfly)	CR, WV, KM, WC, EC, BM; CA, WA + Bake, Coos, Curr, Doug, Jack, Jeff, Jose, Lake, Lane, Linn, Mari, Polk	G2G3 S2?	--	--	4
Bombus franklini Franklin's bumblebee	KM; CA + Doug, Jack	G? S3?	SoC	--	3

VASCULAR PLANTS

Abronia latifolia Eschsch. yellow sandverbena	CR; CA, WA Clat, Coos, Curr, Doug, Lane, Linc, Till	G5 S3	--	--	4
Abronia umbellata Lam. ssp. *breviflora* (Standl.) Munz ◊ pink sandverbena	CR; CA Clat, Coos, Curr, Doug, Lane, Linc	G4T2 S1	SoC	LE	1
Adiantum jordanii C.H. Müll. California maiden-hair	CR, KM; CA Curr, Doug, Jose	G4G5 S2	--	--	3
Allium bolanderi S. Watson var. *mirabile* (L.F. Hend.) McNeal potato bulb Bolander's onion	KM; CA Curr, Doug, Jack, Jose	G4T3 S3?	--	--	4
Ammannia robusta Heer & Regel (*A. coccinea* Rottb. missapplied) ammannia	CB, CR, KM; CA Curr, Doug, Jose, Wasc	G4? S?	--	--	3
Arabis aculeolata Greene Waldo rockcress	KM, WC; CA Curr, Doug, Jack, Jose	G4 S3	--	--	4
Arabis koehleri Howell var. *koehleri* Koehler's rockcress	KM Doug	G3T1 S1	SoC	C	1
Arctostaphylos hispidula Howell hairy manzanita	CR, KM; CA Curr, Doug, Jose	G3 S2	--	--	2
Arnica viscosa A. Gray Shasta arnica	WC; CA Desc, Doug, Klam	G4 S2	--	--	2
Asarum wagneri K.L. Lu & Mesler green-flowered wild-ginger	WC, EC Doug, Jack, Klam, Lane	G4 S4	--	C	4
Asplenium septentrionale (L.) Hoffm. grass-fern	WC, EC; CA Doug, Jack, Klam	G5 S1	--	--	2
Aster vialis (Bradshaw) S.F. Blake wayside aster	WV, KM, WC; CA Doug, Jack, Jose, Lane, Linn	G2 S2	SoC	LT	1
Astragalus umbraticus E. Sheld. woodland milk-vetch	KM, WC; CA Curr, Doug, Jose, Lane	G4 S3	--	--	4
Bensoniella oregona (Abrams & Bacig.) C.V. Morton bensonia	CR, KM; CA Coos, Curr, Doug, Jose	G2 S2	--	C	1
Botrychium crenulatum W.H. Wagner crenulate moonwort	KM, WC, BM; AZ, CA, ID, MT, NV, UT, WA, WY; Bake, Croo, Doug, Gran, Jack, Unio, Wall, Whee	G3? S2	SoC	C	1

Botrychium minganense Vict. gray moonwort	WC, EC, BM, BR; CA, ID, WA + Bake, Croo, Doug, Gran, Harn, Hood, Linn, Umat, Unio, Wall, Wasc, Whee	G4 S2	--	--	2
Calochortus coxii M.R. Godfrey & F.T. Callahan crinite mariposa-lily	KM Doug	G1 S1	SoC	LE	1

Scientific Name Common Name	Ecoregion; Adjacent States Oregon Counties	Heritage Rank	Federal Status	ODA Status	ONHP List
Calochortus umpquaensis N. Fredricks Umpqua mariposa-lily	KM, WC Doug, Jack, Jose	G1 S1	SoC	LE	1
Camissonia ovata (Nutt.) P.H. Raven golden eggs	KM; CA Doug	G3 S?	--	--	3
Carex barbarae Dewey Santa Barbara sedge	KM; CA Doug, Jack, Jose	G4G5 S3	--	--	3
Carex brevicaulis Mack. short stemmed sedge	CR; WA, CA Clat, Coos, Curr, Doug, Linc, Till	G5 S2	--	--	2
Carex macrocephala Willd. ex Spreng. bighead sedge	CR; WA + Clat, Coos, Doug, Lane, Linc, Till	G5 S3	--	--	4
Carex serratodens W. Boott saw-tooth sedge	KM; CA Doug, Jack, Jose	G4? S2	--	--	2
Cheilanthes intertexta Maxon coastal lipfern	KM; CA Doug, Jack	G5 S1	--	--	2
Cicendia quadrangularis (Lam.) Griseb = *Microcala q.* timwort	CR, KM, WV; CA + Coos, Doug, Lane, Linn	G4 S2	--	--	2
Cimicifuga elata Nutt. tall bugbane	CR, WV, KM, WC; WA, BC Bent, Clac, Colu, Doug, Jack, Jose, Lane, Linn, Mari, Mult, Polk, Wash, Yamh	G3 S3	--	C	1
Collomia mazama J. Coville Mt. Mazama collomia	WC, EC Doug, Jack, Klam	G3 S3	--	--	1
Cypripedium fasciculatum Kellogg clustered lady's-slipper	KM, WC, BM; CA, CO, ID, MT, WA, WY; Bake, Curr, Doug, Jack, Jose	G3G4 S2	SoC	C	1
Cypripedium montanum Douglas mountain lady's-slipper	KM, WV, WC, EC, BM; CA, ID, WA + Bake, Croo, Desc, Doug, Gran, Hood, Jack, Jeff, Jose, Klam, Lake, Lane, Mari, Morr, Umat, Unio, Wall, Wasc, Whee	G4G5 S4	--	--	4
Darlingtonia californica Torr. California pitcher-plant	CR, KM; CA Coos, Curr, Doug, Jose, Lane, Linc, Till	G4 S4	--	--	4
Dicholostemma ida-maia (A.W. Wood) Greene firecracker flower	KM; CA Curr, Doug, Jack, Jose	G4 S4	--	--	4
Enemion stipitatum (A. Gray) J.R. Drumm. & Hutch. Siskiyou false rue-anemone	CR, WV, KM, WC; CA Bent, Doug, Jack, Mari, Polk, Yamh	G4? S2	--	--	2
Epilobium luteum Pursh yellow willow-herb	WC; CA, WA + Clac, Desc, Doug, Lane, Linn	G4? S?	--	--	3
Epilobium oreganum Greene Oregon willow-herb	KM; CA Doug, Jose	G2 S1	SoC	C	1
Erigeron cascadensis A. Heller Cascade daisy	WC Clac, Doug, Klam, Lane, Linn, Mari	G4 S4	--	--	4
Erythronium revolutum Smith coast fawn-lily	CR, KM; WA, BC Clat, Coos, Curr, Curr, Bent, Doug, Lane, Linc, Polk, Till, Yamh	G4 S4	--	--	4
Eschscholzia caespitosa Benth. gold poppy	KM; CA Doug, Jose	G5 S1	--	--	2
Euonymus occidentalis Nutt.. western wahoo	WV, KM, WC; CA, WA +; Clac, Colo Coos, Curr, Doug, Jose, Lane, Mult, Polk	G3 S3	--	--	4
Festuca elmeri Scribn. and Merr. Elmer's fescue	KM; CA Doug, Jack, Jose	G5? S1	--	--	2
Frasera umpquaensis M. Peck & Applegate Umpqua swertia	KM, WC; CA Curr, Doug, Jack, Jose, Lane	G3 S3	--	C	1
Fritillaria glauca Greene Siskiyou fritillaria	KM, WC; CA Curr, Doug, Jack, Jose	G4 S2	--	--	2

Hazardia whitneyi (A. Gray) Greene var. *discoidea* (J.T. Howell) W.D. Clark = *Haplopappus w.* Whitney's haplopappus	KM, WC; CA Curr, Doug, Jose, Klam	G4G5T4 S2	--	--	2
Helianthella californica A. Gray var. *nevadensis* (Greene) Jeps. California helianthella	WC?; CA Doug	G4?T4? S?	--	--	3

Scientific Name Common Name	Ecoregion; Adjacent States Oregon Counties	Heritage Rank	Federal Status	ODA Status	ONHP List
Hieracium bolanderi A. Gray Bolander's hawkweed	KM, WC; CA Coos, Curr, Doug, Jack, Jose, Klam, Lane	G4 S2	--	--	4
Hieracium greenei A. Gray Greene's hawkweed	KM, WC; CA Curr, Doug, Jack, Jose, Klam	G4 S?	--	--	3
Horkelia congesta Douglas ssp. *congesta* shaggy horkelia	WV, KM, WC Bent, Doug, Lane, Linn, Mari, Polk, Wash	G4T2 S2	SoC	C	1
Horkelia tridentata Torr. ssp. *tridentata* ◊ three-toothed horkelia	KM; CA Doug, Jack	G4? S1	--	--	2
Hydrocotyle verticillata Thunb. whorled marsh-pennywort	CR, WV; CA + Bent, Coos, Curr, Doug	G5 S1	--	--	2
Iliamna latibracteata Wiggins California globe-mallow	CR, KM, WC; CA Coos, Curr, Doug, Jack, Jose	G4 S2	--	--	2
Kalmiopsis fragrans Meinke & T. Kaye fragrant kalmiopsis	WC Doug	G1 S1	SoC	--	1
Lathyrus holochlorus (Piper) C.L. Hitchc. thin-leaved peavine	WV; WA Bent, Clac, Doug, Lane, Linn, Mari, Polk, Yamh	G2 S2	SoC	--	1
Lewisia columbiana (Howell) B.L. Rob. var. *columbiana* Columbia lewisia	WC; ID, WA + Doug, Hood, Lane, Mult	G4T4 S2	--	--	2
Lewisia cotyledon (S. Watson) B.L. Rob. var. *howellii* Jeps. Howell's lewisia	KM; CA Curr, Doug, Jack, Jose	G4T4 S3	--	--	4
Lewisia leana (Porter) B.L. Rob. Lee's lewisia	KM; CA Doug, Jack, Jose	G4 S2	--	--	2
Lilaea scilloides (Poir.) Haumn. flowering quillwort	CR, EC, BR, HP, CB?; CA, ID, NV, WA + Clat, Desc, Doug, Harn, Klam, Lake, Sher?	G4	-- S3?	--	3
Limnanthes gracilis Howell var. *gracilis* ◊ slender meadow-foam	KM, WC Doug, Jack, Jose	G3T2 S2	--	C	1
Linanthus bakeri H. Mason Baker's linanthus	KM; CA Doug, Jose	G5 S?	--	--	3
Lupinus affinis J. Agardh fleshy lupine	WV; CA Doug, Lane	G5 S?	--	--	3
Lupinus sulphureus Douglas ssp. *kincaidii* (C.P. Sm.) C.L. Hitchc. Kincaid's lupine	WV, KM; WA Bent, Doug, Lane, Linn, Mari, Polk Wash, Yamh	G5T2 S2	LT	LT	1
Lycopodiella inundata (L.) Holub bog club-moss	CR, WC, EC; CA, ID, MT Clac, Coos, Doug, Klam, Lane, Linc, Linn	G5 S2	--	--	2
Mimulus douglasii (Benth.) A. Gray Douglas' monkeyflower	KM; CA Curr, Doug, Jack, Jose	G4G5 S2	--	--	4
Mimulus jepsonii A.L. Grant Jepson's monkeyflower	KM, WC, EC; CA Desc, Doug, Jack, Jose, Klam, Lake	G4 S3	--	--	4
Mimulus kelloggii (Curran) A. Gray Kellogg's monkeyflower	KM; CA Doug, Jack, Jose	G4 S3	--	--	4
Minuartia californica (A. Gray) Mattf. California sandwort	WV, KM; CA Doug, Jack, Jose	G4 S4	--	--	4
Montia howellii S. Watson Howell's montia	CR, WV, KM, WC; CA, WA, BC Bent, Clac, Colu, Doug, Lane, Linn, Mult	G3 S2	--	C	4
Navarretia tagetina Greene marigold navarretia	KM; CA, WA Doug, Jack, Jose	G5 S?	--	--	3
Ophioglossum pusillum Raf. (*O. vulgatum* L. misapplied) adder's-tongue	CR, WC; CA, ID, WA + Clac, Coos, Doug, Lane, Linn	G5 S1	--	--	2

Scientific Name Common Name	Ecoregion; Adjacent States Oregon Counties	Heritage Rank	Federal Status	ODA Status	ONHP List
Pellaea andromedifolia (Kaulf.) Fée coffee fern	CR, WV, KM; CA Coos, Doug, Jack, Lane	G4 S2	--	--	2
Perideridia erythrorhiza (Piper) T.I. Chuang & Constance red-root yampa	KM, WC, EC Doug, Jose, Klam	G1 S1	SoC	C	1
Perideridia howellii (J.M. Coult. & Rose) Mathias Howell's false-caraway	CR, KM, WC, EC; CA Doug, Jack, Jose, Klam	G4 S3	--	--	4
Phacelia verna Howell spring phacelia	CR, KM, WC Coos, Doug, Jose, Lane	G3 S3	--	--	4
Plagiobothrys hirtus (Greene) I.M. Johnst. hairy popcorn flower	KM Doug	G1 S1	LE	LE	1
Polystichum californicum (D.C. Eaton) Diels California sword-fern	CR, KM, WC; CA, WA + Coos, Curr, Doug, Linn	G4 S2	--	--	2
Puccinellia pumila (Vasey) Hitchc. dwarf alkaligrass	CR; WA Coos, Doug, Lane, Till	G4? S?	--	--	3
Romanzoffia thompsonii Marttala Thompson's mistmaiden	CR, WV, KM, WC Doug, Jack, Lane, Linn, Mari	G3 S3	--	--	1
Scirpus subterminalis Torr. water clubrush	CR, WC, EC; CA, ID, WA + Doug, Coos, Jack, Klam, Lane, Linc, Linn, Mari	G4G5 S2	--	--	2
Sedum laxum (Britton) A. Berger ssp. *heckneri* (M. Peck) R.T. Clausen Heckner's stonecrop	KM; CA Curr?, Doug, Jack, Jose	G5T3 S3	--	--	2
Sedum spathulifolium Hook. ssp. *purdyi* (Jeps.) R.T. Clausen Purdy's stonecrop	KM; CA Doug, Jack, Jose	G4G5T4 S3	--	--	4
Silene suksdorfii B.L. Rob. Suksdorf's silene	WC; CA, WA Desc, Doug, Hood, Jeff, Klam, Lane, Mari	G4 S4	--	--	4
Sisyrinchium hitchcockii D.M. Hend. Hitchcock's blue-eyed grass	WV, KM Doug, Lane	G2Q S2	SoC	--	1
Thlaspi montanum L. var. *siskiyouense* P.K. Holmgren Siskiyou Mountain pennycress	KM Curr, Doug, Jose	G5T3 S3	--	--	4
Utricularia minor L. lesser bladderwort	CR, KM, WC, EC, BM; CA, ID, NV, WA + Bake, Clac, Coos, Doug, Jack, Klam, Lane, Wasc	G5 S2	--	--	2
Vaccinium oxycoccos L. =*V. o.* var. *intermedium* wild bog cranberry	CR, WC; WA, ID+; Clac, Clat, Doug Doug, Lane, Linc, Linn, Mari, Mult, Till	G5 S4	--	--	4
Verbena hastata L. blue verbena	KM, WV, WC, BM; CA, WA + Bake, Clac, Doug, Mult, Wall, Lane	G5 S?	--	--	3
Wolffia columbiana H. Karst. Columbia water-meal	KM?, WV, WC; CA + Bent, Clac, Doug, Jack, Linn, Mult	G5 S1	--	--	2
BRYOPHYTES					
Tritomaria exsectiformis (Breidler) Loeske liverwort	WC; ID, WA + Desc, Doug, Jeff, Klam	G5 S2	--	--	2
Crumia latifolia (Kindberg.) W.B. Schofield moss	KM, BM; CA, WA + Doug, Jack, Jose, Whee	G3 S2	--	--	2
Fissidens grandifrons Bridel moss	CR, KM, WC; CA, WA +, NV + Curr, Doug, Mult	G4 S2	--	--	3
Funaria muhlenbergii Turner moss	KM; CA, WA + Doug, Jose	G4 S1	--	--	2
Pseudoleskeella serpentinensis P.S. Wilson & D.H. Norris moss	KM; CA Curr, Doug, Jose	G2 S2	--	--	2
Rhizomnium nudum (E. Britton & R.S. Williams) T.J. Koponen moss	BM, WC; CA, BC, ID + Bake, Clac, Doug, Linn, Wall, Wasc	G4 S2	--	--	3
Schistostega pennata (Hedwig) F. Weber & D. Mohr moss	WC, CR; WA + Clac, Doug, Klam, Linc	G4 S2	--	--	2

Scientific Name Common Name	Ecoregion; Adjacent States Oregon Counties	Heritage Rank	Federal Status	ODA Status	ONHP List
Triptorocladium leucocladulum (J.K.A. Müller) A. Jaeger moss	BM, KM, WV; CA, ID, WA, BC Doug, Hood, Jack, Jose, Lane, Umat	G3 S2	--	--	2
LICHENS					
Leiodorma sorediatum D. J. Galloway & P.M. Jørgensen lichen	CR; BC, HI, Australasia, India, Japan Doug, Lane	G3 S1	--	--	2
Nephroma occultum Wetmore lichen	WC; WA, BC Clac, Doug, Lane, Linn, Mari	G3 S3	--	--	3
Pseudocyphellaria mallota (Tuckerman) H. Magnusson lichen	WC; WA +, South America Doug, Lane	G4 S1	--	--	2
Pseudocyphellaria rainierensis Imshaug lichen	CR, WC; WA , BC Clac, Doug, Lane, Linc, Linn, Mari, Polk, Till	G3 S3	--	--	3
Sulcaria badia Brodo & D. Hawksworth lichen	CR, KM, WV; CA, WA Bent, Coos, Doug, Jack, Jose	G2 S2	--	--	2
Usnea hesperina Motyka lichen	CR, KM, WC ; SE U.S., Europe, N. Africa Bent, Coos, Curr, Doug, Jack, Lane, Linn, Till	G4 S3	--	--	3
Vezdaea stipitata Poelt & Döbbeler lichen	WC, WV; Europe Doug, Lane	G4 S1	--	--	3
FUNGI					
Cazia flexiascus Trappe fungus	KM; CA Doug, Jose	G2? S1	--	--	3
Choiromyces alveolatus (Harkness) Trappe fungus	KM, WC, WV; CA, WA Clac, Doug, Jack, Jeff, Linn, Yamh	G3? S2	--	--	3
Dermocybe humboldtensis (Ammirati & A.H. Smith (Ammirati) fungus	KM; CA Doug	G2? S1	--	--	3
Glomus pubescens (Saccardo & Ellis) Trappe & Gerdemann fungus	CR; NJ Coos, Doug	G2? S1	--	--	3
Gymnomyces monosporus Stewart & Trappe fungus	CR Bent, Doug	G1 S1	--	--	3
Helvella elastica Bulliard: Fries fungus	CR, WC; CA, ID, WA +, Europe, Asia Bent, Doug, Lane, Linn, Mari	G4 S2	--	--	3
Helvella maculata N.S. Weber fungus	CR, WC, WV; CA, ID, WA +, Eurasia Bent, Doug, Linn, Till, Yamh	G4 S2	--	--	3
Nolanea verna var. *isodiametrica* Largent fungus	WC; ID, WY Doug	G2?T1 S1	--	--	3
Otidea leporina (Batsch) Fuckel fungus	CR, WV; CA, ID, E North America, Europe, Scandinavia, U.K. Doug, Lane, Linc, Till	G4 S1	--	--	3
Ramaria araiospora Marr & Stuntz var. *araiospora* fungus	WC, WV; CA, WA Bent, Clac, Coos, Doug, Till	G3?T3? S1	--	--	3
Rhizopogon brunneinigor A.H. Smith fungus	CR, WC; CA Bent, Clac, Doug	G2 S1	--	--	3
Sarcosoma latahense Paden & Tylutki fungus	CR, WC; ID, WA Bent, Doug, Lane, Linn	G2? S2	--	--	3

CODES AND ABBREVIATIONS

FEDERAL STATUS

LE	Listed as an Endangered Species
LT	Listed as a Threatened Species
PE	Proposed as an Endangered Species
PT	Proposed as a Threatened Species
C	Candidate for Listing as Threatened or Endangered
SoC	Species of Concern - Taxa for which additional info is needed to support a proposal to list under the ESA.

STATE STATUS - ANIMALS

LE	Listed as an Endangered Species
LT	Listed as a Threatened Species
PE	Proposed as an Endangered Species
PT	Proposed as a Threatened Species
SC	Sensitive - Critical
SV	Sensitive - Vulnerable
SP	Sensitive - Peripheral or Naturally Rare
SU	Sensitive - Undetermined Status

STATE STATUS - PLANTS

LE	Listed as an Endangered Species
LT	Listed as a Threatened Species
PE	Proposed as an Endangered Species
PT	Proposed as a Threatened Species
C	Candidate for Listing as Threatened or Endangered

ECOREGIONS

BM	Ochoco, Blue and Wallowa Mountains
BR	Basin and Range
CB	Columbia Basin
CR	Coast Range
EC	East Cascades
HP	High Lava Plains
KM	Klamath Mountains
OU	Owyhee Uplands
WC	West Cascades and Crest
WV	Willamette Valley

STATES AND PROVINCES

AK	Alaska	NH	New Hampshire
AZ	Arizona	NJ	New Jersey
AR	Arkansas	NM	New Mexico
BC	British Columbia	NY	New York
CA	California	NC	North Carolina
CO	Colorado	NT	NW Territories
HI	Hawaii	ON	Ontario
ID	Idaho	QC	Quebec
KS	Kansas	SK	Saskatchewan
ME	Maine	TN	Tennessee
MB	Manitoba	UT	Utah
MA	Massachusetts	VT	Vermont
MI	Michigan	WA	Washington
MT	Montana	WI	Wisconsin
NV	Nevada	WV	West Virginia
NB	New Brunswick	WY	Wyoming

NATURAL HERITAGE RANKS

G1	Critically imperiled throughout its range
G2	Imperiled throughout its range
G3	Rare, threatened or uncommon throughout its range
G4	Not rare, apparently secure throughout its range
G5	Widespread, abundant and secure throughout its range
S1	Critically imperiled in Oregon
S2	Imperiled in Oregon
S3	Rare, threatened or uncommon in Oregon
S4	Not rare, apparently secure in Oregon
S5	Widespread, abundant and secure in Oregon
T	Rank for a subspecies, variety, or race
Q	Taxonomic questions
H	Historic, formerly part of the native biota with the implied expectation that it may be rediscovered
X	Presumed extirpated or extinct
U	Unknown rank
?	Not yet ranked
B	Rank of the breeding population (migratory birds)
N	Rank of the wintering population (migratory birds)

MISCELLANEOUS

ABI	Association for Biodiversity Information
ESA	Endangered Species Act
EPA	Environmental Protection Agency
FED	Federal
NMFS	National Marine Fisheries Service
ODA	Oregon Department of Agriculture
ODFW	Oregon Department of Fish and Wildlife
OESA	Oregon Endangered Species Act
ORNHP	Oregon Natural Heritage Program
sp. nov.	species novum (new species) - in the process of being described in the literature
ssp.	subspecies
ssp. nov.	subspecies novum (new subspecies) - in the process of being described in the literature
TNC	The Nature Conservancy
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
var.	variety
+	taxon occurs in additional states
*	animal species for which information is computerized
◊	vascular plant subspecies or variety for which the taxa tracked is the only subspecies or variety which occurs in Oregon

HERITAGE LISTS

1 - Threatened or Endangered Throughout Range
2 - Threatened, Endangered or Extirpated from Oregon, but Secure or Abundant Elsewhere
3 - Review
4 - Watch
2ex - Extirpated in Oregon
1X - Presumed extinct

Appendix

Environmental Compliance for Transportation Projects in Oregon

This page left blank intentionally.

ENVIRONMENTAL COMPLIANCE FOR TRANSPORTATION PROJECTS IN OREGON

Environmental permits, clearances, and other approvals that may be applicable to transportation projects in Oregon may include, but are not limited to, the following:

Federal

- Act for the Preservation of American Antiquities: 16 U.S.C. 431-433, 36 CFR 251.50-.60, 43 CFR 3
- American Indian Religious Freedom Act: 42 U.S.C. 1996, Executive Order 13007
- Archeological and Historic Preservation Act: 16 U.S.C. 469-469C, 36 CFR 66(draft)
- Archeological Resources Protection Act: 16 U.S.C. 470aa-11, 18 CFR 1312, 32CFR229, 36 CFR 79, 36 CFR 296, 43 CFR 7
- Clean Air Act (as amended), Transportation Conformity Rule: 23 U.S.C. 109(j), 42 U.S.C. 7521(a), 23 CFR 771, 40 CFR 51 & 93
- Coastal Barrier Resources Act, as amended 16 U.S.C. 3501-3510, 42 U.S.C. 4028
- Coastal Zone Management Act: 16 U.S.C. 145 et seq., 15 CFR 923, 926, 930, 23 CFR 771
- Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), as amended: 42 U.S.C. 9601-9657
- Congestion Mitigation and Air Quality Improvement Program (CMAQ): Transportation Equity Act for the 21st Century, Section 1110: 23 U.S.C. 149
- Endangered Species Act, as amended: 16 U.S.C. 1531-1543, 7 CFR 355, 50 CFR 17, 23, 81, 222, 225-227, 402, 424, 450-453
- Environmental Justice: Executive Order 12898, 59 FR 7629, 62 FR 18377, 60 FR 33896
- Farmland Protection Policy Act: 7 U.S.C. 4201-4209, 7 CFR 658
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) 7 U.S.C. 136-136Y (PL92-516), 40 CFR 152-171
- Federal Noxious Weed Act 7 CFR 61
- Federal Water Pollution Control Act, as amended by the Clean Water Act: 33 U.S.C. 1251-1376, DOT Order 5660.1A, 23 CFR 650 Subpart B, 771, 33 CFR 209, 320-323, 325, 328, 329, 40 CFR 121-125, 129-131, 133, 135-136, 230-231.
- Fish and Wildlife Coordination Act: 16 U.S.C. 661-666(C)
- Floodplain Management: Executive Order 11988, as amended by Executive Order 12148.
- Highway Beautification Act 23 U.S.C. 131, 23 U.S.C. 136, 23 U.S.C. 319, 23 CFR 750, 23 CFR 751, 23 CFR 752

- Land and Water Conservation Fund Act (Section 6(f): 16 U.S.C. 460-4 to -11, 36 CFR 59.1)
- Marine Protection Research and Sanctuaries Act: 33 U.S.C. 1401-1445, 33 CFR 320 & 330, 40 CFR 220-225, 227-228, 230-231
- Migratory Bird Treaty Act: 16 U.S.C. 760c-760g
- National Environmental Policy Act: 42 U.S.C. 4321-4335, 23 CFR 771-772, 40 CFR 1500-1508; Executive Order 11514 and 11991.
- National Flood Insurance Act. Flood Disaster Protection Act. 42 U.S.C. 4001-4128, DOT Order 5650.2, 23 CFR 650, Subpart A 7, 23 CFR 771, 44 CFR 59-62, 64-68, 70-71, 75-77
- National Recreational Trails Program: 23 U.S.C. 206
- National Scenic Byways Program: 23 U.S.C. 162
- National Trails System Act: 16 U.S.C. 1241-1249, 36 CFR 251, 43 CFR 8350
- Native American Grave Protection and Repatriation Act: 25 U.S.C. 3001 et seq., 43 CFR 10
- Presidential Memorandum on Beneficial Landscaping
- Procedures for the Abatement of Highway Traffic and Construction Noise 23 CFR 772
- Protection of Wetlands: Executive Order 11990, DOT Order 5660.1A, 23 CFR 777
- Public hearings: 23 U.S.C. 128, 23 CFR 771.111(h)
- Resource Conservation and Recovery Act (RCRA), as amended: 42 U.S.C. 6901, et seq., 40 CFR 260-271
- Rivers and Harbors Act: 33 U.S.C. 401, ET SEQ., as amended and supplemented, 23 CFR 650, Subparts D & H, 33CFR114-115
- Safe Drinking Water Act: 42 U.S.C. 300F-300J-6
- Section 106 of the National Historic Preservation Act, as amended: 16 U.S.C. 470f, Executive Order 11593, 23 CFR 771, 36 CFR 60, 36 CFR63, 36 CFR 800
- Section 4(f) of The Department of Transportation Act: 23 U.S.C. 138, 49 U.S.C. 303, 23 CFR 771.135
- Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act 42 U.S.C. 6901, et seq., 40 CFR 256-300
- Superfund Amendment and Reauthorization Act (SARA) 40 CFR 300, 43 CFR 11
- The Historic Bridge Program: 23 U.S.C. 144(o)
- Title VI of the Civil Rights Act 23 U.S.C. 324, Americans with Disabilities Act 42 U.S.C. 12101, 49 CFR 21 and 23 CFR 200
- Transportation Enhancement Activities: 23 U.S.C. 101(a)(35), 23 U.S.C. 133(b)
- Uniform Relocation Assistance and Real Property Acquisition Act 42 U.S.C. 4601 et. Seq., 49 CFR 24
- Water Bank Act: 16 U.S.C. 1301-1311, 7 CFR 752

- Wetlands Mitigation Banks: 23 U.S.C. 103(I)(13), 23 U.S.C. 133(b)(11), 23 CFR 771, 23 CFR 777
- Wild and Scenic Rivers Act: 16 U.S.C. 1271-1287
- Wilderness Act: 16 U.S.C. 1131-1136
- Wildflowers 23 U.S.C. 319(b), 23 CFR 752

State

- Air Quality ORS 468a
- Elimination of Persistent, Bioaccumulative and Toxic Pollutants Executive Order 99-13
- Fish Passage ORS 498.351
- Indirect Source Construction Permit (as amended): stat. auth. ORS468; ORS340-2540-0010 through 0080
- Mined Land Reclamation Operating Permit ORS 517.750-990
- Noise Control ORS 467
- Ocean Shores ORS 390.605-309-770
- Oregon Endangered Species Act ORS 496.171 et seq.
- Oregon Forest Practices Act OAR 629-600-010 et seq.
- Oregon Mitigation Law ORS 541.626
- Oregon Plan for Salmon and Watershed Executive Order 99-01
- Oregon Scenic and Historic Highway Act
- Oregon Statewide Planning Goals
- Reduction of Use of Toxic Substances and Hazardous Waste Generation ORS 465
- Removal/Fill Law ORS 196.800-196.990
- Scenic Waterways ORS 390.805-390.925
- Solid Waste Management ORS 459 & 459a
- State Agency Coordination Agreement OAR 731-015
- State Pesticide Control Act ORS 634
- Storage, Treatment and Disposal of Hazardous Waste and PCB ORS 466
- Transportation Planning Rule OAR 660-012
- Water Quality ORS 468B
- Weed and Pest Control ORS 570.500 et seq.

Appendix

Traffic Signal Warrants

This page left blank intentionally.

Signal Warrant 1 Analysis for Selected Intersections - Existing Traffic Volumes

Diamond Lake Blvd. / Rifle Range Road

Start Time	4:00 PM	3:00 PM	5:00 PM	2:00 PM	1:00 PM	7:00 AM	12:00 PM	1:00 PM
Hour	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Major St. Volume	1,360	1,253	1,124	1,086	1,050	1,020	999	930
Minor St. Volume	73	63	58	70	65	54	86	62
Condition A (100%)	-	-	-	-	-	-	-	-
Condition B (100%)	-	-	-	-	-	-	-	-
Condition A and B (80%)	-	-	-	-	-	-	-	-
Overall	**NO**							

Douglas Ave / Jackson Street

Start Time	5:00 PM	4:00 PM	3:00 PM	1:00 PM	2:00 PM	12:00 PM	10:00 AM	11:00 AM
Hour	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Major St. Volume	582	579	568	530	522	513	476	474
Minor St. Volume	261	296	269	268	286	266	224	271
Condition A (100%)	-	-	-	-	-	-	-	-
Condition B (100%)	-	-	-	-	-	-	-	-
Condition A and B (80%)	-	-	-	-	-	-	-	-
Overall	**NO**							

Garden Valley Blvd. / Melrose

Start Time	5:00 PM	3:00 PM	4:00 PM	2:00 PM	1:00 PM	12:00 PM	11:00 AM	7:00 AM
Hour	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Major St. Volume	1,003	930	892	788	760	734	703	691
Minor St. Volume	203	314	261	211	230	228	231	381
Condition A (100%)	√	√	√	√	√	√	√	√
Condition B (100%)	√	-	-	-	-	-	-	-
Condition A and B (80%)	√	√	√	√	√	√	-	-
Overall	**YES**							

Edenbower Blvd. / I-5 NB on/off ramps (MP 127)

Start Time	3:00 PM	2:00 PM	5:00 PM	4:00 PM	1:00 PM	12:00 PM	11:00 AM	6:00 PM
Hour	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Major St. Volume	1,094	1,055	1,021	996	955	931	862	781
Minor St. Volume	265	247	267	265	214	182	188	157
Condition A (100%)	√	√	√	√	√	-	-	-
Condition B (100%)	√	√	√	√	√	√	-	-
Condition A and B (80%)	√	√	√	√	√	√	√	√
Overall	**YES**							

Edenbower Blvd. / I-5 SB on/off ramps (MP 127)

Start Time	5:00 PM	3:00 PM	4:00 PM	12:00 PM	2:00 PM	1:00 PM	6:00 PM	11:00 PM
Hour	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Major St. Volume	1,165	1,128	1,114	1,032	1,012	970	892	888
Minor St. Volume	232	283	279	266	275	267	185	266
Condition A (100%)	√	√	√	√	√	√	-	√
Condition B (100%)	√	√	√	√	√	√	-	-
Condition A and B (80%)	√	√	√	√	√	√	√	√
Overall	**YES**							

Pine Street / Mosher Ave

Start Time	4:00 PM	5:00 PM	3:00 PM	1:00 PM	2:00 PM	12:00 PM	11:00 AM	6:00 PM
Hour	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Major St. Volume	875	847	801	751	750	702	628	523
Minor St. Volume	79	73	111	88	70	93	82	47
Condition A (100%)	-	-	-	-	-	-	-	-
Condition B (100%)	-	-	-	-	-	-	-	-
Condition A and B (80%)	-	-	-	-	-	-	-	-
Overall	**NO**							

Douglas Ave / Kane Street

Start Time	5:00 PM	3:00 PM	4:00 PM	2:00 PM	*	*	*	*
Hour	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Major St. Volume	592	587	579	515				
Minor St. Volume	132	167	158	143				
Condition A (100%)	-	√	√	-				
Condition B (100%)	-	-	-	-				
Condition A and B (80%)	-	-	-	-				
Overall	**NO**							

* Traffic counts not available. However, since the heaviest travelled 4 hours do not meet the Warrant, Warrant 1 won't be met.

Stephens Street / Mosher Ave

Start Time	4:00 PM	3:00 PM	7:00 AM	2:00 PM	12:00 PM	8:00 AM	5:00 PM	11:00 AM
Hour	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Major St. Volume	883	785	735	728	708	701	677	660
Minor St. Volume	85	151	52	111	128	77	134	107
Condition A (100%)	-	√	-	-	-	-	-	-
Condition B (100%)	-	-	-	-	-	-	-	-
Condition A and B (80%)	-	√	-	-	-	-	-	-
Overall	**NO**							

Appendix

Traffic Capacity Worksheets – 2025 No Build

This page left blank intentionally.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	430	4	4	466	11	6
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	843	12	12	914	33	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			855		1324	422
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			855		1324	422
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		78	97
cM capacity (veh/h)			793		148	581

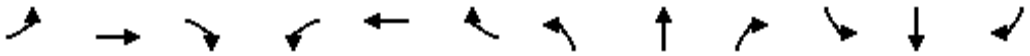
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	422	422	12	12	457	457	50
Volume Left	0	0	0	12	0	0	33
Volume Right	0	0	12	0	0	0	18
cSH	1700	1700	1700	793	1700	1700	201
Volume to Capacity	0.25	0.25	0.01	0.01	0.27	0.27	0.25
Queue Length 95th (ft)	0	0	0	1	0	0	24
Control Delay (s)	0.0	0.0	0.0	9.6	0.0	0.0	28.9
Lane LOS				A			D
Approach Delay (s)	0.0			0.1			28.9
Approach LOS							D

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	29.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	23	846	4	1	802	11	8	1	3	3	1	28
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)	46	1692	8	2	1604	22	16	2	6	6	2	56
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1626			1700			2651	3418	850	2564	3411	813
vC1, stage 1 conf vol	0			0								
vC2, stage 2 conf vol	0			0								
vCu, unblocked vol	1626			1700			2651	3418	850	2564	3411	813
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)	3.1			3.1								
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			100			0	69	98	35	70	83
cM capacity (veh/h)	686			677			7	7	304	9	7	322

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	46	1128	572	2	1069	557	24	64
Volume Left	46	0	0	2	0	0	16	6
Volume Right	0	0	8	0	0	22	6	56
cSH	686	1700	1700	677	1700	1700	9	57
Volume to Capacity	0.07	0.66	0.34	0.00	0.63	0.33	2.72	1.13
Queue Length 95th (ft)	5	0	0	0	0	0	102	134
Control Delay (s)	10.6	0.0	0.0	10.3	0.0	0.0	1608.3	278.6
Lane LOS	B			B			F	F
Approach Delay (s)	0.3			0.0			1608.3	278.6
Approach LOS							F	F

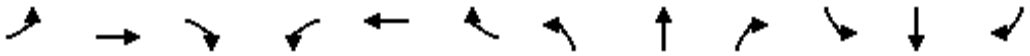
Intersection Summary			
Average Delay	16.4		
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.97		1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99	1.00		0.97	
Satd. Flow (prot)	1787	3195	1568	1752	3195	1553		3518	1470		3379	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.62	1.00		0.59	
Satd. Flow (perm)	1787	3195	1568	1752	3195	1553		2195	1470		2046	
Volume (vph)	70	585	100	46	349	309	28	202	44	263	167	65
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
Growth Factor (vph)	204%	204%	204%	204%	204%	204%	204%	204%	204%	204%	204%	204%
Adj. Flow (vph)	162	1356	232	107	809	716	65	468	102	610	387	151
RTOR Reduction (vph)	0	0	79	0	0	119	0	0	65	0	20	0
Lane Group Flow (vph)	162	1356	153	107	809	597	0	533	37	0	1128	0
Confl. Peds. (#/hr)									12			4
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	1%	13%	3%	3%	13%	4%	2%	2%	7%	2%	1%	3%
Turn Type	Prot		Perm	Prot		Perm	Perm		Perm	Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		
Actuated Green, G (s)	6.8	22.8	22.8	4.0	20.0	20.0		22.0	22.0		22.0	
Effective Green, g (s)	6.8	22.8	22.8	4.0	20.0	20.0		22.0	22.0		22.0	
Actuated g/C Ratio	0.11	0.38	0.38	0.07	0.33	0.33		0.36	0.36		0.36	
Clearance Time (s)	4.0	4.0	4.0	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		3.0	3.0		3.0	
Lane Grp Cap (vph)	200	1198	588	115	1051	511		794	532		740	
v/s Ratio Prot	c0.09	c0.42		0.06	0.25							
v/s Ratio Perm			0.10			0.38		0.24	0.03		c0.55	
v/c Ratio	0.81	1.13	0.26	0.93	0.77	1.17		0.67	0.07		2.12dl	
Uniform Delay, d1	26.4	19.0	13.2	28.3	18.3	20.4		16.4	12.7		19.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	21.4	70.2	0.2	62.2	3.5	95.4		4.5	0.3		242.6	
Delay (s)	47.7	89.2	13.4	90.5	21.8	115.8		20.8	13.0		262.0	
Level of Service	D	F	B	F	C	F		C	B		F	
Approach Delay (s)		75.3			67.5			19.6			262.0	
Approach LOS		E			E			B			F	

Intersection Summary			
HCM Average Control Delay	107.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	60.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		

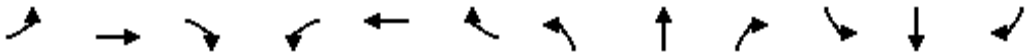
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00			0.97		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00			0.97		0.95	1.00	
Satd. Flow (prot)	1612	3246		1719	3267			1683		1656	1433	
Flt Permitted	0.25	1.00		0.25	1.00			0.70		0.76	1.00	
Satd. Flow (perm)	421	3246		450	3267			1212		1320	1433	
Volume (vph)	70	589	94	21	595	12	51	5	16	5	1	67
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
Growth Factor (vph)	198%	198%	198%	198%	198%	198%	198%	198%	198%	198%	198%	198%
Adj. Flow (vph)	158	1325	212	47	1339	27	115	11	36	11	2	151
RTOR Reduction (vph)	0	27	0	0	3	0	0	9	0	0	8	0
Lane Group Flow (vph)	158	1510	0	47	1363	0	0	153	0	11	145	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	12%	10%	2%	5%	10%	16%	5%	3%	9%	9%	12%	13%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	16.1	16.1		16.1	16.1			9.1		9.1	9.1	
Effective Green, g (s)	16.1	16.1		16.1	16.1			9.1		9.1	9.1	
Actuated g/C Ratio	0.48	0.48		0.48	0.48			0.27		0.27	0.27	
Clearance Time (s)	4.0	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	3.0	
Lane Grp Cap (vph)	204	1574		218	1584			332		362	393	
v/s Ratio Prot		c0.47			0.42						0.10	
v/s Ratio Perm	0.37			0.10				c0.13		0.01		
v/c Ratio	0.77	0.96		0.22	0.86			0.46		0.03	0.37	
Uniform Delay, d1	7.1	8.2		4.9	7.6			10.0		8.8	9.7	
Progression Factor	1.00	1.00		1.00	1.00			0.99		1.00	1.00	
Incremental Delay, d2	16.6	14.0		0.5	5.0			1.0		0.0	0.6	
Delay (s)	23.7	22.2		5.4	12.6			10.9		8.9	10.3	
Level of Service	C	C		A	B			B		A	B	
Approach Delay (s)		22.4			12.4			10.9			10.2	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	17.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	33.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	24	149	25	43	293	111	0	0	0	122	127	71
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	49	559	51	88	1099	226	0	0	0	458	259	266

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total (vph)	659	637	776	983
Volume Left (vph)	49	88	0	458
Volume Right (vph)	51	0	226	266
Hadj (s)	-0.01	0.09	-0.18	-0.07
Departure Headway (s)	7.1	7.7	7.4	6.9
Degree Utilization, x	1.29	1.36	1.60	1.89
Capacity (veh/h)	518	480	491	528
Control Delay (s)	168.3	195.3	295.7	423.4
Approach Delay (s)	168.3	250.4		423.4
Approach LOS	F	F		F

Intersection Summary			
Delay	288.4		
HCM Level of Service	F		
Intersection Capacity Utilization	116.5%	ICU Level of Service	H
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	216	83	103	258	76	93
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	853	181	225	1018	300	367
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1034		2412	943
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1034		2412	943
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			67		0	0
cM capacity (veh/h)			680		24	318

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1034	1243	667
Volume Left	0	225	300
Volume Right	181	0	367
cSH	1700	680	50
Volume to Capacity	0.61	0.33	13.48
Queue Length 95th (ft)	0	36	Err
Control Delay (s)	0.0	11.0	Err
Lane LOS		B	F
Approach Delay (s)	0.0	11.0	Err
Approach LOS			F

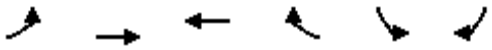
Intersection Summary			
Average Delay	2270.1		
Intersection Capacity Utilization	132.4%	ICU Level of Service	H
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	72	49	27	78	40	15
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	239	162	89	258	133	50
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			402		758	321
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			402		758	321
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			92		62	93
cM capacity (veh/h)			1167		348	717

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	401	348	133	50
Volume Left	0	89	133	0
Volume Right	162	0	0	50
cSH	1700	1167	348	717
Volume to Capacity	0.24	0.08	0.38	0.07
Queue Length 95th (ft)	0	6	43	6
Control Delay (s)	0.0	2.7	21.5	10.4
Lane LOS		A	C	B
Approach Delay (s)	0.0	2.7	18.5	
Approach LOS			C	

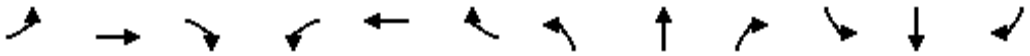
Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	47	42	34	15	16	41
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	156	140	113	50	53	136
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	164				592	139
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	164				592	139
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	89				87	85
cM capacity (veh/h)	1395				415	906

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	296	163	190
Volume Left	156	0	53
Volume Right	0	50	136
cSH	1395	1700	680
Volume to Capacity	0.11	0.10	0.28
Queue Length 95th (ft)	9	0	29
Control Delay (s)	4.6	0.0	12.3
Lane LOS	A		B
Approach Delay (s)	4.6	0.0	12.3
Approach LOS			B

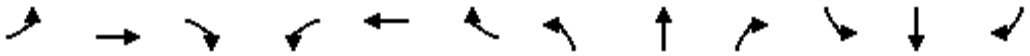
Intersection Summary			
Average Delay	5.7		
Intersection Capacity Utilization	40.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98		1.00	0.98		1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.96	1.00		0.99	
Satd. Flow (prot)	1736	1827	1524	1671	1827	1546		1723	1531		1636	
Flt Permitted	0.18	1.00	1.00	0.19	1.00	1.00		0.44	1.00		0.91	
Satd. Flow (perm)	331	1827	1524	341	1827	1546		795	1531		1506	
Volume (vph)	65	419	14	11	431	22	19	6	14	20	8	59
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	229%	229%	229%	229%	229%	229%	229%	229%	229%	229%	229%	229%
Adj. Flow (vph)	162	1043	35	27	1073	55	47	15	35	50	20	147
RTOR Reduction (vph)	0	0	6	0	0	7	0	0	30	0	65	0
Lane Group Flow (vph)	162	1043	29	27	1073	48	0	62	5	0	152	0
Confl. Peds. (#/hr)						1			1			
Heavy Vehicles (%)	4%	4%	6%	8%	4%	2%	6%	7%	3%	5%	5%	4%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	94.5	94.5	94.5	94.5	94.5	94.5		17.5	17.5		17.5	
Effective Green, g (s)	94.5	94.5	94.5	94.5	94.5	94.5		17.5	17.5		17.5	
Actuated g/C Ratio	0.79	0.79	0.79	0.79	0.79	0.79		0.15	0.15		0.15	
Clearance Time (s)	4.0	4.0	4.0	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		3.0	3.0		3.0	
Lane Grp Cap (vph)	261	1439	1200	269	1439	1217		116	223		220	
v/s Ratio Prot		0.57			c0.59							
v/s Ratio Perm	0.49		0.02	0.08		0.03		0.08	0.00		c0.10	
v/c Ratio	0.62	0.72	0.02	0.10	0.75	0.04		0.53	0.02		0.69	
Uniform Delay, d1	5.3	6.3	2.8	2.9	6.6	2.8		47.5	43.9		48.7	
Progression Factor	0.32	0.29	0.05	0.34	0.84	0.02		1.00	1.00		1.00	
Incremental Delay, d2	3.6	1.5	0.0	0.1	1.4	0.0		16.5	0.2		16.4	
Delay (s)	5.3	3.3	0.1	1.1	6.9	0.1		64.0	44.1		65.1	
Level of Service	A	A	A	A	A	A		E	D		E	
Approach Delay (s)		3.4			6.4			56.8			65.1	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM Average Control Delay	11.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	88.7%	ICU Level of Service	E
Analysis Period (min)	15		

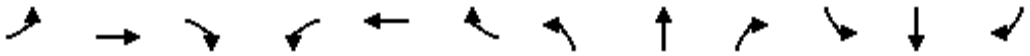
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.94		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3448		1626	3551		1805	1709		1805	1618	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	3448		1626	3551		1805	1709		1805	1618	
Volume (vph)	105	928	87	21	899	36	107	43	31	81	41	85
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor (vph)	193%	193%	193%	193%	193%	193%	193%	193%	193%	193%	193%	193%
Adj. Flow (vph)	223	1968	185	45	1907	76	227	91	66	172	87	180
RTOR Reduction (vph)	0	7	0	0	3	0	0	27	0	0	76	0
Lane Group Flow (vph)	223	2146	0	45	1980	0	227	130	0	172	191	0
Confl. Peds. (#/hr)						4			9			3
Heavy Vehicles (%)	0%	3%	7%	11%	1%	0%	0%	5%	0%	0%	7%	3%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	12.6	51.6		4.0	43.0		14.0	12.4		16.0	14.4	
Effective Green, g (s)	12.6	51.6		4.0	43.0		14.0	12.4		16.0	14.4	
Actuated g/C Ratio	0.13	0.52		0.04	0.43		0.14	0.12		0.16	0.14	
Clearance Time (s)	4.0	4.0		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		3.0	3.0	
Lane Grp Cap (vph)	227	1779		65	1527		253	212		289	233	
v/s Ratio Prot	0.12	c0.62		0.03	c0.56		c0.13	0.08		0.10	c0.12	
v/s Ratio Perm												
v/c Ratio	0.98	1.21		0.69	1.30		0.90	0.61		0.60	0.82	
Uniform Delay, d1	43.6	24.2		47.4	28.5		42.3	41.5		39.0	41.5	
Progression Factor	1.06	0.70		0.63	0.57		1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.0	93.4		2.9	134.0		30.7	5.2		3.3	19.6	
Delay (s)	60.2	110.3		32.8	150.3		73.0	46.7		42.3	61.1	
Level of Service	E	F		C	F		E	D		D	E	
Approach Delay (s)		105.6			147.7			62.3			53.7	
Approach LOS		F			F			E			D	

Intersection Summary			
HCM Average Control Delay	114.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.88		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)	1736	3478		1805	3495		1787	1630		1787	1799	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1736	3478		1805	3495		1787	1630		1787	1799	
Volume (vph)	13	513	30	89	818	153	63	21	101	185	37	18
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor (vph)	224%	224%	224%	224%	224%	224%	224%	224%	224%	224%	224%	224%
Adj. Flow (vph)	30	1173	69	203	1870	350	144	48	231	423	85	41
RTOR Reduction (vph)	0	5	0	0	19	0	0	131	0	0	24	0
Lane Group Flow (vph)	30	1237	0	203	2201	0	144	148	0	423	102	0
Confl. Peds. (#/hr)									2			2
Heavy Vehicles (%)	4%	3%	2%	0%	1%	0%	1%	0%	1%	1%	0%	0%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	1.6	24.4		9.0	31.8		7.9	16.0		12.0	20.1	
Effective Green, g (s)	1.6	24.4		9.0	31.8		7.9	16.0		12.0	20.1	
Actuated g/C Ratio	0.02	0.32		0.12	0.41		0.10	0.21		0.16	0.26	
Clearance Time (s)	4.0	4.0		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		3.0	3.0	
Lane Grp Cap (vph)	36	1096		210	1436		182	337		277	467	
v/s Ratio Prot	0.02	0.36		c0.11	c0.63		0.08	c0.09		c0.24	0.06	
v/s Ratio Perm												
v/c Ratio	0.83	1.13		0.97	1.53		0.79	0.44		1.53	0.22	
Uniform Delay, d1	37.8	26.5		34.1	22.8		33.9	26.8		32.7	22.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	85.2	69.7		52.0	243.3		20.5	4.1		254.7	1.1	
Delay (s)	123.0	96.2		86.1	266.1		54.4	30.9		287.4	23.6	
Level of Service	F	F		F	F		D	C		F	C	
Approach Delay (s)		96.8			251.0			38.9			226.9	
Approach LOS		F			F			D			F	

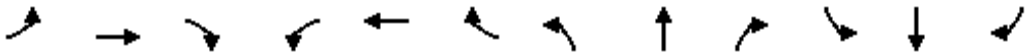
Intersection Summary			
HCM Average Control Delay	186.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	77.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	117.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	53	1	182	3	1	1	330	379	5	3	228	28
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	124	2	425	7	2	2	770	884	12	7	532	65
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			8									
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	3006	3003	565	2972	3036	884	597			884		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	3006	3003	565	2972	3036	884	597			884		
tC, single (s)	7.2	6.5	6.2	7.1	7.0	6.4	4.1			4.3		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.4	3.5	2.2			2.4		
p0 queue free %	0	15	18	0	0	99	20			99		
cM capacity (veh/h)	0	3	521	0	2	323	965			706		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	551	7	5	770	884	12	7	597
Volume Left	124	7	0	770	0	0	7	0
Volume Right	425	0	2	0	0	12	0	65
cSH	0	0	3	965	1700	1700	706	1700
Volume to Capacity	Err	37.73	1.38	0.80	0.52	0.01	0.01	0.35
Queue Length 95th (ft)	Err	Err	35	218	0	0	1	0
Control Delay (s)	Err	Err	1975.6	21.6	0.0	0.0	10.2	0.0
Lane LOS	F	F	F	C			B	
Approach Delay (s)	Err	6789.6		10.0			0.1	
Approach LOS	F	F						

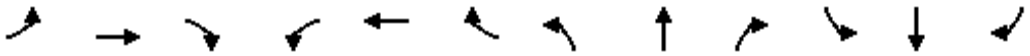
Intersection Summary				
Average Delay	1977.7			
Intersection Capacity Utilization	92.6%	ICU Level of Service		F
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.95			0.95	
Frpb, ped/bikes	1.00	0.99			1.00		1.00	1.00			1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Frt	1.00	0.85			1.00		1.00	1.00			0.99	
Flt Protected	0.95	1.00			0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1770	1550			1861		1805	3539			3528	
Flt Permitted	0.75	1.00			0.90		0.05	1.00			0.95	
Satd. Flow (perm)	1397	1550			1704		93	3539			3353	
Volume (vph)	50	1	72	2	3	0	43	777	0	2	884	77
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor (vph)	224%	224%	224%	224%	224%	224%	224%	224%	224%	224%	224%	224%
Adj. Flow (vph)	114	2	165	5	7	0	98	1776	0	5	2021	176
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	114	157	0	0	12	0	98	1776	0	0	2199	0
Confl. Peds. (#/hr)			1							3		
Heavy Vehicles (%)	2%	0%	3%	0%	0%	0%	0%	2%	0%	0%	1%	2%
Turn Type	Perm			Perm			D.Pm			D.Pm		
Protected Phases		4			8			6			2	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	16.3	16.3			16.3		95.7	95.7			95.7	
Effective Green, g (s)	16.3	16.3			16.3		95.7	95.7			95.7	
Actuated g/C Ratio	0.14	0.14			0.14		0.80	0.80			0.80	
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)	190	211			231		74	2822			2674	
v/s Ratio Prot		c0.10						0.50				
v/s Ratio Perm	0.08				0.01		c1.05				0.66	
v/c Ratio	0.60	0.75			0.05		1.32	0.63			0.82	
Uniform Delay, d1	48.8	49.9			45.1		12.2	4.9			7.1	
Progression Factor	1.00	1.00			1.00		1.44	1.27			0.88	
Incremental Delay, d2	5.2	13.4			0.1		154.4	0.1			1.4	
Delay (s)	54.0	63.3			45.2		171.9	6.4			7.7	
Level of Service	D	E			D		F	A			A	
Approach Delay (s)		59.5			45.2			15.0			7.7	
Approach LOS		E			D			B			A	

Intersection Summary			
HCM Average Control Delay	14.3	HCM Level of Service	B
HCM Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.85		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3401		1770	3438		1626	1600		1770	1723	
Flt Permitted	0.16	1.00		0.14	1.00		0.76	1.00		0.24	1.00	
Satd. Flow (perm)	304	3401		261	3438		1293	1600		454	1723	
Volume (vph)	1	374	27	212	689	1	30	1	148	1	1	1
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor (vph)	217%	217%	217%	217%	217%	217%	217%	217%	217%	217%	217%	217%
Adj. Flow (vph)	2	902	65	511	1661	2	72	2	357	2	2	2
RTOR Reduction (vph)	0	7	0	0	0	0	0	271	0	0	2	0
Lane Group Flow (vph)	2	960	0	511	1663	0	72	88	0	2	2	0
Confl. Peds. (#/hr)			1									
Heavy Vehicles (%)	2%	5%	4%	2%	5%	2%	11%	2%	1%	2%	2%	2%
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	25.3	24.5		46.1	41.3		17.1	17.1		17.1	17.1	
Effective Green, g (s)	25.3	24.5		46.1	41.3		17.1	17.1		17.1	17.1	
Actuated g/C Ratio	0.36	0.34		0.65	0.58		0.24	0.24		0.24	0.24	
Clearance Time (s)	4.0	4.0		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		3.0	3.0	
Lane Grp Cap (vph)	124	1170		542	1994		311	384		109	414	
v/s Ratio Prot	0.00	0.28		c0.23	0.48			c0.22			0.00	
v/s Ratio Perm	0.01			c0.38			0.06			0.00		
v/c Ratio	0.02	0.82		0.94	0.83		0.23	0.23		0.02	0.01	
Uniform Delay, d1	15.2	21.3		18.3	12.2		21.8	21.7		20.6	20.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	4.7		25.1	3.2		1.7	1.4		0.3	0.0	
Delay (s)	15.3	26.1		43.4	15.3		23.5	23.1		21.0	20.6	
Level of Service	B	C		D	B		C	C		C	C	
Approach Delay (s)		26.0			21.9			23.2			20.7	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	23.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	71.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

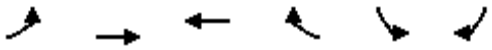
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	145	7	243	252	8	166
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	442	21	741	768	24	506
Pedestrians				2	2	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						8
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			465		2309	446
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			465		2309	446
tC, single (s)			4.1		6.9	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			32		0	9
cM capacity (veh/h)			1091		10	558

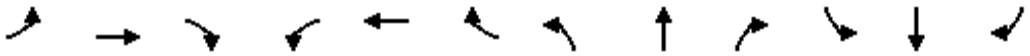
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	442	21	741	384	384	530
Volume Left	0	0	741	0	0	24
Volume Right	0	21	0	0	0	506
cSH	1700	1700	1091	1700	1700	194
Volume to Capacity	0.26	0.01	0.68	0.23	0.23	2.74
Queue Length 95th (ft)	0	0	141	0	0	1160
Control Delay (s)	0.0	0.0	15.0	0.0	0.0	834.5
Lane LOS			B			F
Approach Delay (s)	0.0		7.4			834.5
Approach LOS						F

Intersection Summary			
Average Delay	181.3		
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1736	3539	3524		1787	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1736	3539	3524		1787	1583
Volume (vph)	7	903	986	28	72	37
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor (vph)	190%	190%	190%	190%	190%	190%
Adj. Flow (vph)	14	1787	1951	55	142	73
RTOR Reduction (vph)	0	0	2	0	0	55
Lane Group Flow (vph)	14	1787	2004	0	142	18
Heavy Vehicles (%)	4%	2%	2%	3%	1%	2%
Turn Type	Prot					Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	1.4	48.0	42.6		19.0	19.0
Effective Green, g (s)	1.4	48.0	42.6		19.0	19.0
Actuated g/C Ratio	0.02	0.64	0.57		0.25	0.25
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	32	2265	2002		453	401
v/s Ratio Prot	0.01	c0.50	c0.57		c0.08	
v/s Ratio Perm						0.01
v/c Ratio	0.44	0.79	1.00		0.31	0.05
Uniform Delay, d1	36.4	9.8	16.2		22.7	21.2
Progression Factor	0.77	0.52	0.97		1.00	1.00
Incremental Delay, d2	2.8	0.9	6.2		1.8	0.2
Delay (s)	30.9	5.9	22.0		24.5	21.4
Level of Service	C	A	C		C	C
Approach Delay (s)		6.1	22.0		23.4	
Approach LOS		A	C		C	

Intersection Summary			
HCM Average Control Delay	15.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.98		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.93		1.00	0.97		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3489		1687	3228		1805	1759		1787	1556	
Flt Permitted	0.95	1.00		0.37	1.00		0.25	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3489		663	3228		475	1759		1787	1556	
Volume (vph)	229	329	4	1	547	513	3	14	4	370	1	357
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor (vph)	187%	187%	187%	187%	187%	187%	187%	187%	187%	187%	187%	187%
Adj. Flow (vph)	504	724	9	2	1203	1129	7	31	9	814	2	785
RTOR Reduction (vph)	0	0	0	0	113	0	0	7	0	0	206	0
Lane Group Flow (vph)	504	733	0	2	2219	0	7	33	0	814	581	0
Confl. Peds. (#/hr)			2			3			3			2
Heavy Vehicles (%)	2%	3%	23%	7%	3%	1%	0%	5%	0%	1%	0%	2%
Turn Type	Prot			Perm			Perm			Prot		
Protected Phases	5	2			6			8		7	4	
Permitted Phases				6			8					
Actuated Green, G (s)	24.0	84.0		56.0	56.0		16.0	16.0		38.0	58.0	
Effective Green, g (s)	24.0	84.0		56.0	56.0		16.0	16.0		38.0	58.0	
Actuated g/C Ratio	0.16	0.56		0.37	0.37		0.11	0.11		0.25	0.39	
Clearance Time (s)	4.0	4.0		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		3.0	3.0	
Lane Grp Cap (vph)	283	1954		248	1205		51	188		453	602	
v/s Ratio Prot	c0.28	0.21			c0.69			0.02		c0.46	c0.37	
v/s Ratio Perm				0.00			0.01					
v/c Ratio	1.78	0.37		0.01	1.84		0.14	0.17		1.80	0.96	
Uniform Delay, d1	63.0	18.4		29.5	47.0		60.7	61.0		56.0	45.0	
Progression Factor	1.00	1.00		0.73	0.76		1.00	1.00		1.00	1.00	
Incremental Delay, d2	365.4	0.6		0.0	380.7		1.2	0.4		367.4	29.0	
Delay (s)	428.4	18.9		21.7	416.5		62.0	61.4		423.4	74.0	
Level of Service	F	B		C	F		E	E		F	E	
Approach Delay (s)		185.7			416.2			61.5			251.6	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM Average Control Delay	307.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.68		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	138.0%	ICU Level of Service	H
Analysis Period (min)	15		

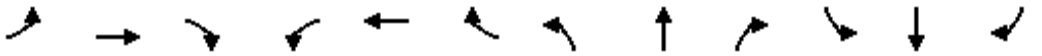
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations											
Sign Control		Free			Free			Stop		Stop	
Grade		0%			0%			0%		0%	
Volume (veh/h)	215	305	0	0	365	111	90	0	175	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
Hourly flow rate (vph)	545	772	0	0	924	281	228	0	443	0	0
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)									10		
Median type								None		None	
Median storage veh)											
Upstream signal (ft)		649			557						
pX, platoon unblocked	0.71			0.48			0.63	0.63	0.48	0.63	0.63
vC, conflicting volume	924			772			2786	2786	772	2786	2786
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	894			529			3160	3160	529	3160	3160
tC, single (s)	4.1			4.1			7.1	6.5	6.3	7.1	6.5
tC, 2 stage (s)											
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0
p0 queue free %	0			100			0	0	0	0	0
cM capacity (veh/h)	541			502			0	0	262	0	0

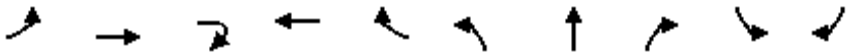
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	545	772	924	281	671
Volume Left	545	0	0	0	228
Volume Right	0	0	0	281	443
cSH	541	1700	1700	1700	0
Volume to Capacity	1.01	0.45	0.54	0.17	Err
Queue Length 95th (ft)	363	0	0	0	Err
Control Delay (s)	68.2	0.0	0.0	0.0	Err
Lane LOS	F				F
Approach Delay (s)	28.2		0.0		Err
Approach LOS					F

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	94.1%	ICU Level of Service	F
Analysis Period (min)	15		



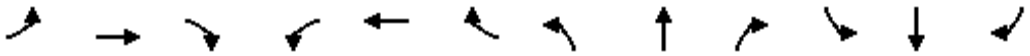
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0		4.0
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00		1.00
Frt	1.00	1.00			0.99		1.00	0.90		1.00		0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (prot)	1770	3539			3514		1770	1681		1770		1583
Flt Permitted	0.10	1.00			1.00		0.95	1.00		0.35		1.00
Satd. Flow (perm)	177	3539			3514		1770	1681		644		1583
Volume (vph)	68	809	0	0	997	50	455	141	262	37	0	217
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	195%	195%	195%	195%	195%	195%	195%	195%	195%	195%	195%	195%
Adj. Flow (vph)	144	1715	0	0	2113	106	964	299	555	78	0	460
RTOR Reduction (vph)	0	0	0	0	3	0	0	67	0	0	0	5
Lane Group Flow (vph)	144	1715	0	0	2216	0	964	788	0	78	0	455
Turn Type	Perm						Split			custom		custom
Protected Phases		4			8		2	2				
Permitted Phases	4									6		6
Actuated Green, G (s)	42.0	42.0			42.0		30.0	30.0		16.0		16.0
Effective Green, g (s)	42.0	42.0			42.0		30.0	30.0		16.0		16.0
Actuated g/C Ratio	0.42	0.42			0.42		0.30	0.30		0.16		0.16
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0		4.0		4.0
Lane Grp Cap (vph)	74	1486			1476		531	504		103		253
v/s Ratio Prot		0.48			0.63		c0.54	0.47				
v/s Ratio Perm	c0.81									0.12		c0.29
v/c Ratio	1.95	1.15			1.50		1.82	1.56		0.76		1.80
Uniform Delay, d1	29.0	29.0			29.0		35.0	35.0		40.1		42.0
Progression Factor	1.09	1.07			0.39		1.00	1.00		1.00		1.00
Incremental Delay, d2	446.3	73.1			225.8		374.3	262.7		39.9		374.6
Delay (s)	477.9	104.2			237.1		409.3	297.7		80.1		416.6
Level of Service	F	F			F		F	F		F		F
Approach Delay (s)		133.2			237.1			356.9			367.8	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	251.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.87		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	142.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR2	WBT	WBR	NBL	NBT	NBR	SBL	SBR2
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor		0.95	1.00	0.95		1.00	1.00		1.00	1.00
Frt		1.00	0.85	1.00		1.00	0.86		1.00	0.85
Flt Protected		1.00	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		3503	1599	3484		1770	1563		1641	1568
Flt Permitted		0.67	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)		2345	1599	3484		1770	1563		1641	1568
Volume (vph)	7	661	261	1014	28	212	9	145	19	37
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor (vph)	198%	198%	219%	198%	198%	198%	198%	198%	198%	198%
Adj. Flow (vph)	16	1504	657	2308	64	482	20	330	43	84
RTOR Reduction (vph)	0	0	99	1	0	0	255	0	0	75
Lane Group Flow (vph)	0	1520	558	2371	0	482	95	0	43	9
Heavy Vehicles (%)	3%	3%	1%	3%	10%	2%	10%	4%	10%	3%
Turn Type	Perm		Perm			Prot			Prot	custom
Protected Phases		2		6		3	8		1	
Permitted Phases	2		2							4
Actuated Green, G (s)		45.0	45.0	51.0		14.0	34.0		4.0	16.0
Effective Green, g (s)		45.0	45.0	51.0		14.0	34.0		4.0	16.0
Actuated g/C Ratio		0.30	0.30	0.34		0.09	0.23		0.03	0.11
Clearance Time (s)		4.0	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	3.0
Lane Grp Cap (vph)		704	480	1185		165	354		44	167
v/s Ratio Prot				c0.68		c0.27	c0.06		c0.03	
v/s Ratio Perm		c0.65	0.35							0.01
v/c Ratio		2.16	1.16	2.00		2.92	0.27		0.98	0.05
Uniform Delay, d1		52.5	52.5	49.5		68.0	47.8		73.0	60.2
Progression Factor		1.00	1.00	0.96		1.00	1.00		1.00	1.00
Incremental Delay, d2		522.0	75.7	451.6		880.8	1.8		125.9	0.6
Delay (s)		574.3	128.0	499.3		948.8	49.6		198.8	60.8
Level of Service		F	F	F		F	D		F	E
Approach Delay (s)		439.6		499.3			570.5			
Approach LOS		F		F			F			

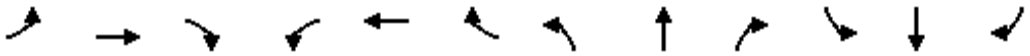
Intersection Summary			
HCM Average Control Delay	477.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.91		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	95.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	224	51	0	0	0	0	0	0	66	104	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)	0	460	90	0	0	0	0	0	0	136	184	0

Direction, Lane #	EB 1	EB 2	SB 1	SB 2
Volume Total (vph)	307	244	197	123
Volume Left (vph)	0	0	136	0
Volume Right (vph)	0	90	0	0
Hadj (s)	0.03	-0.24	0.35	0.02
Departure Headway (s)	5.5	5.2	6.2	5.9
Degree Utilization, x	0.47	0.35	0.34	0.20
Capacity (veh/h)	636	670	555	581
Control Delay (s)	12.0	9.8	11.2	9.1
Approach Delay (s)	11.0		10.4	
Approach LOS	B		B	

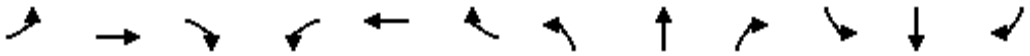
Intersection Summary				
Delay	10.8			
HCM Level of Service	B			
Intersection Capacity Utilization	34.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	52	41	37	37	0	0	0	0	82	824	46
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	92	73	66	66	0	0	0	0	146	1464	82
Pedestrians		8			4			3			1	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)											1169	
pX, platoon unblocked	0.84	0.84	0.84	0.84	0.84		0.84					
vC, conflicting volume	1838	1808	784	1149	1849	5	1554			4		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1808	1772	557	991	1821	5	1470			4		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	82	0	0	100	100			91		
cM capacity (veh/h)	0	64	401	0	60	1078	381			1618		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	165	131	878	814
Volume Left	0	66	146	0
Volume Right	73	0	0	82
cSH	101	0	1618	1700
Volume to Capacity	1.63	Err	0.09	0.48
Queue Length 95th (ft)	320	Err	7	0
Control Delay (s)	397.2	Err	2.2	0.0
Lane LOS	F	F	A	
Approach Delay (s)	397.2	Err	1.2	
Approach LOS	F	F		

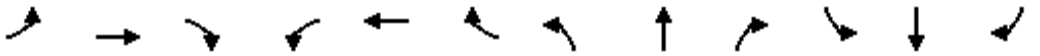
Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0								4.0	4.0	
Lane Util. Factor		0.91								1.00	0.95	
Frpb, ped/bikes		1.00								1.00	1.00	
Flpb, ped/bikes		1.00								1.00	1.00	
Frt		0.95								1.00	1.00	
Flt Protected		1.00								0.95	1.00	
Satd. Flow (prot)		4756								1787	3539	
Flt Permitted		1.00								0.95	1.00	
Satd. Flow (perm)		4756								1787	3539	
Volume (vph)	0	583	295	0	0	0	0	0	0	81	604	0
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor (vph)	151%	176%	151%	151%	176%	151%	176%	151%	176%	176%	151%	176%
Adj. Flow (vph)	0	1047	455	0	0	0	0	0	0	145	931	0
RTOR Reduction (vph)	0	42	0	0	0	0	0	0	0	31	0	0
Lane Group Flow (vph)	0	1460	0	0	0	0	0	0	0	114	931	0
Confl. Peds. (#/hr)			1			6			1			3
Heavy Vehicles (%)	0%	4%	3%	0%	0%	0%	0%	0%	0%	1%	2%	0%
Turn Type										Perm		
Protected Phases		2									4	
Permitted Phases										4		
Actuated Green, G (s)		27.1								22.0	22.0	
Effective Green, g (s)		27.1								22.0	22.0	
Actuated g/C Ratio		0.47								0.39	0.39	
Clearance Time (s)		4.0								4.0	4.0	
Vehicle Extension (s)		3.0								3.0	3.0	
Lane Grp Cap (vph)		2257								689	1364	
v/s Ratio Prot		c0.31									c0.26	
v/s Ratio Perm										0.06		
v/c Ratio		0.65								0.16	0.68	
Uniform Delay, d1		11.4								11.5	14.6	
Progression Factor		1.00								1.00	1.00	
Incremental Delay, d2		0.6								0.1	1.4	
Delay (s)		12.0								11.6	16.1	
Level of Service		B								B	B	
Approach Delay (s)		12.0			0.0			0.0			15.5	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM Average Control Delay	13.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	57.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	93.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0						4.0	4.0
Lane Util. Factor				1.00	0.95						0.95	1.00
Frpb, ped/bikes				1.00	1.00						1.00	0.99
Flpb, ped/bikes				1.00	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1770	3505						3374	1473
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1770	3505						3374	1473
Volume (vph)	0	0	0	82	699	0	0	0	0	0	688	529
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Growth Factor (vph)	143%	167%	143%	143%	167%	143%	167%	143%	167%	167%	143%	167%
Adj. Flow (vph)	0	0	0	152	1516	0	0	0	0	0	1278	1147
RTOR Reduction (vph)	0	0	0	23	0	0	0	0	0	0	0	1
Lane Group Flow (vph)	0	0	0	129	1516	0	0	0	0	0	1278	1146
Confl. Peds. (#/hr)						4			2			1
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	7%	8%
Turn Type				Perm								Perm
Protected Phases					6						4	
Permitted Phases				6								4
Actuated Green, G (s)				52.0	52.0						90.0	90.0
Effective Green, g (s)				52.0	52.0						90.0	90.0
Actuated g/C Ratio				0.35	0.35						0.60	0.60
Clearance Time (s)				4.0	4.0						4.0	4.0
Vehicle Extension (s)				3.0	3.0						3.0	3.0
Lane Grp Cap (vph)				614	1215						2024	884
v/s Ratio Prot					c0.43						0.38	
v/s Ratio Perm				0.07								c0.78
v/c Ratio				0.21	1.25						0.63	1.30
Uniform Delay, d1				34.5	49.0						19.3	30.0
Progression Factor				1.00	1.00						1.00	1.00
Incremental Delay, d2				0.8	118.5						0.6	141.8
Delay (s)				35.3	167.5						20.0	171.8
Level of Service				D	F						B	F
Approach Delay (s)		0.0			155.5			0.0			91.8	
Approach LOS		A			F			A			F	

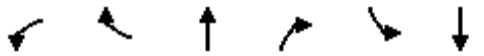
Intersection Summary			
HCM Average Control Delay	117.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	124.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection has too many lanes per leg.

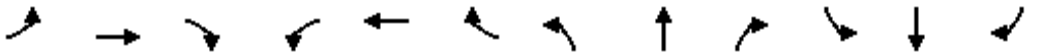
HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3127	1367	3539	1455	1641	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.21	1.00
Satd. Flow (perm)	3127	1367	3539	1455	356	3539
Volume (vph)	499	86	729	412	313	627
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	109%	109%	109%	109%	109%	109%
Adj. Flow (vph)	591	102	864	488	371	743
RTOR Reduction (vph)	0	58	0	157	0	0
Lane Group Flow (vph)	591	45	864	331	371	743
Confl. Peds. (#/hr)		2				
Confl. Bikes (#/hr)		3				
Heavy Vehicles (%)	12%	16%	2%	11%	10%	2%
Turn Type		Perm		custom	D.P+P	
Protected Phases	8		6		5	2
Permitted Phases		8		2	6	
Actuated Green, G (s)	21.0	21.0	37.2	61.0	57.0	61.0
Effective Green, g (s)	21.0	21.0	37.2	61.0	57.0	61.0
Actuated g/C Ratio	0.23	0.23	0.41	0.68	0.63	0.68
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)	730	319	1463	986	508	2399
v/s Ratio Prot	c0.19		0.24		c0.16	0.21
v/s Ratio Perm		0.03		0.23	c0.30	
v/c Ratio	0.81	0.14	0.59	0.34	0.73	0.31
Uniform Delay, d1	32.6	27.3	20.5	6.0	20.3	5.9
Progression Factor	1.00	1.00	0.84	0.05	1.00	1.00
Incremental Delay, d2	6.6	0.2	0.6	0.3	5.3	0.3
Delay (s)	39.2	27.5	17.8	0.6	25.7	6.2
Level of Service	D	C	B	A	C	A
Approach Delay (s)	37.5		11.6			12.7
Approach LOS	D		B			B

Intersection Summary			
HCM Average Control Delay	17.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99			1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.96		1.00	0.90			0.99			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	1.00
Satd. Flow (prot)	1770	1825		1770	1664			3373			3471	1563
Flt Permitted	0.95	1.00		0.95	1.00			1.00			0.94	1.00
Satd. Flow (perm)	1770	1825		1770	1664			3373			3261	1563
Volume (vph)	118	56	15	179	77	140	0	910	74	1	932	65
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor (vph)	164%	141%	164%	164%	141%	164%	141%	164%	141%	141%	164%	141%
Adj. Flow (vph)	208	85	26	316	117	247	0	1605	112	2	1644	99
RTOR Reduction (vph)	0	14	0	0	88	0	0	5	0	0	0	23
Lane Group Flow (vph)	208	97	0	316	276	0	0	1712	0	0	1646	76
Confl. Peds. (#/hr)			5			3			6			1
Heavy Vehicles (%)	2%	0%	0%	2%	0%	2%	2%	6%	2%	0%	4%	1%
Turn Type	Prot			Prot						pm+pt		Perm
Protected Phases	7	4		3	8			6		5	2	
Permitted Phases										2		2
Actuated Green, G (s)	13.5	8.8		22.4	17.7			46.8			46.8	46.8
Effective Green, g (s)	13.5	8.8		22.4	17.7			46.8			46.8	46.8
Actuated g/C Ratio	0.15	0.10		0.25	0.20			0.52			0.52	0.52
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	266	178		441	327			1754			1696	813
v/s Ratio Prot	0.12	0.05		c0.18	c0.17			c0.51				
v/s Ratio Perm											0.50	0.05
v/c Ratio	0.78	0.55		0.72	0.85			0.98			0.97	0.09
Uniform Delay, d1	36.8	38.7		30.9	34.8			21.1			20.9	10.9
Progression Factor	1.00	1.00		1.00	1.00			1.07			0.75	0.44
Incremental Delay, d2	13.9	3.4		5.5	17.8			10.9			14.8	0.2
Delay (s)	50.7	42.1		36.4	52.7			33.5			30.5	5.0
Level of Service	D	D		D	D			C			C	A
Approach Delay (s)		47.7			45.1			33.5			29.0	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	34.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	85.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.98			0.99		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85			0.96		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1500			1740		1719	3471		1770	3505	1568
Flt Permitted	0.75	1.00			0.92		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1391	1500			1633		1719	3471		1770	3505	1568
Volume (vph)	207	1	237	1	1	1	288	342	0	1	323	203
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	207%	207%	207%	207%	207%	207%	207%	207%	207%	207%	207%	207%
Adj. Flow (vph)	466	2	533	2	2	2	648	770	0	2	727	457
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	0	0	0	201
Lane Group Flow (vph)	466	535	0	0	5	0	648	770	0	2	727	256
Confl. Peds. (#/hr)			2			2						
Heavy Vehicles (%)	3%	2%	6%	2%	2%	2%	5%	4%	2%	2%	3%	3%
Turn Type	Perm			Perm			Prot			Prot		custom
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8								6
Actuated Green, G (s)	40.0	40.0			40.0		43.0	67.2		0.8	25.0	67.2
Effective Green, g (s)	40.0	40.0			40.0		43.0	67.2		0.8	25.0	67.2
Actuated g/C Ratio	0.33	0.33			0.33		0.36	0.56		0.01	0.21	0.56
Clearance Time (s)	4.0	4.0			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	3.0	3.0
Lane Grp Cap (vph)	464	500			544		616	1944		12	730	878
v/s Ratio Prot		c0.36					c0.38	0.22		0.00	c0.21	
v/s Ratio Perm	0.34				0.00							0.16
v/c Ratio	1.00	1.07			0.01		1.05	0.40		0.17	1.00	0.29
Uniform Delay, d1	40.0	40.0			26.7		38.5	14.9		59.3	47.4	13.9
Progression Factor	0.80	0.81			1.00		1.05	0.87		1.00	1.00	1.00
Incremental Delay, d2	35.9	53.9			0.0		27.8	0.1		6.5	32.3	0.8
Delay (s)	68.1	86.2			26.7		68.3	13.0		65.8	79.8	14.7
Level of Service	E	F			C		E	B		E	E	B
Approach Delay (s)		77.8			26.7			38.3			54.7	
Approach LOS		E			C			D			D	

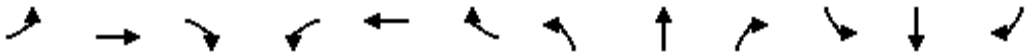
Intersection Summary			
HCM Average Control Delay	54.6	HCM Level of Service	D
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	92.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		0.97	0.95		1.00	0.95	
Frt	1.00	0.89		1.00	0.97		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3152		1752	1805		3433	3448		1719	3441	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3152		1752	1805		3433	3448		1719	3441	
Volume (vph)	192	151	408	129	182	41	442	744	97	51	629	143
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor (vph)	189%	189%	189%	189%	189%	189%	189%	189%	189%	189%	189%	189%
Adj. Flow (vph)	443	348	940	297	419	94	1019	1715	224	118	1450	330
RTOR Reduction (vph)	0	288	0	0	8	0	0	10	0	0	20	0
Lane Group Flow (vph)	443	1000	0	297	505	0	1019	1929	0	118	1760	0
Heavy Vehicles (%)	2%	2%	2%	3%	2%	4%	2%	3%	2%	5%	2%	2%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	16.0	19.0		14.0	17.0		19.0	45.0		6.0	32.0	
Effective Green, g (s)	16.0	19.0		14.0	17.0		19.0	45.0		6.0	32.0	
Actuated g/C Ratio	0.16	0.19		0.14	0.17		0.19	0.45		0.06	0.32	
Clearance Time (s)	4.0	4.0		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		3.0	3.0	
Lane Grp Cap (vph)	283	599		245	307		652	1552		103	1101	
v/s Ratio Prot	0.25	c0.32		0.17	c0.28		c0.30	0.56		0.07	c0.51	
v/s Ratio Perm												
v/c Ratio	1.57	1.60dr		1.21	1.64		1.56	1.24		1.15	1.60	
Uniform Delay, d1	42.0	40.5		43.0	41.5		40.5	27.5		47.0	34.0	
Progression Factor	0.94	0.81		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	256.0	302.3		127.1	304.1		260.7	115.0		133.2	273.8	
Delay (s)	295.6	334.9		170.1	345.6		301.2	142.5		180.2	307.8	
Level of Service	F	F		F	F		F	F		F	F	
Approach Delay (s)		324.8			281.2			197.2			299.8	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	262.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	125.0%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	60	66	0	0	27	42	42	833	38	0	0	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	102	112	0	0	46	71	71	1413	64	0	0	0
Pedestrians		1			12			2			4	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			1			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)											1171	
pX, platoon unblocked												
vC, conflicting volume	948	1633	3	1658	1601	755	1			1490		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	948	1633	3	1658	1601	755	1			1490		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	6	0	100	0	55	80	96			100		
cM capacity (veh/h)	108	96	1083	0	101	352	1619			452		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	214	117	778	771
Volume Left	102	0	71	0
Volume Right	0	71	0	64
cSH	101	179	1619	1700
Volume to Capacity	2.11	0.66	0.04	0.45
Queue Length 95th (ft)	461	95	3	0
Control Delay (s)	601.4	56.9	1.2	0.0
Lane LOS	F	F	A	
Approach Delay (s)	601.4	56.9	0.6	
Approach LOS	F	F		

Intersection Summary			
Average Delay	72.4		
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.96			0.95		1.00	0.98		1.00	1.00	
Flt Protected		0.98			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1777			1549		1787	3368		1492	3464	
Flt Permitted		0.92			0.80		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1656			1284		1787	3368		1492	3464	
Volume (vph)	1	1	1	84	1	47	14	668	106	88	502	7
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	211%	211%	211%	211%	211%	211%	211%	211%	211%	211%	211%	211%
Adj. Flow (vph)	2	2	2	193	2	108	32	1532	243	202	1151	16
RTOR Reduction (vph)	0	2	0	0	34	0	0	22	0	0	1	0
Lane Group Flow (vph)	0	4	0	0	269	0	32	1753	0	202	1166	0
Confl. Peds. (#/hr)			1						1			
Confl. Bikes (#/hr)						2						2
Heavy Vehicles (%)	0%	0%	0%	8%	5%	21%	1%	4%	9%	21%	4%	2%
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8								
Actuated Green, G (s)		14.9			14.9		1.6	21.7		11.4	31.5	
Effective Green, g (s)		14.9			14.9		1.6	21.7		11.4	31.5	
Actuated g/C Ratio		0.25			0.25		0.03	0.36		0.19	0.52	
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)		411			319		48	1218		283	1819	
v/s Ratio Prot							0.02	c0.52		0.14	c0.34	
v/s Ratio Perm		0.00			c0.21							
v/c Ratio		0.01			0.84		0.67	1.44		0.71	0.64	
Uniform Delay, d1		17.0			21.4		28.9	19.2		22.8	10.2	
Progression Factor		1.00			1.00		0.95	1.12		0.85	0.63	
Incremental Delay, d2		0.0			18.0		18.6	200.6		2.9	0.6	
Delay (s)		17.0			39.5		46.1	221.9		22.1	7.0	
Level of Service		B			D		D	F		C	A	
Approach Delay (s)		17.0			39.5			218.8			9.3	
Approach LOS		B			D			F			A	

Intersection Summary			
HCM Average Control Delay	120.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	89.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL	SWR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0			
Lane Util. Factor	0.91	0.91						0.88			
Frt	1.00	1.00						0.85			
Flt Protected	0.95	0.99						1.00			
Satd. Flow (prot)	1610	3352						2736			
Flt Permitted	0.95	0.99						1.00			
Satd. Flow (perm)	1610	3352						2736			
Volume (vph)	362	333	0	0	0	0	0	1012	55	0	0
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor (vph)	148%	173%	148%	148%	173%	148%	173%	148%	173%	148%	173%
Adj. Flow (vph)	558	600	0	0	0	0	0	1560	99	0	0
RTOR Reduction (vph)	26	26	0	0	0	0	0	5	0	0	0
Lane Group Flow (vph)	354	752	0	0	0	0	0	1654	0	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%
Turn Type	Prot										
Protected Phases	7	4						6			
Permitted Phases											
Actuated Green, G (s)	26.0	26.0						56.0			
Effective Green, g (s)	26.0	26.0						56.0			
Actuated g/C Ratio	0.29	0.29						0.62			
Clearance Time (s)	4.0	4.0						4.0			
Vehicle Extension (s)	3.0	3.0						3.0			
Lane Grp Cap (vph)	465	968						1702			
v/s Ratio Prot	0.22	c0.22						c0.60			
v/s Ratio Perm											
v/c Ratio	0.76	0.78						0.97			
Uniform Delay, d1	29.2	29.3						16.3			
Progression Factor	1.00	1.00						1.00			
Incremental Delay, d2	7.2	4.0						16.1			
Delay (s)	36.4	33.3						32.4			
Level of Service	D	C						C			
Approach Delay (s)		34.3			0.0		32.4			0.0	
Approach LOS		C			A		C			A	

Intersection Summary			
HCM Average Control Delay	33.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.92		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1687	1759	1506	1687	1579		1719	3345		1480	3264	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1687	1759	1506	1687	1579		1719	3345		1480	3264	
Volume (vph)	130	97	296	29	35	35	269	748	35	17	548	85
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
Growth Factor (vph)	187%	300%	187%	300%	300%	300%	187%	187%	300%	300%	187%	187%
Adj. Flow (vph)	259	310	589	93	112	112	535	1488	112	54	1090	169
RTOR Reduction (vph)	0	0	339	0	30	0	0	4	0	0	11	0
Lane Group Flow (vph)	259	310	250	93	194	0	535	1596	0	54	1248	0
Confl. Peds. (#/hr)	5		4	4		5	6					6
Heavy Vehicles (%)	7%	8%	5%	7%	9%	11%	5%	7%	4%	22%	8%	8%
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4									
Actuated Green, G (s)	19.5	28.9	28.9	7.0	16.4		32.8	62.5		5.6	35.3	
Effective Green, g (s)	19.5	28.9	28.9	7.0	16.4		32.8	62.5		5.6	35.3	
Actuated g/C Ratio	0.16	0.24	0.24	0.06	0.14		0.27	0.52		0.05	0.29	
Clearance Time (s)	4.0	4.0	4.0	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	3.0		3.0	3.0	
Lane Grp Cap (vph)	274	424	363	98	216		470	1742		69	960	
v/s Ratio Prot	c0.15	0.18		0.06	c0.12		c0.31	0.48		0.04	c0.38	
v/s Ratio Perm			0.17									
v/c Ratio	0.95	0.73	0.69	0.95	0.90		1.14	0.92		0.78	1.30	
Uniform Delay, d1	49.7	42.0	41.4	56.3	51.0		43.6	26.3		56.6	42.4	
Progression Factor	0.84	0.81	1.54	1.00	1.00		1.00	1.00		0.98	0.94	
Incremental Delay, d2	7.2	0.6	0.5	73.5	34.4		85.2	9.1		37.6	141.8	
Delay (s)	48.7	34.5	64.5	129.8	85.3		128.8	35.4		93.1	181.5	
Level of Service	D	C	E	F	F		F	D		F	F	
Approach Delay (s)		52.9			98.4			58.8			177.9	
Approach LOS		D			F			E			F	

Intersection Summary			
HCM Average Control Delay	91.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				
Lane Util. Factor					0.91		1.00	0.95				
Frt					0.98		1.00	1.00				
Flt Protected					1.00		0.95	1.00				
Satd. Flow (prot)					4967		1770	3539				
Flt Permitted					1.00		0.95	1.00				
Satd. Flow (perm)					4967		1770	3539				
Volume (vph)	0	0	0	0	398	85	378	1035	0	0	0	0
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor (vph)	151%	176%	151%	151%	176%	151%	176%	151%	176%	176%	151%	176%
Adj. Flow (vph)	0	0	0	0	865	158	821	1929	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	12	0	6	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1011	0	815	1929	0	0	0	0
Turn Type							Prot					
Protected Phases					8		1	6				
Permitted Phases												
Actuated Green, G (s)					23.7		58.3	58.3				
Effective Green, g (s)					23.7		58.3	58.3				
Actuated g/C Ratio					0.26		0.65	0.65				
Clearance Time (s)					4.0		4.0	4.0				
Vehicle Extension (s)					3.0		3.0	3.0				
Lane Grp Cap (vph)					1308		1147	2292				
v/s Ratio Prot					c0.20		0.46	c0.55				
v/s Ratio Perm												
v/c Ratio					0.77		0.71	0.84				
Uniform Delay, d1					30.7		10.3	12.3				
Progression Factor					1.00		0.78	0.78				
Incremental Delay, d2					2.9		1.5	2.8				
Delay (s)					33.6		9.5	12.3				
Level of Service					C		A	B				
Approach Delay (s)		0.0			33.6			11.5			0.0	
Approach LOS		A			C			B			A	

Intersection Summary			
HCM Average Control Delay	17.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	115.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	60	90	95	310	275	310
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	183	275	290	948	841	948
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		3				
Median type	None					
Median storage veh)						
Upstream signal (ft)					750	
pX, platoon unblocked						
vC, conflicting volume	2370	841	1789			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2370	841	1789			
tC, single (s)	6.5	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	0	23	14			
cM capacity (veh/h)	5	356	338			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	459	290	948	841	948
Volume Left	183	290	0	0	0
Volume Right	275	0	0	0	948
cSH	13	338	1700	1700	1700
Volume to Capacity	35.90	0.86	0.56	0.49	0.56
Queue Length 95th (ft)	Err	196	0	0	0
Control Delay (s)	Err	55.3	0.0	0.0	0.0
Lane LOS	F	F			
Approach Delay (s)	Err	13.0		0.0	
Approach LOS	F				

Intersection Summary			
Average Delay	1320.3		
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.98		1.00	0.99		1.00	0.92		1.00	0.89	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3411		1719	3475		1736	1678		1626	1601	
Flt Permitted		0.69		0.17	1.00		0.37	1.00		0.60	1.00	
Satd. Flow (perm)		2349		304	3475		668	1678		1028	1601	
Volume (vph)	52	493	67	36	376	15	66	44	47	14	44	124
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor (vph)	207%	207%	207%	207%	207%	207%	207%	207%	207%	207%	207%	207%
Adj. Flow (vph)	116	1097	149	80	837	33	147	98	105	31	98	276
RTOR Reduction (vph)	0	16	0	0	5	0	0	59	0	0	98	0
Lane Group Flow (vph)	0	1346	0	80	865	0	147	144	0	31	276	0
Confl. Peds. (#/hr)												1
Heavy Vehicles (%)	7%	3%	6%	5%	3%	11%	4%	6%	3%	11%	6%	4%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		23.8		23.8	23.8		28.0	21.8		20.4	18.0	
Effective Green, g (s)		23.8		23.8	23.8		28.0	21.8		20.4	18.0	
Actuated g/C Ratio		0.40		0.40	0.40		0.47	0.36		0.34	0.30	
Clearance Time (s)		4.0		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	3.0	
Lane Grp Cap (vph)		932		121	1378		422	610		373	480	
v/s Ratio Prot					0.25		c0.04	0.09		0.00	c0.17	
v/s Ratio Perm		c0.57		0.26			0.13			0.02		
v/c Ratio		1.44		0.66	0.63		0.35	0.24		0.08	0.57	
Uniform Delay, d1		18.1		14.8	14.5		14.9	13.3		14.0	17.8	
Progression Factor		1.00		1.24	0.93		1.00	1.00		1.02	1.14	
Incremental Delay, d2		206.1		6.9	0.5		0.5	0.9		0.1	4.5	
Delay (s)		224.2		25.3	14.0		15.4	14.2		14.5	24.7	
Level of Service		F		C	B		B	B		B	C	
Approach Delay (s)		224.2			15.0			14.7			23.9	
Approach LOS		F			B			B			C	

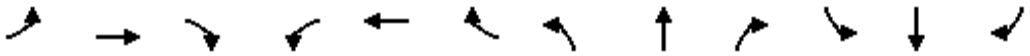
Intersection Summary			
HCM Average Control Delay	109.1	HCM Level of Service	F
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	99.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	NWR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.97		1.00	0.88	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.93		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.97		0.95	1.00	
Satd. Flow (prot)	1671	1858		1787	1868		1770	3258		1787	2803	
Flt Permitted	0.95	1.00		0.10	1.00		0.45	0.97		0.95	1.00	
Satd. Flow (perm)	1671	1858		195	1868		845	3258		1787	2803	
Volume (vph)	17	453	71	76	439	21	38	39	30	117	22	83
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
Growth Factor (vph)	218%	218%	218%	218%	218%	218%	218%	218%	218%	218%	218%	218%
Adj. Flow (vph)	39	1040	163	174	1007	48	87	89	69	268	50	190
RTOR Reduction (vph)	0	6	0	0	2	0	0	55	0	0	157	0
Lane Group Flow (vph)	39	1197	0	174	1053	0	87	103	0	268	83	0
Confl. Peds. (#/hr)			2			2						
Heavy Vehicles (%)	8%	0%	0%	1%	1%	0%	2%	5%	0%	1%	3%	1%
Turn Type	Prot			Perm			pm+pt			Prot		
Protected Phases	7				8		5	2		1		
Permitted Phases		4		8			2				6	
Actuated Green, G (s)	5.1	47.6		38.5	38.5		34.0	18.0		14.0	16.0	
Effective Green, g (s)	5.1	47.6		38.5	38.5		34.0	18.0		14.0	16.0	
Actuated g/C Ratio	0.06	0.52		0.42	0.42		0.37	0.20		0.15	0.17	
Clearance Time (s)	4.0	4.0		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		3.0	3.0	
Lane Grp Cap (vph)	93	966		82	785		475	640		273	490	
v/s Ratio Prot	0.02				0.56		c0.03	0.03		c0.15		
v/s Ratio Perm		c0.64		c0.89			c0.04				0.03	
v/c Ratio	0.42	1.24		2.12	1.34		0.18	0.16		0.98	0.17	
Uniform Delay, d1	41.8	22.0		26.6	26.6		19.2	30.5		38.7	32.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.0	116.4		543.4	162.3		0.8	0.5		49.1	0.7	
Delay (s)	44.9	138.4		570.0	188.9		20.0	31.1		87.8	32.9	
Level of Service	D	F		F	F		B	C		F	C	
Approach Delay (s)		135.5			242.8			27.1		61.9		
Approach LOS		F			F			C		E		

Intersection Summary			
HCM Average Control Delay	156.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.42		
Actuated Cycle Length (s)	91.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	102.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.94		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3531		1770	3539	1544	1770	1739		1752	1616	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.15	1.00		0.15	1.00	
Satd. Flow (perm)	1752	3531		1770	3539	1544	287	1739		284	1616	
Volume (vph)	610	418	6	138	406	73	32	158	109	72	99	468
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor (vph)	212%	212%	212%	212%	212%	212%	212%	212%	212%	212%	212%	212%
Adj. Flow (vph)	1347	923	13	305	897	161	71	349	241	159	219	1034
RTOR Reduction (vph)	0	1	0	0	0	41	0	28	0	0	189	0
Lane Group Flow (vph)	1347	935	0	305	897	120	71	562	0	159	1064	0
Confl. Peds. (#/hr)			2			2						
Confl. Bikes (#/hr)			3						1			
Heavy Vehicles (%)	3%	2%	1%	2%	2%	3%	2%	2%	2%	3%	3%	3%
Turn Type	Prot			Prot		Perm	Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		
Actuated Green, G (s)	36.0	37.0		15.0	16.0	16.0	26.0	26.0		26.0	26.0	
Effective Green, g (s)	36.0	37.0		15.0	16.0	16.0	26.0	26.0		26.0	26.0	
Actuated g/C Ratio	0.40	0.41		0.17	0.18	0.18	0.29	0.29		0.29	0.29	
Clearance Time (s)	4.0	4.0		4.0	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	3.0		3.0	3.0	
Lane Grp Cap (vph)	701	1452		295	629	274	83	502		82	467	
v/s Ratio Prot	c0.77	0.26		0.17	c0.25			0.32			c0.66	
v/s Ratio Perm						0.08	0.25			0.56		
v/c Ratio	1.92	0.64		1.03	1.43	0.44	0.86	1.12		1.94	2.28	
Uniform Delay, d1	27.0	21.2		37.5	37.0	33.0	30.2	32.0		32.0	32.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	420.0	1.0		61.5	200.9	1.1	64.5	77.4		463.9	581.9	
Delay (s)	447.0	22.2		99.0	237.9	34.1	94.7	109.4		495.9	613.9	
Level of Service	F	C		F	F	C	F	F		F	F	
Approach Delay (s)		272.8			182.7			107.8			600.6	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	313.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.94		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	184.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	3422		1770	3471	1557	1752	3259		3433	3539	1553
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1736	3422		1770	3471	1557	1752	3259		3433	3539	1553
Volume (vph)	270	588	55	284	732	348	116	293	172	381	355	349
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor (vph)	189%	189%	189%	189%	189%	189%	189%	189%	189%	189%	189%	189%
Adj. Flow (vph)	549	1195	112	577	1488	707	236	595	350	774	721	709
RTOR Reduction (vph)	0	6	0	0	0	241	0	72	0	0	0	322
Lane Group Flow (vph)	549	1301	0	577	1488	466	236	873	0	774	721	387
Confl. Peds. (#/hr)			1			2						
Heavy Vehicles (%)	4%	4%	4%	2%	4%	2%	3%	5%	4%	2%	2%	4%
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						8
Actuated Green, G (s)	27.0	35.0		29.0	37.0	37.0	13.0	21.0		19.0	27.0	27.0
Effective Green, g (s)	27.0	35.0		29.0	37.0	37.0	13.0	21.0		19.0	27.0	27.0
Actuated g/C Ratio	0.22	0.29		0.24	0.31	0.31	0.11	0.18		0.16	0.22	0.22
Clearance Time (s)	4.0	4.0		4.0	4.0	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	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	391	998		428	1070	480	190	570		544	796	349
v/s Ratio Prot	0.32	c0.38		0.33	c0.43		0.13	c0.27		c0.23	0.20	
v/s Ratio Perm						0.30						0.25
v/c Ratio	1.40	1.30		1.35	1.39	0.97	1.24	1.53		1.42	0.91	1.11
Uniform Delay, d1	46.5	42.5		45.5	41.5	41.0	53.5	49.5		50.5	45.3	46.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.72	0.72		1.07	1.08	1.24
Incremental Delay, d2	196.6	144.1		171.5	181.6	34.3	121.5	242.0		196.7	9.1	71.2
Delay (s)	243.1	186.6		217.0	223.1	75.2	159.8	277.5		250.8	58.0	129.1
Level of Service	F	F		F	F	E	F	F		F	E	F
Approach Delay (s)		203.3			184.1			253.9			148.6	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	189.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.38		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	126.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.86		1.00	0.88		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1574		1736	1658		1770	1850		1770	1845	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1574		1736	1658		1770	1850		1770	1845	
Volume (vph)	30	13	132	42	16	60	172	540	20	50	556	31
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
Growth Factor (vph)	188%	188%	188%	188%	188%	188%	188%	188%	188%	188%	188%	188%
Adj. Flow (vph)	64	28	282	90	34	128	367	1154	43	107	1188	66
RTOR Reduction (vph)	0	256	0	0	116	0	0	1	0	0	1	0
Lane Group Flow (vph)	64	54	0	90	46	0	367	1196	0	107	1253	0
Confl. Peds. (#/hr)			1						7			
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	2%	2%	2%	4%	1%	1%	2%	2%	2%	2%	2%	3%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	8.4	11.1		8.7	11.4		17.1	72.3		11.9	67.1	
Effective Green, g (s)	8.4	11.1		8.7	11.4		17.1	72.3		11.9	67.1	
Actuated g/C Ratio	0.07	0.09		0.07	0.10		0.14	0.60		0.10	0.56	
Clearance Time (s)	4.0	4.0		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		3.0	3.0	
Lane Grp Cap (vph)	124	146		126	158		252	1115		176	1032	
v/s Ratio Prot	0.04	c0.03		c0.05	0.03		c0.21	0.65		0.06	c0.68	
v/s Ratio Perm												
v/c Ratio	0.52	0.37		0.71	0.29		1.46	1.07		0.61	1.21	
Uniform Delay, d1	53.8	51.2		54.4	50.5		51.4	23.9		51.8	26.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.11	0.46	
Incremental Delay, d2	3.6	1.6		17.4	1.0		226.1	48.8		0.5	97.1	
Delay (s)	57.4	52.8		71.9	51.6		277.5	72.6		57.9	109.3	
Level of Service	E	D		E	D		F	E		E	F	
Approach Delay (s)		53.6			58.8			120.7			105.3	
Approach LOS		D			E			F			F	

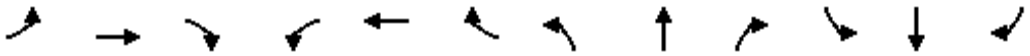
Intersection Summary			
HCM Average Control Delay	103.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	110.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	1578	3574	1599	1805	3574
Flt Permitted	0.95	1.00	1.00	1.00	0.06	1.00
Satd. Flow (perm)	1787	1578	3574	1599	108	3574
Volume (vph)	180	58	772	200	44	919
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	218%	218%	218%	218%	218%	218%
Adj. Flow (vph)	427	137	1829	474	104	2178
RTOR Reduction (vph)	0	9	0	104	0	0
Lane Group Flow (vph)	427	128	1829	370	104	2178
Confl. Peds. (#/hr)		5				
Heavy Vehicles (%)	1%	0%	1%	1%	0%	1%
Turn Type		Perm		custom	D.Pm	
Protected Phases	8		6			2
Permitted Phases		8		2	6	
Actuated Green, G (s)	32.8	32.8	79.2	79.2	79.2	79.2
Effective Green, g (s)	32.8	32.8	79.2	79.2	79.2	79.2
Actuated g/C Ratio	0.27	0.27	0.66	0.66	0.66	0.66
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)	488	431	2359	1055	71	2359
v/s Ratio Prot	c0.24		0.51			0.61
v/s Ratio Perm		0.08		0.23	c0.96	
v/c Ratio	0.88	0.30	0.78	0.35	1.46	0.92
Uniform Delay, d1	41.6	34.5	14.2	9.0	20.4	17.8
Progression Factor	1.00	1.00	1.27	1.44	1.00	1.00
Incremental Delay, d2	15.9	0.4	2.3	0.8	270.9	7.5
Delay (s)	57.6	34.9	20.4	13.8	291.3	25.3
Level of Service	E	C	C	B	F	C
Approach Delay (s)	52.1		19.0			37.4
Approach LOS	D		B			D

Intersection Summary			
HCM Average Control Delay	30.8	HCM Level of Service	C
HCM Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

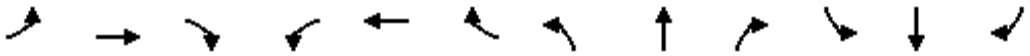
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	21	18	2	27	31	55	2	34	21	45	58	29
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)	49	42	5	62	72	127	5	79	49	104	134	67

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	95	134	127	132	305
Volume Left (vph)	49	62	0	5	104
Volume Right (vph)	5	0	127	49	67
Hadj (s)	0.07	0.27	-0.68	-0.14	-0.04
Departure Headway (s)	5.6	6.1	5.1	5.2	5.0
Degree Utilization, x	0.15	0.23	0.18	0.19	0.42
Capacity (veh/h)	577	556	658	643	684
Control Delay (s)	9.6	9.6	8.0	9.3	11.6
Approach Delay (s)	9.6	8.8		9.3	11.6
Approach LOS	A	A		A	B

Intersection Summary				
Delay	10.1			
HCM Level of Service	B			
Intersection Capacity Utilization	40.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	0	0	40	338	0	0	0	0	0	136	44
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	0	0	0	89	875	0	0	0	0	0	304	114

Direction, Lane #	WB 1	WB 2	SB 1	SB 2
Volume Total (vph)	381	583	202	215
Volume Left (vph)	89	0	0	0
Volume Right (vph)	0	0	0	114
Hadj (s)	0.13	0.02	0.02	-0.36
Departure Headway (s)	5.9	5.8	6.8	6.4
Degree Utilization, x	0.63	0.94	0.38	0.39
Capacity (veh/h)	597	607	516	545
Control Delay (s)	17.1	45.6	12.8	12.2
Approach Delay (s)	34.3		12.5	
Approach LOS	D		B	

Intersection Summary			
Delay	27.7		
HCM Level of Service	D		
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0		4.0	4.0		
Lane Util. Factor	1.00		0.88	1.00	0.95		1.00	1.00		
Frpb, ped/bikes	1.00		0.97	1.00	1.00		1.00	0.99		
Flpb, ped/bikes	1.00		1.00	1.00	1.00		1.00	1.00		
Frt	1.00		0.85	1.00	0.99		1.00	0.85		
Flt Protected	0.95		1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1770		2759	1770	3416		1719	1575		
Flt Permitted	0.95		1.00	0.95	1.00		0.95	1.00		
Satd. Flow (perm)	1770		2759	1770	3416		1719	1575		
Volume (vph)	50	0	911	6	1138	47	42	76	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	170%	170%	170%	170%	170%	170%	170%	170%	170%	170%
Adj. Flow (vph)	92	0	1683	11	2103	87	78	140	0	0
RTOR Reduction (vph)	0	0	429	0	2	0	0	114	0	0
Lane Group Flow (vph)	92	0	1254	11	2188	0	78	26	0	0
Confl. Peds. (#/hr)			2			5		1		
Heavy Vehicles (%)	2%	4%	0%	2%	5%	2%	5%	1%	2%	0%
Turn Type	Prot		custom	pm+pt				Perm		
Protected Phases	5			1	6		4			
Permitted Phases			2	6				4		
Actuated Green, G (s)	11.3		103.6	98.7	98.7		28.0	28.0		
Effective Green, g (s)	11.3		103.6	98.7	98.7		28.0	28.0		
Actuated g/C Ratio	0.08		0.69	0.66	0.66		0.19	0.19		
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)	133		1906	1165	2248		321	294		
v/s Ratio Prot	0.05			0.00	c0.64		c0.05			
v/s Ratio Perm			c0.45	0.01				0.02		
v/c Ratio	0.69		0.66	0.01	0.97		0.24	0.09		
Uniform Delay, d1	67.7		13.2	8.8	24.4		52.0	50.5		
Progression Factor	1.10		7.87	0.69	0.81		1.00	1.00		
Incremental Delay, d2	1.4		0.2	0.0	2.2		1.8	0.6		
Delay (s)	76.0		103.7	6.1	21.9		53.8	51.0		
Level of Service	E		F	A	C		D	D		
Approach Delay (s)		102.3			21.8		52.0		0.0	
Approach LOS		F			C		D		A	

Intersection Summary			
HCM Average Control Delay	57.4	HCM Level of Service	E
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		

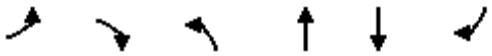
c Critical Lane Group



Movement	EBL	EBR	EBR2	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations												
Sign Control	Free				Stop			Stop			Free	
Grade	0%				0%			0%			0%	
Volume (veh/h)	901	798	90	0	0	0	927	0	1224	100	1150	1012
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)	979	867	98	0	0	0	1008	0	1330	109	1250	1100
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type					None			None				
Median storage veh)												
Upstream signal (ft)	1117										929	
pX, platoon unblocked	0.71			0.71	0.71		0.71	0.71	0.71			
vC, conflicting volume	2350			5048	5442	483	4410	4941	1175	965		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2492			6284	6839	483	5387	6135	840	965		
tC, single (s)	4.1			7.5	6.5	6.9	7.5	6.5	6.9	4.1		
tC, 2 stage (s)												
tF (s)	2.2			3.5	4.0	3.3	3.5	4.0	3.3	2.2		
p0 queue free %	0			0	0	100	0	0	0	85		
cM capacity (veh/h)	129			0	0	530	0	0	219	709		

Direction, Lane #	EB 1	EB 2	EB 3	SB 1	SB 2	NW 1	NW 2	NW 3
Volume Total	979	578	387	1008	1330	109	833	1517
Volume Left	979	0	0	1008	0	109	0	0
Volume Right	0	0	98	0	1330	0	0	1100
cSH	129	1700	1700	0	219	709	1700	1700
Volume to Capacity	7.62	0.34	0.23	Err	6.06	0.15	0.49	0.89
Queue Length 95th (ft)	Err	0	0	Err	Err	13	0	0
Control Delay (s)	3041.9	0.0	0.0	Err	Err	11.0	0.0	0.0
Lane LOS	F			F	F	B		
Approach Delay (s)	1532.0			Err		0.5		
Approach LOS				F				

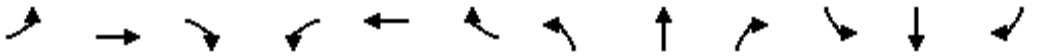
Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	176.0%	ICU Level of Service	H	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
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	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1656	1482	1687	1776	1792	1524
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1656	1482	1687	1776	1792	1524
Volume (vph)	115	100	65	305	485	15
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	128	111	72	339	539	17
RTOR Reduction (vph)	0	91	0	0	0	10
Lane Group Flow (vph)	128	20	72	339	539	7
Heavy Vehicles (%)	9%	9%	7%	7%	6%	6%
Turn Type		Perm	Prot			Perm
Protected Phases	8		1	6	2	
Permitted Phases		8				2
Actuated Green, G (s)	8.4	8.4	7.4	29.5	18.1	18.1
Effective Green, g (s)	8.4	8.4	7.4	30.0	18.6	18.6
Actuated g/C Ratio	0.18	0.18	0.16	0.65	0.40	0.40
Clearance Time (s)	4.0	4.0	4.0	4.5	4.5	4.5
Vehicle Extension (s)	4.0	4.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	300	268	269	1148	718	611
v/s Ratio Prot	c0.08		0.04	c0.19	c0.30	
v/s Ratio Perm		0.01				0.00
v/c Ratio	0.43	0.07	0.27	0.30	0.75	0.01
Uniform Delay, d1	16.9	15.8	17.1	3.6	11.9	8.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	0.2	0.5	0.1	4.4	0.0
Delay (s)	18.2	15.9	17.7	3.7	16.3	8.4
Level of Service	B	B	B	A	B	A
Approach Delay (s)	17.1			6.2	16.1	
Approach LOS	B			A	B	

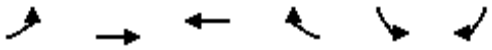
Intersection Summary			
HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	46.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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
Frpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	0.97
Flpb, ped/bikes		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)		1863	1568	1719	1845						1656	1541
Flt Permitted		1.00	1.00	0.05	1.00						0.95	1.00
Satd. Flow (perm)		1863	1568	92	1845						1656	1541
Volume (vph)	0	490	157	133	334	0	0	0	0	85	0	194
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%
Adj. Flow (vph)	0	1172	375	318	799	0	0	0	0	203	0	464
RTOR Reduction (vph)	0	0	58	0	0	0	0	0	0	0	0	258
Lane Group Flow (vph)	0	1172	317	318	799	0	0	0	0	0	203	206
Confl. Peds. (#/hr)									1			1
Confl. Bikes (#/hr)									3			1
Heavy Vehicles (%)	2%	2%	3%	5%	3%	2%	2%	2%	2%	9%	4%	2%
Turn Type			Perm	pm+pt						pm+pt		Perm
Protected Phases		2		1	6					7	4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		75.0	75.0	96.0	96.0						16.0	16.0
Effective Green, g (s)		75.0	75.0	96.0	96.0						16.0	16.0
Actuated g/C Ratio		0.62	0.62	0.80	0.80						0.13	0.13
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)		1164	980	304	1476						221	205
v/s Ratio Prot		0.63		c0.15	0.43							
v/s Ratio Perm			0.20	c0.69							0.12	c0.13
v/c Ratio		1.01	0.32	1.05	0.54						0.92	1.00
Uniform Delay, d1		22.5	10.6	48.1	4.2						51.4	52.0
Progression Factor		1.00	1.00	0.82	0.56						1.00	1.00
Incremental Delay, d2		28.1	0.9	59.2	0.3						38.4	63.8
Delay (s)		50.6	11.5	98.7	2.7						89.8	115.8
Level of Service		D	B	F	A						F	F
Approach Delay (s)		41.1			30.0			0.0			107.9	
Approach LOS		D			C			A			F	

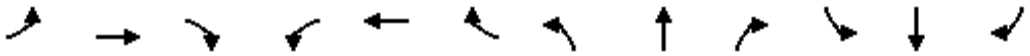
Intersection Summary			
HCM Average Control Delay	50.7	HCM Level of Service	D
HCM Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	94.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0
Lane Util. Factor		0.95	0.95		1.00	1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3539	3539		1703	1553
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3539	3539		1703	1553
Volume (vph)	0	1174	1393	0	104	116
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	200%	200%	200%	200%	200%	200%
Adj. Flow (vph)	0	2472	2933	0	219	244
RTOR Reduction (vph)	0	0	0	0	0	3
Lane Group Flow (vph)	0	2472	2933	0	219	241
Confl. Peds. (#/hr)						6
Heavy Vehicles (%)	2%	2%	2%	2%	6%	4%
Turn Type						Prot
Protected Phases		4	8		6	6
Permitted Phases						
Actuated Green, G (s)		74.7	74.7		17.3	17.3
Effective Green, g (s)		74.7	74.7		17.3	17.3
Actuated g/C Ratio		0.75	0.75		0.17	0.17
Clearance Time (s)		4.0	4.0		4.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		2644	2644		295	269
v/s Ratio Prot		0.70	c0.83		0.13	c0.15
v/s Ratio Perm						
v/c Ratio		0.93	1.11		0.74	0.89
Uniform Delay, d1		10.6	12.6		39.2	40.5
Progression Factor		1.00	0.67		1.00	1.00
Incremental Delay, d2		7.0	49.8		15.5	33.4
Delay (s)		17.6	58.2		54.7	73.8
Level of Service		B	E		D	E
Approach Delay (s)		17.6	58.2		64.8	
Approach LOS		B	E		E	

Intersection Summary			
HCM Average Control Delay	41.6	HCM Level of Service	D
HCM Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	98.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.98		0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.96		1.00	1.00			1.00	0.85		0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (prot)	1770	3385		1703	3517			1783	1506		1673	
Flt Permitted	0.08	1.00		0.08	1.00			0.56	1.00		0.16	
Satd. Flow (perm)	155	3385		149	3517			1047	1506		273	
Volume (vph)	60	786	295	149	971	31	242	29	330	61	9	49
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor (vph)	198%	198%	198%	198%	198%	198%	224%	224%	224%	198%	198%	198%
Adj. Flow (vph)	141	1853	695	351	2289	73	645	77	880	144	21	116
RTOR Reduction (vph)	0	51	0	0	3	0	0	0	16	0	6	0
Lane Group Flow (vph)	141	2497	0	351	2359	0	0	722	864	0	275	0
Confl. Peds. (#/hr)									5			4
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	2%	2%	3%	6%	2%	7%	2%	2%	5%	2%	9%	5%
Turn Type	Perm			Perm			Perm		Perm	Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	48.0	48.0		48.0	48.0			19.0	19.0		19.0	
Effective Green, g (s)	48.0	48.0		48.0	48.0			19.0	19.0		19.0	
Actuated g/C Ratio	0.64	0.64		0.64	0.64			0.25	0.25		0.25	
Clearance Time (s)	4.0	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		3.0	
Lane Grp Cap (vph)	99	2166		95	2251			265	382		69	
v/s Ratio Prot		0.74			0.67							
v/s Ratio Perm	0.91			c2.35				0.69	0.57		c1.01	
v/c Ratio	1.42	1.15		3.69	1.05			2.72	2.26		3.99	
Uniform Delay, d1	13.5	13.5		13.5	13.5			28.0	28.0		28.0	
Progression Factor	0.97	1.03		1.43	1.40			1.00	1.00		1.00	
Incremental Delay, d2	233.4	73.6		1215.0	23.1			786.6	576.5		1377.6	
Delay (s)	246.5	87.5		1234.3	42.0			814.6	604.5		1405.6	
Level of Service	F	F		F	D			F	F		F	
Approach Delay (s)		95.8			196.2			699.2			1405.6	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	316.4	HCM Level of Service	F
HCM Volume to Capacity ratio	3.76		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	131.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Appendix

Roadway Projects – Purpose and Need Statements

This page left blank intentionally.

Roadway Projects – Purpose and Need Statements

Stewart Parkway Improvements

With anticipated future growth and increased traffic volumes, capacity improvements will be needed for Stewart Parkway. In addition, balancing the transportation system with transportation facilities for other modes including bicycles and pedestrians is key to the transportation system. Without any additional improvements to Stewart Parkway, the roadway with the future growth will not meet mobility standards. In addition, significant safety issues exist at the intersection of Stewart Parkway and Harvard Avenue which collision rate exceed the statewide average of collisions per million vehicle miles. Therefore, safety improvements are needed at this intersection.

This project is proposed to widen Stewart Parkway to four lanes between Harvey Avenue and Garden Valley Parkway, straighten the S-curves, and build a new bridge. In addition, new bike lanes and sidewalk should be included in the project to promote other modes of transportation. Also, an access management plan is proposed to be included as part of this project.

The safety improvement at the intersection of Harvard Avenue at Stewart Parkway includes adding turn lanes (as recommended in the intersection improvements). By adding turn lanes, the vehicles stopped to make turns are taken out of the through traffic stream to reduce rear-end type crashes (predominant crash type).

Stewart Parkway Bridge

With anticipated future growth and increased traffic volumes, capacity improvements will be needed for Stewart Parkway. In addition, balancing the transportation system with transportation facilities for other modes including bicycles and pedestrians is key to the transportation system. Without any additional improvements to Stewart Parkway, the roadway with the future growth will not meet mobility standards.

A new bridge over the South Umpqua River with bicycle and pedestrian facilities is proposed to increase roadway capacity and provide transportation options for other modes of transportation.

Valley View Drive- Keasey Street to Kline Street

With anticipated future growth and encouraging other modes, circulation and mobility are needed on Valley View Drive. This project is proposed to widen Valley View Drive to a collector street, including installing sidewalks and storm drain facilities on both sides of the street.

Troost Street

With anticipated future growth in the Charter Oaks area, mobility and safety on collectors is critical to the transportation system. To improve mobility and

safety, this project proposes to straighten the two ninety-degree turns on Troost Street and eliminate the blind corner at the in the intersection of Charter Oaks Drive.

Harvard Avenue Interchange Access Management Plan and New Bridge connection from Harvard Avenue to Diamond Lake Boulevard

With anticipated future growth and increased traffic volumes along Harvard Avenue, downtown Roseburg, and Harvard Avenue interchange, capacity improvements and potential new bridge connection will be needed for this area. In addition, traffic flow in downtown Roseburg is often stopped due to trains traveling on the railroad tracks in downtown Roseburg. A new railroad over-crossing bridge would provide a route for traffic to circulate when trains are using the railroad tracks through downtown Roseburg. In addition, this crossing will provide a route for traffic to circulate without directly entering into the downtown area. Balancing the transportation system with transportation facilities for other modes including bicycles and pedestrians is a key component to the transportation system. Providing bicycle and pedestrians connections in this area is needed.

This project proposes an interchange access management plan for the Harvard Avenue interchange area including the potential new bridge from Harvard Avenue to Diamond Lake Boulevard. The alignment of the potential bridge connection would be determined as part of interchange access management plan and assessing the existing residential and environmental conditions. The project includes improvements to existing bicycle and pedestrian facilities and new bike lanes and sidewalks on the potential new bridge connection. Connections to the multi-use path system from the bicycle and pedestrian facilities in this area are proposed.

Harvard Avenue Bridge and Harvard Avenue (West of Lookingglass)

With anticipated future growth in the Charter Oaks area, mobility and access is needed to accommodate the future growth in Charter Oaks. In addition, alternate routes are needed into and out of Charter Oaks area to provide circulation and disperse traffic onto the transportation system. A need for transportation facilities for other modes including transit, bicycles, and pedestrians are critical to the transportation system and promoting use of other transportation system alternatives.

This project proposes a new bridge with pedestrian and bicycle facilities on the west end of Harvard Avenue over the South Umpqua River. In addition, the project proposes to widen Harvard Avenue and meet arterial street standards west of Lookingglass Road to the new bridge. The project includes pedestrian and street lighting facilities.

Lookingglass Road – South of Harvard Avenue

To improve safety and mobility on Lookingglass Road, improvements are needed to bring this roadway p to arterial street standards. This project proposes to widen the roadway to arterial street design standards and install sidewalks and storm drains.

New Arterial from West Harvard Connector to Garden Valley (Troost/Charter Oaks/West Harvard Connector)

With anticipated future growth in the Charter Oaks area, mobility and access is needed to accommodate the future growth in Charter Oaks. In addition, alternate routes are needed into and out of Charter Oaks area and new developments in west Roseburg to disperse traffic onto the transportation system. In addition, this connection will provide access to the Charter Oaks area and circulation within the area. A need for transportation facilities for other modes including transit, bicycles, and pedestrians are critical to the transportation system and promoting use of other transportation system alternatives.

This project proposes a new arterial street from the West Harvard Avenue Bridge to Troost Street to Garden Valley. This project includes the bicycle lanes and sidewalks.

Black Street Extension

To provide access and circulation, this project proposes to extend Black Street west to Goetz Street, allowing traffic to utilize the existing traffic signal at the intersection of Garden Valley Boulevard and Goetz Street.

Broad Street to Edenbower

To improve safety and mobility, this project proposes reconstruct Broad Street to collector street design standards, construct drainage facilities, and construct pedestrian facilities.

New West Side Arterial (north of Garden Valley Boulevard)

With anticipated future growth on the west side of Roseburg, mobility and access is needed to accommodate the future growth. In addition, alternate routes are needed into and out of area of new developments to disperse traffic onto the transportation system and provide circulation within the area. A need for transportation facilities for other modes including bicycles and pedestrians are critical to the transportation system and promoting use of other transportation system alternatives.

The project proposes a new collector street connection from Garden Valley Boulevard to Broad Street including bike lanes and sidewalks.

Garden Valley Boulevard Safety and Capacity Improvements

With anticipated future growth on the west side of Roseburg, mobility and access is needed to accommodate the future growth. Garden Valley Boulevard is a central east-west arterial carrying a significant amount of Roseburg's traffic.

Without additional capacity improvements, Garden Valley Boulevard will not meet mobility standards and result in significant safety concerns. In addition, significant safety problems exist at the intersections of Garden Valley Boulevard at Stewart Parkway and Garden Valley Boulevard and Stephens Street.

The Garden Valley Safety and Capacity Improvement Project (from Kline Street to Stephens Street) needs to include traffic signal coordination along the corridor (as recommended per roadway improvement projects), roadway capacity upgrade to three lanes in each direction, intersection turn lanes (as recommended under intersection improvements), and multi-modal considerations. As part of the project, specific intersection improvements for the high crash rate locations follow:

- ***Garden Valley Boulevard at Stewart Parkway*** – the predominant type of crashes are entering at angle with the cause as failing to yield the right of way and rear-end type crashes in the same direction. Signal coordination along Stephens Street and adding turn lanes as recommended in the intersection improvements. The increased capacity along Garden Valley Boulevard will improve congestion and gaps in the traffic stream. By improving traffic flow and increase gaps in the traffic, may encourage drivers to be more patient and wait for appropriate gaps and yield the right of way. By adding turn lanes, the vehicles stopped to make turns are taken out of the through traffic stream to reduce rear-end type crashes.
- ***Garden Valley Boulevard at Stephens Street*** (see below - under Stephens Street improvements)

<u>Stephens Street Safety and Capacity Improvements</u>
With anticipated future growth in Roseburg, mobility and access is needed to accommodate the future growth. Stephens Street is a central north-south arterial parallel to Interstate 5 carrying a significant amount of Roseburg's traffic. Without additional capacity improvements, Stephens Street will not meet mobility standards and result in significant safety concerns. In addition, significant safety problems exist along Stephens Street.

As discussed in Chapter 3, collision data collected from ODOT show 1,464 total collisions inside the Roseburg UGB between January 2001 and December of 2003. Three intersections as discussed in Chapter 3 exceed the statewide average of collisions per million vehicle miles which follow:

- Oak Avenue at Pine Street
- Garden Valley Boulevard at Stewart Parkway
- Harvard Avenue at Stewart Parkway

In addition, several of the high crash locations occurred on Stephens Street and Garden Valley Boulevard.

The Stephens Street / Pine Street Safety Improvement Project (from Mosher Avenue to Edenbower) proposes the project to include traffic signal coordination along the corridor (as recommended per roadway improvement projects), intersection turn lanes (as recommended under intersection improvements), and multi-modal considerations. As part of the project, specific intersection improvements for high crash locations follow:

- ***Pine Street/Oak Avenue*** – the predominant type of crash at this location is entering at angle and the cause is disregard for the traffic signal. A signal coordination project is recommended along the Stephens Street/Pine Street corridor to improve signal operations and safety at this location. In addition, improved signage at this intersection is recommended.
- ***Garden Valley Boulevard at Stephens Street*** – the predominant type of crash is same direction with cause of following too close (rear-end type crashes). Signal coordination along Stephens Street and adding turn lanes as recommended in the intersection improvements. Signal coordination will help keep the speeds consistent between intersections. By adding turn lanes, the vehicles stopped to make turns are taken out of the through traffic stream to reduce rear-end type crashes.

<u>Upgrade classification of Stewart Park Drive</u>
With anticipated future growth and capacity needs within the "box" consisting of Stewart Parkway, Garden Valley Boulevard, Stephens Street, and Harvard Avenue, circulation and mobility within the "box" is needed. Stewart Park Drive is north-south street located within the "box" and provides a connection between Garden Valley Boulevard and Harvard Avenue.

This project proposes to upgrade the classification of Stewart Park Drive from Local Street to Collector. In addition, proposed improvements include upgrading the street to meet collector street standards. Operational improvements and re-striping will need to be addressed as part of this project.

<u>Alameda Avenue/Cloverdale</u>
To improve access and mobility, this project proposes to reconstruct the street to meet collector street standards. This project includes installing drainage and constructing pedestrian improvements.

<u>Fulton Street Improvements</u>
This street serves as a collector north of Diamond Lake Boulevard. The existing condition of the roadway is very poor and improvements to collector street standards are needed. In addition, a traffic signal is needed at the intersection with Diamond Lake Boulevard and proposed as part of the project. This project

proposes reconstruction of the street to collector street standards, traffic signal at Diamond Lake Boulevard, bike lanes and sidewalks.

Rifle Range Street – North of Diamond Lake Boulevard
To accommodate anticipated future traffic growth, capacity improvements are needed on Rifle Range Street. In addition, safety improvements are needed which include realignment of the roadway. This project proposes to widen the street to four lanes, realign the street, and add sidewalks and storm drainage.

Vine Street Improvements (North of Alameda) and Extension
With increased future traffic growth, there is a need for alternate parallel route connections to Stephens Street. Vine Street is a collector street that runs parallel to Stephens Street and serves residential areas. A north-south extension of Vine Street to Newton Creek Road would help relieve some traffic congestion on Stephens Street and provide mobility and access opportunities for local traffic to circulate through the transportation system.

This project proposes improvements to Vine Street (north of Alameda) to collector street standards including bike lanes and sidewalks. The project proposes to extend Vine Street north to Newton Creek Road.

New Collector Connection - Odell Avenue to Rifle Range Street
With anticipated future growth on Diamond Lake Boulevard, parallel route connections are needed to improve mobility and access. In addition, alternate routes will provide circulation for all modes within the area. A need for transportation facilities for other modes including bicycles and pedestrians are critical to the transportation system and promoting use of other transportation system alternatives.

This project proposes to extend Odell Avenue to connect to Fulton Street and to connect east to Rifle Range Street. This project would provide sidewalks and bike lanes on the new collector connection.

New North-South Collector from Rifle Range Street to Newton Creek Road:
With increased future traffic growth, there is a need for alternate parallel route connections to Stephens Street and “the box.” A north-south extension of Rifle Range Street to Newton Creek Road would provide mobility and access opportunities for local traffic to circulate through the transportation system without having to use Stephens Street. This connection will improve north-south connectivity and improve mobility and access to potential new developments

The project proposes a new north-south collector street connecting Rifle Range Street north to Newton Creek Road. Specific alignment would need to be determined per topographical conditions and conceptual design and to connect new developments in the east side.

New North-South Collector between Alameda Avenue and Newton Creek Road
With increased future traffic growth, there is a need for alternate parallel route connections to Stephens Street. New north-south connection would improve connectivity and provide mobility and access opportunities for local traffic to circulate through the transportation system.

This project proposes a new north-south collector street between Alameda Avenue and Newton Creek Road (east of Vine Street). The project includes the installation of bike lanes and sidewalks.

New East-West Collector between Rifle Range Street Extension and New North-South Collector (north of Alameda)
To provide circulation and connectivity in east Roseburg, this project proposes an new east-west collector between Rifle Range Street Extension (north) and the new north-south collector (described above). Significant topography constraints exist in the area; therefore, the specific location of the connection to be determined by a conceptual engineering design study.

Douglas Avenue – Stephens Street to Diamond Lake Boulevard
With anticipated future growth on Diamond Lake Boulevard, parallel route connections and improvements are needed to improve mobility and access. In addition, alternate routes will provide circulation for all modes within the area. A need for transportation facilities for other modes including bicycles and pedestrians are critical to the transportation system and promoting use of other transportation system alternatives.

This project proposes to widen Douglas Avenue to four lanes (a parallel route to Diamond Lake Boulevard), and add sidewalks, bicycle lanes, and storm drainage.

Portland Avenue Bridge and Interchange Improvements
An Interchange Access Management Plan for this interchange is underway. The purpose and need for interchange improvements and a new bridge are being studied along with conceptual design plans. This project proposes interchange improvements and a new bridge to connect to the Portland Avenue interchange at Interstate 5 to Old Highway 99. This will create a new connection to the downtown area from the south.

Walnut Street Improvements and Walnut Street Bridge
With anticipated future growth and capacity needs within the “box” consisting of Stewart Parkway, Garden Valley Boulevard, Stephens Street, and Harvard Avenue, circulation and mobility within the “box” is needed. Walnut Street is a north-south street located within the “box” and potentially could provide a connection between Garden Valley Boulevard and Harvard Avenue.

This project proposes to improve Walnut Street to collector street standards and to add a bridge to the south over the South Umpqua River to create a direct connection from Garden Valley Boulevard to Harvard Avenue via Walnut Street and a southern north-south street. The location of a proposed bridge connection needs to be determined by a conceptual engineering design study and evaluate environmental conditions, rail over-crossing, and existing historical residential neighborhood.

New East-West Collector from Summit Drive to Ramp Street to Pearce Road

With anticipated future growth in southeast Roseburg, new collector connections are needed for circulation and to provide alternative routes for mobility and access. In addition, a route that provides an alternate to enter/exit downtown Roseburg and to/from Diamond Lake Boulevard is needed as well. A need for transportation facilities for other modes including bicycles and pedestrians are critical to the transportation system and promoting use of other transportation system alternatives.

This project proposes to add a new east-west collector street from Summit Drive to Ramp Street to Pearce Road. This connection will provide access for new residential development and a route to downtown Roseburg and Diamond Lake Boulevard. Exact roadway alignment to be determined by topographical and environmental conditions.

Appendix

Traffic Counts

This page left blank intentionally.

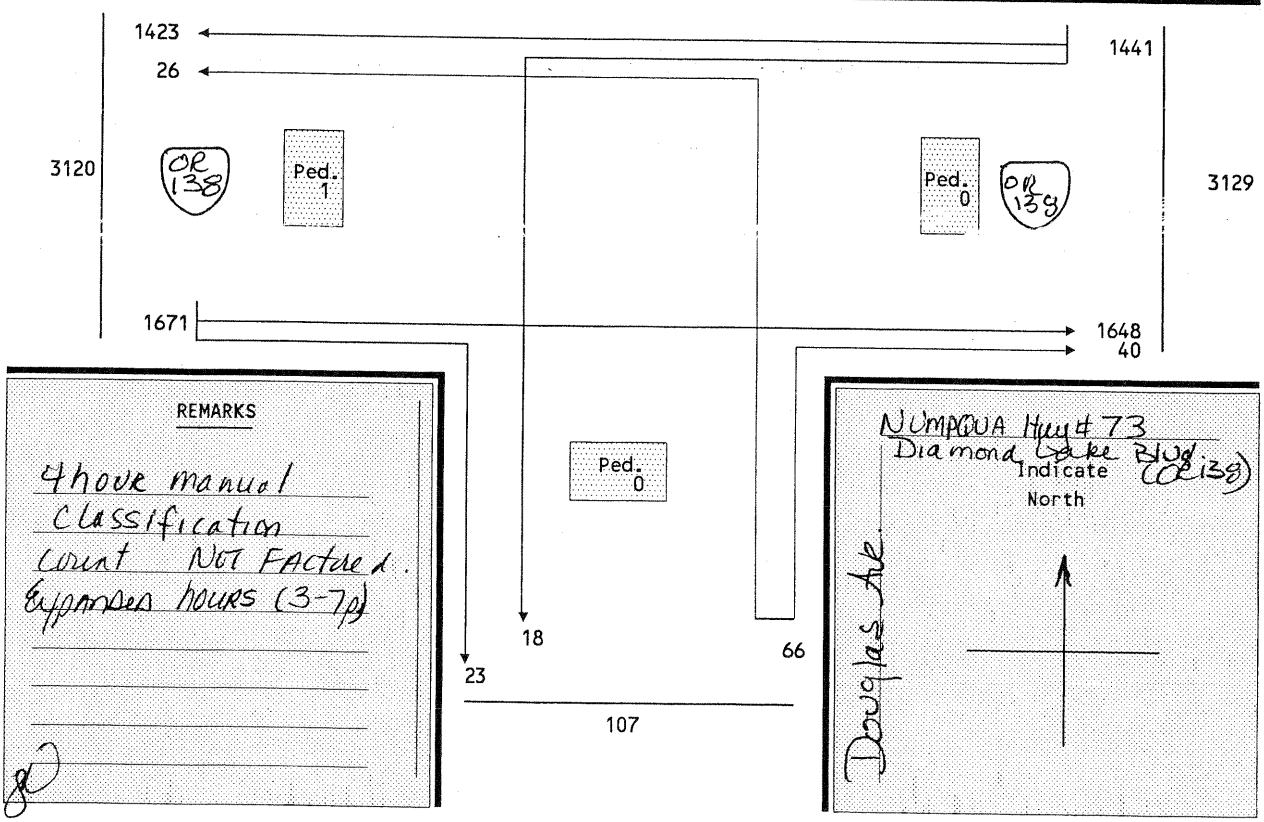
TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : October 14,2002
DAY WEEK : Monday
ACT COUNT: 37
HRS COUNT: 3PM - 7PM
PED COUNT: 37
HRS COUNT: 3PM - 7PM
WEATHER : clear

CITY or COUNTY : Roseburg
INTERSECTION OF: N Umpqua Hwy #73(Diamond Lake Blvd.OR138) @ Douglas Ave.

MILE POST: 2.75
CLASSIFICATION : All vehicles

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION :	3178	100
ENTERING FROM NORTH & SOUTH :	66	2.0
ENTERING FROM EAST & WEST :	3112	97.9



REMARKS

4hour manual classification count NOT FACTORED. Expanded hours (3-7p)

DGM_1007

JKC 2/5/02

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : October 14,2002 | DAY : Monday | COUNTY : Douglas | CITY: Roseburg
HOURS : 3PM - 7PM | WEATHER: clear | INTERSECTION OF: N Umpqua Hwy #73(Diamond Lake Blvd.OR138) @ Douglas Ave.
Tab by: | Chk. by: | MILE POST : 2.75

TIME OF DAY	SUMMARY BY MOVEMENTS												TOTAL	NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS		
	E-S	E-W	S-E	S-W	W-E	W-S												EAST	SOUTH	WEST
03:00-03:15P	1	83	2	1	101	2							190	3	1.6	187	98.4	84	3	103
03:15-03:30P	2	93	4	3	101	1							204	7	3.4	197	96.6	95	7	102
03:30-03:45P	2	97		2	111	4							216	2	0.9	214	99.1	99	2	115
03:45-04:00P	4	115	5	1	114								239	6	2.5	233	97.5	119	6	114
04:00-04:15P	1	94	1		107	1							204	1	0.5	203	99.5	95	1	108
04:15-04:30P		110	1	4	103								218	5	2.3	213	97.7	110	5	103
04:30-04:45P	3	163	3	1	125	2							297	4	1.3	293	98.7	166	4	127
04:45-05:00P	1	107	1	5	100	1							215	6	2.8	209	97.2	108	6	101
05:00-05:15P		86	1	1	102	1							191	2	1.0	189	99.0	86	2	103
05:15-05:30P		60	3		124	2							189	3	1.6	186	98.4	60	3	126
05:30-05:45P		84	7	2	119	2							214	9	4.2	205	95.8	84	9	121
05:45-06:00P		63	2	4	130	2							201	6	3.0	195	97.0	63	6	132
06:00-06:15P		61	4		85	2							152	4	2.6	148	97.4	61	4	87
06:15-06:30P	1	51	3	1	80	1							137	4	2.9	133	97.1	52	4	81
06:30-06:45P	3	85	2	1	70								161	3	1.9	158	98.1	88	3	70
06:45-07:00P		71	1		76	2							150	1	0.7	149	99.3	71	1	78
TOTAL COUNT	18	1423	40	26	1648	23							3178	66	2.1	3112	97.9	1441	66	1671
24HR FACTOR	1.00	1.00	1.00	1.00	1.00	1.00														
24HR VOLUME	18	1423	40	26	1648	23							3178	66	2.1	3112	97.9	1441	66	1671

PHF = .77

North and South is: Douglas Ave.

East and West is: N Umpqua Hwy #73(Diamond Lake Blvd./OR138)

SUM_1007

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : October 14,2002 | DAY : Monday | COUNTY : Douglas | CITY: Roseburg
HOURS : 3PM - 7PM | WEATHER: clear | INTERSECTION OF: N Umpqua Hwy #73(Diamond Lake Blvd.OR138) @ Douglas Ave.
Tab by: | Chk. by: | MILE POST : 2.75

TIME OF DAY	SUMMARY BY MOVEMENTS												TOTAL	NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS		
	E-S	E-W	S-E	S-W	W-E	W-S												EAST	SOUTH	WEST
03:00-04:00P	9	388	11	7	427	7							849	18	2.1	831	97.9	397	18	434
04:00-05:00P	5	474	6	10	435	4							934	16	1.7	918	98.3	479	16	439
05:00-06:00P		293	13	7	475	7							795	20	2.5	775	97.5	293	20	482
06:00-07:00P	4	268	10	2	311	5							600	12	2.0	588	98.0	272	12	316
TOTAL COUNT	18	1423	40	26	1648	23							3178	66	2.1	3112	97.9	1441	66	1671
24HR FACTOR	1.00	1.00	1.00	1.00	1.00	1.00														
24HR VOLUME	18	1423	40	26	1648	23							3178	66	2.1	3112	97.9	1441	66	1671

North and South is: Douglas Ave.

East and West is: N Umpqua Hwy #73(Diamond Lake Blvd./OR138)

SUM_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : October 14,2002
DAY OF WEEK : Monday
HOURS COUNTED: 3PM - 7PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: N Umpqua Hwy #73(Diamond Lake Blvd.OR138) @ Douglas Ave.
MILE POST : 2.75
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
03:00-03:15P	1																		1	
03:15-03:30P			2																2	
03:30-03:45P			2																2	
03:45-04:00P	1		3																4	
04:00-04:15P			1																1	
04:15-04:30P																				
04:30-04:45P			2															1	3	
04:45-05:00P	1																		1	
05:00-05:15P																				1
05:15-05:30P																				
05:30-05:45P																				
05:45-06:00P																				
06:00-06:15P																				
06:15-06:30P	1																		1	
06:30-06:45P	1		2																3	
06:45-07:00P																				
37 HOUR	5		12															1	18	1

Summarized by:_____ | 12/04/02

WORK_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : October 14,2002
DAY OF WEEK : Monday
HOURS COUNTED: 3PM - 7PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: N Umpqua Hwy #73(Diamond Lake Blvd.OR138) @ Douglas Ave.
MILE POST : 2.75
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
03:00-03:15P	26		46	1	4	2			3	1									83	
03:15-03:30P	28		52	2	2	3			3				1					2	93	
03:30-03:45P	32		50	5	5	1			3								1		97	
03:45-04:00P	39		59	1	6	7			2	1									115	
04:00-04:15P	18		68	1	2	2			2		1								94	
04:15-04:30P	30		70	1	4	4			1										110	
04:30-04:45P	38		114	2	4	1			2								1	1	163	
04:45-05:00P	24		74	3	1	3			1									1	107	
05:00-05:15P	26		50	2	5	1			1				1						86	
05:15-05:30P	13		37	4	2	1			2		1								60	
05:30-05:45P	33		44		1	2				1	1							2	84	
05:45-06:00P	17		41		1	2							2						63	
06:00-06:15P	17		39	1	1	1				1			1						61	
06:15-06:30P	20		30		1														51	
06:30-06:45P	28		50	2	1	2			1	1									85	
06:45-07:00P	20		45	3	1	1			1										71	
37 HOUR	409		869	28	41	33			22	5	3		5				2	6	1423	

Summarized by:_____ | 12/04/02

WORK_1007

7.8%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : October 14,2002
DAY OF WEEK : Monday
HOURS COUNTED: 3PM - 7PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: N Umpqua Hwy #73(Diamond Lake Blvd.OR138) @ Douglas Ave.
MILE POST : 2.75
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
03:00-03:15P	2																		2	
03:15-03:30P			4																4	
03:30-03:45P																				1
03:45-04:00P	1		4																5	
04:00-04:15P			1																1	
04:15-04:30P			1																1	
04:30-04:45P			3																3	
04:45-05:00P			1																1	
05:00-05:15P			1																1	
05:15-05:30P			2		1														3	
05:30-05:45P	4		3																7	
05:45-06:00P			2																2	
06:00-06:15P	3		1																4	
06:15-06:30P			3																3	
06:30-06:45P	2																		2	
06:45-07:00P			1																1	
37 HOUR	12		27		1														40	1

Summarized by:_____ | 12/04/02

2.5%

WORK_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : October 14,2002
DAY OF WEEK : Monday
HOURS COUNTED: 3PM - 7PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: N Umpqua Hwy #73(Diamond Lake Blvd.OR138) @ Douglas Ave.
MILE POST : 2.75
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
03:00-03:15P			1																1	
03:15-03:30P			3																3	
03:30-03:45P			2																2	
03:45-04:00P			1																1	
04:00-04:15P																				
04:15-04:30P			4																4	
04:30-04:45P			1																1	
04:45-05:00P	2		3																5	
05:00-05:15P			1																1	
05:15-05:30P																				
05:30-05:45P	1		1																2	
05:45-06:00P	2		2																4	
06:00-06:15P																				
06:15-06:30P			1																1	
06:30-06:45P			1																1	
06:45-07:00P																				
37 HOUR	5		21																26	

Summarized by:_____ | 12/04/02

WORK_1007

0%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : October 14,2002
DAY OF WEEK : Monday
HOURS COUNTED: 3PM - 7PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: N Umpqua Hwy #73(Diamond Lake Blvd.OR138) @ Douglas Ave.
MILE POST : 2.75
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
03:00-03:15P	37		47	4	4	4			3								1	1	101	
03:15-03:30P	36		57		2	2			3				1						101	
03:30-03:45P	29		63	5	1	6			5									2	111	
03:45-04:00P	35		61	3	7	2			5	1									114	
04:00-04:15P	20		74	3		3			6									1	107	
04:15-04:30P	24		61	4	7	4			2									1	103	
04:30-04:45P	31		76	5	2	5			3		1		1				1		125	
04:45-05:00P	32		65	1		1												1	100	
05:00-05:15P	38		58	1	1	1			2									1	102	1
05:15-05:30P	32		83	1	2	2							1				1	2	124	
05:30-05:45P	44		65	3	3	1				1			1					1	119	
05:45-06:00P	59		66		1	2											1	1	130	
06:00-06:15P	32		47		2	1			2		1								85	
06:15-06:30P	25		51	2									2						80	
06:30-06:45P	18		46	2	1				2			1							70	
06:45-07:00P	28		42	1	2					1			1					1	76	
37 HOUR	520		962	35	35	34			33	3	2	1	7				4	12	1648	1

Summarized by:_____ | 12/04/02

78/0

WORK_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : October 14,2002
DAY OF WEEK : Monday
HOURS COUNTED: 3PM - 7PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: N Umpqua Hwy #73(Diamond Lake Blvd.OR138) @ Douglas Ave.
MILE POST : 2.75
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
03:00-03:15P			2																2	
03:15-03:30P			1																1	
03:30-03:45P	1		2	1															4	
03:45-04:00P																				
04:00-04:15P			1																1	
04:15-04:30P																				
04:30-04:45P			2																2	
04:45-05:00P			1																1	
05:00-05:15P	1																		1	
05:15-05:30P	1		1																2	
05:30-05:45P	1		1																2	
05:45-06:00P	1		1																2	
06:00-06:15P	1		1																2	
06:15-06:30P			1																1	
06:30-06:45P																				
06:45-07:00P	1		1																2	
37 HOUR	7		15	1															23	

Summarized by:_____ | 12/04/02

WORK_1007

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : October 14,2002 | DAY : Monday | COUNTY : Douglas | CITY: Roseburg

HOURS : 3PM - 7PM | WEATHER: clear | INTERSECTION OF: N Umpqua Hwy #73(Diamond Lake Blvd.OR138) @ Douglas Ave.

Tab by: | Chk. by: | MILE POST : 2.75

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	E-S	E-W	S-E	S-W	W-E	W-S										TOTAL	EAST	SOUTH	WEST		
03:00-03:15P																					
03:15-03:30P																					
03:30-03:45P			1													1					
03:45-04:00P																					
04:00-04:15P																					
04:15-04:30P																					
04:30-04:45P																					
04:45-05:00P																					
05:00-05:15P	1				1											2					
05:15-05:30P																					
05:30-05:45P																					
05:45-06:00P																					
06:00-06:15P																					
06:15-06:30P																					
06:30-06:45P																					
06:45-07:00P																					
TOTAL VOLUME	1		1		1											3					

North and South is: Douglas Ave.

East and West is: N Umpqua Hwy #73(Diamond Lake Blvd./OR138)

BIKE_1007

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : October 14,2002 | DAY : Monday | COUNTY : Douglas | CITY: Roseburg

HOURS : 3PM - 7PM | WEATHER: clear | INTERSECTION OF: N Umpqua Hwy #73(Diamond Lake Blvd.OR138) @ Douglas Ave.

Tab by: | Chk. by: | MILE POST : 2.75

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
		EAST	SOUTH	WEST		TOTAL		EAST	SOUTH	WEST		TOTAL		EAST	SOUTH	WEST		TOTAL
03:00-03:15P																		
03:15-03:30P																		
03:30-03:45P																		
03:45-04:00P																		
04:00-04:15P																		
04:15-04:30P																		
04:30-04:45P																		
04:45-05:00P																		
05:00-05:15P										1		1				1		1
05:15-05:30P																		
05:30-05:45P																		
05:45-06:00P																		
06:00-06:15P																		
06:15-06:30P																		
06:30-06:45P																		
06:45-07:00P																		
TOTAL VOLUME										1		1				1		1

North and South is: Douglas Ave.

East and West is: N Umpqua Hwy #73(Diamond Lake Blvd./OR138)

PED_1007

PARSONS BRINCKERHOFF

6

TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

FEB 04 2005

5582

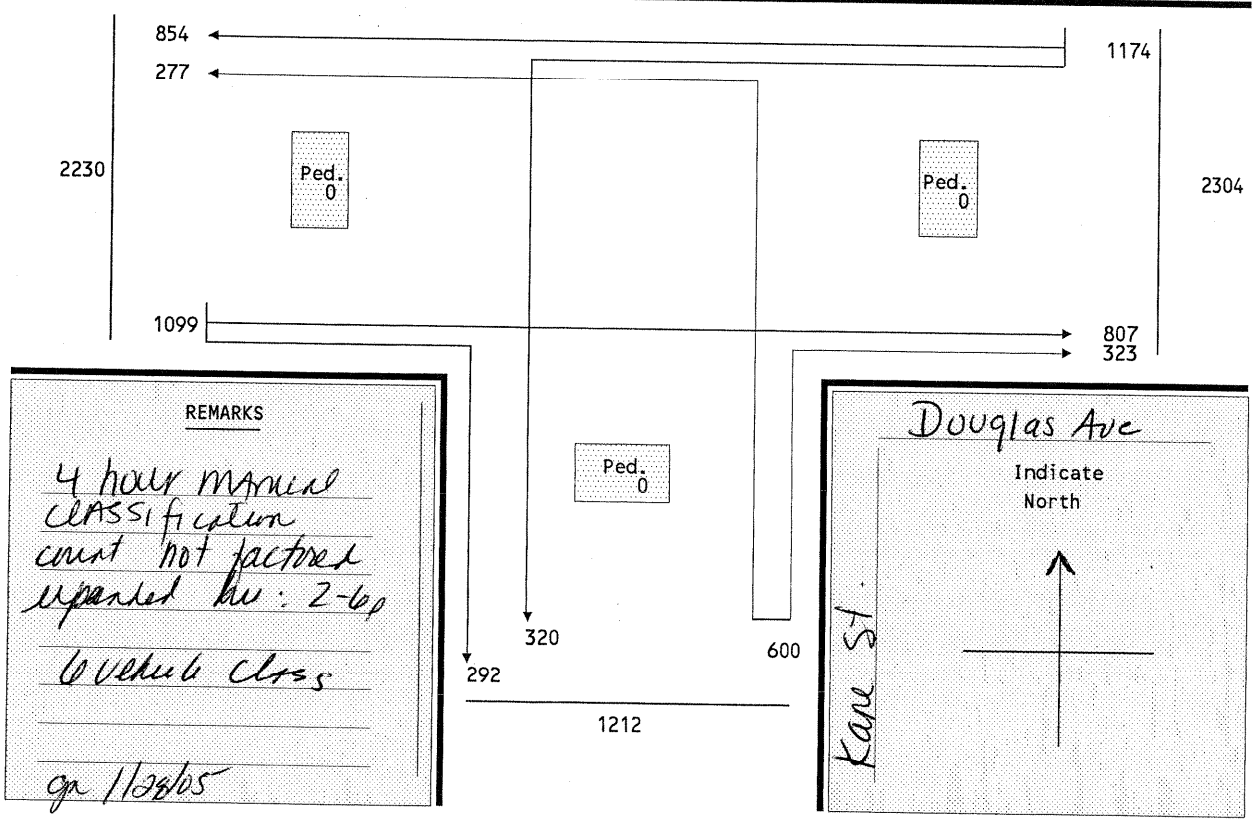
PAUL	TERRY H.		SUE D.
[illegible]	KEN N.	CONNIE	RAY L.
INGRID			MIKE
[illegible]			ROSE
[illegible]	FEB - 1 2005		DAVE
MIKE B.			BOB S.
SHIRLEY			CRAIG
ELIZABETH	BILL S.	JARED	ROBIN
SHELLY R.	LORI	CHRIS W.	[illegible]

DATE : Jan. 24, 2005+
DAY WEEK : Mon.
ACT COUNT: 4
HRS COUNT: 2PM - 6PM
PED COUNT: 4
HRS COUNT: 2PM - 6PM
WEATHER : cloudy

CITY or COUNTY : Roseburg
INTERSECTION OF: Douglas Ave. @ Kane St.

MILE POST: n/a
CLASSIFICATION : All vehicles

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION :	2873	100
ENTERING FROM NORTH & SOUTH :	600	20.8
ENTERING FROM EAST & WEST :	2273	79.1



REMARKS

4 hour manual classification count not factored expanded hv: 2-6p

6 vehicle class

gn 1/28/05

1-29-05

DGM_1001

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Jan. 24, 2005+ | DAY : Mon. | COUNTY : Douglas | CITY: Roseburg

HOURS : 2PM - 6PM | WEATHER: cloudy | INTERSECTION OF: Douglas Ave. @ Kane St.

Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS												TOTAL	NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS		
	E-S	E-W	S-E	S-W	W-E	W-S												EAST	SOUTH	WEST
02:00-02:15P	23	54	19	22	30	14							162	41	25.3	121	74.7	77	41	44
02:15-02:30P	14	50	19	17	43	18							161	36	22.4	125	77.6	64	36	61
02:30-02:45P	11	54	19	18	46	28							176	37	21.0	139	79.0	65	37	74
02:45-03:00P	19	50	11	18	48	13							159	29	18.2	130	81.8	69	29	61
03:00-03:15P	24	40	20	24	68	15							191	44	23.0	147	77.0	64	44	83
03:15-03:30P	23	63	20	20	52	14							192	40	20.8	152	79.2	86	40	66
03:30-03:45P	23	61	23	24	50	20							201	47	23.4	154	76.6	84	47	70
03:45-04:00P	18	45	17	19	51	20							170	36	21.2	134	78.8	63	36	71
04:00-04:15P	22	59	26	14	47	13							181	40	22.1	141	77.9	81	40	60
04:15-04:30P	25	49	16	17	59	19							185	33	17.8	152	82.2	74	33	78
04:30-04:45P	22	68	28	17	50	22							207	45	21.7	162	78.3	90	45	72
04:45-05:00P	23	41	22	18	41	19							164	40	24.4	124	75.6	64	40	60
05:00-05:15P	33	100	27	24	66	23							273	51	18.7	222	81.3	133	51	89
05:15-05:30P	18	53	23	9	55	20							178	32	18.0	146	82.0	71	32	75
05:30-05:45P	15	39	20	5	56	17							152	25	16.4	127	83.6	54	25	73
05:45-06:00P	7	28	13	11	45	17							121	24	19.8	97	80.2	35	24	62
TOTAL COUNT	320	854	323	277	807	292							2873	600	20.9	2273	79.1	1174	600	1099
24HR FACTOR	1.00	1.00	1.00	1.00	1.00	1.00														
24HR VOLUME	320	854	323	277	807	292							2873	600	20.9	2273	79.1	1174	600	1099

PHF= .76

North and South is: Kane St.

East and West is: Douglas Ave.

SUM_1001

N-S – minor
E-W major

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Jan. 24, 2005+ | DAY : Mon. | COUNTY : Douglas | CITY: Roseburg

HOURS : 2PM - 6PM | WEATHER: cloudy | INTERSECTION OF: Douglas Ave. @ Kane St.

Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS							NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS		
	E-S (WBL)	E-W (WBT)	S-E (NBR)	S-W (NBL)	W-E (EBT)	W-S (EBR)	TOTAL					EAST	SOUTH	WEST
02:00-03:00P	67	208	68	75	167	73	658	143	21.7	515	78.3	275	143	240
03:00-04:00P	88	209	80	87	221	69	754	167	22.1	587	77.9	297	167	290
04:00-05:00P	92	217	92	66	197	73	737	158	21.4	579	78.6	309	158	270
05:00-06:00P	73	220	83	49	222	77	724	132	18.2	592	81.8	293	132	299
TOTAL COUNT	320	854	323	277	807	292	2873	600	20.9	2273	79.1	1174	600	1099
24HR FACTOR	1.00	1.00	1.00	1.00	1.00	1.00								
24HR VOLUME	320	854	323	277	807	292	2873	600	20.9	2273	79.1	1174	600	1099

North and South is: Kane St.

East and West is: Douglas Ave.

SUM_1001

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Jan. 24, 2005+
DAY OF WEEK : Mon.
HOURS COUNTED: 2PM - 6PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Douglas Ave. @ Kane St.
MILE POST : n/a
TO : SOUTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	20		3																23	
02:15-02:30P	10		4																14	
02:30-02:45P	8		3																11	
02:45-03:00P	9		9															1	19	
03:00-03:15P	17		7																24	
03:15-03:30P	12		11																23	
03:30-03:45P	17		6																23	
03:45-04:00P	8		10																18	
04:00-04:15P	8		14																22	
04:15-04:30P	15		10																25	
04:30-04:45P	18		4																22	
04:45-05:00P	12		11																23	
05:00-05:15P	22		11																33	
05:15-05:30P	10		8																18	
05:30-05:45P	12		3																15	
05:45-06:00P	5		2																7	
4 HOUR	203		116															1	320	

Summarized by:_____ | 01/29/05

HV = 0%

WORK_1001

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Jan. 24, 2005+
DAY OF WEEK : Mon.
HOURS COUNTED: 2PM - 6PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Douglas Ave. @ Kane St.
MILE POST : n/a
TO : WEST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	46		7														1		54	
02:15-02:30P	35		14															1	50	
02:30-02:45P	33		21																54	
02:45-03:00P	39		11																50	
03:00-03:15P	30		9			1													40	
03:15-03:30P	43		15														5		63	
03:30-03:45P	42		18														1		61	
03:45-04:00P	31		14																45	
04:00-04:15P	42		17																59	
04:15-04:30P	35		14																49	
04:30-04:45P	43		22														1	2	68	
04:45-05:00P	28		13																41	
05:00-05:15P	73		26														1		100	
05:15-05:30P	37		16																53	
05:30-05:45P	28		10															1	39	
05:45-06:00P	20		8																28	
4 HOUR	605		235			1											9	4	854	

Summarized by:_____ | 01/29/05

HV = 1%

WORK_1001

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Jan. 24, 2005+
DAY OF WEEK : Mon.
HOURS COUNTED: 2PM - 6PM
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas
INTERSECTION OF: Douglas Ave. @ Kane St.
MILE POST : n/a
TO : EAST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	10		7														1	1	19	
02:15-02:30P	11		8																19	
02:30-02:45P	15		4																19	
02:45-03:00P	10		1																11	
03:00-03:15P	11		8														1		20	
03:15-03:30P	12		8																20	
03:30-03:45P	16		6														1		23	
03:45-04:00P	13		4																17	
04:00-04:15P	14		12																26	
04:15-04:30P	9		7																16	
04:30-04:45P	18		9			1													28	
04:45-05:00P	13		9																22	
05:00-05:15P	18		9																27	
05:15-05:30P	13		9			1													23	
05:30-05:45P	12		8																20	
05:45-06:00P	10		2						1										13	
4 HOUR	205		111			2			1								3	1	323	

Summarized by:_____ | 01/29/05

2%

WORK_1001

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Jan. 24, 2005+
DAY OF WEEK : Mon.
HOURS COUNTED: 2PM - 6PM
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas
INTERSECTION OF: Douglas Ave. @ Kane St.
MILE POST : n/a
TO : WEST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	15		6			1													22	
02:15-02:30P	12		4			1													17	
02:30-02:45P	16		2																18	
02:45-03:00P	16		2																18	
03:00-03:15P	19		5																24	
03:15-03:30P	15		5																20	
03:30-03:45P	19		4														1		24	
03:45-04:00P	15		4																19	
04:00-04:15P	8		6																14	
04:15-04:30P	12		4														1		17	
04:30-04:45P	13		4																17	
04:45-05:00P	10		8																18	
05:00-05:15P	18		6																24	
05:15-05:30P	7		2																9	
05:30-05:45P	4		1																5	
05:45-06:00P	7		4																11	
4 HOUR	206		67			2											2		277	

Summarized by:_____ | 01/29/05

WORK_1001

1 of 10

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Jan. 24, 2005+
DAY OF WEEK : Mon.
HOURS COUNTED: 2PM - 6PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas
INTERSECTION OF: Douglas Ave. @ Kane St.
MILE POST : n/a
TO : EAST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	19		11																30	
02:15-02:30P	28		14															1	43	
02:30-02:45P	28		18																46	
02:45-03:00P	34		11						1								2		48	
03:00-03:15P	46		21														1		68	
03:15-03:30P	31		18			1											2		52	
03:30-03:45P	34		16																50	
03:45-04:00P	37		14																51	
04:00-04:15P	34		10			2											1		47	
04:15-04:30P	43		14			1											1		59	
04:30-04:45P	34		16																50	
04:45-05:00P	28		13																41	
05:00-05:15P	47		19																66	
05:15-05:30P	40		15																55	
05:30-05:45P	42		14																56	
05:45-06:00P	28		17																45	
4 HOUR	553		241			4			1								7	1	807	

Summarized by:_____ | 01/29/05

WORK_1001

1.5%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Jan. 24, 2005+
DAY OF WEEK : Mon.
HOURS COUNTED: 2PM - 6PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas
INTERSECTION OF: Douglas Ave. @ Kane St.
MILE POST : n/a
TO : SOUTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	13		1																14	
02:15-02:30P	15		3																18	
02:30-02:45P	17		10														1		28	
02:45-03:00P	9		4																13	
03:00-03:15P	10		4														1		15	
03:15-03:30P	8		6																14	
03:30-03:45P	12		8																20	
03:45-04:00P	14		6																20	
04:00-04:15P	6		7																13	
04:15-04:30P	11		7			1													19	
04:30-04:45P	13		9																22	
04:45-05:00P	13		6																19	
05:00-05:15P	17		6																23	
05:15-05:30P	17		3																20	
05:30-05:45P	14		3																17	
05:45-06:00P	10		7																17	
4 HOUR	199		90			1											2		292	

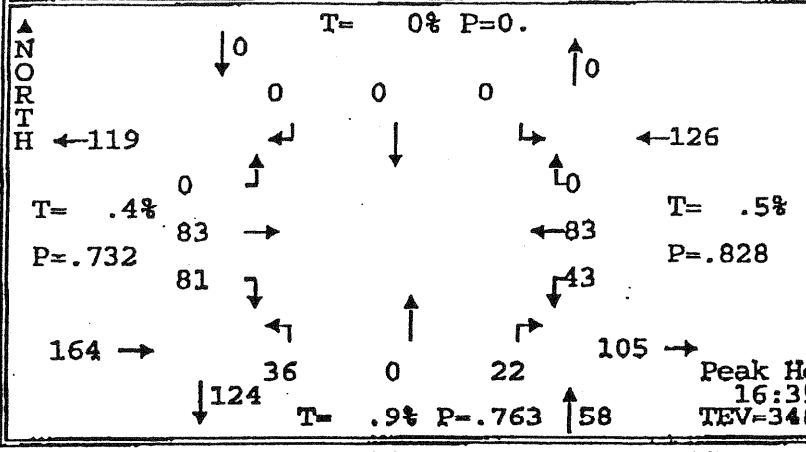
Summarized by:_____ | 01/29/05

1%

WORK_1001

7

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
SE DOUGLAS AVENUE AT RAMP STREET



DATE OF COUNT: 10/01/02
DAY OF WEEK: Tue
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

MDJI

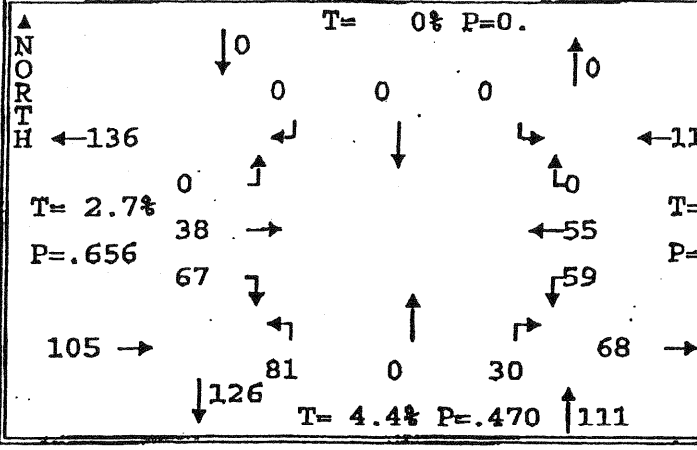
Peak Hour
16:35-17:35
TEV=348

Traffic Smithy
(503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND ↓	EAST BOUND →	EAST BOUND ↑	SOUTH BOUND ↵	SOUTH BOUND ↓	SOUTH BOUND ↳	NORTH BOUND ↰	NORTH BOUND ↑	NORTH BOUND ↱	WEST BOUND ↓	WEST BOUND ←	WEST BOUND ↑	ALL
16:00-16:05	6	8	0	0	0	0	3	0	0	0	7	0	24
16:05-16:10	2	6	0	0	0	0	2	0	2	0	4	0	16
16:10-16:15	4	4	0	0	0	0	7	0	1	0	6	0	22
16:15-16:20	4	3	0	0	0	0	8	0	0	0	5	0	20
16:20-16:25	1	4	0	0	0	0	4	0	2	1	4	0	16
16:25-16:30	2	4	0	0	0	0	2	0	1	2	5	0	16
16:30-16:35	0	7	0	0	0	0	0	0	0	2	7	0	16
16:35-16:40	5	8	0	0	0	0	3	0	3	2	10	0	31
16:40-16:45	3	6	0	0	0	0	2	0	1	3	10	0	25
16:45-16:50	3	4	0	0	0	0	4	0	1	2	7	0	21
16:50-16:55	6	7	0	0	0	0	5	0	2	4	4	0	28
16:55-17:00	4	6	0	0	0	0	3	0	0	4	3	0	20
17:00-17:05	4	5	0	0	0	0	1	0	1	3	7	0	21
17:05-17:10	9	12	0	0	0	0	3	0	4	1	6	0	35
17:10-17:15	8	6	0	0	0	0	5	0	0	3	10	0	32
17:15-17:20	7	9	0	0	0	0	1	0	0	6	12	0	35
17:20-17:25	16	10	0	0	0	0	3	0	6	2	2	0	39
17:25-17:30	11	3	0	0	0	0	3	0	2	4	6	0	29
17:30-17:35	5	7	0	0	0	0	3	0	2	9	6	0	32
17:35-17:40	5	7	0	0	0	0	0	0	2	2	4	0	20
17:40-17:45	7	7	0	0	0	0	8	0	1	3	6	0	32
17:45-17:50	7	5	0	0	0	0	4	0	0	1	7	0	24
17:50-17:55	7	4	0	0	0	0	3	0	1	0	7	0	22
17:55-18:00	4	4	0	0	0	0	4	0	1	2	8	0	23
Total Survey	130	146	0	0	0	0	81	0	33	56	153	0	599
PHF	.6	.77	0	0	0	0	.75	0	.55	.72	.74	0	.820
% Trucks	.8	0	0	0	0	0	0	0	3	0	.7	0	.5
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	1	0	0	0	0	0	0	0	0	0	0	
Hourly Totals													
16:00-17:00	40	67	0	0	0	0	43	0	13	20	72	0	255
16:15-17:15	49	72	0	0	0	0	40	0	15	27	78	0	281
16:30-17:30	76	83	0	0	0	0	33	0	20	36	84	0	332
16:45-17:45	85	83	0	0	0	0	39	0	21	43	73	0	344
17:00-18:00	90	79	0	0	0	0	38	0	20	36	81	0	344

PHF = .83

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
RAMP STREET AT DOULGAS AVENUE



DATE OF COUNT: 09/26/02
DAY OF WEEK: Thu
TIME STARTED: 07:00
TIME ENDED: 09:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

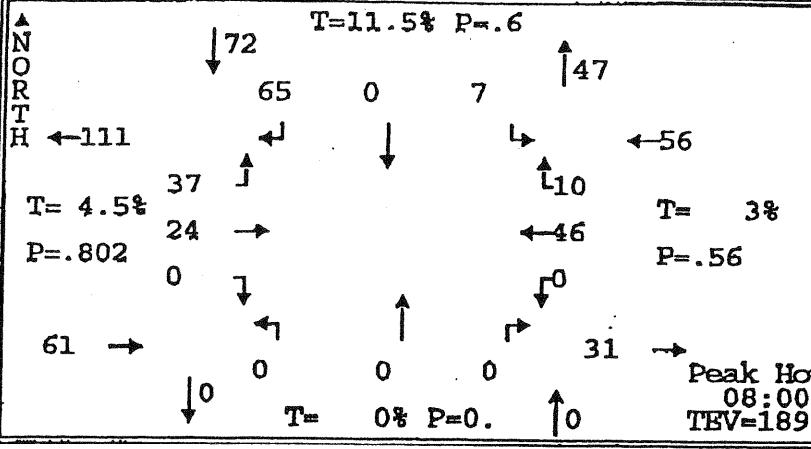
PMMV

Peak Hour
08:00-09:00
TEV=330

Traffic Smithy
(503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND ↓	EAST BOUND →	EAST BOUND ↑	SOUTH BOUND ↵	SOUTH BOUND ↓	SOUTH BOUND ↳	NORTH BOUND ↰	NORTH BOUND ↑	NORTH BOUND ↱	WEST BOUND ↓	WEST BOUND ←	WEST BOUND ↑	ALL
07:00-07:05	1	1	0	0	0	0	2	0	0	0	3	0	7
07:05-07:10	2	2	0	0	0	0	1	0	0	0	7	0	12
07:10-07:15	0	1	0	0	0	0	3	0	1	1	3	0	9
07:15-07:20	0	1	0	0	0	0	6	0	1	1	5	0	14
07:20-07:25	1	2	0	0	0	0	6	0	0	0	3	0	12
07:25-07:30	2	0	0	0	0	0	4	0	1	0	5	0	12
07:30-07:35	2	3	0	0	0	0	1	0	2	1	5	0	14
07:35-07:40	5	5	0	0	0	0	4	0	1	0	5	0	20
07:40-07:45	0	3	0	0	0	0	3	0	0	2	7	0	16
07:45-07:50	4	0	0	0	0	0	5	0	0	0	6	0	15
07:50-07:55	4	1	0	0	0	0	3	0	0	1	6	0	15
07:55-08:00	1	3	0	0	0	0	4	0	0	0	5	0	13
08:00-08:05	5	4	0	0	0	0	8	0	1	1	3	0	22
08:05-08:10	6	3	0	0	0	0	5	0	2	1	1	0	18
08:10-08:15	5	5	0	0	0	0	3	0	2	1	4	0	20
08:15-08:20	5	4	0	0	0	0	1	0	1	6	5	0	22
08:20-08:25	4	4	0	0	0	0	2	0	3	9	2	0	24
08:25-08:30	1	2	0	0	0	0	4	0	2	3	6	0	18
08:30-08:35	14	7	0	0	0	0	5	0	1	5	4	0	36
08:35-08:40	5	3	0	0	0	0	9	0	0	18	5	0	40
08:40-08:45	10	1	0	0	0	0	17	0	8	5	2	0	43
08:45-08:50	4	3	0	0	0	0	14	0	3	3	10	0	37
08:50-08:55	4	0	0	0	0	0	11	0	6	7	6	0	34
08:55-09:00	4	2	0	0	0	0	2	0	1	0	7	0	16
Total Survey	89	60	0	0	0	0	123	0	37	65	115	0	489
PHF	.58	.73	0	0	0	0	.48	0	.44	.53	.6	0	.687
% Trucks	-2.2	3.3	0	0	0	0	4.1	0	5.4	7.7	7	0	4.9
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	1	0	0	0	0	0	1	0	0	1	0	
Hourly Totals													
07:00-08:00	22	22	0	0	0	0	42	0	7	6	60	0	159
07:15-08:15	35	30	0	0	0	0	52	0	11	8	55	0	191
07:30-08:30	42	37	0	0	0	0	43	0	15	25	55	0	217
07:45-08:45	64	37	0	0	0	0	66	0	20	50	49	0	286
08:00-09:00	67	38	0	0	0	0	81	0	30	59	55	0	330

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
RIFLE RANGE ROAD AT DOUGLAS AVENUE



DATE OF COUNT: 09/26/02
DAY OF WEEK: Thu
TIME STARTED: 07:00
TIME ENDED: 09:00

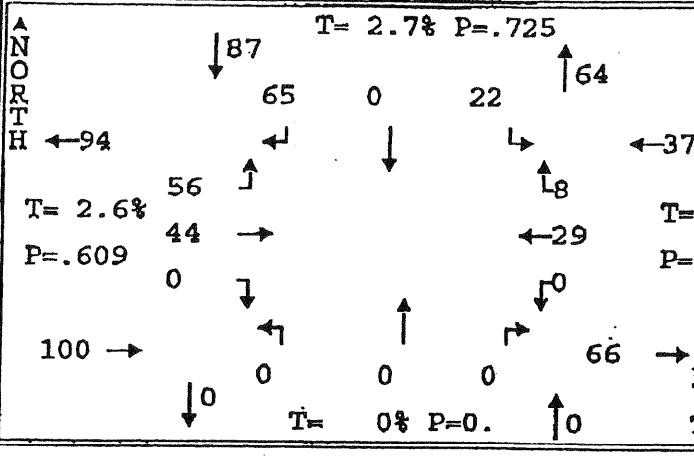
PMMW

Traffic Smithy
(503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND ↓	EAST BOUND →	EAST BOUND ↑	SOUTH BOUND ↵	SOUTH BOUND ↓	SOUTH BOUND ↳	NORTH BOUND ↰	NORTH BOUND ↑	NORTH BOUND ↱	WEST BOUND ↓	WEST BOUND ←	WEST BOUND ↑	ALL
07:00-07:05	0	1	0	3	0	0	0	0	0	0	1	2	7
07:05-07:10	0	0	2	3	0	1	0	0	0	0	2	1	9
07:10-07:15	0	2	0	1	0	0	0	0	0	0	3	0	6
07:15-07:20	0	1	1	0	0	1	0	0	0	0	4	0	7
07:20-07:25	0	1	1	1	0	0	0	0	0	0	2	1	6
07:25-07:30	0	1	1	3	0	1	0	0	0	0	1	1	8
07:30-07:35	0	0	3	5	0	0	0	0	0	0	2	0	10
07:35-07:40	0	2	4	2	0	0	0	0	0	0	2	4	14
07:40-07:45	0	2	2	3	0	1	0	0	0	0	4	1	13
07:45-07:50	0	0	3	2	0	0	0	0	0	0	3	1	7
07:50-07:55	0	0	1	2	0	1	0	0	0	0	2	4	10
07:55-08:00	0	2	1	0	0	1	0	0	0	0	4	0	8
08:00-08:05	0	1	4	3	0	1	0	0	0	0	1	1	11
08:05-08:10	0	2	2	2	0	0	0	0	0	0	0	1	7
08:10-08:15	0	5	3	2	0	0	0	0	0	0	2	2	14
08:15-08:20	0	3	2	9	0	0	0	0	0	0	3	0	17
08:20-08:25	0	4	2	7	0	0	0	0	0	0	3	0	16
08:25-08:30	0	1	4	4	0	0	0	0	0	0	4	1	14
08:30-08:35	0	2	4	2	0	2	0	0	0	0	4	1	15
08:35-08:40	0	0	0	13	0	3	0	0	0	0	12	2	30
08:40-08:45	0	2	5	5	0	1	0	0	0	0	3	2	18
08:45-08:50	0	3	4	8	0	0	0	0	0	0	6	0	21
08:50-08:55	0	1	3	6	0	0	0	0	0	0	5	0	15
08:55-09:00	0	0	4	4	0	0	0	0	0	0	3	0	11
Total Survey	0	36	53	91	0	13	0	0	0	0	76	25	294
PHF	0	.5	.77	.63	0	.29	0	0	0	0	.55	.5	.684
% Trucks	0	5.6	3.8	11	0	15.4	0	0	0	0	2.6	4	6.5
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	1	0	0	2	0	0	1	0	0	2	0	
Hourly Totals													
07:00-08:00	0	12	16	26	0	6	0	0	0	0	30	15	105
07:15-08:15	0	17	23	26	0	6	0	0	0	0	27	16	115
07:30-08:30	0	22	28	42	0	4	0	0	0	0	30	15	141
07:45-08:45	0	22	28	52	0	9	0	0	0	0	41	15	167
08:00-09:00	0	24	37	65	0	7	0	0	0	0	46	10	189

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
RIFLE RANGE ROAD AT DOUGLAS AVENUE

8



DATE OF COUNT: 09/27/02
DAY OF WEEK: Thu
TIME STARTED: 16:00
TIME ENDED: 18:00

PMMX

Traffic Smithy
(503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↴ EBR	→ EBT	↑ EBL	↵ SBR	↓	↳ SBL	↰	↑	↱	↓	← WBT	WBL	
16:00-16:05	0	2	3	3	0	1	0	0	0	0	1	1	11
16:05-16:10	0	2	3	5	0	2	0	0	0	0	7	1	20
16:10-16:15	0	4	4	7	0	2	0	0	0	0	2	2	21
16:15-16:20	0	3	5	1	0	1	0	0	0	0	4	2	16
16:20-16:25	0	2	2	2	0	0	0	0	0	0	2	2	10
16:25-16:30	0	5	3	1	0	1	0	0	0	0	4	2	16
16:30-16:35	0	7	7	5	0	3	0	0	0	0	4	0	26
16:35-16:40	0	5	5	5	0	1	0	0	0	0	3	0	19
16:40-16:45	0	1	4	3	0	1	0	0	0	0	2	4	15
16:45-16:50	0	1	3	6	0	1	0	0	0	0	2	1	14
16:50-16:55	0	4	5	2	0	1	0	0	0	0	2	1	16
16:55-17:00	0	2	6	3	0	3	0	0	0	0	7	1	25
17:00-17:05	0	5	3	1	0	2	0	0	0	0	3	0	14
17:05-17:10	0	5	3	3	0	0	0	0	0	0	1	0	12
17:10-17:15	0	2	1	6	0	2	0	0	0	0	0	1	12
17:15-17:20	0	3	5	8	0	4	0	0	0	0	1	2	23
17:20-17:25	0	3	4	5	0	2	0	0	0	0	1	1	16
17:25-17:30	0	3	4	8	0	3	0	0	0	0	2	1	21
17:30-17:35	0	4	1	7	0	1	0	0	0	0	3	0	16
17:35-17:40	0	2	3	8	0	1	0	0	0	0	3	0	17
17:40-17:45	0	7	1	9	0	1	0	0	0	0	3	0	21
17:45-17:50	0	2	11	2	0	2	0	0	0	0	4	1	22
17:50-17:55	0	6	14	2	0	1	0	0	0	0	1	1	25
17:55-18:00	0	2	7	6	0	2	0	0	0	0	0	1	18
Total Survey	0	82	107	111	0	38	0	0	0	0	62	26	426
PHF	0	.73	.54	.68	0	.61	0	0	0	0	.66	.5	.823
% Trucks	0	0	4.7	2.7	0	2.6	0	0	0	0	0	0	2.1
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	1	0	0	0	0	0	0	0	0	1	0	
Hourly Totals													
16:00-17:00	0	38	50	46	0	17	0	0	0	0	40	18	209
16:15-17:15	0	42	47	41	0	16	0	0	0	0	34	15	195
16:30-17:30	0	41	50	58	0	23	0	0	0	0	28	13	213
16:45-17:45	0	41	39	69	0	21	0	0	0	0	28	9	207
17:00-18:00	0	44	57	65	0	21	0	0	0	0	22	8	217

PHF= .82

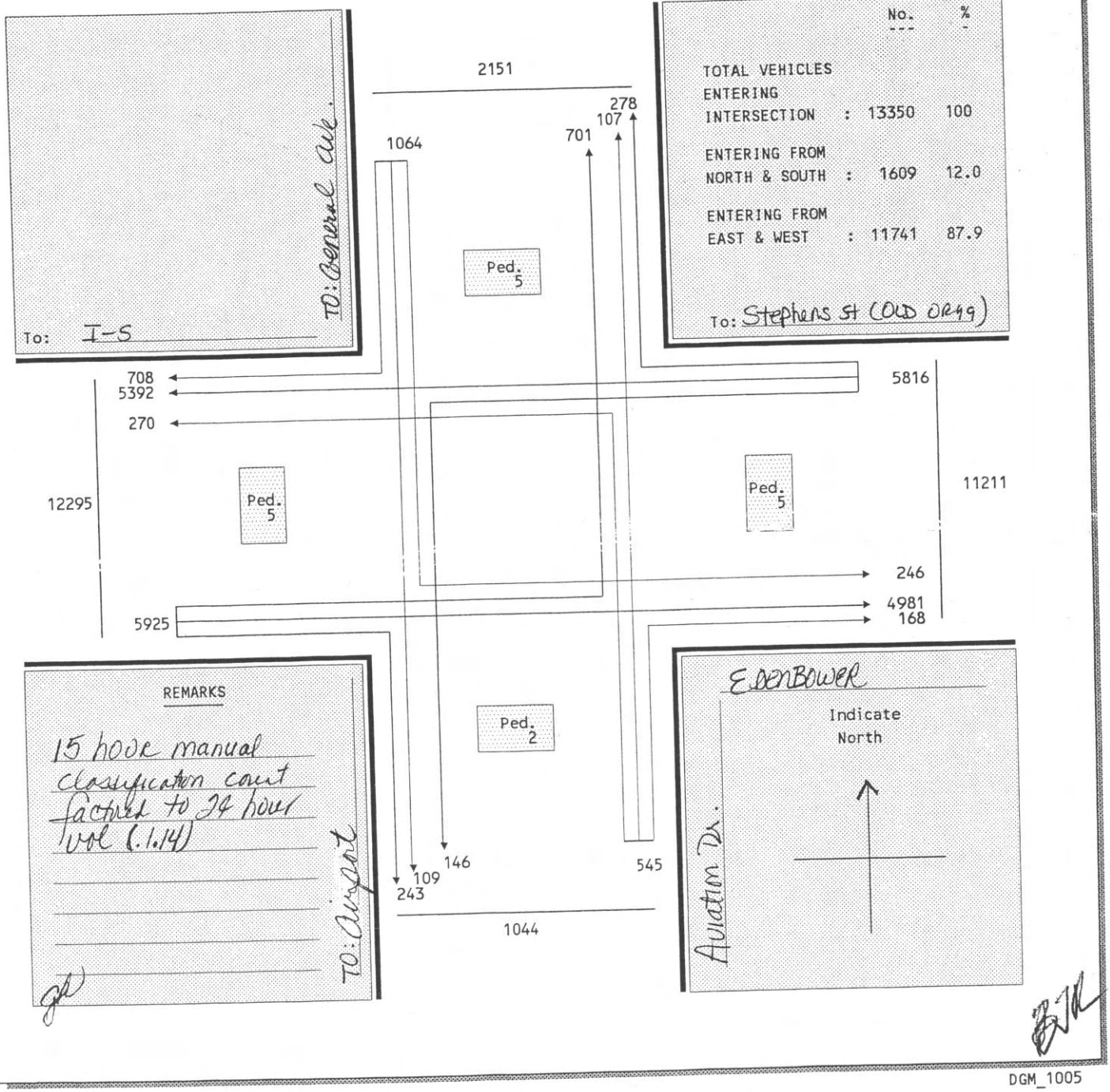
TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

(9)

DATE : March 4, 2003
DAY WEEK : Tues.
ACT COUNT: 15
HRS COUNT: 6AM - 9PM
PED COUNT: 15
HRS COUNT: 6AM - 9PM
WEATHER : cloudy

CITY or COUNTY : Roseburg
INTERSECTION OF: Edenbower @ Aviation Dr.

MILE POST: N/A
CLASSIFICATION : All vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	13350	100
ENTERING FROM NORTH & SOUTH	1609	12.0
ENTERING FROM EAST & WEST	11741	87.9

To: Stephens St (OLD OR99)

REMARKS

15 hour manual classification count factored to 24 hour vol (.1.14)

DGM_1005

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003 | DAY : Tues. | COUNTY : Douglas | CITY: Roseburg

HOURS : 6AM - 9PM | WEATHER: cloudy | INTERSECTION OF: Edenbower @ Aviation Dr.

Tab by: | Chk. by: | MILE POST : N/A

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-07:00A	3	2	22	3	10	201	1	3	9	20	93	12	379	40	10.6	339	89.4	27	214	13	125
07:00-08:00A	12	6	40	12	7	339	8	4	11	30	217	19	705	81	11.5	624	88.5	58	358	23	266
08:00-09:00A	14	5	46	8	8	335	2	17	26	30	193	21	705	110	15.6	595	84.4	65	351	45	244
09:00-10:00A	15	10	55	13	16	284	2	6	16	36	241	16	710	104	14.6	606	85.4	80	313	24	293
10:00-11:00A	18	1	44	19	10	287	5	11	15	38	284	13	745	94	12.6	651	87.4	63	316	31	335
11:00-12:00P	13	7	47	24	9	353	7	12	23	40	322	15	872	109	12.5	763	87.5	67	386	42	377
12:00-01:00P	20	11	44	18	9	359	14	8	15	62	345	14	919	112	12.2	807	87.8	75	386	37	421
01:00-02:00P	30	12	52	24	12	328	14	7	15	46	332	14	886	130	14.7	756	85.3	94	364	36	392
02:00-03:00P	23	8	65	25	12	410	10	13	14	51	362	14	1007	133	13.2	874	86.8	96	447	37	427
03:00-04:00P	15	11	26	22	7	376	12	11	26	55	426	20	1007	101	10.0	906	90.0	52	405	49	501
04:00-05:00P	20	8	59	22	11	431	6	14	19	65	419	14	1088	126	11.6	962	88.4	87	464	39	498
05:00-06:00P	10	8	49	17	8	382	6	16	23	47	429	16	1011	112	11.1	899	88.9	67	407	45	492
06:00-07:00P	13	5	31	16	4	348	1	14	10	43	294	7	786	74	9.4	712	90.6	49	368	25	344
07:00-08:00P	6	1	22	14	5	164	4	9	6	32	208	10	481	48	10.0	433	90.0	29	183	19	250
08:00-09:00P	4	1	19	7		133	2	2	9	20	204	8	409	37	9.0	372	91.0	24	140	13	232
TOTAL COUNT	216	96	621	244	128	4730	94	147	237	615	4369	213	11710	1411	12.0	10299	88.0	933	5102	478	5197
24HR FACTOR	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14									
24HR VOLUME	246	109	708	278	146	5392	107	168	270	701	4981	243	13349	1609	12.1	11741	88.0	1064	5816	545	5925

North and South is: Edenbower

East and West is: Aviation Dr.

SUM_1005

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 9PM
WEATHER : cloudy
FROM : NORTH

COUNTY : Douglas
INTERSECTION OF: Edenbower @ Aviation Dr.
MILE POST : N/A
TO : WEST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	9		8	1	3				1										22	
07:00-08:00A	20		13	1	5	1													40	
08:00-09:00A	28		18																46	
09:00-10:00A	26		27		2														55	
10:00-11:00A	29		14		1														44	
11:00-12:00P	28		16		1	1			1										47	
12:00-01:00P	23		17	1	3														44	1
01:00-02:00P	33		18		1														52	
02:00-03:00P	31		31		1	1											1		65	
03:00-04:00P	17		7		2														26	
04:00-05:00P	34		25																59	
05:00-06:00P	29		19		1														49	
06:00-07:00P	13		18																31	
07:00-08:00P	11		10		1														22	
08:00-09:00P	6		12		1														19	
15 HOUR	337		253	3	22	3			2								1		621	1

Summarized by:_____ | 05/01/03

4.5%

WORK_1005

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 9PM
WEATHER : cloudy
FROM : NORTH

COUNTY : Douglas
INTERSECTION OF: Edenbower @ Aviation Dr.
MILE POST : N/A
TO : EAST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A			2														1		3	
07:00-08:00A	3		7		1												1		12	
08:00-09:00A	7		5		1												1		14	
09:00-10:00A	9		6																15	
10:00-11:00A	12		6																18	
11:00-12:00P	8		5																13	
12:00-01:00P	13		4			1											2		20	
01:00-02:00P	19		10		1														30	
02:00-03:00P	13		10																23	
03:00-04:00P	5		9					1											15	
04:00-05:00P	9		10	1															20	
05:00-06:00P	8		1		1														10	
06:00-07:00P	6		7																13	
07:00-08:00P	1		4		1														6	
08:00-09:00P			4																4	
15 HOUR	113		90	1	5	1		1									5		216	

Summarized by:_____ | 05/01/03

WORK_1005

5.5%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 9PM
WEATHER : cloudy
FROM : NORTH

COUNTY : Douglas
INTERSECTION OF: Edenbower @ Aviation Dr.
MILE POST : N/A
TO : SOUTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A			2																2	
07:00-08:00A	3		3																6	
08:00-09:00A	3		1														1		5	
09:00-10:00A	4		6																10	
10:00-11:00A	1																		1	
11:00-12:00P	3		3		1														7	
12:00-01:00P	4		7																11	
01:00-02:00P	8		4																12	1
02:00-03:00P	5		2		1														8	1
03:00-04:00P	5		3	1	1												1		11	1
04:00-05:00P	6		2																8	
05:00-06:00P	4		4																8	
06:00-07:00P	3		2																5	
07:00-08:00P	1																		1	
08:00-09:00P	1																		1	
15 HOUR	51		39	1	3												2		96	3

Summarized by:_____ | 05/01/03

5%

WORK_1005

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 9PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Edenbower @ Aviation Dr.
MILE POST : N/A
TO : NORTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A			2			1													3	
07:00-08:00A	7		5																12	
08:00-09:00A	4		4																8	1
09:00-10:00A	7		5		1														13	
10:00-11:00A	9		8	1	1														19	
11:00-12:00P	17		6			1													24	
12:00-01:00P	12		6																18	
01:00-02:00P	15		9																24	
02:00-03:00P	14		10		1														25	
03:00-04:00P	8		13	1															22	
04:00-05:00P	11		11																22	
05:00-06:00P	10		7																17	
06:00-07:00P	12		4																16	
07:00-08:00P	7		7																14	
08:00-09:00P	2		4		1														7	
15 HOUR	135		101	2	4	2													244	1

Summarized by:_____ | 05/01/03

WORK_1005

2.4%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 9PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Edenbower @ Aviation Dr.
CITY: Roseburg
MILE POST : N/A
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	4		6																10	1
07:00-08:00A	2		5																7	
08:00-09:00A	2		5		1														8	
09:00-10:00A	7		7		1												1		16	
10:00-11:00A	4		4		1				1										10	
11:00-12:00P	5		3			1													9	1
12:00-01:00P	6		3																9	
01:00-02:00P	6		5		1														12	
02:00-03:00P	5		6														1		12	
03:00-04:00P	3		4																7	
04:00-05:00P	7		3		1														11	
05:00-06:00P	1		6		1														8	
06:00-07:00P	2		2																4	
07:00-08:00P	2		3																5	
08:00-09:00P																				
15 HOUR	56		62		6	1			1								2		128	2

Summarized by:_____ | 05/01/03

WORK_1005

7-8%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 9PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Edenbower @ Aviation Dr.
MILE POST : N/A
TO : WEST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	93		103		2	1						2							201	
07:00-08:00A	170		154	3	4	4			2	1							1		339	
08:00-09:00A	168		139	2	8	9	1		6								2		335	
09:00-10:00A	137		127	3	5	5			5	1							1		284	
10:00-11:00A	150		115	3	10	5			3	1									287	
11:00-12:00P	169		161	5	6	5			3	1							3		353	
12:00-01:00P	189		136	4	16	5	1		2	2							1	3	359	
01:00-02:00P	171		134	2	10	4	1	1	3	1								1	328	
02:00-03:00P	191		200	3	5	4		1	4	1							1		410	
03:00-04:00P	186		175	4	4	5											1	1	376	
04:00-05:00P	224		190	2	9	1			3				1				1		431	
05:00-06:00P	180		188	1	10	1			1				1						382	
06:00-07:00P	190	1	150		4				1	1							1		348	
07:00-08:00P	73		89	1									1						164	1
08:00-09:00P	61		70		1				1										133	
15 HOUR	2352	1	2131	33	94	49	3	2	34	9		2	3				12	5	4730	1

Summarized by:_____ | 05/01/03

4 8/0

WORK_1005

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 9PM
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas
INTERSECTION OF: Edenbower @ Aviation Dr.
MILE POST : N/A
TO : NORTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A			1																1	
07:00-08:00A	3		5																8	
08:00-09:00A	1																1		2	
09:00-10:00A	1		1																2	
10:00-11:00A	4		1																5	
11:00-12:00P	5		2																7	
12:00-01:00P	4		5		4	1													14	
01:00-02:00P	9		5																14	
02:00-03:00P	5		5																10	1
03:00-04:00P	5		6		1														12	
04:00-05:00P	5		1																6	
05:00-06:00P	3		3																6	
06:00-07:00P	1																		1	
07:00-08:00P	3		1																4	
08:00-09:00P	2																		2	
15 HOUR	51		36		5	1											1		94	1

Summarized by:_____ | 05/01/03

WORK_1005

79

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 9PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Edenbower @ Aviation Dr.
MILE POST : N/A
TO : NORTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A			2			1													3	
07:00-08:00A	7		5																12	
08:00-09:00A	4		4																8	1
09:00-10:00A	7		5		1														13	
10:00-11:00A	9		8	1	1														19	
11:00-12:00P	17		6			1													24	
12:00-01:00P	12		6																18	
01:00-02:00P	15		9																24	
02:00-03:00P	14		10		1														25	
03:00-04:00P	8		13	1															22	
04:00-05:00P	11		11																22	
05:00-06:00P	10		7																17	
06:00-07:00P	12		4																16	
07:00-08:00P	7		7																14	
08:00-09:00P	2		4		1														7	
15 HOUR	135		101	2	4	2													244	1

Summarized by:_____ | 05/01/03

WORK_1005

2.4%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 9PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Edenbower @ Aviation Dr.
MILE POST : N/A
TO : SOUTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	4		6																10	1
07:00-08:00A	2		5																7	
08:00-09:00A	2		5		1														8	
09:00-10:00A	7		7		1												1		16	
10:00-11:00A	4		4		1				1										10	
11:00-12:00P	5		3			1													9	1
12:00-01:00P	6		3																9	
01:00-02:00P	6		5		1														12	
02:00-03:00P	5		6														1		12	
03:00-04:00P	3		4																7	
04:00-05:00P	7		3		1														11	
05:00-06:00P	1		6		1														8	
06:00-07:00P	2		2																4	
07:00-08:00P	2		3																5	
08:00-09:00P																				
15 HOUR	56		62		6	1			1								2		128	2

Summarized by:_____ | 05/01/03

WORK_1005

7-8%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 9PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Edenbower @ Aviation Dr.
MILE POST : N/A
TO : WEST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	93		103		2	1						2							201	
07:00-08:00A	170		154	3	4	4			2	1							1		339	
08:00-09:00A	168		139	2	8	9	1		6								2		335	
09:00-10:00A	137		127	3	5	5			5	1							1		284	
10:00-11:00A	150		115	3	10	5			3	1									287	
11:00-12:00P	169		161	5	6	5			3	1							3		353	
12:00-01:00P	189		136	4	16	5	1		2	2							1	3	359	
01:00-02:00P	171		134	2	10	4	1	1	3	1								1	328	
02:00-03:00P	191		200	3	5	4		1	4	1							1		410	
03:00-04:00P	186		175	4	4	5											1	1	376	
04:00-05:00P	224		190	2	9	1			3				1				1		431	
05:00-06:00P	180		188	1	10	1			1				1						382	
06:00-07:00P	190	1	150		4				1	1							1		348	
07:00-08:00P	73		89	1									1						164	1
08:00-09:00P	61		70		1				1										133	
15 HOUR	2352	1	2131	33	94	49	3	2	34	9		2	3				12	5	4730	1

Summarized by:_____ | 05/01/03

WORK_1005

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 9PM
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas
INTERSECTION OF: Edenbower @ Aviation Dr.
MILE POST : N/A
TO : NORTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A			1																1	
07:00-08:00A	3		5																8	
08:00-09:00A	1																1		2	
09:00-10:00A	1		1																2	
10:00-11:00A	4		1																5	
11:00-12:00P	5		2																7	
12:00-01:00P	4		5		4														14	
01:00-02:00P	9		5																14	
02:00-03:00P	5		5																10	1
03:00-04:00P	5		6		1														12	
04:00-05:00P	5		1																6	
05:00-06:00P	3		3																6	
06:00-07:00P	1																		1	
07:00-08:00P	3		1																4	
08:00-09:00P	2																		2	
15 HOUR	51		36		5	1											1		94	1

Summarized by:_____ | 05/01/03

WORK_1005

79

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 9PM
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas
INTERSECTION OF: Edenbower @ Aviation Dr.
MILE POST : N/A
TO : EAST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	1		1														1		3	
07:00-08:00A	2		1		1														4	
08:00-09:00A	9		8																17	
09:00-10:00A	3		3																6	
10:00-11:00A	7		4																11	3
11:00-12:00P	9		3																12	
12:00-01:00P	4		4																8	
01:00-02:00P	3		3		1														7	
02:00-03:00P	9		4																13	
03:00-04:00P	6		5																11	1
04:00-05:00P	5		9																14	2
05:00-06:00P	8	1	6	1															16	
06:00-07:00P	10		3		1														14	
07:00-08:00P	6		3																9	1
08:00-09:00P			1		1														2	
15 HOUR	82	1	58	1	4												1		147	7

Summarized by:_____ | 05/01/03

WORK_1005

3%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORIATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 9PM
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas
INTERSECTION OF: Edenbower @ Aviation Dr.
MILE POST : N/A
TO : WEST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	5		1		3														9	
07:00-08:00A	4		5		1			1											11	
08:00-09:00A	16		10																26	
09:00-10:00A	9	1	4		1												1		16	
10:00-11:00A	3		9		3														15	
11:00-12:00P	10		11	1	1														23	
12:00-01:00P	8		6					1											15	
01:00-02:00P	12		3																15	
02:00-03:00P	7		5														2		14	
03:00-04:00P	14		11					1											26	
04:00-05:00P	12		7																19	
05:00-06:00P	10		13																23	
06:00-07:00P	8		2																10	
07:00-08:00P	4		2																6	
08:00-09:00P	5		4																9	
15 HOUR	127	1	93	1	9			3									3		237	

Summarized by:_____ | 05/01/03

WORK_1005

6 8 0

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 9PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas
INTERSECTION OF: Edenbower @ Aviation Dr.
MILE POST : N/A
TO : NORTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	10		9		1														20	
07:00-08:00A	11		15		3				1										30	
08:00-09:00A	17		10		3														30	
09:00-10:00A	19		17																36	
10:00-11:00A	26		11		1														38	
11:00-12:00P	19		19		2														40	
12:00-01:00P	30		30	2															62	
01:00-02:00P	27		18																46	
02:00-03:00P	25		24														2		51	
03:00-04:00P	34		18	1	2														55	
04:00-05:00P	32		28		3	1				1									65	
05:00-06:00P	25		20	1	1														47	
06:00-07:00P	26		17																43	
07:00-08:00P	15		17																32	
08:00-09:00P	10		10																20	
15 HOUR	326		263	4	16	2			1	1							2		615	

Summarized by:_____ | 05/01/03

3.6%

WORK_1005

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 9PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas
INTERSECTION OF: Edenbower @ Aviation Dr.
MILE POST : N/A
TO : EAST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	30		55	2	3			2									1		93	
07:00-08:00A	82		123		4	5			3										217	
08:00-09:00A	77		101	1	5	3			2				2				2		193	
09:00-10:00A	111		108	4	3	3			10		1						1		241	
10:00-11:00A	142		118	5	9	4			4	1							1		284	
11:00-12:00P	162		136	3	8	4	1	1	4	1							1	1	322	1
12:00-01:00P	193		130	2	12		1		4	2							1		345	
01:00-02:00P	170		143	3	8	4			2	1								1	332	1
02:00-03:00P	178		158	5	5	3			4	1			1				7		362	
03:00-04:00P	212		197	7	1				6								2	1	426	
04:00-05:00P	221		182	3	6			1	4									1	419	1
05:00-06:00P	224		195	4	2				1				1				2		429	
06:00-07:00P	142		145	3					2								2		294	
07:00-08:00P	108		97		1				1	1									208	
08:00-09:00P	105		97		1												1		204	
15 HOUR	2157		1985	42	68	27	2	4	47	7	1		4				21	4	4369	3

Summarized by:_____ | 05/01/03

4%

WORK_1005

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 9PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas
INTERSECTION OF: Edenbower @ Aviation Dr.
CITY: Roseburg

MILE POST : N/A
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	9		3																12	
07:00-08:00A	11		8																19	
08:00-09:00A	14		7																21	
09:00-10:00A	4		10		1			1											16	
10:00-11:00A	5		7														1		13	
11:00-12:00P	5		8		2														15	
12:00-01:00P	6		6		2														14	
01:00-02:00P	9		5																14	
02:00-03:00P	5		7	1	1														14	
03:00-04:00P	9		10					1											20	
04:00-05:00P	7		6		1														14	
05:00-06:00P	6		7	1	2														16	
06:00-07:00P	4		3																7	
07:00-08:00P	7		3																10	
08:00-09:00P	3		4		1														8	
15 HOUR	104		94	2	10			2									1		213	

Summarized by:_____ | 05/01/03

WORK_1005

6%

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003 | DAY : Tues. | COUNTY : Douglas | CITY: Roseburg

HOURS : 6AM - 9PM | WEATHER: cloudy | INTERSECTION OF: Edenbower @ Aviation Dr.

Tab by: | Chk. by: | MILE POST : N/A

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST	
06:00-07:00A					1											1		1			
07:00-08:00A																		1		1	
08:00-09:00A				1												1				1	
09:00-10:00A																					
10:00-11:00A								3								3		1			
11:00-12:00P					1						1					2					
12:00-01:00P			1													1		1		1	
01:00-02:00P		1									1					2					
02:00-03:00P		1					1									2		1			
03:00-04:00P		1						1								2		1	1		
04:00-05:00P								2			1					3					
05:00-06:00P																				1	
06:00-07:00P																					
07:00-08:00P						1		1								2					
08:00-09:00P																					
TOTAL VOLUME		3	1	1	2	1	1	7			3					19		6	1	4	

North and South is: Edenbower

East and West is: Aviation Dr.

BIKE_1005

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 4, 2003 DAY : Tues. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 9PM WEATHER: cloudy INTERSECTION OF: Edenbower @ Aviation Dr.

Tab by: Chk. by: MILE POST : N/A

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
06:00-07:00A																		
07:00-08:00A							1					1	1					1
08:00-09:00A								1	1			2		1	1			2
09:00-10:00A								1		1		2		1		1		2
10:00-11:00A										1		1				1		1
11:00-12:00P									1			1			1			1
12:00-01:00P																		
01:00-02:00P																		
02:00-03:00P							1			2		3	1			2		3
03:00-04:00P																		
04:00-05:00P							1	1				2	1	1				2
05:00-06:00P																		
06:00-07:00P								1				1		1				1
07:00-08:00P							1					1	1					1
08:00-09:00P							1	1		1		3	1	1		1		3
TOTAL VOLUME							5	5	2	5		17	5	5	2	5		17

North and South is: Edenbower East and West is: Aviation Dr.

PED_1005

(12)

TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : Nov. 16, 2004
DAY WEEK : Tues.
ACT COUNT: 14
HRS COUNT: 6AM - 8PM
PED COUNT: 14
HRS COUNT: 6AM - 8PM
WEATHER : clear

CITY or COUNTY : Douglas
INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.

MILE POST: n/a
CLASSIFICATION : All vehicles

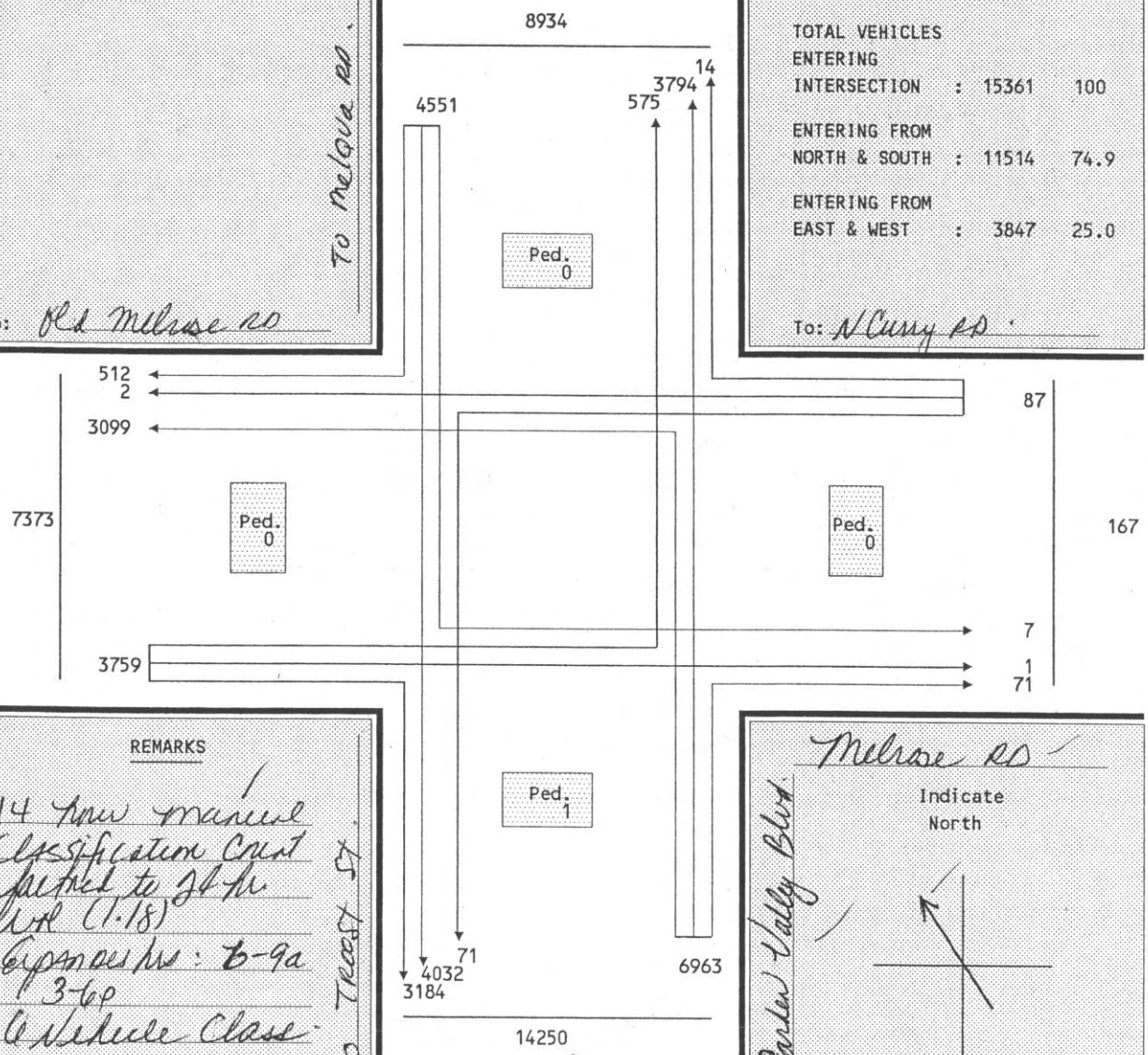
PAUL	TERRY H.	DARYL	SUE D
JANELLE S.	KEN N.	CONNIE	RAY L
INGRID			MIKE
ANDREW			ROSE
TOM	DEC - 6 2004		DAVE
MIKE B.			BOB S
SHIRLEY			CRAIG
ELIZABETH	BILL S.	JARED	RON H
SHELLY R.	LORI	CHRIS W.	HAREG

To: Old Melrose RD

To Melqua RD.

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION :	15361	100
ENTERING FROM NORTH & SOUTH :	11514	74.9
ENTERING FROM EAST & WEST :	3847	25.0

To: N Curry RD.



REMARKS

14 hour manual Classification Count factored to 24 hr. vol (1.18)
Expanded hrs: 6-9a 3-6p
6 Vehicle Class.
JN 12/03/04

TO TROOST ST.

Melrose RD

Indicate North

Garden Valley Blvd.

✓ EAA

DGM_1035

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004 | DAY : Tues. | COUNTY : Douglas | CITY:
HOURS : 6AM - 8PM | WEATHER: clear | INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-06:15A		26	1				7		8	3		25	70	42	60.0	28	40.0	27		15	28
06:15-06:30A		35	6				17		11	6		29	104	69	66.3	35	33.7	41		28	35
06:30-06:45A		62	2				24	1	13	1	1	69	173	102	59.0	71	41.0	64		38	71
06:45-07:00A		75	4				26		13	8		60	186	118	63.4	68	36.6	79		39	68
07:00-07:15A		103	3		4		33	1	16	6		79	245	156	63.7	89	36.3	106	4	50	85
07:15-07:30A		116	14		5		31	3	20	11		99	299	184	61.5	115	38.5	130	5	54	110
07:30-07:45A		108	4		2		41		24	9		89	277	177	63.9	100	36.1	112	2	65	98
07:45-08:00A		109	8		1		31	1	25	9		79	263	174	66.2	89	33.8	117	1	57	88
08:00-08:15A		83	15				39		26	7		67	237	163	68.8	74	31.2	98		65	74
08:15-08:30A		91	4				43		27	10		47	222	165	74.3	57	25.7	95		70	57
08:30-08:45A		80	5		1		38	1	33	19		61	238	157	66.0	81	34.0	85	1	72	80
08:45-09:00A		94	10	1	1		45		30	5		71	257	179	69.6	78	30.4	104	2	75	76
09:00-10:00A		249	33		6		174	1	124	26		209	822	581	70.7	241	29.3	282	6	299	235
10:00-11:00A	1	231	36	1	3		203	4	146	40		161	826	621	75.2	205	24.8	268	4	353	201
11:00-12:00P	1	248	18	1	2		249	5	182	35		196	937	703	75.0	234	25.0	267	3	436	231
12:00-01:00P		237	52	1	5		260	9	176	47		181	968	734	75.8	234	24.2	289	6	445	228
01:00-02:00P		256	38	1	9		270	2	194	32		198	1000	760	76.0	240	24.0	294	10	466	230
02:00-03:00P		258	58	3	2		251	5	216	49		162	1004	788	78.5	216	21.5	316	5	472	211
03:00-03:15P		79	15				80	1	81	12		54	322	256	79.5	66	20.5	94		162	66
03:15-03:30P	1	69	8	1	2		83	5	83	9		64	325	249	76.6	76	23.4	78	3	171	73
03:30-03:45P		62	8	1	1	1	72		77	10		113	345	219	63.5	126	36.5	70	3	149	123
03:45-04:00P		60	6				71	1	68	3		49	258	206	79.8	52	20.2	66		140	52
04:00-04:15P		48	8				72	1	73	18		58	278	202	72.7	76	27.3	56		146	76
04:15-04:30P		61	10				97	1	67	27		49	312	236	75.6	76	24.4	71		165	76
04:30-04:45P		51	4		1		92	1	83	7		44	283	231	81.6	52	18.4	55	1	176	51
04:45-05:00P	2	55	8				78	3	77	6		52	281	223	79.4	58	20.6	65		158	58
05:00-05:15P	1	61	6	1	2		112		103	13		37	336	283	84.2	53	15.8	68	3	215	50
05:15-05:30P		64	10		1		111		105	20		40	351	290	82.6	61	17.4	74	1	216	60
05:30-05:45P		41	9		3		89		84	12		36	274	223	81.4	51	18.6	50	3	173	48
05:45-06:00P		52	4		1		82	1	68	6		39	253	207	81.8	46	18.2	56	1	151	45
06:00-07:00P		180	16	1	3		235	7	224	18		132	816	662	81.1	154	18.9	196	4	466	150
07:00-08:00P		73	11		5	1	159	6	149	3		49	456	398	87.3	58	12.7	84	6	314	52

North and South is: Garden Valley Blvd.

East and West is: Melrose Rd.

SUM_1035

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004 DAY : Tues. COUNTY : Douglas CITY:
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
TOTAL COUNT	6	3417	434	12	60	2	3215	60	2626	487	1	2698	13018	9758	75.0	3260	25.0	3857	74	5901	3186
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	7	4032	512	14	71	2	3794	71	3099	575	1	3184	15362	11514	75.0	3846	25.0	4551	87	6963	3759

North and South is: Garden Valley Blvd. East and West is: Melrose Rd.

SUM_1035

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004 DAY : Tues. COUNTY : Douglas CITY:
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-07:00A		198	13				74	1	45	18	1	183	533	331	62.1	202	37.9	211		120	202
07:00-08:00A		436	29		12		136	5	85	35		346	1084	691	63.7	393	36.3	465	12	226	381
08:00-09:00A		348	34	1	2		165	1	116	41		246	954	664	69.6	290	30.4	382	3	282	287
09:00-10:00A		249	33		6		174	1	124	26		209	822	581	70.7	241	29.3	282	6	299	235
10:00-11:00A	1	231	36	1	3		203	4	146	40		161	826	621	75.2	205	24.8	268	4	353	201
11:00-12:00P	1	248	18	1	2		249	5	182	35		196	937	703	75.0	234	25.0	267	3	436	231
12:00-01:00P		237	52	1	5		260	9	176	47		181	968	734	75.8	234	24.2	289	6	445	228
01:00-02:00P		256	38	1	9		270	2	194	32		198	1000	760	76.0	240	24.0	294	10	466	230
02:00-03:00P		258	58	3	2		251	5	216	49		162	1004	788	78.5	216	21.5	316	5	472	211
03:00-04:00P	1	270	37	2	3	1	306	7	309	34		280	1250	930	74.4	320	25.6	308	6	622	314
04:00-05:00P	2	215	30		1		339	6	300	58		203	1154	892	77.3	262	22.7	247	1	645	261
05:00-06:00P	1	218	29	1	7		394	1	360	51		152	1214	1003	82.6	211	17.4	248	8	755	203
06:00-07:00P		180	16	1	3		235	7	224	18		132	816	662	81.1	154	18.9	196	4	466	150
07:00-08:00P		73	11		5	1	159	6	149	3		49	456	398	87.3	58	12.7	84	6	314	52
TOTAL COUNT	6	3417	434	12	60	2	3215	60	2626	487	1	2698	13018	9758	75.0	3260	25.0	3857	74	5901	3186
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	7	4032	512	14	71	2	3794	71	3099	575	1	3184	15362	11514	75.0	3846	25.0	4551	87	6963	3759

North and South is: Garden Valley Blvd. East and West is: Melrose Rd.

SUM_1035

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY:
INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE	
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl					
06:00-06:15A																					
06:15-06:30A																					
06:30-06:45A																					
06:45-07:00A																					
07:00-07:15A																					
07:15-07:30A																					
07:30-07:45A																					
07:45-08:00A																					
08:00-08:15A																					
08:15-08:30A																					
08:30-08:45A																					
08:45-09:00A																					
09:00-10:00A																					
10:00-11:00A			1																1		
11:00-12:00P	1																		1		
12:00-01:00P																					
01:00-02:00P																					
02:00-03:00P																					
03:00-03:15P																					
03:15-03:30P						1													1		
03:30-03:45P																					
03:45-04:00P																					
04:00-04:15P																					
04:15-04:30P																					
04:30-04:45P																					
04:45-05:00P	1		1																2		
05:00-05:15P			1																1		
05:15-05:30P																					
05:30-05:45P																					
05:45-06:00P																					
06:00-07:00P																					
07:00-08:00P																					
14 HOUR	2		3			1													6		

Summarized by:_____ | 12/03/04

WORK_1035

16.66N17%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY:
INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	13		13																26	
06:15-06:30A	19		16																35	
06:30-06:45A	28		33			1													62	
06:45-07:00A	42		29			1			1								2		75	
07:00-07:15A	51		49			1											2		103	
07:15-07:30A	56		58			2													116	
07:30-07:45A	56		49			3													108	
07:45-08:00A	54		50			4			1										109	
08:00-08:15A	38		40			3			1								1		83	
08:15-08:30A	45		41			5													91	
08:30-08:45A	38		37			5													80	
08:45-09:00A	39		49			6													94	
09:00-10:00A	127		102			18			2										249	
10:00-11:00A	104		106			18			3										231	
11:00-12:00P	100		128			19			1										248	
12:00-01:00P	106		120			9			2										237	
01:00-02:00P	108		120			23			3								1	1	256	
02:00-03:00P	111		127			19												1	258	
03:00-03:15P	30		45			4													79	
03:15-03:30P	33		26			10													69	
03:30-03:45P	21		38						1								2		62	
03:45-04:00P	35		20			2			2								1		60	
04:00-04:15P	16		25			1			3								3		48	
04:15-04:30P	34		24			3													61	1
04:30-04:45P	25		22			2											2		51	2
04:45-05:00P	26		27			2													55	
05:00-05:15P	28		30			3													61	
05:15-05:30P	31		32			1													64	
05:30-05:45P	11		29			1													41	
05:45-06:00P	22		26			3			1										52	
06:00-07:00P	80		99			1													180	
07:00-08:00P	40		30			3													73	
14 HOUR	1567		1640			173			21								14	2	3417	3

Summarized by:_____ | 12/03/04

WORK_1035

68%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY:
INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1																		1	
06:15-06:30A	4		1			1													6	
06:30-06:45A	1		1																2	
06:45-07:00A			4																4	
07:00-07:15A	1		2																3	
07:15-07:30A	4		8			1			1										14	
07:30-07:45A			3						1										4	
07:45-08:00A	2		5			1													8	
08:00-08:15A	2		10			3													15	
08:15-08:30A			4																4	
08:30-08:45A	2		3																5	
08:45-09:00A	4		4			1											1		10	
09:00-10:00A	10		19			3			1										33	
10:00-11:00A	13		15			8													36	
11:00-12:00P	5		11			2													18	
12:00-01:00P	19		28			4											1		52	
01:00-02:00P	11		22			3			2										38	
02:00-03:00P	20		29			6			1								1	1	58	
03:00-03:15P	5		10																15	
03:15-03:30P	3		4			1													8	
03:30-03:45P	2		5			1													8	
03:45-04:00P	3		3																6	
04:00-04:15P	3		4						1										8	
04:15-04:30P	2		8																10	
04:30-04:45P	1		3																4	
04:45-05:00P	2		6																8	
05:00-05:15P	2		3			1													6	
05:15-05:30P	4		6																10	
05:30-05:45P	3		5															1	9	
05:45-06:00P	3		1																4	
06:00-07:00P	7		9																16	
07:00-08:00P	6		5			1													11	
14 HOUR	145		241			36			7								3	2	434	

Summarized by:_____ | 12/03/04

10.59 %

WORK_1035

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas
CITY:
INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A																				
06:30-06:45A																				
06:45-07:00A																				
07:00-07:15A																				
07:15-07:30A																				
07:30-07:45A																				
07:45-08:00A																				
08:00-08:15A																				
08:15-08:30A																				
08:30-08:45A																				
08:45-09:00A						1													1	
09:00-10:00A																				
10:00-11:00A	1																		1	
11:00-12:00P	1																		1	
12:00-01:00P			1																1	
01:00-02:00P			1																1	
02:00-03:00P	1		1			1													3	
03:00-03:15P																				
03:15-03:30P	1																		1	
03:30-03:45P			1																1	
03:45-04:00P																				
04:00-04:15P																				
04:15-04:30P																				
04:30-04:45P																				
04:45-05:00P																				
05:00-05:15P			1																1	
05:15-05:30P																				
05:30-05:45P																				
05:45-06:00P																				
06:00-07:00P	1																		1	
07:00-08:00P																				
	/		/																	
14 HOUR	5		5			2													12	

Summarized by:_____ | 12/03/04

16.6 %

WORK_1035

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas CITY:
INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A																				
06:30-06:45A																				
06:45-07:00A																				
07:00-07:15A			4																4	
07:15-07:30A	2		3																5	
07:30-07:45A			2																2	
07:45-08:00A			1																1	
08:00-08:15A																				
08:15-08:30A																				
08:30-08:45A	1																		1	
08:45-09:00A			1																1	
09:00-10:00A	1		5																6	
10:00-11:00A			3																3	
11:00-12:00P			2																2	
12:00-01:00P	2		3																5	
01:00-02:00P	3		5			1													9	
02:00-03:00P	1		1																2	
03:00-03:15P																				
03:15-03:30P			2																2	
03:30-03:45P	1																		1	
03:45-04:00P																				
04:00-04:15P																				
04:15-04:30P																				
04:30-04:45P	1																		1	
04:45-05:00P																				
05:00-05:15P			2																2	
05:15-05:30P			1																1	
05:30-05:45P			3																3	
05:45-06:00P			1																1	
06:00-07:00P	2		1																3	
07:00-08:00P	4		1																5	
14 HOUR	18		41			1													60	

Summarized by:_____ | 12/03/04

WORK_1035

27

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas CITY:
INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A																				
06:30-06:45A																				
06:45-07:00A																				
07:00-07:15A																				
07:15-07:30A																				
07:30-07:45A																				
07:45-08:00A																				
08:00-08:15A																				
08:15-08:30A																				
08:30-08:45A																				
08:45-09:00A																				
09:00-10:00A																				
10:00-11:00A																				
11:00-12:00P																				
12:00-01:00P																				
01:00-02:00P																				
02:00-03:00P																				
03:00-03:15P																				
03:15-03:30P																				
03:30-03:45P						1														
03:45-04:00P																			1	
04:00-04:15P																				
04:15-04:30P																				
04:30-04:45P																				
04:45-05:00P																				
05:00-05:15P																				
05:15-05:30P																				
05:30-05:45P																				
05:45-06:00P																				
06:00-07:00P																				
07:00-08:00P			1																1	
14 HOUR			1			1													2	

Summarized by:_____ | 12/03/04

50 %

WORK_1035

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY:
INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	4		3																7	
06:15-06:30A	9		6														2		17	
06:30-06:45A	9		13														2		24	
06:45-07:00A	13		13																26	
07:00-07:15A	10		20			2			1										33	
07:15-07:30A	8		19			3											1		31	
07:30-07:45A	13		24			3											1		41	
07:45-08:00A	14		11			6													31	
08:00-08:15A	13		16			8			1								1		39	
08:15-08:30A	19		17			7													43	
08:30-08:45A	11		21			6													38	
08:45-09:00A	18		21			6													45	
09:00-10:00A	65		85			19			5										174	
10:00-11:00A	86		97			18			1								1		203	
11:00-12:00P	108		116			22			1								2		249	
12:00-01:00P	113		130			14			3										260	
01:00-02:00P	116		133			20												1	270	1
02:00-03:00P	105		119			20			3								3	1	251	
03:00-03:15P	39		34			7													80	
03:15-03:30P	38		42			3													83	
03:30-03:45P	45		24			3													72	
03:45-04:00P	27		42			1											1		71	
04:00-04:15P	39		30			2											1		72	
04:15-04:30P	47		50																97	
04:30-04:45P	42		48			2													92	
04:45-05:00P	35		42			1													78	
05:00-05:15P	64		46			2													112	
05:15-05:30P	58		53																111	
05:30-05:45P	40		48			1													89	
05:45-06:00P	48		34																82	1
06:00-07:00P	117		113			4												1	235	
07:00-08:00P	93		65			1													159	
14 HOUR	1466		1535			181			15								15	3	3215	2

Summarized by:_____ | 12/03/04

6.5%

WORK_1035

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY:
INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE	
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl					
06:00-06:15A																					
06:15-06:30A																					
06:30-06:45A			1																1		
06:45-07:00A																					
07:00-07:15A			1																1		
07:15-07:30A			3																3		
07:30-07:45A																					
07:45-08:00A			1																1		
08:00-08:15A																					
08:15-08:30A																					
08:30-08:45A						1													1		
08:45-09:00A																					
09:00-10:00A			1																1		
10:00-11:00A	1		3																4		
11:00-12:00P	4		1																5		
12:00-01:00P	4		5																9		
01:00-02:00P			1			1													2		
02:00-03:00P	1		3			1													5		
03:00-03:15P	1																		1		
03:15-03:30P	1		4																5		
03:30-03:45P																					
03:45-04:00P	1																		1		
04:00-04:15P	1																		1		
04:15-04:30P	1																		1		
04:30-04:45P			1																1		
04:45-05:00P	1		2																3		
05:00-05:15P																					
05:15-05:30P																					
05:30-05:45P																					
05:45-06:00P	1																		1		
06:00-07:00P	2		5																7		
07:00-08:00P	3		3																6		
	✓		✓																		
14 HOUR	22		35			3													60		

Summarized by:_____ | 12/03/04

5%

WORK_1035

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas
INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.
MILE POST : n/a
TO : WEST

CITY:

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	5		1														2		8	
06:15-06:30A	6		2			1											2		11	
06:30-06:45A	3		9			1													13	
06:45-07:00A	4		8														1		13	
07:00-07:15A	8		6			1			1										16	
07:15-07:30A	8		12																20	
07:30-07:45A	6		14			2											2		24	
07:45-08:00A	9		13			2			1										25	
08:00-08:15A	9		13			2			2										26	
08:15-08:30A	7		16			3											1		27	
08:30-08:45A	7		21			4			1										33	
08:45-09:00A	10		18			2													30	
09:00-10:00A	50		61			12			1										124	
10:00-11:00A	53		79			13			1										146	
11:00-12:00P	84		81			15											2		182	
12:00-01:00P	79		90			7													176	
01:00-02:00P	89		97			8													194	1
02:00-03:00P	94		108			13											1		216	
03:00-03:15P	41		38			2													81	
03:15-03:30P	37		43			2												1	83	
03:30-03:45P	33		39			4												1	77	
03:45-04:00P	26		39			2			1										68	
04:00-04:15P	36		35			2													73	
04:15-04:30P	41		24			1												1	67	
04:30-04:45P	40		41			2													83	
04:45-05:00P	34		41			2													77	
05:00-05:15P	50		51			2													103	
05:15-05:30P	48		57																105	
05:30-05:45P	34		49			1													84	
05:45-06:00P	30		37			1													68	
06:00-07:00P	105		119																224	
07:00-08:00P	67		82																149	
14 HOUR	1153		1344			107			8								11	3	2626	1

Summarized by:_____ | 12/03/04

4.8%

WORK_1035

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas CITY:
INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	2		1																3	
06:15-06:30A	4		1						1										6	
06:30-06:45A			1																1	
06:45-07:00A	3		5																8	
07:00-07:15A	1		3			2													6	
07:15-07:30A	1		10																11	
07:30-07:45A	2		4			3													9	
07:45-08:00A	2		6			1													9	
08:00-08:15A	2		5																7	
08:15-08:30A	2		6			2													10	
08:30-08:45A	6		11						2										19	
08:45-09:00A			5																5	
09:00-10:00A	6		16			4													26	
10:00-11:00A	7		27			3			3										40	
11:00-12:00P	15		18			2													35	1
12:00-01:00P	11		29			7													47	
01:00-02:00P	11		21																32	
02:00-03:00P	13		31			4			1										49	
03:00-03:15P	3		8			1													12	
03:15-03:30P	2		5			1											1		9	
03:30-03:45P	2		5			2											1		10	
03:45-04:00P			3																3	
04:00-04:15P	5		13																18	
04:15-04:30P	9		17			1													27	
04:30-04:45P	2		4						1										7	
04:45-05:00P	3		2			1													6	
05:00-05:15P	4		8			1													13	
05:15-05:30P	8		12																20	
05:30-05:45P	5		7																12	
05:45-06:00P	3		3																6	
06:00-07:00P	7		11																18	
07:00-08:00P	2		1																3	
14 HOUR	143		299			35			8								2		487	1

Summarized by:_____ | 12/03/04

9 %

WORK_1035

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas CITY:
INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A																				
06:30-06:45A	1																		1	
06:45-07:00A																				
07:00-07:15A																				
07:15-07:30A																				
07:30-07:45A																				
07:45-08:00A																				
08:00-08:15A																				
08:15-08:30A																				
08:30-08:45A																				
08:45-09:00A																				
09:00-10:00A																				
10:00-11:00A																				
11:00-12:00P																				
12:00-01:00P																				
01:00-02:00P																				
02:00-03:00P																				
03:00-03:15P																				
03:15-03:30P																				
03:30-03:45P																				
03:45-04:00P																				
04:00-04:15P																				
04:15-04:30P																				
04:30-04:45P																				
04:45-05:00P																				
05:00-05:15P																				
05:15-05:30P																				
05:30-05:45P																				
05:45-06:00P																				
06:00-07:00P																				
07:00-08:00P																				
14 HOUR	1																		1	

Summarized by:_____ | 12/03/04

WORK_1035

0%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas CITY:
INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	11		12			1			1										25	
06:15-06:30A	14		13			2													29	
06:30-06:45A	30		35			4													69	
06:45-07:00A	23		34			2											1		60	
07:00-07:15A	44		33			1											1		79	
07:15-07:30A	52		47																99	
07:30-07:45A	40		48			1													89	
07:45-08:00A	40		38			1													79	
08:00-08:15A	32		30			4			1										67	
08:15-08:30A	24		23																47	1
08:30-08:45A	32		26			2			1										61	
08:45-09:00A	33		32			3											3		71	
09:00-10:00A	104		91			9			4								1		209	
10:00-11:00A	87		65			7			2										161	
11:00-12:00P	81		100			13			1									1	196	
12:00-01:00P	91		78			10											1	1	181	1
01:00-02:00P	92		97			9													198	
02:00-03:00P	63		97															2	162	
03:00-03:15P	23		28			3													54	
03:15-03:30P	29		31			2											1	1	64	
03:30-03:45P	55		54			4													113	
03:45-04:00P	18		26			2											3		49	
04:00-04:15P	26		27			1											2	2	58	
04:15-04:30P	27		22																49	
04:30-04:45P	17		27																44	
04:45-05:00P	26		26																52	
05:00-05:15P	18		19																37	
05:15-05:30P	15		24			1													40	
05:30-05:45P	12		21			3													36	
05:45-06:00P	15		24																39	
06:00-07:00P	50		79			3													132	
07:00-08:00P	22		27																49	
14 HOUR	1246		1334			88			10								13	7	2698	2

Summarized by:_____ | 12/03/04

4%

WORK_1035

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004 | DAY : Tues. | COUNTY : Douglas | CITY:
HOURS : 6AM - 8PM | WEATHER: clear | INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST	
06:00-06:15A																					
06:15-06:30A																					
06:30-06:45A																					
06:45-07:00A																					
07:00-07:15A																					
07:15-07:30A																					
07:30-07:45A																					
07:45-08:00A																					
08:00-08:15A																					
08:15-08:30A												1				1					
08:30-08:45A																					
08:45-09:00A																					
09:00-10:00A																					
10:00-11:00A																					
11:00-12:00P										1						1					
12:00-01:00P												1				1					
01:00-02:00P							1		1							2					
02:00-03:00P																	1				
03:00-03:15P																					
03:15-03:30P																			1		
03:30-03:45P																	1				
03:45-04:00P																					
04:00-04:15P																			2		
04:15-04:30P		1														1					
04:30-04:45P		2														2					
04:45-05:00P																					
05:00-05:15P																					
05:15-05:30P																					
05:30-05:45P																					
05:45-06:00P							1									1					
06:00-07:00P																					
07:00-08:00P																					

North and South is: Garden Valley Blvd.

East and West is: Melrose Rd.

BIKE_1035

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004 DAY : Tues. COUNTY : Douglas CITY:
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST	
TOTAL VOLUME		3					2		1	1		2				9	2		3		

North and South is: Garden Valley Blvd. East and West is: Melrose Rd. BIKE_1035

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004 | DAY : Tues. | COUNTY : Douglas | CITY:
HOURS : 6AM - 8PM | WEATHER: clear | INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
06:00-06:15A																		
06:15-06:30A																		
06:30-06:45A																		
06:45-07:00A																		
07:00-07:15A																		
07:15-07:30A																		
07:30-07:45A																		
07:45-08:00A																		
08:00-08:15A																		
08:15-08:30A																		
08:30-08:45A																		
08:45-09:00A																		
09:00-10:00A																		
10:00-11:00A																		
11:00-12:00P																		
12:00-01:00P																		
01:00-02:00P																		
02:00-03:00P																		
03:00-03:15P																		
03:15-03:30P																		
03:30-03:45P																		
03:45-04:00P																		
04:00-04:15P																		
04:15-04:30P																		
04:30-04:45P																		
04:45-05:00P																		
05:00-05:15P																		
05:15-05:30P																		
05:30-05:45P																		
05:45-06:00P																		
06:00-07:00P																		
07:00-08:00P									1			1			1			1

North and South is: Garden Valley Blvd.

East and West is: Melrose Rd.

PED_1035

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 16, 2004 DAY : Tues. COUNTY : Douglas CITY:
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: Garden Valley Blvd. @ Melrose Rd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
TOTAL VOLUME									1			1			1			1

North and South is: Garden Valley Blvd. East and West is: Melrose Rd.

PED_1035

14

TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : Nov. 17, 2004
DAY WEEK : Wed.
ACT COUNT: 14
HRS COUNT: 6AM - 8AM
PED COUNT: 14
HRS COUNT: 6AM - 8AM
WEATHER : clear

CITY or COUNTY : Roseburg
INTERSECTION OF: Garden Valley Blvd. @ Troost St.
6 vehicle class

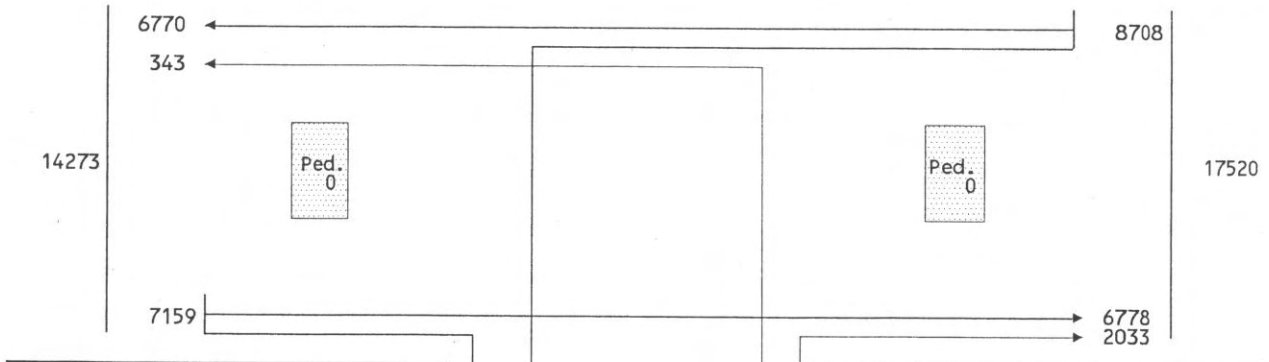
4 logged ?

MILE POST: n/a
CLASSIFICATION : All vehicles

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION :	18244	100
ENTERING FROM NORTH & SOUTH :	2377	13.0
ENTERING FROM EAST & WEST :	15867	86.9

PAUL	TERRY H.	DARYL	SUE D.
ANELLE S	KEN N.	CONNIE	RAY L.
INGRID			MIKE
ANDREW			ROSE
TOM	DEC - 2 2004		DAVE
MIKE B.			BOB S.
SHIRLEY			CRAIG
ELIZABETH	BILL S.	JARED	RON H.
SHELLY R.	LORI	CHRIS W.	HAREGU

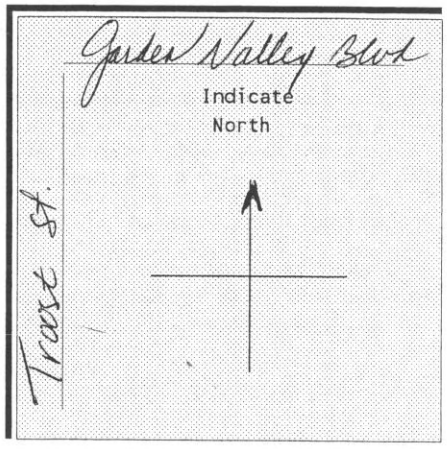
To Melrose RD. — To Kline St



REMARKS

14 hour manual classification count factored to 24 hr vol. (1.18) 6 vehicle class.
Expansion hrs: (6-9a) (3-6p)

JN 11/30/04



9AM ✓

DGM_1032

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004 | DAY : Wed. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8AM | WEATHER: clear | INTERSECTION OF: Garden Valley Blvd. @ Troost St.
6 vehicle class
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS E-S	E-W	S-E	S-W	W-E	W-S	TOTAL	NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS EAST	SOUTH	WEST
06:00-06:15A	3	16	9	1	50	2	81	10	12.3	71	87.7	19	10	52
06:15-06:30A	1	29	13		71		114	13	11.4	101	88.6	30	13	71
06:30-06:45A	3	35	21	2	132		193	23	11.9	170	88.1	38	23	132
06:45-07:00A	8	38	35	4	129	3	217	39	18.0	178	82.0	46	39	132
07:00-07:15A	9	50	34	4	171	4	272	38	14.0	234	86.0	59	38	175
07:15-07:30A	17	52	45	4	200		318	49	15.4	269	84.6	69	49	200
07:30-07:45A	15	68	48	1	179	7	318	49	15.4	269	84.6	83	49	186
07:45-08:00A	17	66	42	4	170	7	306	46	15.0	260	85.0	83	46	177
08:00-08:15A	13	55	44	5	132	17	266	49	18.4	217	81.6	68	49	149
08:15-08:30A	22	66	34	6	137	5	270	40	14.8	230	85.2	88	40	142
08:30-08:45A	26	51	27	7	122	10	243	34	14.0	209	86.0	77	34	132
08:45-09:00A	22	66	33	4	157	18	300	37	12.3	263	87.7	88	37	175
09:00-10:00A	81	278	119	25	443	20	966	144	14.9	822	85.1	359	144	463
10:00-11:00A	101	371	224	13	369	19	1097	237	21.6	860	78.4	472	237	388
11:00-12:00P	120	420	135	19	445	23	1162	154	13.3	1008	86.7	540	154	468
12:00-01:00P	127	427	104	35	402	21	1116	139	12.5	977	87.5	554	139	423
01:00-02:00P	119	472	125	19	429	26	1190	144	12.1	1046	87.9	591	144	455
02:00-03:00P	145	469	108	16	420	22	1180	124	10.5	1056	89.5	614	124	442
03:00-03:15P	39	155	35	10	114	10	363	45	12.4	318	87.6	194	45	124
03:15-03:30P	75	153	42	9	112	14	405	51	12.6	354	87.4	228	51	126
03:30-03:45P	33	152	28	4	108	12	337	32	9.5	305	90.5	185	32	120
03:45-04:00P	30	129	31	9	93	8	300	40	13.3	260	86.7	159	40	101
04:00-04:15P	52	146	33	5	93	7	336	38	11.3	298	88.7	198	38	100
04:15-04:30P	41	156	38	8	101	3	347	46	13.3	301	86.7	197	46	104
04:30-04:45P	59	173	38	8	96	8	382	46	12.0	336	88.0	232	46	104
04:45-05:00P	50	145	39	7	92	9	342	46	13.5	296	86.5	195	46	101
05:00-05:15P	62	215	33	7	85	7	409	40	9.8	369	90.2	277	40	92
05:15-05:30P	43	201	19	10	91	6	370	29	7.8	341	92.2	244	29	97
05:30-05:45P	50	173	18	4	90	5	340	22	6.5	318	93.5	223	22	95
05:45-06:00P	44	149	29	1	90	8	321	30	9.3	291	90.7	193	30	98
06:00-07:00P	126	455	89	25	302	13	1010	114	11.3	896	88.7	581	114	315
07:00-08:00P	90	306	51	15	119	9	590	66	11.2	524	88.8	396	66	128

WBL WBT NBR NBL EBT EBR

212 689 148 30 374 87

1503 1407 1480

PHF = 90

North and South is: Troost St.

East and West is: Garden Valley Blvd.

SUM_1032

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004 DAY : Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8AM WEATHER: clear INTERSECTION OF: Garden Valley Blvd. @ Troost St.
6 vehicle class
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	E-S	E-W	S-E	S-W	W-E	W-S							TOTAL					EAST	SOUTH	WEST	
TOTAL COUNT	1643	5737	1723	291	5744	323							15461	2014	13.0	13447	87.0	7380	2014	6067	
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18															
24HR VOLUME	1939	6770	2033	343	6778	381							18244	2377	13.0	15867	87.0	8708	2377	7159	

North and South is: Troost St.

East and West is: Garden Valley Blvd.

SUM_1032

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004 DAY : Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8AM WEATHER: clear INTERSECTION OF: Garden Valley Blvd. @ Troost St.
6 vehicle class
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS												NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS		
	E-S	E-W	S-E	S-W	W-E	W-S						TOTAL					EAST	SOUTH	WEST
06:00-07:00A	15	118	78	7	382	5						605	85	14.0	520	86.0	133	85	387
07:00-08:00A	58	236	169	13	720	18						1214	182	15.0	1032	85.0	294	182	738
08:00-09:00A	83	238	138	22	548	50						1079	160	14.8	919	85.2	321	160	598
09:00-10:00A	81	278	119	25	443	20						966	144	14.9	822	85.1	359	144	463
10:00-11:00A	101	371	224	13	369	19						1097	237	21.6	860	78.4	472	237	388
11:00-12:00P	120	420	135	19	445	23						1162	154	13.3	1008	86.7	540	154	468
12:00-01:00P	127	427	104	35	402	21						1116	139	12.5	977	87.5	554	139	423
01:00-02:00P	119	472	125	19	429	26						1190	144	12.1	1046	87.9	591	144	455
02:00-03:00P	145	469	108	16	420	22						1180	124	10.5	1056	89.5	614	124	442
03:00-04:00P	177	589	136	32	427	44						1405	168	12.0	1237	88.0	766	168	471
04:00-05:00P	202	620	148	28	382	27						1407	176	12.5	1231	87.5	822	176	409
05:00-06:00P	199	738	99	22	356	26						1440	121	8.4	1319	91.6	937	121	382
06:00-07:00P	126	455	89	25	302	13						1010	114	11.3	896	88.7	581	114	315
07:00-08:00P	90	306	51	15	119	9						590	66	11.2	524	88.8	396	66	128
TOTAL COUNT	1643	5737	1723	291	5744	323						15461	2014	13.0	13447	87.0	7380	2014	6067
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18													
24HR VOLUME	1939	6770	2033	343	6778	381						18244	2377	13.0	15867	87.0	8708	2377	7159

North and South is: Troost St. East and West is: Garden Valley Blvd. SUM_1032

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8AM
WEATHER : clear
FROM : EAST

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Garden Valley Blvd. @ Troost St.
6 vehicle class
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	2		1																3	
06:15-06:30A			1																1	
06:30-06:45A	1		2																3	
06:45-07:00A	2		5														1		8	
07:00-07:15A	4		5																9	
07:15-07:30A	10		6														1		17	
07:30-07:45A	10		5																15	
07:45-08:00A	5		12																17	
08:00-08:15A	6		7																13	
08:15-08:30A	11		11																22	
08:30-08:45A	7		19																26	
08:45-09:00A	9		13																22	
09:00-10:00A	27		53			1													81	
10:00-11:00A	47		53			1													101	
11:00-12:00P	69		50			1													120	
12:00-01:00P	65		61														1		127	
01:00-02:00P	63		53			3													119	
02:00-03:00P	71		71														3		145	
03:00-03:15P	18		21																39	
03:15-03:30P	30		39			3											3		75	
03:30-03:45P	14		18			1													33	
03:45-04:00P	11		18			1													30	
04:00-04:15P	28		23															1	52	
04:15-04:30P	26		14			1													41	
04:30-04:45P	27		32																59	
04:45-05:00P	23		26			1													50	
05:00-05:15P	29		32			1													62	
05:15-05:30P	25		18																43	
05:30-05:45P	30		19			1													50	
05:45-06:00P	29		15																44	
06:00-07:00P	56		67			3													126	
07:00-08:00P	57		33																90	
14 HOUR	812		803			18											9	1	1643	

Summarized by:_____ | 11/30/04

WORK_1032

1.6%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8AM
WEATHER : clear
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Garden Valley Blvd. @ Troost St.
6 vehicle class
MILE POST : n/a
TO : WEST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	14																2		16	
06:15-06:30A	19		5														5		29	
06:30-06:45A	15		17														3		35	
06:45-07:00A	17		20			1													38	
07:00-07:15A	8		33			7			2										50	
07:15-07:30A	14		35			2											1		52	
07:30-07:45A	17		44			4											3		68	
07:45-08:00A	24		36			5			1										66	
08:00-08:15A	18		29			4			2								2		55	
08:15-08:30A	18		43			5													66	
08:30-08:45A	16		35																51	
08:45-09:00A	23		38			5													66	
09:00-10:00A	92		161			25													278	
10:00-11:00A	157		189			20			3								2		371	
11:00-12:00P	172		222			22											4		420	
12:00-01:00P	190		217			16			4										427	
01:00-02:00P	222		223			25			1									1	472	2
02:00-03:00P	195		233			31			5								4	1	469	
03:00-03:15P	75		70			9											1		155	1
03:15-03:30P	69		80			3												1	153	
03:30-03:45P	68		78			4			1									1	152	
03:45-04:00P	63		61			3			1								1		129	
04:00-04:15P	76		65			4											1		146	
04:15-04:30P	80		70			5												1	156	
04:30-04:45P	77		88			8													173	
04:45-05:00P	57		86			2													145	
05:00-05:15P	123		86			6													215	
05:15-05:30P	103		97			1													201	
05:30-05:45P	97		71			4			1										173	
05:45-06:00P	101		46			1			1										149	
06:00-07:00P	247		203			5													455	
07:00-08:00P	180		125			1													306	
14 HOUR	2647		2806			228			22								29	5	5737	3

Summarized by:_____ | 11/30/04

4.86%

WORK_1032

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8AM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas
INTERSECTION OF: Garden Valley Blvd. @ Troost St.
6 vehicle class
MILE POST : n/a
TO : EAST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1		8																9	
06:15-06:30A	1		12																13	
06:30-06:45A	4		17																21	
06:45-07:00A	12		23																35	
07:00-07:15A	8		24			1											1		34	
07:15-07:30A	25		20																45	
07:30-07:45A	15		33																48	
07:45-08:00A	22		20																42	
08:00-08:15A	19		25																44	
08:15-08:30A	21		13																34	
08:30-08:45A	11		16																27	
08:45-09:00A	16		17																33	
09:00-10:00A	57		60			1			1										119	
10:00-11:00A	96		126			1			1										224	
11:00-12:00P	55		77			2											1		135	
12:00-01:00P	54		49			1													104	
01:00-02:00P	56		65			3			1										125	
02:00-03:00P	52		53			3													108	
03:00-03:15P	23		11			1													35	
03:15-03:30P	19		22															1	42	
03:30-03:45P	13		14														1		28	
03:45-04:00P	20		10			1													31	
04:00-04:15P	16		16			1													33	1
04:15-04:30P	25		13																38	
04:30-04:45P	18		20																38	
04:45-05:00P	22		15			2													39	
05:00-05:15P	15		18																33	
05:15-05:30P	16		3																19	
05:30-05:45P	11		7																18	
05:45-06:00P	15		14																29	
06:00-07:00P	60		29																89	
07:00-08:00P	24		25			2													51	
14 HOUR	822		875			19			3								3	1	1723	1

Summarized by:_____ | 11/30/04

WORK_1032

1 of 1

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8AM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas
INTERSECTION OF: Garden Valley Blvd. @ Troost St.
6 vehicle class
MILE POST : n/a
TO : WEST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1																		1	
06:15-06:30A																				
06:30-06:45A	1		1																2	
06:45-07:00A	1		3																4	
07:00-07:15A	2		2																4	
07:15-07:30A			4																4	
07:30-07:45A			1																1	
07:45-08:00A			3			1													4	
08:00-08:15A	1		4																5	
08:15-08:30A			5			1													6	
08:30-08:45A	2		5																7	
08:45-09:00A			3			1													4	
09:00-10:00A	7		16			2													25	
10:00-11:00A	2		6			5													13	
11:00-12:00P	6		9			4													19	
12:00-01:00P	18		14			3													35	
01:00-02:00P	4		10			5													19	
02:00-03:00P	10		3			2			1										16	
03:00-03:15P	3		6			1													10	
03:15-03:30P	4		3			2													9	
03:30-03:45P	1		2			1													4	
03:45-04:00P	2		7																9	
04:00-04:15P	2		2			1													5	2
04:15-04:30P	4		4																8	
04:30-04:45P	3		4			1													8	
04:45-05:00P	1		5			1													7	
05:00-05:15P	3		4																7	
05:15-05:30P	6		4																10	
05:30-05:45P	1		3																4	
05:45-06:00P			1																1	
06:00-07:00P	20		5																25	
07:00-08:00P	10		5																15	
14 HOUR	115		144			31			1										291	2

Summarized by:_____ | 11/30/04

11%

WORK_1032

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8AM
WEATHER : clear
FROM : WEST

COUNTY : Douglas
INTERSECTION OF: Garden Valley Blvd. @ Troost St.
6 vehicle class
MILE POST : n/a
TO : EAST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	16		34																50	
06:15-06:30A	32		39																71	
06:30-06:45A	45		83			3			1										132	
06:45-07:00A	47		77			2			1								2		129	
07:00-07:15A	68		99			1											3		171	
07:15-07:30A	90		108			2													200	
07:30-07:45A	74		100			5													179	
07:45-08:00A	72		93			5													170	
08:00-08:15A	53		70			7			2										132	
08:15-08:30A	54		80			3													137	
08:30-08:45A	57		60			5													122	
08:45-09:00A	53		95			6											3		157	
09:00-10:00A	159		256			27											1		443	
10:00-11:00A	147		200			19			3										369	
11:00-12:00P	164		254			26												1	445	
12:00-01:00P	168		217			15			1									1	402	1
01:00-02:00P	177		220			29			2									1	429	
02:00-03:00P	168		216			29			3								1	3	420	
03:00-03:15P	41		65			7			1										114	
03:15-03:30P	46		53			11											1	1	112	
03:30-03:45P	36		66			4											2		108	1
03:45-04:00P	39		47			4											3		93	
04:00-04:15P	37		46			3			1								5	1	93	
04:15-04:30P	51		45			4												1	101	1
04:30-04:45P	38		55			1											2		96	
04:45-05:00P	44		46			2													92	
05:00-05:15P	36		44			5													85	
05:15-05:30P	46		43			2													91	
05:30-05:45P	35		53			2													90	
05:45-06:00P	30		56			4													90	
06:00-07:00P	151		145			5												1	302	
07:00-08:00P	62		53			4													119	
14 HOUR	2336		3118			242			15								23	10	5744	3

Summarized by:_____ | 11/30/04

4.87 ~ 5%

WORK_1032

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE	: Nov. 17, 2004	COUNTY	: Douglas	CITY:	Roseburg
DAY OF WEEK	: Wed.	INTERSECTION OF:	Garden Valley Blvd. @ Troost St.		
HOURS COUNTED:	6AM - 8AM		6 vehicle class		
WEATHER	: clear	MILE POST	: n/a		
FROM	: WEST	TO	: SOUTH		

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1		1																2	
06:15-06:30A																				
06:30-06:45A																				
06:45-07:00A	1								1								1		3	
07:00-07:15A	2		2																4	
07:15-07:30A																				
07:30-07:45A	3		4																7	
07:45-08:00A	3		3			1													7	
08:00-08:15A	6		10														1		17	
08:15-08:30A	1		4																5	
08:30-08:45A	2		7			1													10	
08:45-09:00A	6		11			1													18	
09:00-10:00A	9		10			1													20	
10:00-11:00A	11		8																19	
11:00-12:00P	10		13																23	
12:00-01:00P	6		13			2													21	
01:00-02:00P	10		15						1										26	
02:00-03:00P	10		10			2													22	
03:00-03:15P	2		8																10	
03:15-03:30P	9		5																14	
03:30-03:45P	1		11																12	
03:45-04:00P	6		2																8	
04:00-04:15P	1		4			1											1		7	
04:15-04:30P	1		2																3	
04:30-04:45P	5		3																8	1
04:45-05:00P	5		4																9	
05:00-05:15P	3		4																7	
05:15-05:30P	5		1																6	
05:30-05:45P	3		2																5	
05:45-06:00P	1		7																8	
06:00-07:00P	9		4																13	
07:00-08:00P	7		2																9	
14 HOUR	139		170			9			2								3		323	1

Summarized by:_____ | 11/30/04

WORK_1032

40%

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004 | DAY : Wed. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8AM | WEATHER: clear | INTERSECTION OF: Garden Valley Blvd. @ Troost St.
6 vehicle class
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	E-S	E-W	S-E	S-W	W-E	W-S										TOTAL	EAST	SOUTH	WEST		
06:00-06:15A																					
06:15-06:30A																					
06:30-06:45A																					
06:45-07:00A																					
07:00-07:15A																					
07:15-07:30A																					
07:30-07:45A																					
07:45-08:00A																					
08:00-08:15A																					
08:15-08:30A																					
08:30-08:45A																					
08:45-09:00A																					
09:00-10:00A																					
10:00-11:00A																					
11:00-12:00P																					
12:00-01:00P					1											1					
01:00-02:00P		2														2					
02:00-03:00P																					
03:00-03:15P		1														1					
03:15-03:30P																					
03:30-03:45P					1											1					
03:45-04:00P																					
04:00-04:15P			1	2												3			1		
04:15-04:30P					1											1					
04:30-04:45P						1										1					
04:45-05:00P																					
05:00-05:15P																					
05:15-05:30P																					
05:30-05:45P																					
05:45-06:00P																					
06:00-07:00P																					
07:00-08:00P																					

North and South is: Troost St.

East and West is: Garden Valley Blvd.

BIKE_1032

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004 | DAY : Wed. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8AM | WEATHER: clear | INTERSECTION OF: Garden Valley Blvd. @ Troost St.
6 vehicle class
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	E-S	E-W	S-E	S-W	W-E	W-S										TOTAL	EAST	SOUTH	WEST		
TOTAL VOLUME		3	1	2	3	1										10			1		

North and South is: Troost St.

East and West is: Garden Valley Blvd.

BIKE_1032

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004 | DAY : Wed. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8AM | WEATHER: clear | INTERSECTION OF: Garden Valley Blvd. @ Troost St.
6 vehicle class
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
		EAST	SOUTH	WEST		TOTAL		EAST	SOUTH	WEST		TOTAL		EAST	SOUTH	WEST		TOTAL
06:00-06:15A																		
06:15-06:30A																		
06:30-06:45A																		
06:45-07:00A																		
07:00-07:15A									1			1			1			1
07:15-07:30A																		
07:30-07:45A									2			2			2			2
07:45-08:00A																		
08:00-08:15A																		
08:15-08:30A																		
08:30-08:45A																		
08:45-09:00A																		
09:00-10:00A																		
10:00-11:00A																		
11:00-12:00P																		
12:00-01:00P																		
01:00-02:00P																		
02:00-03:00P									1			1			1			1
03:00-03:15P																		
03:15-03:30P									1			1			1			1
03:30-03:45P																		
03:45-04:00P																		
04:00-04:15P																		
04:15-04:30P																		
04:30-04:45P																		
04:45-05:00P									1			1			1			1
05:00-05:15P																		
05:15-05:30P																		
05:30-05:45P																		
05:45-06:00P																		
06:00-07:00P																		
07:00-08:00P																		

North and South is: Troost St. East and West is: Garden Valley Blvd. PED_1032

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004 DAY : Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8AM WEATHER: clear INTERSECTION OF: Garden Valley Blvd. @ Troost St.
6 vehicle class
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
		EAST	SOUTH	WEST		TOTAL		EAST	SOUTH	WEST		TOTAL		EAST	SOUTH	WEST		TOTAL
TOTAL VOLUME									6			6			6			6

North and South is: Troost St. East and West is: Garden Valley Blvd. PED_1032

TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

15

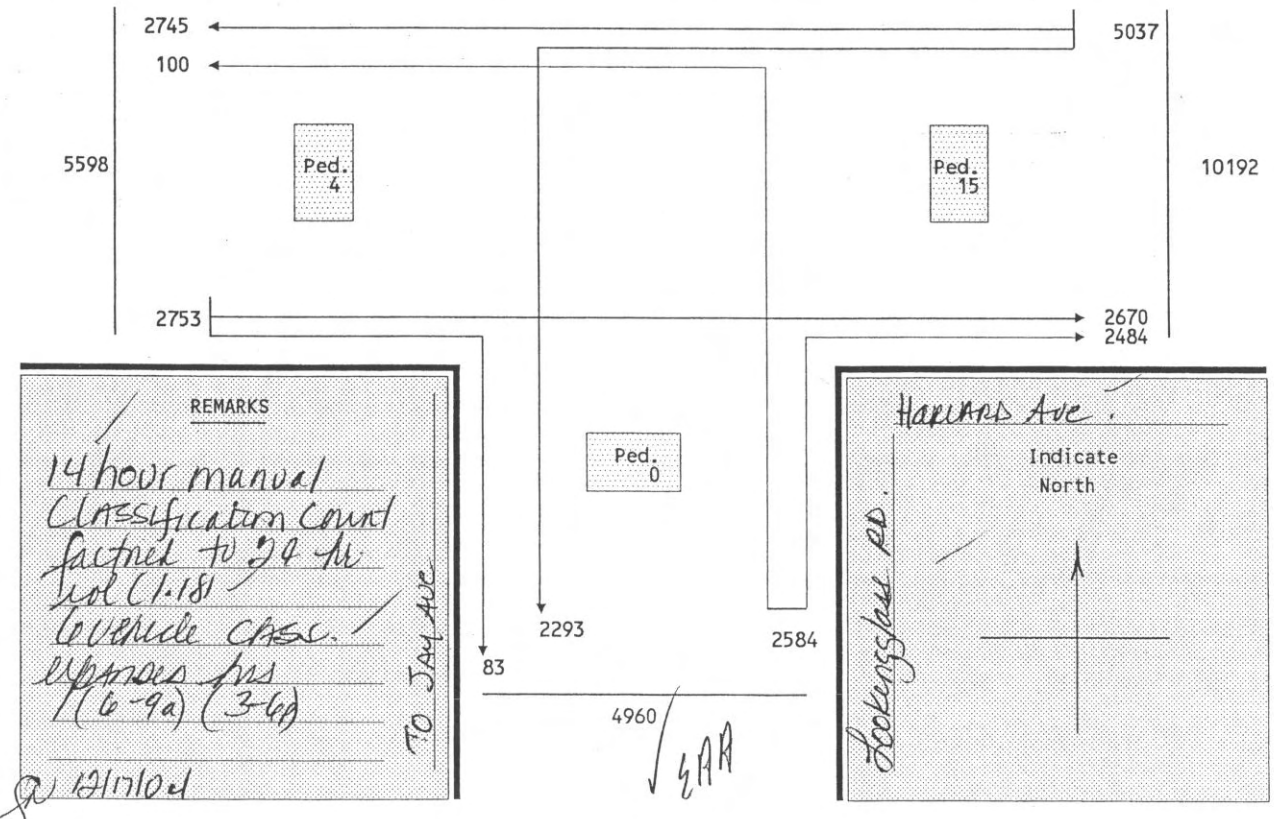
DATE : Nov. 19, 2004
DAY WEEK : Fri.
ACT COUNT: 14
HRS COUNT: 6AM - 8PM
PED COUNT: 14
HRS COUNT: 6AM - 8PM
WEATHER : cloudy

CITY or COUNTY : Roseburg
INTERSECTION OF: Harvard Ave. @ Lookingglass Rd.

MILE POST: n/a
CLASSIFICATION : All vehicles

PAUL	TERRY H.	DARYL	SUE D.
JANELLE S.	KEN N.	CONNIE	RAY L.
INGRID			MIKE
ANDREW			ROSE
TOM	DEC 2 1 2004		DAVE
MIKE B.			BOB S.
SHIRLEY			CRAIG
ELIZABETH	BILL S.	JARED	RON H.
SHELLY R.	LORI	CHRIS W.	HAREGU

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION :	10374	100
ENTERING FROM NORTH & SOUTH :	2584	24.9
ENTERING FROM EAST & WEST :	7790	75.1



REMARKS

14 hour manual Classification Count factored to 24 hr vol (1.18) 6 vehicle class. expanded hrs (6-9a) (3-6p)

12/17/04

DGM_1047

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 19, 2004 DAY : Fri. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Harvard Ave. @ Lookingglass Rd.
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS												TOTAL	NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS		
	E-S	E-W	S-E	S-W	W-E	W-S												EAST	SOUTH	WEST
06:00-06:15A	12	4	15		13								44	15	34.1	29	65.9	16	15	13
06:15-06:30A	6	6	19		25	1							57	19	33.3	38	66.7	12	19	26
06:30-06:45A	7	5	44		37								93	44	47.3	49	52.7	12	44	37
06:45-07:00A	8	14	31		36								89	31	34.8	58	65.2	22	31	36
07:00-07:15A	8	14	59	1	44	2							128	60	46.9	68	53.1	22	60	46
07:15-07:30A	18	23	54	1	76	1							173	55	31.8	118	68.2	41	55	77
07:30-07:45A	9	27	42	1	54								133	43	32.3	90	67.7	36	43	54
07:45-08:00A	15	28	57	1	79	2							182	58	31.9	124	68.1	43	58	81
08:00-08:15A	16	17	30	3	41	1							108	33	30.6	75	69.4	33	33	42
08:15-08:30A	15	24	39		44	2							124	39	31.5	85	68.5	39	39	46
08:30-08:45A	18	30	57		51	1							157	57	36.3	100	63.7	48	57	52
08:45-09:00A	28	23	51		55	2							159	51	32.1	108	67.9	51	51	57
09:00-10:00A	84	88	184	2	151	2							511	186	36.4	325	63.6	172	186	153
10:00-11:00A	116	112	158	4	129	4							523	162	31.0	361	69.0	228	162	133
11:00-12:00P	152	124	142	4	144	6							572	146	25.5	426	74.5	276	146	150
12:00-01:00P	142	152	178	6	143	1							622	184	29.6	438	70.4	294	184	144
01:00-02:00P	149	171	143	4	138	6							611	147	24.1	464	75.9	320	147	144
02:00-03:00P	174	199	151	15	175	4							718	166	23.1	552	76.9	373	166	179
03:00-03:15P	48	111	42	3	43	2							249	45	18.1	204	81.9	159	45	45
03:15-03:30P	45	65	36	3	38								187	39	20.9	148	79.1	110	39	38
03:30-03:45P	52	51	34		44	4							185	34	18.4	151	81.6	103	34	48
03:45-04:00P	57	59	43	4	39	2							204	47	23.0	157	77.0	116	47	41
04:00-04:15P	67	64	39	3	47	2							222	42	18.9	180	81.1	131	42	49
04:15-04:30P	51	46	33	1	37	3							171	34	19.9	137	80.1	97	34	40
04:30-04:45P	68	62	49	3	43	3							228	52	22.8	176	77.2	130	52	46
04:45-05:00P	48	58	38	2	28								174	40	23.0	134	77.0	106	40	28
05:00-05:15P	76	86	46	2	37	1							248	48	19.4	200	80.6	162	48	38
05:15-05:30P	67	60	44	3	62	4							240	47	19.6	193	80.4	127	47	66
05:30-05:45P	53	86	41	2	62	3							247	43	17.4	204	82.6	139	43	65
05:45-06:00P	57	113	24	5	65	2							266	29	10.9	237	89.1	170	29	67
06:00-07:00P	164	271	102	9	176	4							726	111	15.3	615	84.7	435	111	180
07:00-08:00P	113	133	80	3	107	5							441	83	18.8	358	81.2	246	83	112

PHF = .83

North and South is: Lookingglass Rd. East and West is: Harvard Ave.

SUM_1047

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 19, 2004 DAY : Fri. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Harvard Ave. @ Lookingglass Rd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	E-S	E-W	S-E	S-W	W-E	W-S							TOTAL					EAST	SOUTH	WEST	
TOTAL COUNT	1943	2326	2105	85	2263	70							8792	2190	24.9	6602	75.1	4269	2190	2333	
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18															
24HR VOLUME	2293	2745	2484	100	2670	83							10375	2584	24.9	7790	75.1	5037	2584	2753	

North and South is: Lookingglass Rd. East and West is: Harvard Ave.

SUM_1047

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 19, 2004 DAY : Fri. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Harvard Ave. @ Lookingglass Rd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS												TOTAL	NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS		
	E-S	E-W	S-E	S-W	W-E	W-S												EAST	SOUTH	WEST
06:00-07:00A	33	29	109		111	1							283	109	38.5	174	61.5	62	109	112
07:00-08:00A	50	92	212	4	253	5							616	216	35.1	400	64.9	142	216	258
08:00-09:00A	77	94	177	3	191	6							548	180	32.8	368	67.2	171	180	197
09:00-10:00A	84	88	184	2	151	2							511	186	36.4	325	63.6	172	186	153
10:00-11:00A	116	112	158	4	129	4							523	162	31.0	361	69.0	228	162	133
11:00-12:00P	152	124	142	4	144	6							572	146	25.5	426	74.5	276	146	150
12:00-01:00P	142	152	178	6	143	1							622	184	29.6	438	70.4	294	184	144
01:00-02:00P	149	171	143	4	138	6							611	147	24.1	464	75.9	320	147	144
02:00-03:00P	174	199	151	15	175	4							718	166	23.1	552	76.9	373	166	179
03:00-04:00P	202	286	155	10	164	8							825	165	20.0	660	80.0	488	165	172
04:00-05:00P	234	230	159	9	155	8							795	168	21.1	627	78.9	464	168	163
05:00-06:00P	253	345	155	12	226	10							1001	167	16.7	834	83.3	598	167	236
06:00-07:00P	164	271	102	9	176	4							726	111	15.3	615	84.7	435	111	180
07:00-08:00P	113	133	80	3	107	5							441	83	18.8	358	81.2	246	83	112
TOTAL COUNT	1943	2326	2105	85	2263	70							8792	2190	24.9	6602	75.1	4269	2190	2333
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18														
24HR VOLUME	2293	2745	2484	100	2670	83							10375	2584	24.9	7790	75.1	5037	2584	2753

North and South is: Lookingglass Rd. East and West is: Harvard Ave. SUM_1047

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 19, 2004
DAY OF WEEK : Fri.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Harvard Ave. @ Lookingglass Rd.
MILE POST : n/a
TO : SOUTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	8		4																12	
06:15-06:30A	1		4			1													6	
06:30-06:45A	3		3			1													7	
06:45-07:00A	3		5																8	
07:00-07:15A	4		3														1		8	
07:15-07:30A	8		9			1													18	
07:30-07:45A	9																		9	
07:45-08:00A	5		8			1											1		15	
08:00-08:15A	6		7			2											1		16	
08:15-08:30A	5		10																15	
08:30-08:45A	8		10																18	
08:45-09:00A	17		9			1											1		28	
09:00-10:00A	41		40			3													84	
10:00-11:00A	57		51			5			1								1	1	116	
11:00-12:00P	82		68			2													152	
12:00-01:00P	72		68			1											1		142	
01:00-02:00P	88		57			3											1		149	
02:00-03:00P	101		65			6											2		174	
03:00-03:15P	24		22			1											1		48	
03:15-03:30P	27		15														3		45	
03:30-03:45P	26		26																52	1
03:45-04:00P	28		28														1		57	
04:00-04:15P	36		29			1												1	67	
04:15-04:30P	27		23			1													51	
04:30-04:45P	34		33			1													68	
04:45-05:00P	18		30																48	
05:00-05:15P	43		33																76	
05:15-05:30P	43		23															1	67	
05:30-05:45P	27		25			1													53	
05:45-06:00P	28		29																57	
06:00-07:00P	86		77			1													164	
07:00-08:00P	60		52			1													113	
14 HOUR	1025		866			34			1								14	3	1943	1

Summarized by:_____ | 12/17/04

2.5%

WORK_1047

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 19, 2004 | COUNTY : Douglas | CITY: Roseburg
DAY OF WEEK : Fri. | INTERSECTION OF: Harvard Ave. @ Lookingglass Rd.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy | MILE POST : n/a
FROM : EAST | TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1		2														1		4	
06:15-06:30A	1		5																6	
06:30-06:45A	3		2																5	
06:45-07:00A	4		10																14	
07:00-07:15A	5		8														1		14	
07:15-07:30A	10		12			1													23	
07:30-07:45A	14		10														3		27	
07:45-08:00A	11		14			1			1								1		28	
08:00-08:15A	8		9																17	
08:15-08:30A	11		10			2			1										24	
08:30-08:45A	10		16			3											1		30	
08:45-09:00A	10		12			1													23	
09:00-10:00A	39		45			4													88	
10:00-11:00A	55		54			2											1		112	
11:00-12:00P	54		63			6			1										124	
12:00-01:00P	64		83			5													152	
01:00-02:00P	88		78			5													171	
02:00-03:00P	101		88			4			1								5		199	1
03:00-03:15P	66		44						1										111	
03:15-03:30P	29		35														1		65	
03:30-03:45P	30		19			2													51	
03:45-04:00P	23		35															1	59	
04:00-04:15P	33		31																64	
04:15-04:30P	28		18																46	
04:30-04:45P	34		27															1	62	
04:45-05:00P	30		28																58	
05:00-05:15P	51		34															1	86	
05:15-05:30P	44		16																60	
05:30-05:45P	52		33			1													86	
05:45-06:00P	72		41																113	
06:00-07:00P	150		117			3											1		271	
07:00-08:00P	90		42			1													133	
14 HOUR	1221		1041			41			5								15	3	2326	1

Summarized by:_____ | 12/17/04

WORK_1047

2.6%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 19, 2004
DAY OF WEEK : Fri.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas
INTERSECTION OF: Harvard Ave. @ Lookingglass Rd.
MILE POST : n/a
TO : EAST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	6		9																15	
06:15-06:30A	8		11																19	
06:30-06:45A	9		32			2												1	44	
06:45-07:00A	12		19																31	
07:00-07:15A	27		29						1								2		59	
07:15-07:30A	24		28			2													54	
07:30-07:45A	23		19																42	
07:45-08:00A	31		24														2		57	
08:00-08:15A	12		15			3													30	
08:15-08:30A	21		17														1		39	
08:30-08:45A	30		25			1											1		57	
08:45-09:00A	37		13			1													51	
09:00-10:00A	106		73			2			2									1	184	
10:00-11:00A	85		71			2													158	
11:00-12:00P	75		66			1													142	
12:00-01:00P	97		75			5			1										178	
01:00-02:00P	75		67			1													143	
02:00-03:00P	82		65			4													151	
03:00-03:15P	19		22			1													42	
03:15-03:30P	18		17						1										36	
03:30-03:45P	20		10			2			1								1		34	
03:45-04:00P	24		18			1													43	
04:00-04:15P	13		25			1													39	
04:15-04:30P	19		12			1											1		33	
04:30-04:45P	25		22			1												1	49	
04:45-05:00P	20		17														1		38	
05:00-05:15P	22		24																46	
05:15-05:30P	27		17																44	
05:30-05:45P	28		13																41	
05:45-06:00P	12		12																24	
06:00-07:00P	53		48			1													102	
07:00-08:00P	44		35														1		80	
14 HOUR	1104		950			32			6								10	3	2105	

Summarized by:_____ | 12/17/04

WORK_1047

27

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE	: Nov. 19, 2004	COUNTY	: Douglas	CITY:	Roseburg
DAY OF WEEK	: Fri.	INTERSECTION OF:	Harvard Ave. @ Lookingglass Rd.		
HOURS COUNTED:	6AM - 8PM				
WEATHER	: cloudy	MILE POST	: n/a		
FROM	: SOUTH	TO	: WEST		

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A																				
06:30-06:45A																				
06:45-07:00A																				
07:00-07:15A	1																		1	
07:15-07:30A			1																1	
07:30-07:45A			1																1	
07:45-08:00A			1																1	
08:00-08:15A	3																		3	
08:15-08:30A																				
08:30-08:45A																				
08:45-09:00A																				
09:00-10:00A			2																2	
10:00-11:00A	3		1																4	
11:00-12:00P	2		2																4	
12:00-01:00P	1		3			2													6	
01:00-02:00P	1		2	1															4	
02:00-03:00P	6		8														1		15	
03:00-03:15P	1		2																3	
03:15-03:30P	1																2		3	
03:30-03:45P																				
03:45-04:00P	1		3																4	
04:00-04:15P	2		1																3	
04:15-04:30P	1																		1	
04:30-04:45P			3																3	
04:45-05:00P	1		1																2	
05:00-05:15P	1		1																2	
05:15-05:30P	3																		3	
05:30-05:45P	1		1																2	
05:45-06:00P	1		3			1													5	
06:00-07:00P	3		6																9	
07:00-08:00P	1		2																3	
14 HOUR	34		44	1		3											3		85	

Summarized by:_____ | 12/17/04

WORK_1047

70/0

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 19, 2004
DAY OF WEEK : Fri.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas
INTERSECTION OF: Harvard Ave. @ Lookingglass Rd.
MILE POST : n/a
TO : EAST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	2		11																13	
06:15-06:30A	12		13																25	
06:30-06:45A	13		24																37	1
06:45-07:00A	17		19																36	
07:00-07:15A	19		24														1		44	
07:15-07:30A	36		38			1											1		76	
07:30-07:45A	26		27			1													54	
07:45-08:00A	39		38			1											1		79	
08:00-08:15A	18		23																41	
08:15-08:30A	23		18			3													44	
08:30-08:45A	22		27			1											1		51	
08:45-09:00A	25		28			2													55	
09:00-10:00A	79		68			2											1	1	151	
10:00-11:00A	74		54														1		129	
11:00-12:00P	76		65			3													144	
12:00-01:00P	65		70			7			1										143	
01:00-02:00P	69		64			1			2								1	1	138	
02:00-03:00P	91		76			4			1								1	2	175	
03:00-03:15P	26		17																43	
03:15-03:30P	18		19															1	38	
03:30-03:45P	22		21			1													44	
03:45-04:00P	18		20														1		39	
04:00-04:15P	31		15														1		47	
04:15-04:30P	16		20			1													37	
04:30-04:45P	29		14																43	
04:45-05:00P	16		12																28	
05:00-05:15P	19		18																37	
05:15-05:30P	37		25																62	
05:30-05:45P	37		25																62	
05:45-06:00P	36		29																65	
06:00-07:00P	79		97																176	
07:00-08:00P	64		42			1													107	
14 HOUR	1154		1061			29			4								10	5	2263	1

Summarized by:_____ | 12/17/04

WORK_1047

2%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 19, 2004
DAY OF WEEK : Fri.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas
INTERSECTION OF: Harvard Ave. @ Lookingglass Rd.
MILE POST : n/a
TO : SOUTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A			1																1	
06:30-06:45A																				
06:45-07:00A																				
07:00-07:15A	1																1		2	
07:15-07:30A	1																		1	
07:30-07:45A																				
07:45-08:00A	1		1																2	
08:00-08:15A	1																		1	
08:15-08:30A	1																1		2	
08:30-08:45A																	1		1	
08:45-09:00A	2																		2	
09:00-10:00A	1		1																2	
10:00-11:00A	1		3																4	
11:00-12:00P	2		4																6	
12:00-01:00P			1																1	
01:00-02:00P	2		4																6	
02:00-03:00P	3		1																4	
03:00-03:15P	1		1																2	
03:15-03:30P																				
03:30-03:45P	2		2																4	
03:45-04:00P	1		1																2	
04:00-04:15P	1		1																2	
04:15-04:30P			3																3	
04:30-04:45P	1		2																3	
04:45-05:00P																				
05:00-05:15P	1																		1	
05:15-05:30P	1		3																4	
05:30-05:45P	1		2																3	
05:45-06:00P	1		1																2	
06:00-07:00P	2		2																4	
07:00-08:00P	4		1																5	
	/		/														/			
14 HOUR	32		35														3		70	

Summarized by:_____ | 12/17/04

WORK_1047

4/5

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 19, 2004 DAY : Fri. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Harvard Ave. @ Lookingglass Rd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	E-S	E-W	S-E	S-W	W-E	W-S										TOTAL	EAST	SOUTH	WEST		
06:00-06:15A																					
06:15-06:30A																					
06:30-06:45A					1											1					
06:45-07:00A																					
07:00-07:15A																					
07:15-07:30A																					
07:30-07:45A																					
07:45-08:00A																					
08:00-08:15A																					
08:15-08:30A																					
08:30-08:45A																					
08:45-09:00A																					
09:00-10:00A																					
10:00-11:00A																					
11:00-12:00P																					
12:00-01:00P																					
01:00-02:00P																					
02:00-03:00P		1														1					
03:00-03:15P																					
03:15-03:30P																		1		1	
03:30-03:45P	1															1					
03:45-04:00P																					
04:00-04:15P																		2			
04:15-04:30P																					
04:30-04:45P																					
04:45-05:00P																					
05:00-05:15P																					
05:15-05:30P																		1			
05:30-05:45P																					
05:45-06:00P																					
06:00-07:00P																		2			
07:00-08:00P																		1			

North and South is: Lookingglass Rd. East and West is: Harvard Ave.

BIKE_1047

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 19, 2004 DAY : Fri. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Harvard Ave. @ Lookingglass Rd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	E-S	E-W	S-E	S-W	W-E	W-S										TOTAL	EAST	SOUTH	WEST		
TOTAL VOLUME	1	1			1											3		7		1	

North and South is: Lookingglass Rd. East and West is: Harvard Ave.

BIKE_1047

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 19, 2004 DAY : Fri. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Harvard Ave. @ Lookingglass Rd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
		EAST	SOUTH	WEST		TOTAL		EAST	SOUTH	WEST		TOTAL		EAST	SOUTH	WEST		TOTAL
06:00-06:15A																		
06:15-06:30A																		
06:30-06:45A																		
06:45-07:00A																		
07:00-07:15A																		
07:15-07:30A																		
07:30-07:45A																		
07:45-08:00A																		
08:00-08:15A																		
08:15-08:30A																		
08:30-08:45A																		
08:45-09:00A																		
09:00-10:00A																		
10:00-11:00A										1		1				1		1
11:00-12:00P																		
12:00-01:00P																		
01:00-02:00P																		
02:00-03:00P								9				9		9				9
03:00-03:15P								1				1		1				1
03:15-03:30P								1		1		2		1		1		2
03:30-03:45P																		
03:45-04:00P																		
04:00-04:15P																		
04:15-04:30P								1				1		1				1
04:30-04:45P										1		1				1		1
04:45-05:00P								1		1		2		1		1		2
05:00-05:15P																		
05:15-05:30P																		
05:30-05:45P																		
05:45-06:00P																		
06:00-07:00P																		
07:00-08:00P								2				2		2				2

North and South is: Lookingglass Rd. East and West is: Harvard Ave. PED_1047

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 19, 2004 DAY : Fri. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Harvard Ave. @ Lookingglass Rd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
		EAST	SOUTH	WEST		TOTAL		EAST	SOUTH	WEST		TOTAL		EAST	SOUTH	WEST		TOTAL
TOTAL VOLUME								15		4		19		15		4		19

North and South is: Lookingglass Rd. East and West is: Harvard Ave.

PED_1047

TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

16

DATE : Nov. 29, 2004
DAY WEEK : Mon.
ACT COUNT: 4
HRS COUNT: 2PM - 6PM
PED COUNT: 4
HRS COUNT: 2PM - 6PM
WEATHER : clear

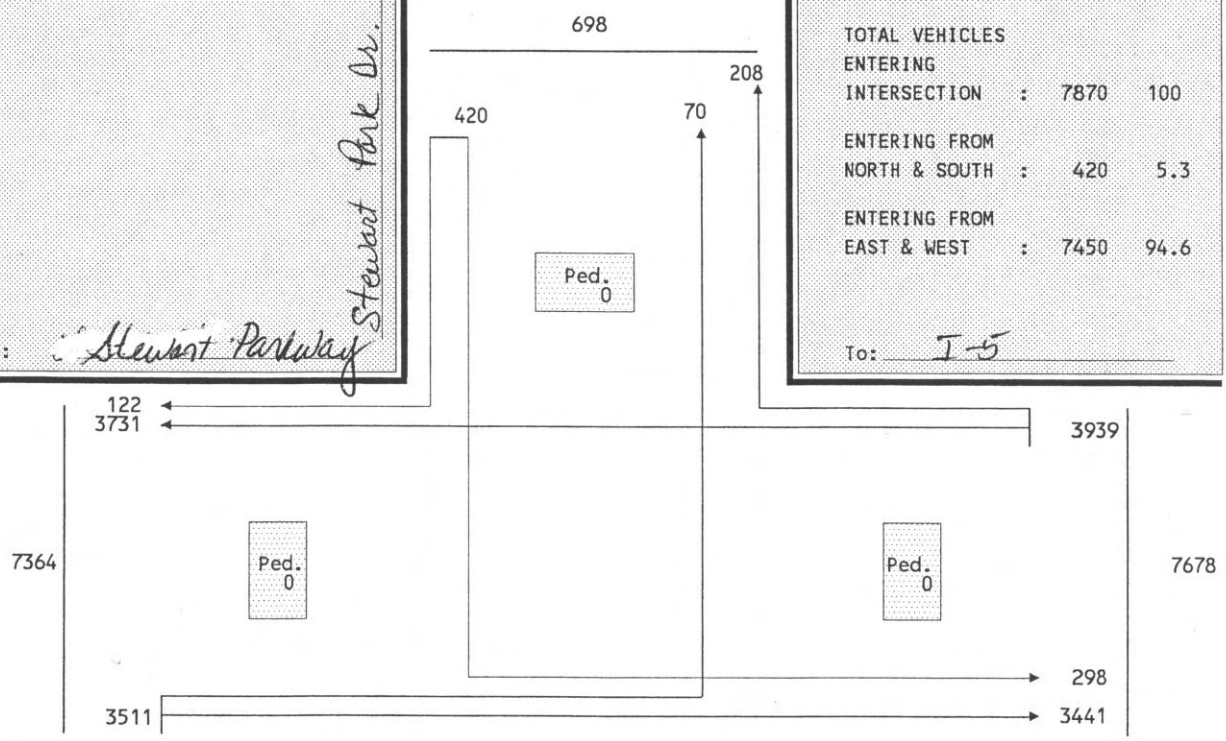
CITY or COUNTY : Roseburg
INTERSECTION OF: Harvard Blvd. @ Stewart Park Dr.

MILE POST: n/a
CLASSIFICATION : All vehicles

To: Stewart Parkway Stewart Park Dr.

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION :	7870	100
ENTERING FROM NORTH & SOUTH :	420	5.3
ENTERING FROM EAST & WEST :	7450	94.6

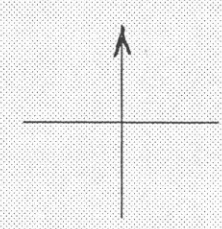
To: I-5



REMARKS Harvard Blvd.

4 hour manual
classification count
not factored
Expanded hrs 2-6
de Vehicle Class.
gw 12/09/04

Indicate North



DGM_1039

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004 DAY : Mon. COUNTY : Douglas CITY: Roseburg
HOURS : 2PM - 6PM WEATHER: clear INTERSECTION OF: Harvard Blvd. @ Stewart Park Dr.
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS												TOTAL	NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS		
	N-E	N-W	E-N	E-W	W-N	W-E												NORTH	EAST	WEST
02:00-02:15P	12	5	5	218	6	205							451	17	3.8	434	96.2	17	223	211
02:15-02:30P	12	4	9	179	6	218							428	16	3.7	412	96.3	16	188	224
02:30-02:45P	20	8	23	173	9	236							469	28	6.0	441	94.0	28	196	245
02:45-03:00P	15	5	31	290	9	193							543	20	3.7	523	96.3	20	321	202
03:00-03:15P	37	11	47	303	7	214							619	48	7.8	571	92.2	48	350	221
03:15-03:30P	34	11	9	221	3	239							517	45	8.7	472	91.3	45	230	242
03:30-03:45P	28	12	15	221	3	239							518	40	7.7	478	92.3	40	236	242
03:45-04:00P	16	9	6	236	4	185							456	25	5.5	431	94.5	25	242	189
04:00-04:15P	29	9	12	269	4	258							581	38	6.5	543	93.5	38	281	262
04:15-04:30P	16	2	7	256	3	226							510	18	3.5	492	96.5	18	263	229
04:30-04:45P	35	16	6	246	1	226							530	51	9.6	479	90.4	51	252	227
04:45-05:00P	11	11	7	201	2	229							461	22	4.8	439	95.2	22	208	231
05:00-05:15P	10	8	8	283	1	222							532	18	3.4	514	96.6	18	291	223
05:15-05:30P	4	7	8	260	4	196							479	11	2.3	468	97.7	11	268	200
05:30-05:45P	9	3	2	200	3	212							429	12	2.8	417	97.2	12	202	215
05:45-06:00P	10	1	13	175	5	143							347	11	3.2	336	96.8	11	188	148
TOTAL COUNT	298	122	208	3731	70	3441							7870	420	5.3	7450	94.7	420	3939	3511
24HR FACTOR	1.00	1.00	1.00	1.00	1.00	1.00														
24HR VOLUME	298	122	208	3731	70	3441							7870	420	5.3	7450	94.7	420	3939	3511

PHF = .96

North and South is: Stewart Park Dr. East and West is: Harvard Blvd. SUM_1039

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004 DAY : Mon. COUNTY : Douglas CITY: Roseburg
HOURS : 2PM - 6PM WEATHER: clear INTERSECTION OF: Harvard Blvd. @ Stewart Park Dr.
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS												TOTAL	NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS		
	N-E	N-W	E-N	E-W	W-N	W-E												NORTH	EAST	WEST
02:00-03:00P	59	22	68	860	30	852							1891	81	4.3	1810	95.7	81	928	882
03:00-04:00P	115	43	77	981	17	877							2110	158	7.5	1952	92.5	158	1058	894
04:00-05:00P	91	38	32	972	10	939							2082	129	6.2	1953	93.8	129	1004	949
05:00-06:00P	33	19	31	918	13	773							1787	52	2.9	1735	97.1	52	949	786
TOTAL COUNT	298	122	208	3731	70	3441							7870	420	5.3	7450	94.7	420	3939	3511
24HR FACTOR	1.00	1.00	1.00	1.00	1.00	1.00														
24HR VOLUME	298	122	208	3731	70	3441							7870	420	5.3	7450	94.7	420	3939	3511

North and South is: Stewart Park Dr.

East and West is: Harvard Blvd.

SUM_1039

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 2PM - 6PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Harvard Blvd. @ Stewart Park Dr.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	7		5																12	
02:15-02:30P	6		6																12	
02:30-02:45P	12		7			1													20	
02:45-03:00P	9		6																15	
03:00-03:15P	27		7			1											2		37	
03:15-03:30P	26		7														1		34	
03:30-03:45P	15		13																28	
03:45-04:00P	12		4																16	
04:00-04:15P	18		11																29	
04:15-04:30P	13		3																16	
04:30-04:45P	24		11																35	
04:45-05:00P	9		2																11	
05:00-05:15P	5		5																10	
05:15-05:30P	3		1																4	
05:30-05:45P	4		5																9	
05:45-06:00P	8		2																10	
4 HOUR	198		95			2											3		298	

Summarized by:_____ | 12/09/04

1%

WORK_1039

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 2PM - 6PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Harvard Blvd. @ Stewart Park Dr.
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	2		3																5	
02:15-02:30P	4																		4	
02:30-02:45P	4		4																8	
02:45-03:00P	4																1		5	
03:00-03:15P	9		2																11	
03:15-03:30P	2		8														1		11	
03:30-03:45P	8		4																12	
03:45-04:00P	8		1																9	
04:00-04:15P	8		1																9	
04:15-04:30P	2																		2	
04:30-04:45P	12		4																16	
04:45-05:00P	7		3														1		11	
05:00-05:15P	5		3																8	
05:15-05:30P	6		1																7	
05:30-05:45P	3																		3	
05:45-06:00P	1																		1	
4 HOUR	85		34														3		122	

Summarized by:_____ | 12/09/04

2.5%

WORK_1039

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 2PM - 6PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Harvard Blvd. @ Stewart Park Dr.
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	5																		5	
02:15-02:30P	6		3																9	
02:30-02:45P	16		4														3		23	
02:45-03:00P	23		8																31	
03:00-03:15P	35		10														2		47	
03:15-03:30P	6		3																9	
03:30-03:45P	12		2															1	15	
03:45-04:00P	4		1														1		6	
04:00-04:15P	10		2																12	
04:15-04:30P	6		1																7	
04:30-04:45P	5		1																6	
04:45-05:00P	5		2																7	
05:00-05:15P	6		2																8	
05:15-05:30P	6		2																8	
05:30-05:45P	1		1																2	
05:45-06:00P	11		2																13	
4 HOUR	157		44														6	1	208	

Summarized by:_____ | 12/09/04

WORK_1039

3 9/6

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 2PM - 6PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Harvard Blvd. @ Stewart Park Dr.
MILE POST : n/a
TO : WEST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	146		57			1											14		218	
02:15-02:30P	113		65														1		179	
02:30-02:45P	121		49						1								1	1	173	
02:45-03:00P	196		87			5											2		290	
03:00-03:15P	198		96			2											6	1	303	
03:15-03:30P	139		78			3												1	221	
03:30-03:45P	133		82			2			1								3		221	
03:45-04:00P	153		81														2		236	
04:00-04:15P	169		94			4			1									1	269	
04:15-04:30P	176		80																256	
04:30-04:45P	163		81			1			1										246	
04:45-05:00P	127		73			1													201	
05:00-05:15P	179		102			1			1										283	
05:15-05:30P	174		85			1													260	
05:30-05:45P	122		78																200	
05:45-06:00P	105		69			1													175	
4 HOUR	2414		1257			22			5								29	4	3731	

Summarized by:_____ | 12/09/04

WORK_1039

1.5%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 2PM - 6PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Harvard Blvd. @ Stewart Park Dr.
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	5					1													6	
02:15-02:30P	5		1																6	
02:30-02:45P	8		1																9	
02:45-03:00P	6		2														1		9	
03:00-03:15P	4		3																7	
03:15-03:30P	3																		3	
03:30-03:45P	2		1																3	
03:45-04:00P	3		1																4	
04:00-04:15P	4																		4	
04:15-04:30P	2					1													3	
04:30-04:45P	1																		1	
04:45-05:00P	2																		2	
05:00-05:15P	1																		1	
05:15-05:30P	4																		4	
05:30-05:45P	2		1																3	
05:45-06:00P	5																		5	
4 HOUR	57		10			2											1		70	

Summarized by:_____ | 12/09/04

WORK_1039

4%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 2PM - 6PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Harvard Blvd. @ Stewart Park Dr.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	131		66			2			1								5		205	
02:15-02:30P	146		61						2								8	1	218	
02:30-02:45P	159		73			1			1								1	1	236	
02:45-03:00P	127		62			1			2								1		193	
03:00-03:15P	149		60			3											2		214	
03:15-03:30P	162		73			3			1										239	
03:30-03:45P	156		78			3											1	1	239	
03:45-04:00P	124		60														1		185	
04:00-04:15P	160		94						1								3		258	
04:15-04:30P	151		69			5											1		226	
04:30-04:45P	153		71						1								1		226	
04:45-05:00P	147		80						1								1		229	
05:00-05:15P	164		58																222	
05:15-05:30P	134		60			1			1										196	
05:30-05:45P	148		64																212	
05:45-06:00P	100		43																143	
4 HOUR	2311		1072			19			11								25	3	3441	

Summarized by:_____ | 12/09/04

1.6%

WORK_1039

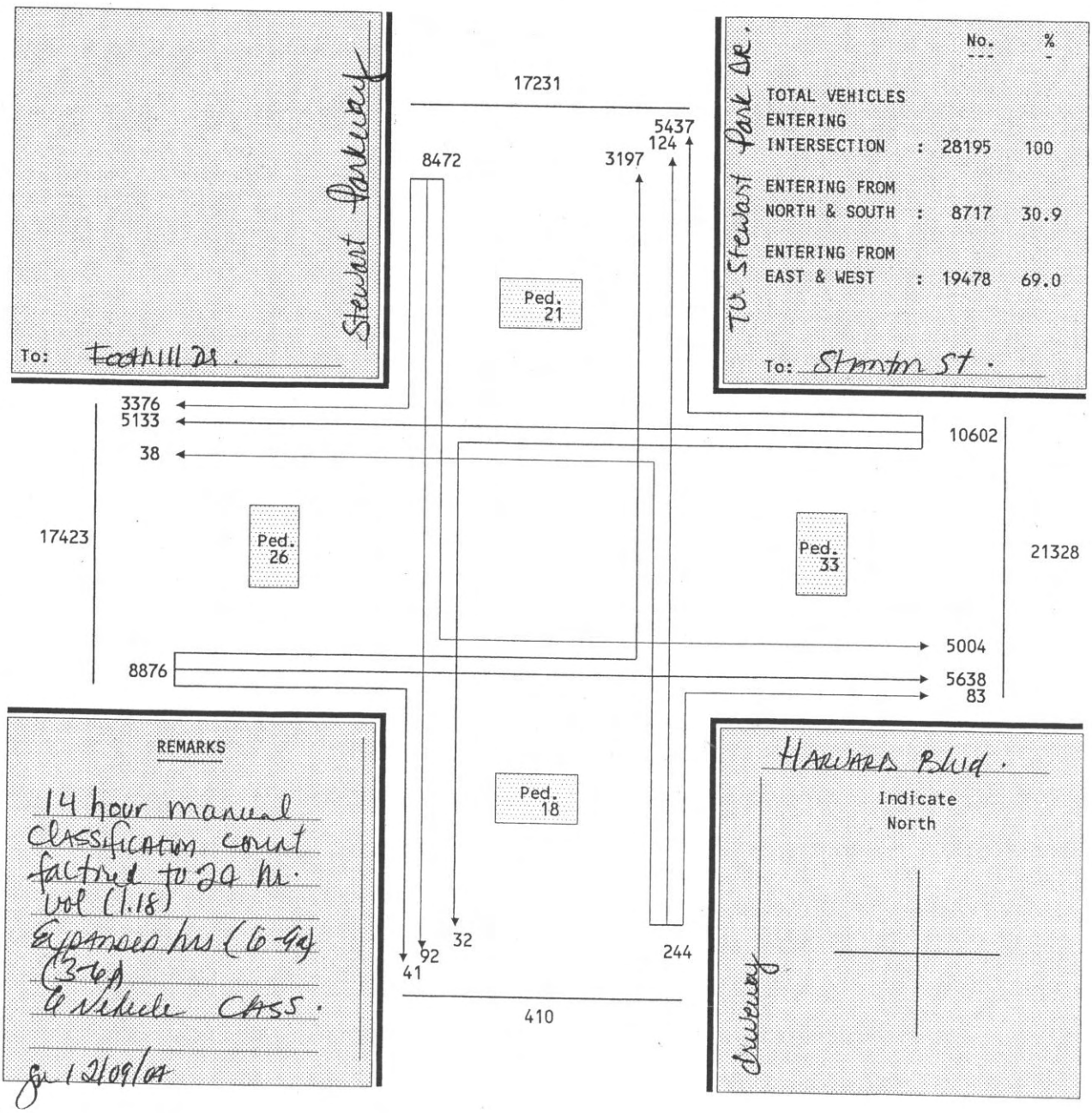
17

TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : Nov. 15/16, 2004
DAY WEEK : Mon./Tues.
ACT COUNT: 14
HRS COUNT: 6AM - 8PM
PED COUNT: 14
HRS COUNT: 6AM - 8PM
WEATHER : clear

CITY or COUNTY : Roseburg
INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.

MILE POST: n/a
CLASSIFICATION : All vehicles



DGM_1043

CG 12-13-04

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004 DAY : Mon./Tues. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-06:15A	11		15	11		10				17	48		112	26	23.2	86	76.8	26	21		65
06:15-06:30A	26		4	14		17	1			30	59		151	31	20.5	120	79.5	30	31	1	89
06:30-06:45A	36	1	14	20		23				48	85	1	228	51	22.4	177	77.6	51	43		134
06:45-07:00A	54		16	24		20	1			34	95		244	71	29.1	173	70.9	70	44	1	129
07:00-07:15A	65	1	8	32		17				43	94		260	74	28.5	186	71.5	74	49		137
07:15-07:30A	89	1	21	50		57				53	172	1	444	111	25.0	333	75.0	111	107		226
07:30-07:45A	84	4	33	76		68				79	168	2	514	121	23.5	393	76.5	121	144		249
07:45-08:00A	91	7	30	34	2	37	2			53	136	2	394	130	33.0	264	67.0	128	73	2	191
08:00-08:15A	49	3	32	37		48	4			51	84		308	88	28.6	220	71.4	84	85	4	135
08:15-08:30A	72	4	21	48	1	44	1			51	86		328	98	29.9	230	70.1	97	93	1	137
08:30-08:45A	76	1	37	72		65	1			42	142		436	115	26.4	321	73.6	114	137	1	184
08:45-09:00A	93		47	75	2	67	1	2		67	108	2	464	143	30.8	321	69.2	140	144	3	177
09:00-10:00A	243	2	148	268	1	199	3	4	1	181	321	2	1373	401	29.2	972	70.8	393	468	8	504
10:00-11:00A	312	3	170	340	6	260	4	7	5	180	290	4	1581	501	31.7	1080	68.3	485	606	16	474
11:00-12:00P	352	11	223	450	2	303	9	8	4	246	325	1	1934	607	31.4	1327	68.6	586	755	21	572
12:00-01:00P	386	18	235	491	3	348	15	9	4	216	370	8	2103	667	31.7	1436	68.3	639	842	28	594
01:00-02:00P	334	7	198	378	2	321	20	11	4	198	326	3	1802	574	31.9	1228	68.1	539	701	35	527
02:00-03:00P	401	6	247	437	3	391	7	8	3	211	395	3	2112	672	31.8	1440	68.2	654	831	18	609
03:00-03:15P	94	2	72	172	2	129	3	4	1	59	97	1	636	176	27.7	460	72.3	168	303	8	157
03:15-03:30P	107	1	61	106	1	129		3	1	84	123		616	173	28.1	443	71.9	169	236	4	207
03:30-03:45P	111		73	109		96		4	1	49	111		554	189	34.1	365	65.9	184	205	5	160
03:45-04:00P	80	1	87	115		107	2	1		48	99		540	171	31.7	369	68.3	168	222	3	147
04:00-04:15P	93	2	83	86	1	101	4	3	2	58	87	1	521	187	35.9	334	64.1	178	188	9	146
04:15-04:30P	94		78	125		102	5		1	52	87		544	178	32.7	366	67.3	172	227	6	139
04:30-04:45P	104	1	94	114		130	2	1		56	76	4	581	201	34.6	380	65.4	198	244	3	136
04:45-05:00P	99	1	89	106	1	117	4	3	1	58	74		552	197	35.7	355	64.3	189	223	8	132
05:00-05:15P	73		96	168		198	3		1	63	92		694	173	24.9	521	75.1	169	366	4	155
05:15-05:30P	80	1	90	125		148	6	1	2	55	92		600	180	30.0	420	70.0	171	273	9	147
05:30-05:45P	79	1	81	111		112	3			31	82		500	164	32.8	336	67.2	161	223	3	113
05:45-06:00P	69		81	65		96				60	83		454	150	33.0	304	67.0	150	161		143
06:00-07:00P	266		220	171		403	3	1	1	129	243		1437	491	34.2	946	65.8	486	574	5	372
07:00-08:00P	118		157	178	1	187	1			107	128		877	276	31.5	601	68.5	275	366	1	235

320 357 53 542 14 4 4 3 3 1 229 329 2942 2391

PHF = .85

North and South is: Stewart Parkway(n) driveway(s)

East and West is: Harvard Blvd.

SUM_1043

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004 DAY : Mon./Tues. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
TOTAL COUNT	4241	78	2861	4608	27	4350	105	70	32	2709	4778	35	23894	7387	30.9	16507	69.1	7180	8985	207	7522
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	5004	92	3376	5437	32	5133	124	83	38	3197	5638	41	28195	8716	30.9	19478	69.1	8472	10602	244	8876

North and South is: Stewart Parkway(n) driveway(s) East and West is: Harvard Blvd.

SUM_1043

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004 DAY : Mon./Tues. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-07:00A	127	1	49	69		70	2			129	287	1	735	179	24.4	556	75.6	177	139	2	417
07:00-08:00A	329	13	92	192	2	179	2			228	570	5	1612	436	27.0	1176	73.0	434	373	2	803
08:00-09:00A	290	8	137	232	3	224	7	2		211	420	2	1536	444	28.9	1092	71.1	435	459	9	633
09:00-10:00A	243	2	148	268	1	199	3	4	1	181	321	2	1373	401	29.2	972	70.8	393	468	8	504
10:00-11:00A	312	3	170	340	6	260	4	7	5	180	290	4	1581	501	31.7	1080	68.3	485	606	16	474
11:00-12:00P	352	11	223	450	2	303	9	8	4	246	325	1	1934	607	31.4	1327	68.6	586	755	21	572
12:00-01:00P	386	18	235	491	3	348	15	9	4	216	370	8	2103	667	31.7	1436	68.3	639	842	28	594
01:00-02:00P	334	7	198	378	2	321	20	11	4	198	326	3	1802	574	31.9	1228	68.1	539	701	35	527
02:00-03:00P	401	6	247	437	3	391	7	8	3	211	395	3	2112	672	31.8	1440	68.2	654	831	18	609
03:00-04:00P	392	4	293	502	3	461	5	12	3	240	430	1	2346	709	30.2	1637	69.8	689	966	20	671
04:00-05:00P	390	3	344	431	1	450	15	7	4	224	324	5	2198	763	34.7	1435	65.3	737	882	26	553
05:00-06:00P	301	2	348	469		554	12	1	3	209	349		2248	667	29.7	1581	70.3	651	1023	16	558
06:00-07:00P	266		220	171		403	3	1	1	129	243		1437	491	34.2	946	65.8	486	574	5	372
07:00-08:00P	118		157	178	1	187	1			107	128		877	276	31.5	601	68.5	275	366	1	235
TOTAL COUNT	4241	78	2861	4608	27	4350	105	70	32	2709	4778	35	23894	7387	30.9	16507	69.1	7180	8985	207	7522
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	5004	92	3376	5437	32	5133	124	83	38	3197	5638	41	28195	8716	30.9	19478	69.1	8472	10602	244	8876

North and South is: Stewart Parkway(n) driveway(s)

East and West is: Harvard Blvd.

SUM_1043

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004
DAY OF WEEK : Mon./Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	5		5			1													11	
06:15-06:30A	11		14			1													26	
06:30-06:45A	14		22																36	
06:45-07:00A	27		27																54	
07:00-07:15A	31		33														1		65	
07:15-07:30A	54		34														1		89	3
07:30-07:45A	48		35														1		84	
07:45-08:00A	41		46			4													91	
08:00-08:15A	29		19			1													49	
08:15-08:30A	42		29			1													72	
08:30-08:45A	39		35			1											1		76	
08:45-09:00A	47		43			2											1		93	
09:00-10:00A	140		101			1											1		243	
10:00-11:00A	176		131			1			2								2		312	
11:00-12:00P	203		145			1			2								1		352	
12:00-01:00P	231		152			3													386	
01:00-02:00P	194		138			2													334	
02:00-03:00P	233		161			5			1								1		401	
03:00-03:15P	51		42														1		94	
03:15-03:30P	63		42			2													107	
03:30-03:45P	67		43			1													111	
03:45-04:00P	49		31																80	
04:00-04:15P	45		48																93	
04:15-04:30P	56		38																94	
04:30-04:45P	57		46			1													104	
04:45-05:00P	56		43																99	
05:00-05:15P	34		38			1													73	
05:15-05:30P	34		46																80	
05:30-05:45P	39		40																79	
05:45-06:00P	36		33																69	
06:00-07:00P	130		136																266	
07:00-08:00P	59		59																118	
14 HOUR	2341		1855			29			5								11		4241	3

Summarized by:_____ | 12/10/04

1%

WORK_1043

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004
DAY OF WEEK : Mon./Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A																				
06:30-06:45A			1																1	
06:45-07:00A																				
07:00-07:15A	1																		1	
07:15-07:30A	1																		1	
07:30-07:45A			4																4	
07:45-08:00A	4		3																7	
08:00-08:15A	2		1																3	
08:15-08:30A	4																		4	
08:30-08:45A	1																		1	
08:45-09:00A																				
09:00-10:00A	1		1																2	
10:00-11:00A	2		1																3	
11:00-12:00P	8		3																11	
12:00-01:00P	12		6																18	
01:00-02:00P	5		2																7	
02:00-03:00P	4		2																6	
03:00-03:15P	1		1																2	
03:15-03:30P	1																		1	
03:30-03:45P																				
03:45-04:00P	1																		1	
04:00-04:15P	2																		2	
04:15-04:30P																				
04:30-04:45P																				
04:45-05:00P	1																		1	
05:00-05:15P																				
05:15-05:30P			1																1	
05:30-05:45P	1																		1	
05:45-06:00P																				
06:00-07:00P																				
07:00-08:00P																				
14 HOUR	52		26																78	

Summarized by:_____ | 12/10/04

0%

WORK_1043

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004
DAY OF WEEK : Mon./Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	8		7																15	
06:15-06:30A	3		1																4	
06:30-06:45A	4		9			1													14	
06:45-07:00A	5		11																16	
07:00-07:15A	6		2																8	
07:15-07:30A	10		10						1										21	
07:30-07:45A	14		16			1											2		33	
07:45-08:00A	18		10			1											1		30	
08:00-08:15A	17		14			1													32	
08:15-08:30A	7		11			1			1								1		21	
08:30-08:45A	16		19														2		37	
08:45-09:00A	26		19			1											1		47	1
09:00-10:00A	80		63			3											2		148	
10:00-11:00A	69		96			2											3		170	
11:00-12:00P	102		115			5											1		223	1
12:00-01:00P	121		107			4											3		235	1
01:00-02:00P	105		91														1	1	198	1
02:00-03:00P	121		124			1											1		247	
03:00-03:15P	42		27			1											2		72	
03:15-03:30P	34		27																61	
03:30-03:45P	41		31			1													73	
03:45-04:00P	40		44			1											1	1	87	
04:00-04:15P	36		45			2													83	
04:15-04:30P	40		37			1													78	
04:30-04:45P	43		48			2											1		94	
04:45-05:00P	42		47																89	
05:00-05:15P	57		39																96	
05:15-05:30P	55		35																90	
05:30-05:45P	44		37																81	
05:45-06:00P	52		29																81	
06:00-07:00P	134		86																220	
07:00-08:00P	104		53																157	
14 HOUR	1496		1310			29			2								22	2	2861	4

Summarized by:_____ | 12/10/04

WORK_1043

2%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004
DAY OF WEEK : Mon./Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE	
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl					
06:00-06:15A	6		5																11		
06:15-06:30A	3		9			2													14		
06:30-06:45A	8		12																20		
06:45-07:00A	9		15																24		
07:00-07:15A	14		17			1													32		
07:15-07:30A	26		24																50		
07:30-07:45A	41		32														2	1	76		
07:45-08:00A	20		13			1													34		
08:00-08:15A	19		18																37		
08:15-08:30A	25		22			1													48		
08:30-08:45A	35		35						1								1		72		
08:45-09:00A	38		37																75		
09:00-10:00A	139		121			6											2		268		
10:00-11:00A	165		163			8											4		340		
11:00-12:00P	236		207			5			1								1		450		
12:00-01:00P	235		252			3												1	491		
01:00-02:00P	210		163			4											1		378		
02:00-03:00P	224		207			4			1								1		437		
03:00-03:15P	88		82			1											1		172		
03:15-03:30P	48		57															1	106		
03:30-03:45P	49		59			1													109		
03:45-04:00P	52		62															1	115		
04:00-04:15P	41		45																86		
04:15-04:30P	61		63			1													125		
04:30-04:45P	48		66																114		
04:45-05:00P	47		59																106		
05:00-05:15P	81		86			1													168		
05:15-05:30P	48		75			1												1	125		
05:30-05:45P	38		72														1		111		
05:45-06:00P	27		38																65		
06:00-07:00P	104		67																171		
07:00-08:00P	73		103			1											1		178		
14 HOUR	2258		2286			41			3								15	5	4608		

Summarized by:_____ | 12/10/04

1%

WORK_1043

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004
DAY OF WEEK : Mon./Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A																				
06:30-06:45A																				
06:45-07:00A																				
07:00-07:15A																				
07:15-07:30A																				
07:30-07:45A																				
07:45-08:00A	1		1																2	
08:00-08:15A																				
08:15-08:30A			1																1	
08:30-08:45A																				
08:45-09:00A	1					1													2	
09:00-10:00A			1																1	
10:00-11:00A	3		2			1													6	
11:00-12:00P	1		1																2	
12:00-01:00P	2		1																3	
01:00-02:00P	1		1																2	
02:00-03:00P	3																		3	
03:00-03:15P	1		1																2	
03:15-03:30P			1																1	
03:30-03:45P																				
03:45-04:00P																				
04:00-04:15P			1																1	
04:15-04:30P																				
04:30-04:45P																				
04:45-05:00P																				
05:00-05:15P																				
05:15-05:30P																				
05:30-05:45P																				
05:45-06:00P																				
06:00-07:00P																				
07:00-08:00P	1																		1	
14 HOUR	14		11			2													27	

Summarized by:_____ | 12/10/04

7%

WORK_1043

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004
DAY OF WEEK : Mon./Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	3		7																10	
06:15-06:30A	6		8			1			1								1		17	
06:30-06:45A	6		16															1	23	
06:45-07:00A	12		8																20	
07:00-07:15A	6		10														1		17	
07:15-07:30A	26		29						1								1		57	
07:30-07:45A	33		32						1								2		68	
07:45-08:00A	20		17																37	
08:00-08:15A	20		24			2			1								1		48	
08:15-08:30A	19		22			1			2										44	
08:30-08:45A	29		31			4			1										65	
08:45-09:00A	37		28			2													67	
09:00-10:00A	84		104			10			1										199	
10:00-11:00A	133		113			11			1								2		260	
11:00-12:00P	155		136			8			1								3		303	
12:00-01:00P	170		168			8											1	1	348	
01:00-02:00P	141		171			8											1		321	
02:00-03:00P	186		191			4			1								9		391	
03:00-03:15P	57		66			3											3		129	
03:15-03:30P	59		67			2			1										129	
03:30-03:45P	46		49			1													96	
03:45-04:00P	56		50														1		107	
04:00-04:15P	48		53																101	
04:15-04:30P	48		52			2													102	
04:30-04:45P	70		58			1											1		130	
04:45-05:00P	58		59																117	
05:00-05:15P	116		80			1											1		198	
05:15-05:30P	80		67			1													148	
05:30-05:45P	60		49			3													112	
05:45-06:00P	60		34			2													96	
06:00-07:00P	175		225			3													403	
07:00-08:00P	97		86			4													187	
14 HOUR	2116		2110			82			12								28	2	4350	

Summarized by:_____ | 12/10/04

80/0

WORK_1043

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004
DAY OF WEEK : Mon./Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A																	1		1	
06:30-06:45A																				
06:45-07:00A			1																1	
07:00-07:15A																				
07:15-07:30A																				
07:30-07:45A																				
07:45-08:00A	2																		2	
08:00-08:15A	3																1		4	
08:15-08:30A	1																		1	
08:30-08:45A	1																		1	
08:45-09:00A	1																		1	
09:00-10:00A			2														1		3	
10:00-11:00A	4																		4	
11:00-12:00P	7		1														1		9	
12:00-01:00P	8		7																15	
01:00-02:00P	11		8														1		20	
02:00-03:00P	3		4																7	
03:00-03:15P	1		2																3	
03:15-03:30P																				
03:30-03:45P																				
03:45-04:00P			2																2	
04:00-04:15P	3		1																4	
04:15-04:30P	2		3																5	
04:30-04:45P	2																		2	
04:45-05:00P	4																		4	
05:00-05:15P	1		2																3	
05:15-05:30P	1		5																6	
05:30-05:45P	3																		3	
05:45-06:00P																				
06:00-07:00P	1		2																3	
07:00-08:00P			1																1	
14 HOUR	59		41														5		105	

Summarized by:_____ | 12/10/04

WORK_1043

59/0

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004
DAY OF WEEK : Mon./Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE	
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl					
06:00-06:15A																					
06:15-06:30A																					
06:30-06:45A																					
06:45-07:00A																					
07:00-07:15A																					
07:15-07:30A																					
07:30-07:45A																					
07:45-08:00A																					
08:00-08:15A																					
08:15-08:30A																					
08:30-08:45A																					
08:45-09:00A	1		1																2		
09:00-10:00A	3		1																4		
10:00-11:00A	6		1																7		
11:00-12:00P	4		4																8		
12:00-01:00P	7		2																9		
01:00-02:00P	9		2																11		
02:00-03:00P	4		4																8		
03:00-03:15P	1		3																4		
03:15-03:30P	2		1																3		
03:30-03:45P	3		1																4		
03:45-04:00P	1																		1		
04:00-04:15P	2		1																3		
04:15-04:30P																					
04:30-04:45P	1																		1		
04:45-05:00P	2		1																3		
05:00-05:15P																					
05:15-05:30P			1																1		
05:30-05:45P																					
05:45-06:00P																					
06:00-07:00P			1																1		
07:00-08:00P																					
14 HOUR	46		24																70		

Summarized by:_____ | 12/10/04

09

WORK_1043

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004
DAY OF WEEK : Mon./Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A																				
06:30-06:45A																				
06:45-07:00A																				
07:00-07:15A																				
07:15-07:30A																				
07:30-07:45A																				
07:45-08:00A																				
08:00-08:15A																				
08:15-08:30A																				
08:30-08:45A																				
08:45-09:00A																				
09:00-10:00A	1																		1	
10:00-11:00A	4		1																5	
11:00-12:00P	3		1																4	
12:00-01:00P	3		1																4	
01:00-02:00P	2		2																4	
02:00-03:00P	2		1																3	
03:00-03:15P	1																		1	
03:15-03:30P	1																		1	
03:30-03:45P	1																		1	
03:45-04:00P																				
04:00-04:15P	1		1																2	
04:15-04:30P			1																1	
04:30-04:45P																				
04:45-05:00P			1																1	
05:00-05:15P			1																1	
05:15-05:30P	1		1																2	
05:30-05:45P																				
05:45-06:00P																				
06:00-07:00P			1																1	
07:00-08:00P																				
14 HOUR	20		12																32	

Summarized by:_____ | 12/10/04

WORK_1043

8%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004
DAY OF WEEK : Mon./Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	9		8																17	
06:15-06:30A	18		12																30	
06:30-06:45A	25		23																48	
06:45-07:00A	16		17															1	34	
07:00-07:15A	14		29																43	
07:15-07:30A	27		25			1													53	
07:30-07:45A	41		36			1											1		79	
07:45-08:00A	27		23			1			1								1		53	
08:00-08:15A	24		27																51	
08:15-08:30A	32		19																51	
08:30-08:45A	30		11			1													42	
08:45-09:00A	47		20																67	
09:00-10:00A	102		76			1											2		181	
10:00-11:00A	95		81			2			1								1		180	
11:00-12:00P	128		112			3			1								2		246	
12:00-01:00P	113		100			2											1		216	
01:00-02:00P	106		89			3													198	
02:00-03:00P	112		97			1											1		211	
03:00-03:15P	24		35																59	
03:15-03:30P	44		39														1		84	
03:30-03:45P	27		22																49	
03:45-04:00P	26		19			2			1										48	
04:00-04:15P	29		28			1													58	
04:15-04:30P	27		22			1											2		52	
04:30-04:45P	30		25														1		56	
04:45-05:00P	27		29			1											1		58	
05:00-05:15P	38		25																63	
05:15-05:30P	32		23																55	
05:30-05:45P	16		15																31	
05:45-06:00P	37		23																60	
06:00-07:00P	62		67																129	
07:00-08:00P	63		43			1													107	
14 HOUR	1448		1220			22			4								14	1	2709	

Summarized by:_____ | 12/10/04

WORK_1043

1.5%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004
DAY OF WEEK : Mon./Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	23		24			1													48	
06:15-06:30A	23		36																59	
06:30-06:45A	35		49			1													85	
06:45-07:00A	45		49			1													95	
07:00-07:15A	50		40			1											3		94	3
07:15-07:30A	86		83			1											2		172	
07:30-07:45A	78		87			1											1	1	168	
07:45-08:00A	82		51			2			1										136	
08:00-08:15A	45		36			2											1		84	2
08:15-08:30A	43		39			3											1		86	
08:30-08:45A	65		70			2											5		142	
08:45-09:00A	56		45			4			2								1		108	
09:00-10:00A	162		147			8											3	1	321	
10:00-11:00A	142		134			12			1								1		290	
11:00-12:00P	185		127			8			2								3		325	
12:00-01:00P	209		149			5			2								5		370	
01:00-02:00P	183		131			7			3									2	326	
02:00-03:00P	223		159			8											3	2	395	
03:00-03:15P	42		54			1													97	
03:15-03:30P	62		58			1			1								1		123	
03:30-03:45P	59		48			2			2										111	
03:45-04:00P	57		40			2													99	
04:00-04:15P	35		48			1											3		87	
04:15-04:30P	40		46			1													87	
04:30-04:45P	33		39			2			1								1		76	
04:45-05:00P	32		42																74	
05:00-05:15P	41		50			1													92	
05:15-05:30P	42		50																92	
05:30-05:45P	39		43																82	
05:45-06:00P	39		44																83	
06:00-07:00P	117		125			1													243	
07:00-08:00P	72		56																128	
14 HOUR	2445		2199			79			15								34	6	4778	5

Summarized by:_____ | 12/10/04

2.7%

WORK_1043

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004
DAY OF WEEK : Mon./Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A																				
06:30-06:45A			1																1	
06:45-07:00A																				
07:00-07:15A																				
07:15-07:30A			1																1	
07:30-07:45A			1														1		2	
07:45-08:00A			2																2	
08:00-08:15A																				
08:15-08:30A																				
08:30-08:45A																				
08:45-09:00A	1																1		2	
09:00-10:00A	1		1																2	
10:00-11:00A	2		1														1		4	
11:00-12:00P			1																1	
12:00-01:00P	6		1														1		8	
01:00-02:00P	2																1		3	
02:00-03:00P	1		2																3	
03:00-03:15P																	1		1	
03:15-03:30P																				
03:30-03:45P																				
03:45-04:00P																				
04:00-04:15P			1																1	
04:15-04:30P																				
04:30-04:45P	1		1			1											1		4	
04:45-05:00P																				
05:00-05:15P																				
05:15-05:30P																				
05:30-05:45P																				
05:45-06:00P																				
06:00-07:00P																				
07:00-08:00P																				
14 HOUR	14		13			1											7		35	

Summarized by:_____ | 12/10/04

WORK_1043

23%

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004 DAY : Mon./Tues. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST	
06:00-06:15A																					
06:15-06:30A																				1	
06:30-06:45A																					
06:45-07:00A																					
07:00-07:15A											3					3				2	
07:15-07:30A	3															3				3	
07:30-07:45A																					
07:45-08:00A																					
08:00-08:15A											2					2					
08:15-08:30A																	1				
08:30-08:45A																					
08:45-09:00A			1													1					
09:00-10:00A																					
10:00-11:00A																			1		
11:00-12:00P			1													1		2			
12:00-01:00P			1													1		1		1	
01:00-02:00P			1													1		1		2	
02:00-03:00P																		1			
03:00-03:15P																		1			
03:15-03:30P																		1			
03:30-03:45P																			1		
03:45-04:00P																					
04:00-04:15P																					
04:15-04:30P																					
04:30-04:45P																					
04:45-05:00P																					
05:00-05:15P																					
05:15-05:30P																					
05:30-05:45P																					
05:45-06:00P																					
06:00-07:00P																		1			
07:00-08:00P																					

North and South is: Stewart Parkway(n) driveway(s) East and West is: Harvard Blvd.

BIKE_1043

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004 DAY : Mon./Tues. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST	
TOTAL VOLUME	3		4								5					12	1	8	2	9	

North and South is: Stewart Parkway(n) driveway(s)

East and West is: Harvard Blvd.

BIKE_1043

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004 DAY : Mon./Tues. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
06:00-06:15A										2		2				2		2
06:15-06:30A																		
06:30-06:45A																		
06:45-07:00A								1		2		3		1		2		3
07:00-07:15A																		
07:15-07:30A										3		3				3		3
07:30-07:45A										1		1				1		1
07:45-08:00A										1		1				1		1
08:00-08:15A										1		1				1		1
08:15-08:30A							1					1	1					1
08:30-08:45A																		
08:45-09:00A										1		1				1		1
09:00-10:00A										3		3				3		3
10:00-11:00A							3	2	1			6	3	2	1			6
11:00-12:00P							3	4	3			10	3	4	3			10
12:00-01:00P							1	4	3	3		11	1	4	3	3		11
01:00-02:00P								1	2	1		4		1	2	1		4
02:00-03:00P							2	8	1			11	2	8	1			11
03:00-03:15P							1		1			2	1		1			2
03:15-03:30P								1	1			2		1	1			2
03:30-03:45P								2		2		4		2		2		4
03:45-04:00P								2				2		2				2
04:00-04:15P							2		3	1		6	2		3	1		6
04:15-04:30P							3	2	2	1		8	3	2	2	1		8
04:30-04:45P				1		1										1		1
04:45-05:00P																		
05:00-05:15P								1				1		1				1
05:15-05:30P																		
05:30-05:45P																		
05:45-06:00P								2				2		2				2
06:00-07:00P							5	1		1		7	5	1		1		7
07:00-08:00P								2	1	2		5		2	1	2		5

North and South is: Stewart Parkway(n) driveway(s) East and West is: Harvard Blvd. PED_1043

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004 DAY : Mon./Tues. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
TOTAL VOLUME				1		1	21	33	18	25		97	21	33	18	26		98

North and South is: Stewart Parkway(n) driveway(s) East and West is: Harvard Blvd.

PED_1043

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15/16, 2004
DAY OF WEEK : Mon./Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway & driveway @ Harvard Blvd.
MILE POST : n/a

DIRECTION FROM - TO	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
NORTH-EAST	2341		1855			29			5								11		4241	
NORTH-SOUTH	52		26																78	
NORTH-WEST	1496		1310			29			2								22	2	2861	
EAST-NORTH	2258		2286			41			3								15	5	4608	
SOUTH-NORTH	59		41														5		105	
WEST-NORTH	1448		1220			22			4								14	1	2709	
Total volume	7654		6738			121			14								67	8	14602	
Axle factor	1.0	1.5	1.0	2.0	1.0	1.5	2.0	2.0	2.5	3.0	2.5	3.0	3.5	3.5	4.0	4.5	1.5	1.0	0.99	◄ Leg number 1
Veh. O/Count	7654		6738			182			35								101	8	14717	
NORTH-EAST	2341		1855			29			5								11		4241	
EAST-NORTH	2258		2286			41			3								15	5	4608	
EAST-SOUTH	14		11			2													27	
EAST-WEST	2116		2110			82			12								28	2	4350	
SOUTH-EAST	46		24																70	
WEST-EAST	2445		2199			79			15								34	6	4778	
Total volume	9220		8485			233			35								88	13	18074	
Axle factor	1.0	1.5	1.0	2.0	1.0	1.5	2.0	2.0	2.5	3.0	2.5	3.0	3.5	3.5	4.0	4.5	1.5	1.0	0.99	◄ Leg number 2
Veh. O/Count	9220		8485			350			88								132	13	18287	
NORTH-SOUTH	52		26																78	
EAST-SOUTH	14		11			2													27	
SOUTH-NORTH	59		41														5		105	
SOUTH-EAST	46		24																70	
SOUTH-WEST	20		12																32	
WEST-SOUTH	14		13			1											7		35	
Total volume	205		127			3											12		347	
Axle factor	1.0	1.5	1.0	2.0	1.0	1.5	2.0	2.0	2.5	3.0	2.5	3.0	3.5	3.5	4.0	4.5	1.5	1.0	0.98	◄ Leg number 3
Veh. O/Count	205		127			5											18		355	
NORTH-WEST	1496		1310			29			2								22	2	2861	
EAST-WEST	2116		2110			82			12								28	2	4350	
SOUTH-WEST	20		12																32	
WEST-NORTH	1448		1220			22			4								14	1	2709	
WEST-EAST	2445		2199			79			15								34	6	4778	
WEST-SOUTH	14		13			1											7		35	
Total volume	7539		6864			213			33								105	11	14765	
Axle factor	1.0	1.5	1.0	2.0	1.0	1.5	2.0	2.0	2.5	3.0	2.5	3.0	3.5	3.5	4.0	4.5	1.5	1.0	0.99	◄ Leg number 4
Veh. O/Count	7539		6864			320			83								158	11	14974	

Summarized by:_____ | 12/10/04

Axle_1043

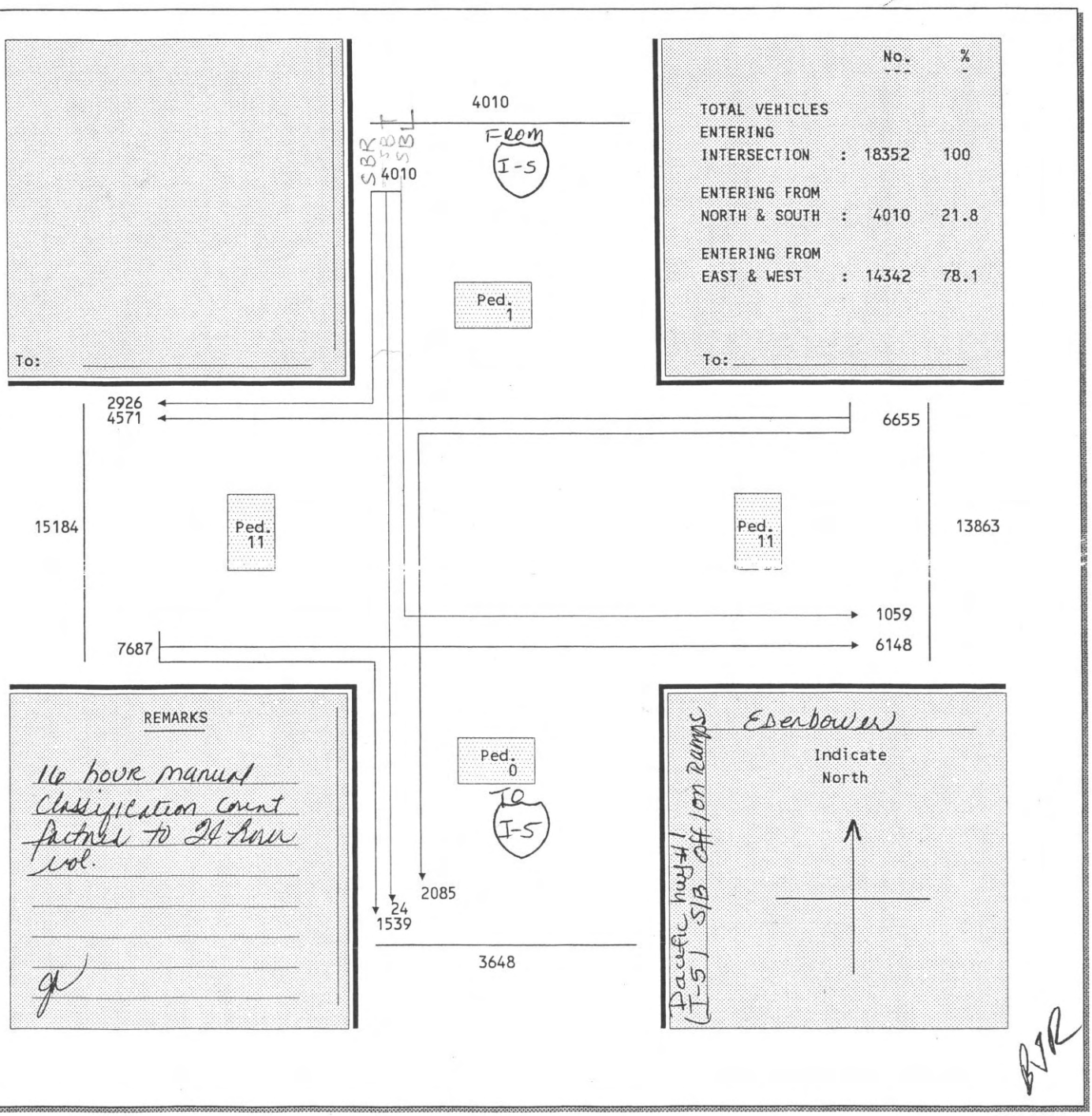
TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

18

DATE : May 13, 2003
DAY WEEK : Tuesday
ACT COUNT: 16
HRS COUNT: 6AM - 10PM
PED COUNT: 16
HRS COUNT: 6AM - 10PM
WEATHER : cloudy

CITY or COUNTY : Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) s/b on off ramps @ Edenbower

MILE POST: 126.52
CLASSIFICATION : All vehicles



BJR

DGM_1006

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : May 13, 2003
HOURS : 6AM - 10PM

DAY : Tuesday
WEATHER: cloudy

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) s/b on off ramps @ Edenbower

Tab by:
Chk. by:

MILE POST : 126.52

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-07:00A	52		112		118	146					93	26	547	164	30.0	383	70.0	164	264		119
07:00-08:00A	96		203		200	238					192	63	992	299	30.1	693	69.9	299	438		255
08:00-09:00A	70		190		143	270					213	55	941	260	27.6	681	72.4	260	413		268
09:00-10:00A	73	1	182		111	292					272	45	976	256	26.2	720	73.8	256	403		317
10:00-11:00A	59	2	195		103	294					314	56	1023	256	25.0	767	75.0	256	397		370
11:00-12:00P	61		205		109	294					392	93	1154	266	23.1	888	76.9	266	403		485
12:00-01:00P	60	2	204		141	319					464	108	1298	266	20.5	1032	79.5	266	460		572
01:00-02:00P	78	2	187		138	303					427	102	1237	267	21.6	970	78.4	267	441		529
02:00-03:00P	80	2	193		144	315					455	98	1287	275	21.4	1012	78.6	275	459		553
03:00-04:00P	67	4	212		158	302					547	121	1411	283	20.1	1128	79.9	283	460		668
04:00-05:00P	85		194		133	334					490	157	1393	279	20.0	1114	80.0	279	467		647
05:00-06:00P	74	1	157		128	325					560	152	1397	232	16.6	1165	83.4	232	453		712
06:00-07:00P	23	1	161		114	282					398	98	1077	185	17.2	892	82.8	185	396		496
07:00-08:00P	29	2	98		64	204					321	90	808	129	16.0	679	84.0	129	268		411
08:00-09:00P	33	2	96		52	144					241	74	642	131	20.4	511	79.6	131	196		315
09:00-10:00P	23	3	71		39	93					210	61	500	97	19.4	403	80.6	97	132		271
TOTAL COUNT	963	22	2660		1895	4155					5589	1399	16683	3645	21.8	13038	78.2	3645	6050		6988
24HR FACTOR	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10									
24HR VOLUME	1059	24	2926		2085	4571					6148	1539	18352	4010	21.9	14342	78.1	4010	6655		7687

North and South is: Pacific Hwy #1(I-5)

East and West is: Edenbower

SUM_1006

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : May 13, 2003
DAY OF WEEK : Tuesday
HOURS COUNTED: 6AM - 10PM
WEATHER : cloudy
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) s/b on off ramps @ Edenbower
MILE POST : 126.52
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	22		25		2	1		1		1									52	
07:00-08:00A	27		61			2		1	2	1								2	96	
08:00-09:00A	24		42	1	1				2										70	
09:00-10:00A	32		31	1	3	1		2	2	1									73	
10:00-11:00A	23		31	1	2	2													59	
11:00-12:00P	20		26	2	5	1		1	3	1		1	1						61	
12:00-01:00P	28		19	2	3	3		2	2									1	60	
01:00-02:00P	32		41	1	1	2			1										78	
02:00-03:00P	25		42	5	4			1	3										80	
03:00-04:00P	22		38	1	2	2			1	1									67	
04:00-05:00P	36		40	6	1				1	1									85	
05:00-06:00P	28		35	2	3	2		1	2									1	74	
06:00-07:00P	18		4	1															23	
07:00-08:00P	19		5		1			1	1	1								1	29	
08:00-09:00P	15		13	2	1				1				1						33	
09:00-10:00P	11		11		1														23	
16 HOUR	382		464	25	30	16		10	21	7		1	2					5	963	

Summarized by:_____ | 06/04/03

9.5%

WORK_1006

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : May 13, 2003
DAY OF WEEK : Tuesday
HOURS COUNTED: 6AM - 10PM
WEATHER : cloudy
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) s/b on off ramps @ Edenbower
MILE POST : 126.52
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A																				
07:00-08:00A																				
08:00-09:00A																				
09:00-10:00A	1																		1	
10:00-11:00A	1		1																2	
11:00-12:00P																				
12:00-01:00P			2																2	
01:00-02:00P			2																2	
02:00-03:00P	1		1																2	
03:00-04:00P	3		1																4	
04:00-05:00P																				
05:00-06:00P	1																		1	
06:00-07:00P	1																		1	
07:00-08:00P	2																		2	
08:00-09:00P	1		1																2	
09:00-10:00P	1		1						1										3	
16 HOUR	12		9						1										22	

Summarized by:_____ | 06/04/03

4.5%

WORK_1006

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : May 13, 2003
DAY OF WEEK : Tuesday
HOURS COUNTED: 6AM - 10PM
WEATHER : cloudy
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) s/b on off ramps @ Edenbower
MILE POST : 126.52
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	52		58		1													1	112	
07:00-08:00A	87		112	1					1								1	1	203	
08:00-09:00A	84		98		3	1			2								2		190	
09:00-10:00A	78		99		2												1	2	182	
10:00-11:00A	86	1	102	1	1					1								3	195	
11:00-12:00P	71		126	2	2			1									2	1	205	
12:00-01:00P	92		107	3						1								1	204	
01:00-02:00P	79		100	4	1				3										187	
02:00-03:00P	89		98	1	3				1	1									193	
03:00-04:00P	92		107	5	3				1								1	3	212	
04:00-05:00P	83		104		3	3											1		194	
05:00-06:00P	76		76	2	1				2										157	
06:00-07:00P	76		84	1															161	
07:00-08:00P	50		44	2	2														98	
08:00-09:00P	52		39	3	1													1	96	
09:00-10:00P	52		17		1				1										71	
16 HOUR	1199	1	1371	25	24	4		1	11	3							8	13	2660	

Summarized by:_____ | 06/04/03

28

WORK_1006

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : May 13, 2003
DAY OF WEEK : Tuesday
HOURS COUNTED: 6AM - 10PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) s/b on off ramps @ Edenbower
MILE POST : 126.52
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	47		66	3	1	1													118	
07:00-08:00A	99		95		2				3									1	200	
08:00-09:00A	66		63	1	6	1	1	1	3								1		143	
09:00-10:00A	51		46	2		3	2		6									1	111	
10:00-11:00A	44		45	3	5	2	3		1										103	
11:00-12:00P	50		46	1	3	2	1		3	1							1	1	109	
12:00-01:00P	63		63	1	4		2		7									1	141	
01:00-02:00P	73		58		3	4													138	
02:00-03:00P	65		71	2	1			1	2	2									144	
03:00-04:00P	60		85	2	5	4			2										158	
04:00-05:00P	42		84	3		1												3	133	
05:00-06:00P	49		72	2	3	1												1	128	
06:00-07:00P	56		54	1		1												2	114	
07:00-08:00P	38		22	2					1									1	64	
08:00-09:00P	32		17	1	1				1										52	
09:00-10:00P	20		17	2															39	
16 HOUR	855		904	26	34	20	9	2	29	3							2	11	1895	

Summarized by:_____ | 06/04/03

5%

WORK_1006

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : May 13, 2003
DAY OF WEEK : Tuesday
HOURS COUNTED: 6AM - 10PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) s/b on off ramps @ Edenbower
MILE POST : 126.52
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	81		62							1								2	146	
07:00-08:00A	118		111	4	2	1			1								1		238	
08:00-09:00A	141		115	2	3	7											2		270	
09:00-10:00A	155		126	2	4	1				1							2	1	292	
10:00-11:00A	147		123	2	6	13			3										294	2
11:00-12:00P	155		126	1	3	3			2								2	2	294	
12:00-01:00P	166		138	4	4	4			1								1	1	319	
01:00-02:00P	151		134	2	3	5			1								1	6	303	
02:00-03:00P	147		150	3	1	4											6	4	315	
03:00-04:00P	162		133	2		2											2	1	302	1
04:00-05:00P	171		154		2	2											1	4	334	1
05:00-06:00P	156		162	2	2													3	325	
06:00-07:00P	143		135	1													1	2	282	
07:00-08:00P	106		92	1													1	4	204	
08:00-09:00P	88		50		1												1	4	144	
09:00-10:00P	54		35		4														93	
16 HOUR	2141		1846	26	35	42			8	2							21	34	4155	4

Summarized by:_____ | 06/04/03

2.6%

WORK_1006

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : May 13, 2003
DAY OF WEEK : Tuesday
HOURS COUNTED: 6AM - 10PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) s/b on off ramps @ Edenbower
MILE POST : 126.52
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	42		44	1	1		1			1							1	2	93	
07:00-08:00A	103		80	2	2	3	2												192	
08:00-09:00A	118		85	3	2	3			1								1		213	
09:00-10:00A	151	1	102	2	5	7			2								2		272	
10:00-11:00A	160		138	2	6	6				1							1		314	
11:00-12:00P	233		145	3	4	5		1	1										392	
12:00-01:00P	276		166	6	8	4			2								1	1	464	
01:00-02:00P	224		184	3	5	3			1	1								6	427	
02:00-03:00P	250		188	1	4	2			2								3	5	455	
03:00-04:00P	297		228	2	4	6			1	1							3	5	547	
04:00-05:00P	290		191	2	2	2					1						1	1	490	
05:00-06:00P	332		218	3	3												1	3	560	
06:00-07:00P	216		170	1	2													9	398	
07:00-08:00P	177		139	3														2	321	
08:00-09:00P	136		101		2	1												1	241	
09:00-10:00P	110		96	1	1													2	210	1
16 HOUR	3115	1	2275	35	51	42	3	1	10	4	1						14	37	5589	1

Summarized by:_____ | 06/04/03

WORK_1006

27

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : May 13, 2003
DAY OF WEEK : Tuesday
HOURS COUNTED: 6AM - 10PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) s/b on off ramps @ Edenbower
MILE POST : 126.52
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	13		13																26	
07:00-08:00A	28		32		1				1									1	63	
08:00-09:00A	26		26		2												1		55	
09:00-10:00A	14		28		1			1	1										45	
10:00-11:00A	24		29	1	1												1		56	
11:00-12:00P	59		30		1		1		2										93	
12:00-01:00P	57		47		3				1										108	
01:00-02:00P	46		48	5	3														102	
02:00-03:00P	43		53						2										98	
03:00-04:00P	61		55	1					3									1	121	
04:00-05:00P	84	1	64	2					2								1	3	157	
05:00-06:00P	88		58	2	2													2	152	
06:00-07:00P	55		40		2					1									98	
07:00-08:00P	58		30	1	1														90	
08:00-09:00P	47		23	1	1													2	74	
09:00-10:00P	37		21		1				2										61	
16 HOUR	740	1	597	13	19		1	1	14	1							3	9	1399	

Summarized by:_____ | 06/04/03

3%

WORK_1006

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : May 13, 2003 | DAY : Tuesday | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 10PM | WEATHER: cloudy | INTERSECTION OF: Pacific Hwy #1(I-5) s/b on off ramps @ Edenbower

Tab by: | Chk. by: | MILE POST : 126.52

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST
06:00-07:00A																				1
07:00-08:00A																				
08:00-09:00A																				
09:00-10:00A																		1		
10:00-11:00A						2										2		1		
11:00-12:00P																				
12:00-01:00P																				
01:00-02:00P																		1		2
02:00-03:00P																		1		
03:00-04:00P						1										1		4		
04:00-05:00P						1										1		3		1
05:00-06:00P																		1		
06:00-07:00P																				3
07:00-08:00P																				
08:00-09:00P																				2
09:00-10:00P											1					1		1		3
TOTAL VOLUME						4					1					5		13		12

North and South is: Pacific Hwy #1(I-5)

East and West is: Edenbower

BIKE_1006

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : May 13, 2003 | DAY : Tuesday | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 10PM | WEATHER: cloudy | INTERSECTION OF: Pacific Hwy #1(I-5) s/b on off ramps @ Edenbower

Tab by: | Chk. by: | MILE POST : 126.52

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
06:00-07:00A																		
07:00-08:00A																		
08:00-09:00A								1		1		2		1		1		2
09:00-10:00A																		
10:00-11:00A								1				1		1				1
11:00-12:00P								1				1		1				1
12:00-01:00P																		
01:00-02:00P																		
02:00-03:00P								2		1		3		2		1		3
03:00-04:00P										4		4				4		4
04:00-05:00P								1		1		2		1		1		2
05:00-06:00P																		
06:00-07:00P							1	2		3		6	1	2		3		6
07:00-08:00P								2				2		2				2
08:00-09:00P										1		1				1		1
09:00-10:00P								1				1		1				1
TOTAL VOLUME							1	11		11		23	1	11		11		23

North and South is: Pacific Hwy #1(I-5)

East and West is: Edenbower

PED_1006

18(b)

TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : March 5, 2003
DAY WEEK : Wednesday
ACT COUNT: 14
HRS COUNT: 6AM - 8PM
PED COUNT: 14
HRS COUNT: 6AM - 8PM
WEATHER : cloudy

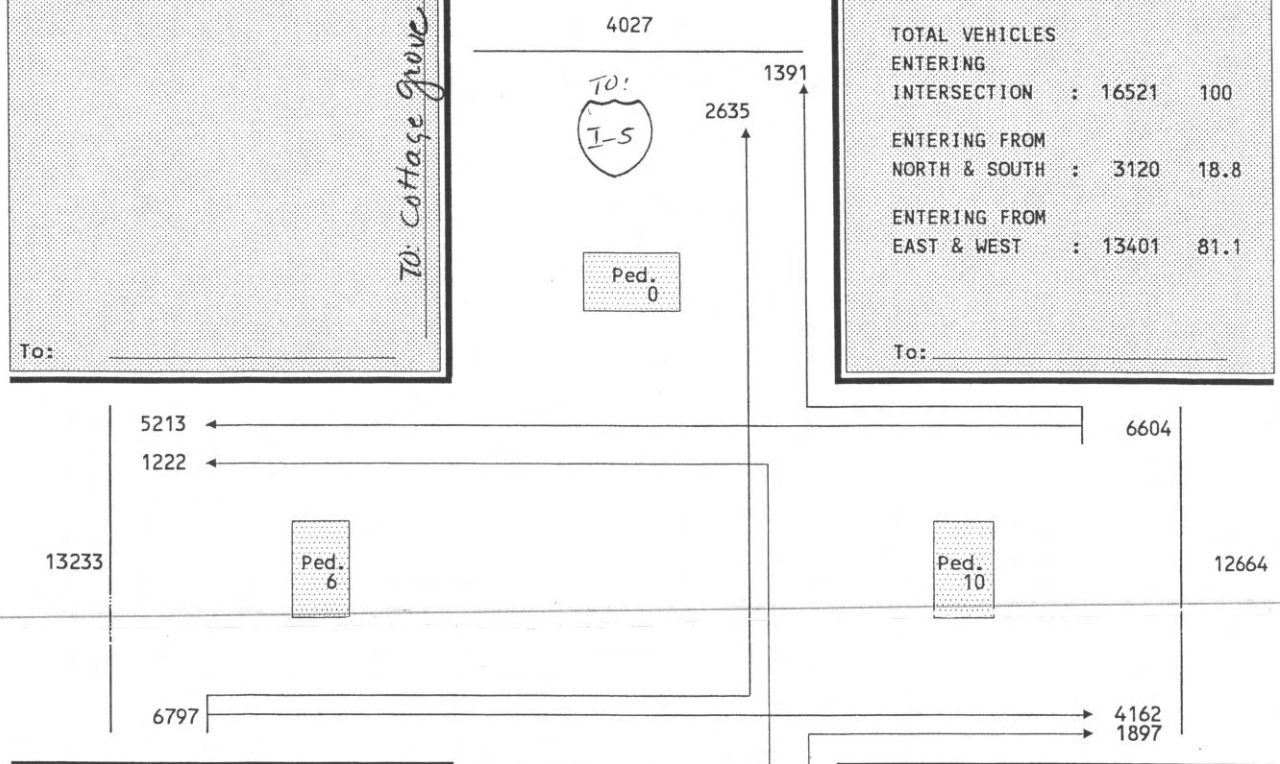
CITY or COUNTY : Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on off ramps @ Edenbower

MILE POST: 126.50
CLASSIFICATION : All vehicles

To: To: Cottage Grove

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION :	16521	100
ENTERING FROM NORTH & SOUTH :	3120	18.8
ENTERING FROM EAST & WEST :	13401	81.1

To: _____



REMARKS

14 hour manual Classification Count factored to 24 hour vol (1.18)

ok

TO Roseburg

EDENBOWER

Indicate North

Pacific Hwy #1 (I-5) NB On/Off Ramps

DGM_1007

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 5, 2003 | DAY : Wednesday | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: cloudy | INTERSECTION OF: Pacific Hwy #1(I-5) n/b on off ramps @ Edenbower
Tab by: | Chk. by: | MILE POST : 126.50

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-07:00A				40		204		50	47	44	98		483	97	20.1	386	79.9		244	97	142
07:00-08:00A				72		346		102	70	119	191		900	172	19.1	728	80.9		418	172	310
08:00-09:00A				67		316		81	67	96	173		800	148	18.5	652	81.5		383	148	269
09:00-10:00A				67		323		97	64	126	207		884	161	18.2	723	81.8		390	161	333
10:00-11:00A				73		256		87	72	137	239		864	159	18.4	705	81.6		329	159	376
11:00-12:00P				81		355		98	90	135	291		1050	188	17.9	862	82.1		436	188	426
12:00-01:00P				88		372		95	87	211	260		1113	182	16.4	931	83.6		460	182	471
01:00-02:00P				99		350		143	71	167	339		1169	214	18.3	955	81.7		449	214	506
02:00-03:00P				103		406		163	84	216	330		1302	247	19.0	1055	81.0		509	247	546
03:00-04:00P				125		382		175	90	217	370		1359	265	19.5	1094	80.5		507	265	587
04:00-05:00P				111		365		175	90	215	305		1261	265	21.0	996	79.0		476	265	520
05:00-06:00P				138		325		171	96	263	295		1288	267	20.7	1021	79.3		463	267	558
06:00-07:00P				82		277		94	63	166	256		938	157	16.7	781	83.3		359	157	422
07:00-08:00P				33		141		77	45	121	173		590	122	20.7	468	79.3		174	122	294
TOTAL COUNT				1179		4418		1608	1036	2233	3527		14001	2644	18.9	11357	81.1		5597	2644	5760
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME				1391		5213		1897	1222	2635	4162		16520	3120	18.9	13401	81.1		6604	3120	6797

North and South is: Pacific Hwy #1(I-5) n/b on/off ramps

East and West is: Edenbower

SUM_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 5, 2003
DAY OF WEEK : Wednesday
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on off ramps @ Edenbower
MILE POST : 126.50
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	13		23		3	1													40	
07:00-08:00A	22		37	3	3	3		1	1	2									72	
08:00-09:00A	25		30	2	5	1			3	1									67	
09:00-10:00A	19		38	1	3	2		1	2	1									67	
10:00-11:00A	25		42	1	2	1			2										73	
11:00-12:00P	27		48		5				1										81	
12:00-01:00P	36		41		7	1			2		1								88	
01:00-02:00P	40		48	4	4	2			1										99	
02:00-03:00P	37		55	4		5			1	1									103	
03:00-04:00P	52		64	1	4	1			2								1		125	
04:00-05:00P	49		56	1	4	1													111	
05:00-06:00P	54		82	2															138	
06:00-07:00P	29		51						1				1						82	
07:00-08:00P	11		20						1	1									33	
14 HOUR	439		635	19	40	18		2	17	6	1		1				1		1179	

Summarized by:_____ | 05/19/03

78

WORK_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 5, 2003
DAY OF WEEK : Wednesday
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on off ramps @ Edenbower
MILE POST : 126.50
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	106		94	3					1										204	
07:00-08:00A	192		138	2	6	5	1		1								1		346	
08:00-09:00A	146		144	3	10	6	1		3								3		316	
09:00-10:00A	166		129	3	4	7	3	1	5	2							3		323	
10:00-11:00A	138		107		3	6	1										1		256	
11:00-12:00P	168		162	5	5	7	3		3				1				1		355	1
12:00-01:00P	190		165	3	4	4	1	1	3								1		372	
01:00-02:00P	175	1	154	3	3	10		1	3										350	
02:00-03:00P	205		172	6	3	10			5								5		406	
03:00-04:00P	205		162	3	3	5		1	2								1		382	
04:00-05:00P	183		174	3	3												1	1	365	
05:00-06:00P	156		163	1	4													1	325	
06:00-07:00P	170		105		1												1		277	
07:00-08:00P	85		55		1														141	
14 HOUR	2285	1	1924	35	50	60	10	4	26	2			1				18	2	4418	1

Summarized by:_____ | 05/19/03

WORK_1007

3.87 ~ 4%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 5, 2003
DAY OF WEEK : Wednesday
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on off ramps @ Edenbower
MILE POST : 126.50
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A																				
07:00-08:00A																				
08:00-09:00A																				
09:00-10:00A																				
10:00-11:00A																				
11:00-12:00P																				
12:00-01:00P																				
01:00-02:00P																				
02:00-03:00P																				
03:00-04:00P																				
04:00-05:00P																				
05:00-06:00P																				
06:00-07:00P																				
07:00-08:00P																				
14 HOUR																				

Summarized by:_____ | 05/19/03

WORK_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 5, 2003
DAY OF WEEK : Wednesday
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on off ramps @ Edenbower
MILE POST : 126.50
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	17		30		2		1												50	
07:00-08:00A	43		53		2	2	2												102	
08:00-09:00A	38		28	1	3	6	2		2								1		81	
09:00-10:00A	47		38	1	1	7			3										97	
10:00-11:00A	28		47		2	5	2		3										87	
11:00-12:00P	41		47	2	5	2			1										98	
12:00-01:00P	44		46	1	1				3										95	
01:00-02:00P	72		54	4	5	3			5										143	
02:00-03:00P	90		61	4	2	2		1	1								2		163	
03:00-04:00P	86		79	4	1	1			3									1	175	
04:00-05:00P	87		78	5	2	2			1										175	
05:00-06:00P	74		89	2	3	1			1									1	171	
06:00-07:00P	28		65			1													94	
07:00-08:00P	16		60						1										77	
14 HOUR	711		775	24	29	32	7	1	24								3	2	1608	

Summarized by:_____ | 05/19/03

WORK_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 5, 2003
DAY OF WEEK : Wednesday
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on off ramps @ Edenbower
MILE POST : 126.50
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	25		20			1			1										47	
07:00-08:00A	42		27		1														70	
08:00-09:00A	32		32	1	1				1										67	
09:00-10:00A	37		25	1	1														64	
10:00-11:00A	38		30			2			2										72	
11:00-12:00P	45		39	1	2												2	1	90	
12:00-01:00P	44		40			2			1										87	
01:00-02:00P	40		30		1														71	
02:00-03:00P	50		31		1												1	1	84	
03:00-04:00P	46		43		1														90	
04:00-05:00P	47		43																90	
05:00-06:00P	55		40															1	96	
06:00-07:00P	37		24		1	1													63	
07:00-08:00P	26		18	1															45	
14 HOUR	564		442	4	9	6			5								3	3	1036	

Summarized by:_____ | 05/19/03

WORK_1007

29

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 5, 2003
DAY OF WEEK : Wednesday
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on off ramps @ Edenbower
MILE POST : 126.50
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	18		24								2								44	
07:00-08:00A	60		55	2	2														119	
08:00-09:00A	56		37		2												1		96	
09:00-10:00A	72		51	1	1			1											126	
10:00-11:00A	73		57		4				2								1		137	
11:00-12:00P	74		58		2				1										135	
12:00-01:00P	124		83	1	1				1								1		211	
01:00-02:00P	94		66		5				2										167	
02:00-03:00P	130		85		1														216	
03:00-04:00P	128		84	1	1				2								1		217	
04:00-05:00P	129		83	1		1											1		215	
05:00-06:00P	155		106	1	1														263	
06:00-07:00P	88		74	2	1				1										166	
07:00-08:00P	66		50	1	4														121	
14 HOUR	1267		913	10	25	1		1	9		2						5		2233	

Summarized by:_____ | 05/19/03

WORK_1007

29.

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 5, 2003
DAY OF WEEK : Wednesday
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on off ramps @ Edenbower
MILE POST : 126.50
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	53		41	1	2												1		98	
07:00-08:00A	81		93		7	1			6	2			1						191	
08:00-09:00A	87		75	3	4	3											1		173	
09:00-10:00A	111		83	2	5				5		1								207	
10:00-11:00A	109		115	5	1	4	1		1								3		239	
11:00-12:00P	157		119	3	5	2	1		1				1				1	1	291	
12:00-01:00P	125		120	2	6	3			1	1							2		260	
01:00-02:00P	173		145	1	2	12			5									1	339	
02:00-03:00P	185	1	118	2	4	11		1	1	1							5	1	330	
03:00-04:00P	207		150	4	4	2		1									2		370	
04:00-05:00P	161		130	3	7	2			2										305	
05:00-06:00P	156		125	5	4	1			1								2	1	295	
06:00-07:00P	139		114		1				2										256	
07:00-08:00P	114		56	1	2														173	
14 HOUR	1858	1	1484	32	54	41	2	2	25	4	1		2				17	4	3527	

Summarized by:_____ | 05/19/03

40/0

WORK_1007

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 5, 2003 | DAY : Wednesday | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: cloudy | INTERSECTION OF: Pacific Hwy #1(I-5) n/b on off ramps @ Edenbower
Tab by: | Chk. by: | MILE POST : 126.50

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST
06:00-07:00A																				
07:00-08:00A																				
08:00-09:00A																				
09:00-10:00A																				
10:00-11:00A																				
11:00-12:00P						1										1		1		
12:00-01:00P																		1		1
01:00-02:00P																				
02:00-03:00P																		1		
03:00-04:00P																				
04:00-05:00P																		1		2
05:00-06:00P																				
06:00-07:00P																				1
07:00-08:00P																				
TOTAL VOLUME						1										1		4		4

North and South is: Pacific Hwy #1(I-5) n/b on/off ramps

East and West is: Edenbower

BIKE_1007

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : March 5, 2003 | DAY : Wednesday | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: cloudy | INTERSECTION OF: Pacific Hwy #1(I-5) n/b on off ramps @ Edenbower
Tab by: | Chk. by: | MILE POST : 126.50

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
06:00-07:00A										1		1				1		1
07:00-08:00A										1		1				1		1
08:00-09:00A								1		2		3		1		2		3
09:00-10:00A																		
10:00-11:00A								2				2		2				2
11:00-12:00P								3				3		3				3
12:00-01:00P																		
01:00-02:00P																		
02:00-03:00P								1				1		1				1
03:00-04:00P		3				3				1		1		3		1		4
04:00-05:00P																		
05:00-06:00P										1		1				1		1
06:00-07:00P																		
07:00-08:00P																		
TOTAL VOLUME		3				3		7		6		13		10		6		16

North and South is: Pacific Hwy #1(I-5) n/b on/off ramps

East and West is: Edenbower

PED_1007

19a

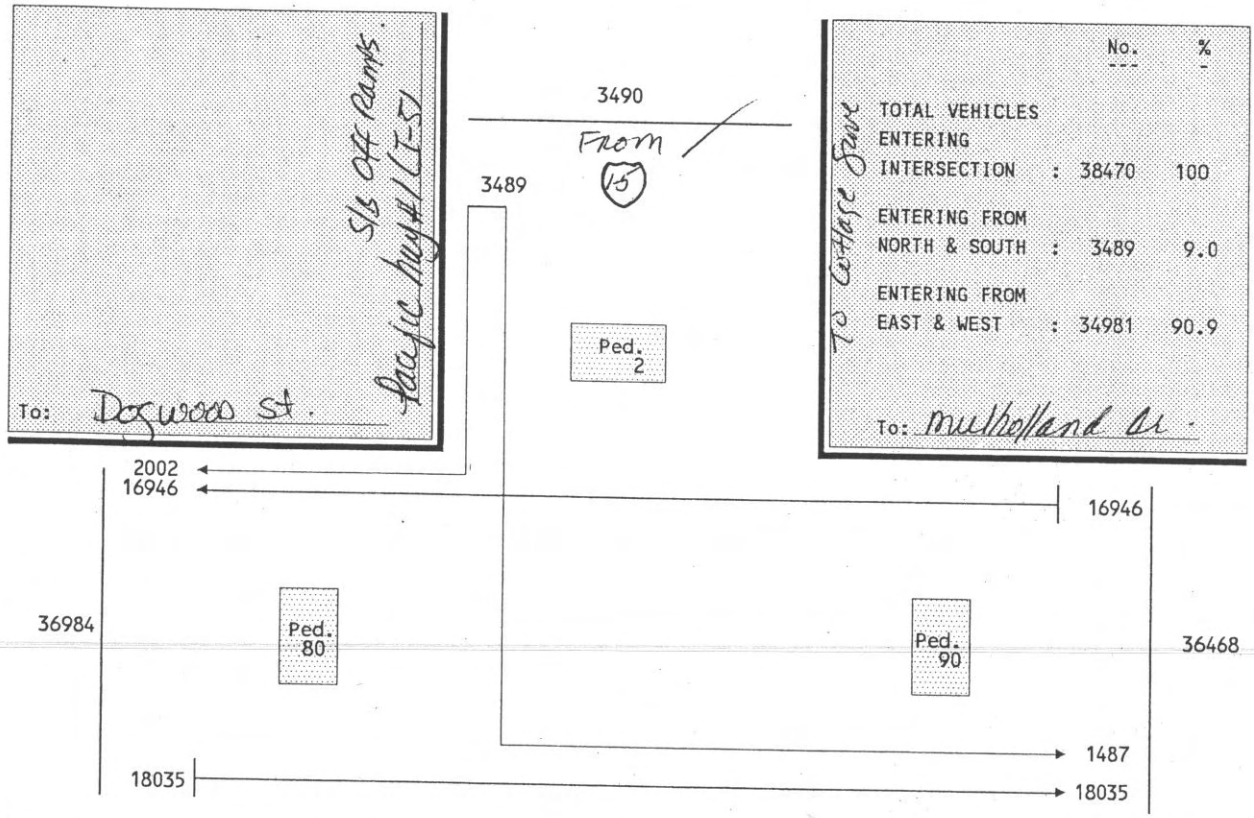
TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : Nov. 29, 2004
DAY WEEK : Mon.
ACT COUNT: 14
HRS COUNT: 6AM - 8PM
PED COUNT: 14
HRS COUNT: 6AM - 8PM
WEATHER : cloudy

CITY or COUNTY : Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) s/b off ramps at Garden Valley Blvd.

MILE POST: [redacted]
CLASSIFICATION : All vehicles

PAUL	TERRY H.	DARYL	SUE D.
JANELLE S.	KEN N.	CONNIE	RAY L.
INGRID			MIKE
ANDREW			ROSE
TOM	DEC 21 2004		DAVE
MIKE B.			BOB S.
SHIRLEY			CRAIG
ELIZABETH	BILL S.	JARED	RON H.
SHELLY R.	LORI	CHRIS W.	HAREGU



To Cottage Grove

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION :	38470	100
ENTERING FROM NORTH & SOUTH :	3489	9.0
ENTERING FROM EAST & WEST :	34981	90.9

To: Mulholland Dr.

REMARKS

Garden Valley Blvd.

14 hour manual classification count factored to 24 hr vol (1.18)
Upgraded hrs: (6-9a) (3-6p)
6 vehicle class.

✓ EAA

Indicate North

gp 12/16/04

DGM_1045

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004 DAY : Mon. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Pacific Hwy #1(I-5) s/b off ramps at Garden Valley Blvd.
Tab by: Chk. by: MILE POST : C125.60

TIME OF DAY	SUMMARY BY MOVEMENTS												TOTAL	NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS		
	N-E	N-W	E-N	E-W	W-N	W-E												NORTH	EAST	WEST
06:00-06:15A	9	8		49		70							136	17	12.5	119	87.5	17	49	70
06:15-06:30A	15	14		68		90							187	29	15.5	158	84.5	29	68	90
06:30-06:45A	17	23		85		115							240	40	16.7	200	83.3	40	85	115
06:45-07:00A	15	29		105		123							272	44	16.2	228	83.8	44	105	123
07:00-07:15A	22	23		113		168							326	45	13.8	281	86.2	45	113	168
07:15-07:30A	27	30		159		222							438	57	13.0	381	87.0	57	159	222
07:30-07:45A	37	36		207		266							546	73	13.4	473	86.6	73	207	266
07:45-08:00A	50	56		217		250							573	106	18.5	467	81.5	106	217	250
08:00-08:15A	28	37		163		141							369	65	17.6	304	82.4	65	163	141
08:15-08:30A	24	28		179		158							389	52	13.4	337	86.6	52	179	158
08:30-08:45A	23	32		200		193							448	55	12.3	393	87.7	55	200	193
08:45-09:00A	23	34		218		220							495	57	11.5	438	88.5	57	218	220
09:00-10:00A	101	123		957		830							2011	224	11.1	1787	88.9	224	957	830
10:00-11:00A	87	136		1132		1007							2362	223	9.4	2139	90.6	223	1132	1007
11:00-12:00P	96	145		1302		1281							2824	241	8.5	2583	91.5	241	1302	1281
12:00-01:00P	117	160		1467		1413							3157	277	8.8	2880	91.2	277	1467	1413
01:00-02:00P	89	164		1311		1442							3006	253	8.4	2753	91.6	253	1311	1442
02:00-03:00P	90	141		1221		1453							2905	231	8.0	2674	92.0	231	1221	1453
03:00-03:15P	22	39		318		355							734	61	8.3	673	91.7	61	318	355
03:15-03:30P	18	33		331		369							751	51	6.8	700	93.2	51	331	369
03:30-03:45P	27	49		341		380							797	76	9.5	721	90.5	76	341	380
03:45-04:00P	38	41		365		390							834	79	9.5	755	90.5	79	365	390
04:00-04:15P	24	26		385		392							827	50	6.0	777	94.0	50	385	392
04:15-04:30P	23	24		353		404							804	47	5.8	757	94.2	47	353	404
04:30-04:45P	21	36		338		449							844	57	6.8	787	93.2	57	338	449
04:45-05:00P	32	24		338		369							763	56	7.3	707	92.7	56	338	369
05:00-05:15P	27	29		364		365							785	56	7.1	729	92.9	56	364	365
05:15-05:30P	21	35		301		351							708	56	7.9	652	92.1	56	301	351
05:30-05:45P	27	22		277		325							651	49	7.5	602	92.5	49	277	325
05:45-06:00P	19	30		251		277							577	49	8.5	528	91.5	49	251	277
06:00-07:00P	56	49		777		862							1744	105	6.0	1639	94.0	105	777	862
07:00-08:00P	35	41		469		554							1099	76	6.9	1023	93.1	76	469	554

163 133 1393 1587 3196 3309

PHF = .95

North and South is: Pacific Hwy #1(I-5) s/b off ramps

East and West is: Garden Valley Blvd.

SUM_1045

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004 | DAY : Mon. | COUNTY : Douglas | CITY: Roseburg

HOURS : 6AM - 8PM | WEATHER: cloudy | INTERSECTION OF: Pacific Hwy #1(I-5) s/b off ramps at Garden Valley Blvd.

Tab by: | Chk. by: | MILE POST : C125.60

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-W	E-N	E-W	W-N	W-E							TOTAL					NORTH	EAST	WEST	
TOTAL COUNT	1260	1697		14361		15284							32602	2957	9.1	29645	90.9	2957	14361	15284	
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18															
24HR VOLUME	1487	2002		16946		18035							38470	3489	9.1	34981	90.9	3489	16946	18035	

North and South is: Pacific Hwy #1(I-5) s/b off ramps

East and West is: Garden Valley Blvd.

SUM_1045

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004 DAY : Mon. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Pacific Hwy #1(I-5) s/b off ramps at Garden Valley Blvd.
Tab by: Chk. by: MILE POST : C125.60

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS		
	N-E	N-W	E-N	E-W	W-N	W-E							TOTAL					NORTH	EAST	WEST
06:00-07:00A	56	74		307		398							835	130	15.6	705	84.4	130	307	398
07:00-08:00A	136	145		696		906							1883	281	14.9	1602	85.1	281	696	906
08:00-09:00A	98	131		760		712							1701	229	13.5	1472	86.5	229	760	712
09:00-10:00A	101	123		957		830							2011	224	11.1	1787	88.9	224	957	830
10:00-11:00A	87	136		1132		1007							2362	223	9.4	2139	90.6	223	1132	1007
11:00-12:00P	96	145		1302		1281							2824	241	8.5	2583	91.5	241	1302	1281
12:00-01:00P	117	160		1467		1413							3157	277	8.8	2880	91.2	277	1467	1413
01:00-02:00P	89	164		1311		1442							3006	253	8.4	2753	91.6	253	1311	1442
02:00-03:00P	90	141		1221		1453							2905	231	8.0	2674	92.0	231	1221	1453
03:00-04:00P	105	162		1355		1494							3116	267	8.6	2849	91.4	267	1355	1494
04:00-05:00P	100	110		1414		1614							3238	210	6.5	3028	93.5	210	1414	1614
05:00-06:00P	94	116		1193		1318							2721	210	7.7	2511	92.3	210	1193	1318
06:00-07:00P	56	49		777		862							1744	105	6.0	1639	94.0	105	777	862
07:00-08:00P	35	41		469		554							1099	76	6.9	1023	93.1	76	469	554
TOTAL COUNT	1260	1697		14361		15284							32602	2957	9.1	29645	90.9	2957	14361	15284
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18														
24HR VOLUME	1487	2002		16946		18035							38470	3489	9.1	34981	90.9	3489	16946	18035

North and South is: Pacific Hwy #1(I-5) s/b off ramps

East and West is: Garden Valley Blvd.

SUM_1045

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) s/b off ramps at Garden Valley Blvd.
MILE POST : C125.60
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	3		4						2										9	
06:15-06:30A	7		8																15	
06:30-06:45A	11		5						1										17	
06:45-07:00A	5		10																15	
07:00-07:15A	11		10														1		22	
07:15-07:30A	11		15			1													27	
07:30-07:45A	21		12			1			3										37	
07:45-08:00A	25		21			3			1										50	
08:00-08:15A	12		14			2													28	
08:15-08:30A	10		14																24	
08:30-08:45A	9		12			1			1										23	
08:45-09:00A	12		8			2			1										23	
09:00-10:00A	53		39			4			4								1		101	
10:00-11:00A	39		42			1			4									1	87	
11:00-12:00P	56		36			2			2										96	
12:00-01:00P	64		47			1			5										117	
01:00-02:00P	37		49						3										89	
02:00-03:00P	49		35			3			3										90	
03:00-03:15P	10		9			2			1										22	
03:15-03:30P	10		6			1			1										18	
03:30-03:45P	11		14						2										27	
03:45-04:00P	19		15			2											2		38	
04:00-04:15P	8		16																24	
04:15-04:30P	9		9			2			2								1		23	
04:30-04:45P	12		7						2										21	
04:45-05:00P	21		9			1			1										32	
05:00-05:15P	8		17			1											1		27	
05:15-05:30P	7		13			1													21	
05:30-05:45P	11		15			1													27	
05:45-06:00P	10		9																19	
06:00-07:00P	31		23			2													56	
07:00-08:00P	19		13			1			3								1		35	
14 HOUR	621		556			34			42								6	1	1260	

Summarized by:_____ | 12/16/04

WORK_1045

6%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) s/b off ramps at Garden Valley Blvd.
MILE POST : C125.60
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	3		5																8	
06:15-06:30A	4		10																14	
06:30-06:45A	10		11			2													23	
06:45-07:00A	14		15																29	
07:00-07:15A	11		11			1													23	
07:15-07:30A	16		14																30	
07:30-07:45A	19		16			1													36	
07:45-08:00A	25		30						1										56	
08:00-08:15A	21		16																37	
08:15-08:30A	13		14						1										28	
08:30-08:45A	10		18			2			2										32	
08:45-09:00A	17		16						1										34	
09:00-10:00A	59		58			3			2								1		123	
10:00-11:00A	77		55			2			1								1		136	
11:00-12:00P	64		74			6			1										145	
12:00-01:00P	80		74			4			2										160	
01:00-02:00P	79		71			13			1										164	
02:00-03:00P	81		56			3												1	141	
03:00-03:15P	20		19																39	
03:15-03:30P	11		20			1			1										33	
03:30-03:45P	25		24																49	
03:45-04:00P	23		18																41	
04:00-04:15P	14		12																26	
04:15-04:30P	16		8																24	
04:30-04:45P	18		15			3													36	
04:45-05:00P	14		9						1										24	
05:00-05:15P	14		13			2													29	
05:15-05:30P	15		20																35	
05:30-05:45P	9		13																22	
05:45-06:00P	8		21			1													30	
06:00-07:00P	23		25						1										49	
07:00-08:00P	14		26			1													41	
14 HOUR	827		807			45			15								2	1	1697	

Summarized by:_____ | 12/16/04

WORK_1045

4%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) s/b off ramps at Garden Valley Blvd.
MILE POST : C125.60
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	22		22			1											4		49	
06:15-06:30A	31		31			2			2								2		68	
06:30-06:45A	39		42			1											3		85	1
06:45-07:00A	52		43			4			5								1		105	1
07:00-07:15A	45		60			5			1								2		113	
07:15-07:30A	71		81			3											4		159	
07:30-07:45A	106		89			5			2								4	1	207	1
07:45-08:00A	106		102			5			3								1		217	
08:00-08:15A	62		92			7			1								1		163	1
08:15-08:30A	88		77			9			3								2		179	
08:30-08:45A	92		101			5			2										200	
08:45-09:00A	107		102			7			1								1		218	
09:00-10:00A	471		443			33			9								1		957	1
10:00-11:00A	560		541			29			2										1132	
11:00-12:00P	687		580			21			6								7	1	1302	2
12:00-01:00P	768		673			21			2								1	2	1467	
01:00-02:00P	723		555			27			3								2	1	1311	
02:00-03:00P	672		519			19			2								7	2	1221	1
03:00-03:15P	181		135			2													318	
03:15-03:30P	175		147			6			1								1	1	331	
03:30-03:45P	176		161			2											2		341	
03:45-04:00P	205		156			1			3										365	
04:00-04:15P	210		171			3											1		385	
04:15-04:30P	194		158														1		353	1
04:30-04:45P	185		150			2												1	338	
04:45-05:00P	184		153			1													338	
05:00-05:15P	177		183			3											1		364	
05:15-05:30P	134		162			5													301	
05:30-05:45P	143		130			4													277	
05:45-06:00P	127		123			1													251	
06:00-07:00P	394		379			3			1										777	
07:00-08:00P	254		214			1													469	
14 HOUR	7441		6575			238			49								49	9	14361	9

Summarized by:_____ | 12/16/04

WORK_1045

2%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) s/b off ramps at Garden Valley Blvd.
MILE POST : C125.60
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	23		44			2			1										70	
06:15-06:30A	34		51			4			1										90	
06:30-06:45A	47		63			5													115	
06:45-07:00A	57		64			1			1										123	
07:00-07:15A	77		86						3								2		168	
07:15-07:30A	106		109			3			1								3		222	
07:30-07:45A	123		135			6			1								1		266	
07:45-08:00A	120		124			4			2										250	
08:00-08:15A	61		73			5			1								1		141	
08:15-08:30A	80		72			5			1										158	
08:30-08:45A	94		90			6			3										193	
08:45-09:00A	97		113			5			2								3		220	
09:00-10:00A	378		406			29			11								6		830	
10:00-11:00A	506		470			20			9								1	1	1007	
11:00-12:00P	634		609			28			5								4	1	1281	
12:00-01:00P	739		642			20			6								4	2	1413	
01:00-02:00P	776		640			24			1								1		1442	
02:00-03:00P	766		652			27			1								5	2	1453	
03:00-03:15P	175		169			9			1								1		355	
03:15-03:30P	176		182			8			1								2		369	
03:30-03:45P	184		185			9											2		380	1
03:45-04:00P	213		167			3			2								3	2	390	
04:00-04:15P	202		178			4											7	1	392	
04:15-04:30P	200		191			9			1								3		404	
04:30-04:45P	236		208			3			1								1		449	
04:45-05:00P	193		174						1								1		369	
05:00-05:15P	189		170			5			1										365	
05:15-05:30P	201		146			3											1		351	
05:30-05:45P	163		159			1			1									1	325	
05:45-06:00P	150		125			1												1	277	
06:00-07:00P	465		392			4											1		862	1
07:00-08:00P	309		241			2			1								1		554	
14 HOUR	7774		7130			255			60								54	11	15284	2

Summarized by:_____ | 12/16/04

WORK_1045

2 1/8

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004 | DAY : Mon. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: cloudy | INTERSECTION OF: Pacific Hwy #1(I-5) s/b off ramps at Garden Valley Blvd.
Tab by: | Chk. by: | MILE POST : C125.60

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-W	E-N	E-W	W-N	W-E										TOTAL	NORTH	EAST	WEST		
06:00-06:15A																					
06:15-06:30A																					
06:30-06:45A				1												1					
06:45-07:00A				1												1				1	
07:00-07:15A																		1		1	
07:15-07:30A																					
07:30-07:45A				1												1					
07:45-08:00A																					
08:00-08:15A				1												1					
08:15-08:30A																				1	
08:30-08:45A																					
08:45-09:00A																					
09:00-10:00A				1												1		1		1	
10:00-11:00A																		3		1	
11:00-12:00P				2												2		2			
12:00-01:00P																	1	5			
01:00-02:00P																		1		3	
02:00-03:00P				1												1		5		4	
03:00-03:15P																		1			
03:15-03:30P																					
03:30-03:45P						1										1					
03:45-04:00P																	1			1	
04:00-04:15P																					
04:15-04:30P				1												1				1	
04:30-04:45P																		1		1	
04:45-05:00P																		1			
05:00-05:15P																				1	
05:15-05:30P																					
05:30-05:45P																					
05:45-06:00P																					
06:00-07:00P						1										1				1	
07:00-08:00P																					

North and South is: Pacific Hwy #1(I-5) s/b off ramps

East and West is: Garden Valley Blvd.

BIKE_1045

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004 | DAY : Mon. | COUNTY : Douglas | CITY: Roseburg

HOURS : 6AM - 8PM | WEATHER: cloudy | INTERSECTION OF: Pacific Hwy #1(I-5) s/b off ramps at Garden Valley Blvd.

Tab by: | Chk. by: | MILE POST : C125.60

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-W	E-N	E-W	W-N	W-E										TOTAL	NORTH	EAST	WEST		
TOTAL VOLUME				9		2										11	2	21		17	

North and South is: Pacific Hwy #1(I-5) s/b off ramps

East and West is: Garden Valley Blvd.

BIKE_1045

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004 DAY : Mon. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Pacific Hwy #1(I-5) s/b off ramps at Garden Valley Blvd.
Tab by: Chk. by: MILE POST : C125.60

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST		WEST		TOTAL	NORTH	EAST		WEST		TOTAL	NORTH	EAST		WEST		TOTAL
06:00-06:15A								1				1		1				1
06:15-06:30A																		
06:30-06:45A								1				1		1				1
06:45-07:00A								1		1		2		1		1		2
07:00-07:15A																		
07:15-07:30A								1		1		2		1		1		2
07:30-07:45A								1		1		2		1		1		2
07:45-08:00A								2		1		3		2		1		3
08:00-08:15A										1		1				1		1
08:15-08:30A																		
08:30-08:45A								1				1		1				1
08:45-09:00A										3		3				3		3
09:00-10:00A								1		2		3		1		2		3
10:00-11:00A								14		10		24		14		10		24
11:00-12:00P								10		12		22		10		12		22
12:00-01:00P							2	18		12		32	2	18		12		32
01:00-02:00P								10		9		19		10		9		19
02:00-03:00P								7		7		14		7		7		14
03:00-03:15P								1		1		2		1		1		2
03:15-03:30P								2		1		3		2		1		3
03:30-03:45P								1		1		2		1		1		2
03:45-04:00P								1		2		3		1		2		3
04:00-04:15P								5		2		7		5		2		7
04:15-04:30P								1				1		1				1
04:30-04:45P								2		1		3		2		1		3
04:45-05:00P								2				2		2				2
05:00-05:15P								3		5		8		3		5		8
05:15-05:30P								2		1		3		2		1		3
05:30-05:45P										1		1				1		1
05:45-06:00P																		
06:00-07:00P										3		3				3		3
07:00-08:00P								2		2		4		2		2		4

North and South is: Pacific Hwy #1(I-5) s/b off ramps East and West is: Garden Valley Blvd.

PED_1045

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 29, 2004 DAY : Mon. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Pacific Hwy #1(I-5) s/b off ramps at Garden Valley Blvd.
Tab by: Chk. by: MILE POST : C125.60

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST		WEST		TOTAL	NORTH	EAST		WEST		TOTAL	NORTH	EAST		WEST		TOTAL
TOTAL VOLUME							2	90		80		172	2	90		80		172

North and South is: Pacific Hwy #1(I-5) s/b off ramps East and West is: Garden Valley Blvd.

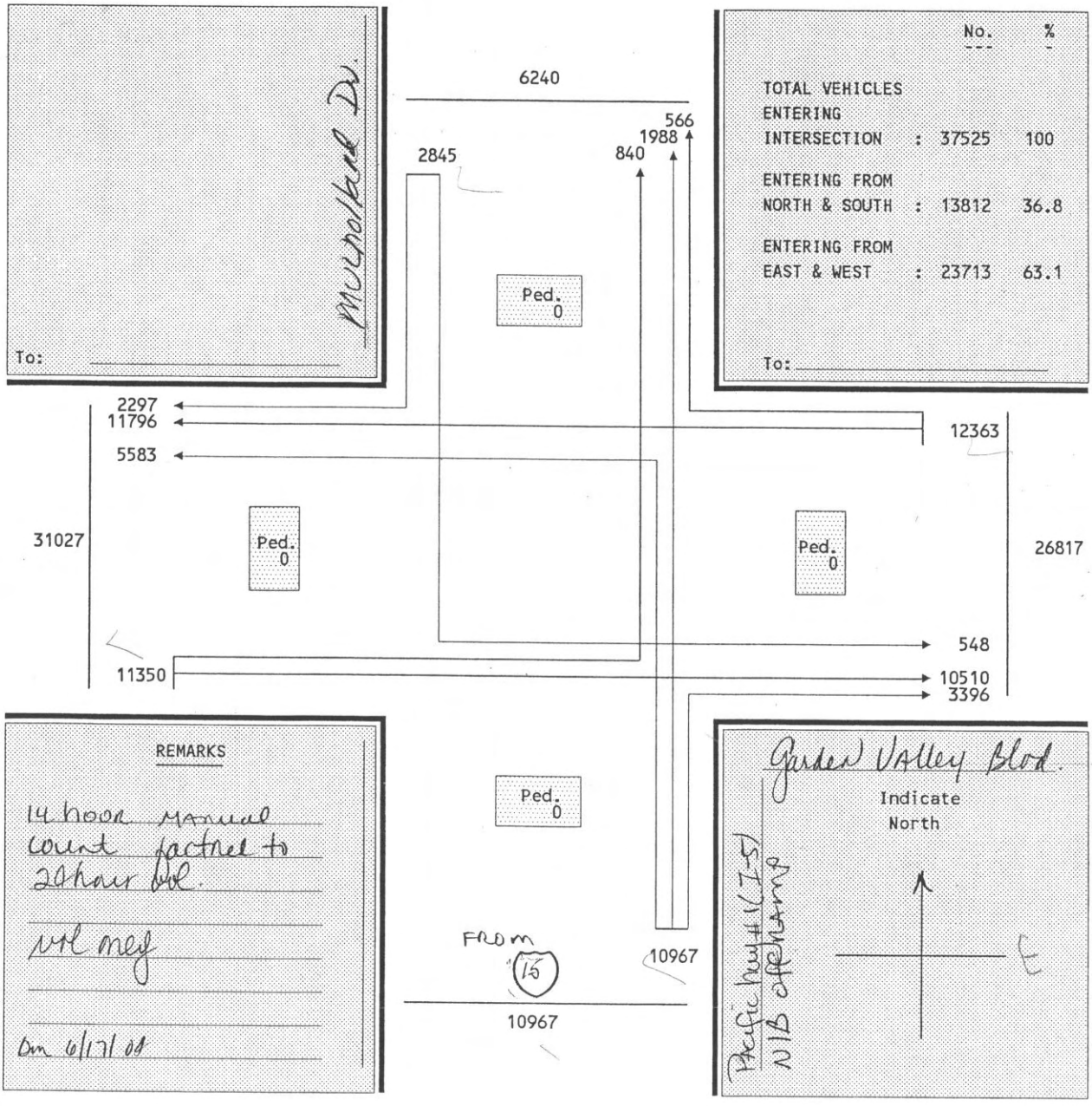
PED_1045

19(b)

TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : April 20/21, 2004
DAY WEEK : Tues./Wed.
ACT COUNT: 14
HRS COUNT: 6AM-8PM
PED COUNT: 14
HRS COUNT: 6AM-8PM
WEATHER : clear

CITY or COUNTY : Roseburg
INTERSECTION OF: Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd. & Mulholland Dr. VOL ONLY
Tr. % ?
Defaults used
MILE POST: C125.06
CLASSIFICATION : All vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	37525	100
ENTERING FROM NORTH & SOUTH	13812	36.8
ENTERING FROM EAST & WEST	23713	63.1

To:

REMARKS

14 hour manual count factred to 24 hour bal.

vol mej

On 6/17/04

7-14-04

DGM_1007

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : April 20/21, 2004 DAY : Tues./Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM-8PM WEATHER: clear INTERSECTION OF: Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd. & Mulholland Dr. VOL ONLY
Tab by: Chk. by: MILE POST : C125.06

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-06:15A	2		5	4		25	17	14	19	2	32		120	57	47.5	63	52.5	7	29	50	34
06:15-06:30A			5	3		55	22	13	30	4	52		184	70	38.0	114	62.0	5	58	65	56
06:30-06:45A			10	2		62	24	30	35	6	64		233	99	42.5	134	57.5	10	64	89	70
06:45-07:00A	1		15	2		73	27	50	42	8	86		304	135	44.4	169	55.6	16	75	119	94
07:00-07:15A	2		19	1		81	27	70	47	11	107		365	165	45.2	200	54.8	21	82	144	118
07:15-07:30A	5		31	4		111	28	61	80	8	122		450	205	45.6	245	54.4	36	115	169	130
07:30-07:45A	5		23	6		114	33	61	80	9	132		463	202	43.6	261	56.4	28	120	174	141
07:45-08:00A	13		40	5		118	43	70	131	20	145		585	297	50.8	288	49.2	53	123	244	165
08:00-08:15A	11		23	3		97	32	43	67	12	114		402	176	43.8	226	56.2	34	100	142	126
08:15-08:30A	11		24	11		125	32	53	79	6	119		460	199	43.3	261	56.7	35	136	164	125
08:30-08:45A	2		26	9		137	36	66	83	14	117		490	213	43.5	277	56.5	28	146	185	131
08:45-09:00A	7		38	8		122	51	63	105	14	130		538	264	49.1	274	50.9	45	130	219	144
09:00-09:15A	10		30	10		147	30	45	80	19	149		520	195	37.5	325	62.5	40	157	155	168
09:15-09:30A	6		24	7		150	33	46	76	7	141		490	185	37.8	305	62.2	30	157	155	148
09:30-09:45A	11		35	10		150	32	53	108	6	146		551	239	43.4	312	56.6	46	160	193	152
09:45-10:00A	10		27	13		148	26	57	96	8	151		536	216	40.3	320	59.7	37	161	179	159
10:00-10:15A	10		33	14		177	35	48	81	9	152		559	207	37.0	352	63.0	43	191	164	161
10:15-10:30A	9		36	9		180	31	55	78	11	173		582	209	35.9	373	64.1	45	189	164	184
10:30-10:45A	8		37	8		177	20	47	105	14	169		585	217	37.1	368	62.9	45	185	172	183
10:45-11:00A	5		39	15		175	32	43	83	17	168		577	202	35.0	375	65.0	44	190	158	185
11:00-11:15A	7		38	13		197	41	63	126	17	190		692	275	39.7	417	60.3	45	210	230	207
11:15-11:30A	15		38	12		226	39	54	95	16	190		685	241	35.2	444	64.8	53	238	188	206
11:30-11:45A	8		42	11		226	27	58	84	11	209		676	219	32.4	457	67.6	50	237	169	220
11:45-12:00P	18		47	7		231	40	51	95	17	221		727	251	34.5	476	65.5	65	238	186	238
12:00-12:15P	13		40	12		233	43	70	131	20	169		731	297	40.6	434	59.4	53	245	244	189
12:15-12:30P	9		41	13		231	29	53	104	17	206		703	236	33.6	467	66.4	50	244	186	223
12:30-12:45P	17		41	12		250	38	49	115	11	242		775	260	33.5	515	66.5	58	262	202	253
12:45-01:00P	3		49	7		263	27	46	106	16	209		726	231	31.8	495	68.2	52	270	179	225
01:00-01:15P	14		50	9		230	31	57	96	12	223		722	248	34.3	474	65.7	64	239	184	235
01:15-01:30P	16		52	6		121	33	39	101	37	149		554	241	43.5	313	56.5	68	127	173	186
01:30-01:45P	11		35	9		322	20	62	87	20	202		768	215	28.0	553	72.0	46	331	169	222
01:45-02:00P	9		39	12		246	36	58	82	15	213		710	224	31.5	486	68.5	48	258	176	228

North and South is: Pacific Hwy (I-5) n/b off ramp (s) Mulholland Dr. (n) East and West is: Garden VAlley Blvd.

SUM_1007

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : April 20/21, 2004 DAY : Tues./Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM-8PM WEATHER: clear INTERSECTION OF: Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd. & Mulholland Dr. VOL ONLY
Tab by: Chk. by: MILE POST : C125.06

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
02:00-02:15P	13		34	11		243	34	63	96	14	237		745	240	32.2	505	67.8	47	254	193	251
02:15-02:30P	7		35	4		211	31	52	97	16	202		655	222	33.9	433	66.1	42	215	180	218
02:30-02:45P	11		45	9		174	27	64	101	21	190		642	248	38.6	394	61.4	56	183	192	211
02:45-03:00P	10		49	12		255	36	56	87	18	212		735	238	32.4	497	67.6	59	267	179	230
03:00-03:15P	7		36	17		254	34	57	88	14	188		695	222	31.9	473	68.1	43	271	179	202
03:15-03:30P	10		51	8		210	45	65	103	15	195		702	274	39.0	428	61.0	61	218	213	210
03:30-03:45P	10		31	4		262	29	58	92	7	190		683	220	32.2	463	67.8	41	266	179	197
03:45-04:00P	10		43	4		237	40	73	101	15	196		719	267	37.1	452	62.9	53	241	214	211
04:00-04:15P	11		46	12		199	39	56	103	14	185		665	255	38.3	410	61.7	57	211	198	199
04:15-04:30P	5		46	16		206	39	67	102	23	199		703	259	36.8	444	63.2	51	222	208	222
04:30-04:45P	10		64	11		241	27	67	122	14	210		766	290	37.9	476	62.1	74	252	216	224
04:45-05:00P	16		50	17		288	38	71	126	13	205		824	301	36.5	523	63.5	66	305	235	218
05:00-05:15P	6		57	6		262	37	57	105	18	195		743	262	35.3	481	64.7	63	268	199	213
05:15-05:30P	13		52	12		242	29	65	104	13	169		699	263	37.6	436	62.4	65	254	198	182
05:30-05:45P	4		41	6		229	30	60	92	7	175		644	227	35.2	417	64.8	45	235	182	182
05:45-06:00P	7		27	7		190	26	45	61	13	161		537	166	30.9	371	69.1	34	197	132	174
06:00-06:15P	11		24	11		215	36	26	87	8	137		555	184	33.2	371	66.8	35	226	149	145
06:15-06:30P	5		28	8		148	18	46	81	11	145		490	178	36.3	312	63.7	33	156	145	156
06:30-06:45P	2		31	8		163	20	37	62	7	138		468	152	32.5	316	67.5	33	171	119	145
06:45-07:00P	12		44	11		143	20	36	45	8	148		467	157	33.6	310	66.4	56	154	101	156
07:00-07:15P	3		28	6		127	14	31	32	11	90		342	108	31.6	234	68.4	31	133	77	101
07:15-07:30P	4		24	2		106	9	31	33	6	82		297	101	34.0	196	66.0	28	108	73	88
07:30-07:45P	3		18	3		103	8	22	40	7	84		288	91	31.6	197	68.4	21	106	70	91
07:45-08:00P	6		11	8		89	4	25	44	5	82		274	90	32.8	184	67.2	17	97	73	87
TOTAL COUNT	464		1947	480		9997	1685	2878	4731	712	8907		31801	11705	36.8	20096	63.2	2411	10477	9294	9619
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	548		2297	566		11796	1988	3396	5583	840	10510		37524	13812	36.8	23713	63.2	2845	12363	10967	11350

PHF = .92

North and South is: Pacific Hwy (I-5) n/b off ramp (s) Mulholland Dr. (n) East and West is: Garden VAlley Blvd.

SUM_1007

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : April 20/21, 2004 DAY : Tues./Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM-8PM WEATHER: clear INTERSECTION OF: Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd. & Mulholland Dr. VOL ONLY
Tab by: Chk. by: MILE POST : C125.06

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-07:00A	3		35	11		215	90	107	126	20	234		841	361	42.9	480	57.1	38	226	323	254
07:00-08:00A	25		113	16		424	131	262	338	48	506		1863	869	46.6	994	53.4	138	440	731	554
08:00-09:00A	31		111	31		481	151	225	334	46	480		1890	852	45.1	1038	54.9	142	512	710	526
09:00-10:00A	37		116	40		595	121	201	360	40	587		2097	835	39.8	1262	60.2	153	635	682	627
10:00-11:00A	32		145	46		709	118	193	347	51	662		2303	835	36.3	1468	63.7	177	755	658	713
11:00-12:00P	48		165	43		880	147	226	400	61	810		2780	986	35.5	1794	64.5	213	923	773	871
12:00-01:00P	42		171	44		977	137	218	456	64	826		2935	1024	34.9	1911	65.1	213	1021	811	890
01:00-02:00P	50		176	36		919	120	216	366	84	787		2754	928	33.7	1826	66.3	226	955	702	871
02:00-03:00P	41		163	36		883	128	235	381	69	841		2777	948	34.1	1829	65.9	204	919	744	910
03:00-04:00P	37		161	33		963	148	253	384	51	769		2799	983	35.1	1816	64.9	198	996	785	820
04:00-05:00P	42		206	56		934	143	261	453	64	799		2958	1105	37.4	1853	62.6	248	990	857	863
05:00-06:00P	30		177	31		923	122	227	362	51	700		2623	918	35.0	1705	65.0	207	954	711	751
06:00-07:00P	30		127	38		669	94	145	275	34	568		1980	671	33.9	1309	66.1	157	707	514	602
07:00-08:00P	16		81	19		425	35	109	149	29	338		1201	390	32.5	811	67.5	97	444	293	367
TOTAL COUNT	464		1947	480		9997	1685	2878	4731	712	8907		31801	11705	36.8	20096	63.2	2411	10477	9294	9619
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	548		2297	566		11796	1988	3396	5583	840	10510		37524	13812	36.8	23713	63.2	2845	12363	10967	11350

North and South is: Pacific Hwy (I-5) n/b off ramp (s) Mulholland Dr. (n) East and West is: Garden VAlley Blvd.

SUM_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : April 20/21, 2004
DAY OF WEEK : Tues./Wed.
HOURS COUNTED: 6AM-8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd. & Mulholland Dr. VOL ONLY
MILE POST : C125.06
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	2																		2	
06:15-06:30A																				
06:30-06:45A																				
06:45-07:00A	1																		1	
07:00-07:15A	2																		2	
07:15-07:30A	5																		5	
07:30-07:45A	5																		5	
07:45-08:00A	13																		13	
08:00-08:15A	11																		11	
08:15-08:30A	11																		11	
08:30-08:45A	2																		2	
08:45-09:00A	7																		7	
09:00-09:15A	10																		10	
09:15-09:30A	6																		6	
09:30-09:45A	11																		11	
09:45-10:00A	10																		10	
10:00-10:15A	10																		10	
10:15-10:30A	9																		9	
10:30-10:45A	8																		8	
10:45-11:00A	5																		5	
11:00-11:15A	7																		7	
11:15-11:30A	15																		15	
11:30-11:45A	8																		8	
11:45-12:00P	18																		18	
12:00-12:15P	13																		13	
12:15-12:30P	9																		9	
12:30-12:45P	17																		17	
12:45-01:00P	3																		3	
01:00-01:15P	14																		14	
01:15-01:30P	16																		16	
01:30-01:45P	11																		11	
01:45-02:00P	9																		9	

Date: 07/19/04

Work_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : April 20/21, 2004
DAY OF WEEK : Tues./Wed.
HOURS COUNTED: 6AM-8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd. & Mulholland Dr. VOL ONLY
MILE POST : C125.06
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE	
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl					
02:00-02:15P	13																		13		
02:15-02:30P	7																		7		
02:30-02:45P	11																		11		
02:45-03:00P	10																		10		
03:00-03:15P	7																		7		
03:15-03:30P	10																		10		
03:30-03:45P	10																		10		
03:45-04:00P	10																		10		
04:00-04:15P	11																		11		
04:15-04:30P	5																		5		
04:30-04:45P	10																		10		
04:45-05:00P	16																		16		
05:00-05:15P	6																		6		
05:15-05:30P	13																		13		
05:30-05:45P	4																		4		
05:45-06:00P	7																		7		
06:00-06:15P	11																		11		
06:15-06:30P	5																		5		
06:30-06:45P	2																		2		
06:45-07:00P	12																		12		
07:00-07:15P	3																		3		
07:15-07:30P	4																		4		
07:30-07:45P	3																		3		
07:45-08:00P	6																		6		
14 HOUR	464																		464		

Summarized by:_____ | 07/19/04

WORK_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE :	April 20/21, 2004	COUNTY :	Douglas CITY: Roseburg
DAY OF WEEK :	Tues./Wed.	INTERSECTION OF:	Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd.
HOURS COUNTED:	6AM-8PM		& Mulholland Dr. VOL ONLY
WEATHER :	clear	MILE POST :	C125.06
FROM :	NORTH	TO :	WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	5																		5	
06:15-06:30A	5																		5	
06:30-06:45A	10																		10	
06:45-07:00A	15																		15	
07:00-07:15A	19																		19	
07:15-07:30A	31																		31	
07:30-07:45A	23																		23	
07:45-08:00A	40																		40	
08:00-08:15A	23																		23	
08:15-08:30A	24																		24	
08:30-08:45A	26																		26	
08:45-09:00A	38																		38	
09:00-09:15A	30																		30	
09:15-09:30A	24																		24	
09:30-09:45A	35																		35	
09:45-10:00A	27																		27	
10:00-10:15A	33																		33	
10:15-10:30A	36																		36	
10:30-10:45A	37																		37	
10:45-11:00A	39																		39	
11:00-11:15A	38																		38	
11:15-11:30A	38																		38	
11:30-11:45A	42																		42	
11:45-12:00P	47																		47	
12:00-12:15P	40																		40	
12:15-12:30P	41																		41	
12:30-12:45P	41																		41	
12:45-01:00P	49																		49	
01:00-01:15P	50																		50	
01:15-01:30P	52																		52	
01:30-01:45P	35																		35	
01:45-02:00P	39																		39	

Date: 07/19/04

Work_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : April 20/21, 2004
DAY OF WEEK : Tues./Wed.
HOURS COUNTED: 6AM-8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd. & Mulholland Dr. VOL ONLY
MILE POST : C125.06
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	34																		34	
02:15-02:30P	35																		35	
02:30-02:45P	45																		45	
02:45-03:00P	49																		49	
03:00-03:15P	36																		36	
03:15-03:30P	51																		51	
03:30-03:45P	31																		31	
03:45-04:00P	43																		43	
04:00-04:15P	46																		46	
04:15-04:30P	46																		46	
04:30-04:45P	64																		64	
04:45-05:00P	50																		50	
05:00-05:15P	57																		57	
05:15-05:30P	52																		52	
05:30-05:45P	41																		41	
05:45-06:00P	27																		27	
06:00-06:15P	24																		24	
06:15-06:30P	28																		28	
06:30-06:45P	31																		31	
06:45-07:00P	44																		44	
07:00-07:15P	28																		28	
07:15-07:30P	24																		24	
07:30-07:45P	18																		18	
07:45-08:00P	11																		11	
14 HOUR	1947																		1947	

Summarized by:_____ | 07/19/04

WORK_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : April 20/21, 2004
DAY OF WEEK : Tues./Wed.
HOURS COUNTED: 6AM-8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd. & Mulholland Dr. VOL ONLY
MILE POST : C125.06
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	4																		4	
06:15-06:30A	3																		3	
06:30-06:45A	2																		2	
06:45-07:00A	2																		2	
07:00-07:15A	1																		1	
07:15-07:30A	4																		4	
07:30-07:45A	6																		6	
07:45-08:00A	5																		5	
08:00-08:15A	3																		3	
08:15-08:30A	11																		11	
08:30-08:45A	9																		9	
08:45-09:00A	8																		8	
09:00-09:15A	10																		10	
09:15-09:30A	7																		7	
09:30-09:45A	10																		10	
09:45-10:00A	13																		13	
10:00-10:15A	14																		14	
10:15-10:30A	9																		9	
10:30-10:45A	8																		8	
10:45-11:00A	15																		15	
11:00-11:15A	13																		13	
11:15-11:30A	12																		12	
11:30-11:45A	11																		11	
11:45-12:00P	7																		7	
12:00-12:15P	12																		12	
12:15-12:30P	13																		13	
12:30-12:45P	12																		12	
12:45-01:00P	7																		7	
01:00-01:15P	9																		9	
01:15-01:30P	6																		6	
01:30-01:45P	9																		9	
01:45-02:00P	12																		12	

Date: 07/19/04

Work_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : April 20/21, 2004
DAY OF WEEK : Tues./Wed.
HOURS COUNTED: 6AM-8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd. & Mulholland Dr. VOL ONLY
MILE POST : C125.06
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	11																		11	
02:15-02:30P	4																		4	
02:30-02:45P	9																		9	
02:45-03:00P	12																		12	
03:00-03:15P	17																		17	
03:15-03:30P	8																		8	
03:30-03:45P	4																		4	
03:45-04:00P	4																		4	
04:00-04:15P	12																		12	
04:15-04:30P	16																		16	
04:30-04:45P	11																		11	
04:45-05:00P	17																		17	
05:00-05:15P	6																		6	
05:15-05:30P	12																		12	
05:30-05:45P	6																		6	
05:45-06:00P	7																		7	
06:00-06:15P	11																		11	
06:15-06:30P	8																		8	
06:30-06:45P	8																		8	
06:45-07:00P	11																		11	
07:00-07:15P	6																		6	
07:15-07:30P	2																		2	
07:30-07:45P	3																		3	
07:45-08:00P	8																		8	
14 HOUR	480																		480	

Summarized by:_____ | 07/19/04

WORK_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : April 20/21, 2004
DAY OF WEEK : Tues./Wed.
HOURS COUNTED: 6AM-8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd. & Mulholland Dr. VOL ONLY
MILE POST : C125.06
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	25																		25	
06:15-06:30A	55																		55	
06:30-06:45A	62																		62	
06:45-07:00A	73																		73	
07:00-07:15A	81																		81	
07:15-07:30A	111																		111	
07:30-07:45A	114																		114	
07:45-08:00A	118																		118	
08:00-08:15A	97																		97	
08:15-08:30A	125																		125	
08:30-08:45A	137																		137	
08:45-09:00A	122																		122	
09:00-09:15A	147																		147	
09:15-09:30A	150																		150	
09:30-09:45A	150																		150	
09:45-10:00A	148																		148	
10:00-10:15A	177																		177	
10:15-10:30A	180																		180	
10:30-10:45A	177																		177	
10:45-11:00A	175																		175	
11:00-11:15A	197																		197	
11:15-11:30A	226																		226	
11:30-11:45A	226																		226	
11:45-12:00P	231																		231	
12:00-12:15P	233																		233	
12:15-12:30P	231																		231	
12:30-12:45P	250																		250	
12:45-01:00P	263																		263	
01:00-01:15P	230																		230	
01:15-01:30P	121																		121	
01:30-01:45P	322																		322	
01:45-02:00P	246																		246	

Date: 07/19/04

Work_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE :	April 20/21, 2004	COUNTY :	Douglas CITY: Roseburg
DAY OF WEEK :	Tues./Wed.	INTERSECTION OF:	Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd.
HOURS COUNTED:	6AM-8PM		& Mulholland Dr. VOL ONLY
WEATHER :	clear	MILE POST :	C125.06
FROM :	EAST	TO :	WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	243																		243	
02:15-02:30P	211																		211	
02:30-02:45P	174																		174	
02:45-03:00P	255																		255	
03:00-03:15P	254																		254	
03:15-03:30P	210																		210	
03:30-03:45P	262																		262	
03:45-04:00P	237																		237	
04:00-04:15P	199																		199	
04:15-04:30P	206																		206	
04:30-04:45P	241																		241	
04:45-05:00P	288																		288	
05:00-05:15P	262																		262	
05:15-05:30P	242																		242	
05:30-05:45P	229																		229	
05:45-06:00P	190																		190	
06:00-06:15P	215																		215	
06:15-06:30P	148																		148	
06:30-06:45P	163																		163	
06:45-07:00P	143																		143	
07:00-07:15P	127																		127	
07:15-07:30P	106																		106	
07:30-07:45P	103																		103	
07:45-08:00P	89																		89	
14 HOUR	9997																		9997	

Summarized by:_____ | 07/19/04

WORK_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : April 20/21, 2004
DAY OF WEEK : Tues./Wed.
HOURS COUNTED: 6AM-8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd. & Mulholland Dr. VOL ONLY
MILE POST : C125.06
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	17																		17	
06:15-06:30A	22																		22	
06:30-06:45A	24																		24	
06:45-07:00A	27																		27	
07:00-07:15A	27																		27	
07:15-07:30A	28																		28	
07:30-07:45A	33																		33	
07:45-08:00A	43																		43	
08:00-08:15A	32																		32	
08:15-08:30A	32																		32	
08:30-08:45A	36																		36	
08:45-09:00A	51																		51	
09:00-09:15A	30																		30	
09:15-09:30A	33																		33	
09:30-09:45A	32																		32	
09:45-10:00A	26																		26	
10:00-10:15A	35																		35	
10:15-10:30A	31																		31	
10:30-10:45A	20																		20	
10:45-11:00A	32																		32	
11:00-11:15A	41																		41	
11:15-11:30A	39																		39	
11:30-11:45A	27																		27	
11:45-12:00P	40																		40	
12:00-12:15P	43																		43	
12:15-12:30P	29																		29	
12:30-12:45P	38																		38	
12:45-01:00P	27																		27	
01:00-01:15P	31																		31	
01:15-01:30P	33																		33	
01:30-01:45P	20																		20	
01:45-02:00P	36																		36	

Date: 07/19/04

Work_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE :	April 20/21, 2004	COUNTY :	Douglas CITY: Roseburg
DAY OF WEEK :	Tues./Wed.	INTERSECTION OF:	Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd.
HOURS COUNTED:	6AM-8PM		& Mulholland Dr. VOL ONLY
WEATHER :	clear	MILE POST :	C125.06
FROM :	SOUTH	TO :	NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	34																		34	
02:15-02:30P	31																		31	
02:30-02:45P	27																		27	
02:45-03:00P	36																		36	
03:00-03:15P	34																		34	
03:15-03:30P	45																		45	
03:30-03:45P	29																		29	
03:45-04:00P	40																		40	
04:00-04:15P	39																		39	
04:15-04:30P	39																		39	
04:30-04:45P	27																		27	
04:45-05:00P	38																		38	
05:00-05:15P	37																		37	
05:15-05:30P	29																		29	
05:30-05:45P	30																		30	
05:45-06:00P	26																		26	
06:00-06:15P	36																		36	
06:15-06:30P	18																		18	
06:30-06:45P	20																		20	
06:45-07:00P	20																		20	
07:00-07:15P	14																		14	
07:15-07:30P	9																		9	
07:30-07:45P	8																		8	
07:45-08:00P	4																		4	
14 HOUR	1685																		1685	

Summarized by:_____ | 07/19/04

WORK_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE :	April 20/21, 2004	COUNTY :	Douglas CITY: Roseburg
DAY OF WEEK :	Tues./Wed.	INTERSECTION OF:	Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd.
HOURS COUNTED:	6AM-8PM		& Mulholland Dr. VOL ONLY
WEATHER :	clear	MILE POST :	C125.06
FROM :	SOUTH	TO :	EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	14																		14	
06:15-06:30A	13																		13	
06:30-06:45A	30																		30	
06:45-07:00A	50																		50	
07:00-07:15A	70																		70	
07:15-07:30A	61																		61	
07:30-07:45A	61																		61	
07:45-08:00A	70																		70	
08:00-08:15A	43																		43	
08:15-08:30A	53																		53	
08:30-08:45A	66																		66	
08:45-09:00A	63																		63	
09:00-09:15A	45																		45	
09:15-09:30A	46																		46	
09:30-09:45A	53																		53	
09:45-10:00A	57																		57	
10:00-10:15A	48																		48	
10:15-10:30A	55																		55	
10:30-10:45A	47																		47	
10:45-11:00A	43																		43	
11:00-11:15A	63																		63	
11:15-11:30A	54																		54	
11:30-11:45A	58																		58	
11:45-12:00P	51																		51	
12:00-12:15P	70																		70	
12:15-12:30P	53																		53	
12:30-12:45P	49																		49	
12:45-01:00P	46																		46	
01:00-01:15P	57																		57	
01:15-01:30P	39																		39	
01:30-01:45P	62																		62	
01:45-02:00P	58																		58	

Date: 07/19/04

Work_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : April 20/21, 2004
DAY OF WEEK : Tues./Wed.
HOURS COUNTED: 6AM-8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd. & Mulholland Dr. VOL ONLY
MILE POST : C125.06
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	63																		63	
02:15-02:30P	52																		52	
02:30-02:45P	64																		64	
02:45-03:00P	56																		56	
03:00-03:15P	57																		57	
03:15-03:30P	65																		65	
03:30-03:45P	58																		58	
03:45-04:00P	73																		73	
04:00-04:15P	56																		56	
04:15-04:30P	67																		67	
04:30-04:45P	67																		67	
04:45-05:00P	71																		71	
05:00-05:15P	57																		57	
05:15-05:30P	65																		65	
05:30-05:45P	60																		60	
05:45-06:00P	45																		45	
06:00-06:15P	26																		26	
06:15-06:30P	46																		46	
06:30-06:45P	37																		37	
06:45-07:00P	36																		36	
07:00-07:15P	31																		31	
07:15-07:30P	31																		31	
07:30-07:45P	22																		22	
07:45-08:00P	25																		25	
14 HOUR	2878																		2878	

Summarized by:_____ | 07/19/04

WORK_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE :	April 20/21, 2004	COUNTY :	Douglas CITY: Roseburg
DAY OF WEEK :	Tues./Wed.	INTERSECTION OF:	Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd.
HOURS COUNTED:	6AM-8PM		& Mulholland Dr. VOL ONLY
WEATHER :	clear	MILE POST :	C125.06
FROM :	SOUTH	TO :	WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	19																		19	
06:15-06:30A	30																		30	
06:30-06:45A	35																		35	
06:45-07:00A	42																		42	
07:00-07:15A	47																		47	
07:15-07:30A	80																		80	
07:30-07:45A	80																		80	
07:45-08:00A	131																		131	
08:00-08:15A	67																		67	
08:15-08:30A	79																		79	
08:30-08:45A	83																		83	
08:45-09:00A	105																		105	
09:00-09:15A	80																		80	
09:15-09:30A	76																		76	
09:30-09:45A	108																		108	
09:45-10:00A	96																		96	
10:00-10:15A	81																		81	
10:15-10:30A	78																		78	
10:30-10:45A	105																		105	
10:45-11:00A	83																		83	
11:00-11:15A	126																		126	
11:15-11:30A	95																		95	
11:30-11:45A	84																		84	
11:45-12:00P	95																		95	
12:00-12:15P	131																		131	
12:15-12:30P	104																		104	
12:30-12:45P	115																		115	
12:45-01:00P	106																		106	
01:00-01:15P	96																		96	
01:15-01:30P	101																		101	
01:30-01:45P	87																		87	
01:45-02:00P	82																		82	

Date: 07/19/04

Work_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : April 20/21, 2004
DAY OF WEEK : Tues./Wed.
HOURS COUNTED: 6AM-8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd. & Mulholland Dr. VOL ONLY
MILE POST : C125.06
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	96																		96	
02:15-02:30P	97																		97	
02:30-02:45P	101																		101	
02:45-03:00P	87																		87	
03:00-03:15P	88																		88	
03:15-03:30P	103																		103	
03:30-03:45P	92																		92	
03:45-04:00P	101																		101	
04:00-04:15P	103																		103	
04:15-04:30P	102																		102	
04:30-04:45P	122																		122	
04:45-05:00P	126																		126	
05:00-05:15P	105																		105	
05:15-05:30P	104																		104	
05:30-05:45P	92																		92	
05:45-06:00P	61																		61	
06:00-06:15P	87																		87	
06:15-06:30P	81																		81	
06:30-06:45P	62																		62	
06:45-07:00P	45																		45	
07:00-07:15P	32																		32	
07:15-07:30P	33																		33	
07:30-07:45P	40																		40	
07:45-08:00P	44																		44	
14 HOUR	4731																		4731	

Summarized by:_____ | 07/19/04

WORK_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : April 20/21, 2004
DAY OF WEEK : Tues./Wed.
HOURS COUNTED: 6AM-8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd. & Mulholland Dr. VOL ONLY
MILE POST : C125.06
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	2																		2	
06:15-06:30A	4																		4	
06:30-06:45A	6																		6	
06:45-07:00A	8																		8	
07:00-07:15A	11																		11	
07:15-07:30A	8																		8	
07:30-07:45A	9																		9	
07:45-08:00A	20																		20	
08:00-08:15A	12																		12	
08:15-08:30A	6																		6	
08:30-08:45A	14																		14	
08:45-09:00A	14																		14	
09:00-09:15A	19																		19	
09:15-09:30A	7																		7	
09:30-09:45A	6																		6	
09:45-10:00A	8																		8	
10:00-10:15A	9																		9	
10:15-10:30A	11																		11	
10:30-10:45A	14																		14	
10:45-11:00A	17																		17	
11:00-11:15A	17																		17	
11:15-11:30A	16																		16	
11:30-11:45A	11																		11	
11:45-12:00P	17																		17	
12:00-12:15P	20																		20	
12:15-12:30P	17																		17	
12:30-12:45P	11																		11	
12:45-01:00P	16																		16	
01:00-01:15P	12																		12	
01:15-01:30P	37																		37	
01:30-01:45P	20																		20	
01:45-02:00P	15																		15	

Date: 07/19/04

Work_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : April 20/21, 2004
DAY OF WEEK : Tues./Wed.
HOURS COUNTED: 6AM-8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd. & Mulholland Dr. VOL ONLY
MILE POST : C125.06
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	14																		14	
02:15-02:30P	16																		16	
02:30-02:45P	21																		21	
02:45-03:00P	18																		18	
03:00-03:15P	14																		14	
03:15-03:30P	15																		15	
03:30-03:45P	7																		7	
03:45-04:00P	15																		15	
04:00-04:15P	14																		14	
04:15-04:30P	23																		23	
04:30-04:45P	14																		14	
04:45-05:00P	13																		13	
05:00-05:15P	18																		18	
05:15-05:30P	13																		13	
05:30-05:45P	7																		7	
05:45-06:00P	13																		13	
06:00-06:15P	8																		8	
06:15-06:30P	11																		11	
06:30-06:45P	7																		7	
06:45-07:00P	8																		8	
07:00-07:15P	11																		11	
07:15-07:30P	6																		6	
07:30-07:45P	7																		7	
07:45-08:00P	5																		5	
14 HOUR	712																		712	

Summarized by:_____ | 07/19/04

WORK_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : April 20/21, 2004
DAY OF WEEK : Tues./Wed.
HOURS COUNTED: 6AM-8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd. & Mulholland Dr. VOL ONLY
MILE POST : C125.06
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	32																		32	
06:15-06:30A	52																		52	
06:30-06:45A	64																		64	
06:45-07:00A	86																		86	
07:00-07:15A	107																		107	
07:15-07:30A	122																		122	
07:30-07:45A	132																		132	
07:45-08:00A	145																		145	
08:00-08:15A	114																		114	
08:15-08:30A	119																		119	
08:30-08:45A	117																		117	
08:45-09:00A	130																		130	
09:00-09:15A	149																		149	
09:15-09:30A	141																		141	
09:30-09:45A	146																		146	
09:45-10:00A	151																		151	
10:00-10:15A	152																		152	
10:15-10:30A	173																		173	
10:30-10:45A	169																		169	
10:45-11:00A	168																		168	
11:00-11:15A	190																		190	
11:15-11:30A	190																		190	
11:30-11:45A	209																		209	
11:45-12:00P	221																		221	
12:00-12:15P	169																		169	
12:15-12:30P	206																		206	
12:30-12:45P	242																		242	
12:45-01:00P	209																		209	
01:00-01:15P	223																		223	
01:15-01:30P	149																		149	
01:30-01:45P	202																		202	
01:45-02:00P	213																		213	

Date: 07/19/04

Work_1007

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE :	April 20/21, 2004	COUNTY :	Douglas CITY: Roseburg
DAY OF WEEK :	Tues./Wed.	INTERSECTION OF:	Pacific Hwy (I-5) n/b off ramp @ Garden Valley Blvd.
HOURS COUNTED:	6AM-8PM		& Mulholland Dr. VOL ONLY
WEATHER :	clear	MILE POST :	C125.06
FROM :	WEST	TO :	EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	237																		237	
02:15-02:30P	202																		202	
02:30-02:45P	190																		190	
02:45-03:00P	212																		212	
03:00-03:15P	188																		188	
03:15-03:30P	195																		195	
03:30-03:45P	190																		190	
03:45-04:00P	196																		196	
04:00-04:15P	185																		185	
04:15-04:30P	199																		199	
04:30-04:45P	210																		210	
04:45-05:00P	205																		205	
05:00-05:15P	195																		195	
05:15-05:30P	169																		169	
05:30-05:45P	175																		175	
05:45-06:00P	161																		161	
06:00-06:15P	137																		137	
06:15-06:30P	145																		145	
06:30-06:45P	138																		138	
06:45-07:00P	148																		148	
07:00-07:15P	90																		90	
07:15-07:30P	82																		82	
07:30-07:45P	84																		84	
07:45-08:00P	82																		82	
14 HOUR	8907																		8907	

Summarized by:_____ | 07/19/04

WORK_1007

20

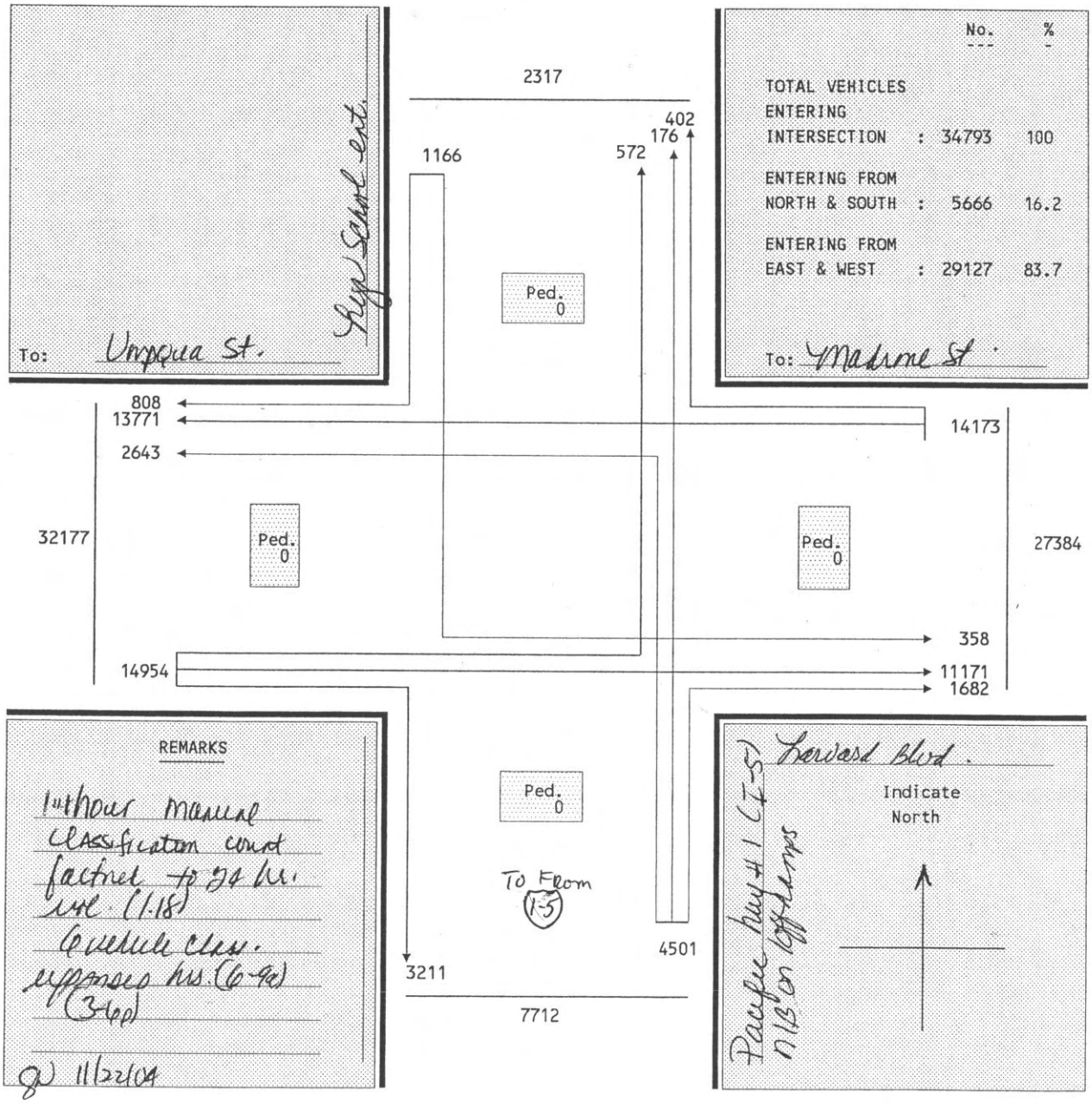
TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : Nov. 8, 2004
DAY WEEK : Mon.
ACT COUNT: 14
HRS COUNT: 6AM - 8PM
PED COUNT: 14
HRS COUNT: 6AM - 8PM
WEATHER : clear

CITY or COUNTY : Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on/off ramps @ entrance to high school and Harvard Blvd. 6 vehicle class

Bike/Ped = 0/0.

MILE POST: C124.14
CLASSIFICATION : All vehicles



DGM_1029

CG 11-22-04

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 8, 2004 | DAY : Mon. | COUNTY : Douglas | CITY: Roseburg

HOURS : 6AM - 8PM | WEATHER: clear | INTERSECTION OF: Pacific Hwy #1(I-5) n/b on/off ramps @ entrance to high school and Harvard Blvd. 6 vehicle class

Tab by: | Chk. by: | MILE POST : C124.14

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
	SBL	SBT	SBR	WBR	WBL	WBT	NBT	NBR	NBL	EBL	EBT	EBR									
06:00-06:15A			1	2		44	2	5	15	2	53	12	136	23	16.9	113	83.1	1	46	22	67
06:15-06:30A	1		1	1		64	1	11	19	1	63	17	179	33	18.4	146	81.6	2	65	31	81
06:30-06:45A	1		6	10		99	4	9	26	7	88	25	275	46	16.7	229	83.3	7	109	39	120
06:45-07:00A			5	12		111	5	6	37	14	108	31	329	53	16.1	276	83.9	5	123	48	153
07:00-07:15A	17		32	33		126	21	13	41	35	93	44	455	124	27.3	331	72.7	49	159	75	172
07:15-07:30A	44		58	40		166	28	30	54	68	158	54	700	214	30.6	486	69.4	102	206	112	280
07:30-07:45A	22		57	24		187	10	30	91	80	226	57	784	210	26.8	574	73.2	79	211	131	363
07:45-08:00A	8		16	8		195	4	35	94	7	252	47	666	157	23.6	509	76.4	24	203	133	306
08:00-08:15A	1		2	2		147		23	31	4	156	25	391	57	14.6	334	85.4	3	149	54	185
08:15-08:30A	2		6	3		179		24	46	8	144	39	451	78	17.3	373	82.7	8	182	70	191
08:30-08:45A	6		5	11		185	3	28	62	16	171	50	537	104	19.4	433	80.6	11	196	93	237
08:45-09:00A			10	2		194	2	32	55	5	178	61	539	99	18.4	440	81.6	10	196	89	244
09:00-10:00A	9		19	19		688	3	98	139	15	636	177	1803	268	14.9	1535	85.1	28	707	240	828
10:00-11:00A	25		60	18		790	6	118	139	25	595	180	1956	348	17.8	1608	82.2	85	808	263	800
11:00-12:00P	12		42	20		911	7	116	149	52	750	238	2297	326	14.2	1971	85.8	54	931	272	1040
12:00-01:00P	18		43	13		1028	3	125	145	25	869	240	2509	334	13.3	2175	86.7	61	1041	273	1134
01:00-02:00P	12		44	17		1039	4	103	142	20	820	198	2399	305	12.7	2094	87.3	56	1056	249	1038
02:00-03:00P	47		111	10		1020	14	110	188	56	759	252	2567	470	18.3	2097	81.7	158	1030	312	1067
03:00-03:15P	9		27	12		289	4	21	50	12	218	68	710	111	15.6	599	84.4	36	301	75	298
03:15-03:30P	3		20	3		251	1	28	51	5	232	67	661	103	15.6	558	84.4	23	254	80	304
03:30-03:45P	4		6	1		274	4	35	49	1	232	83	689	98	14.2	591	85.8	10	275	88	316
03:45-04:00P	6		11	2		265	1	43	61	4	211	54	658	122	18.5	536	81.5	17	267	105	269
04:00-04:15P	6		6	2		303	1	41	57	1	222	64	703	111	15.8	592	84.2	12	305	99	287
04:15-04:30P	5		8	6		290	1	51	47	3	214	71	696	112	16.1	584	83.9	13	296	99	288
04:30-04:45P	5		9	8		302	4	40	50	1	222	51	692	108	15.6	584	84.4	14	310	94	274
04:45-05:00P	7		10	8		342	3	33	55	2	199	58	717	108	15.1	609	84.9	17	350	91	259
05:00-05:15P	2		10	6		460	1	21	60	1	211	81	853	94	11.0	759	89.0	12	466	82	293
05:15-05:30P	4		3	8		272	1	35	46		200	62	631	89	14.1	542	85.9	7	280	82	262
05:30-05:45P	1		5	3		250		13	47	2	184	54	559	66	11.8	493	88.2	6	253	60	240
05:45-06:00P	4		7	5		213	1	21	40	2	173	44	510	73	14.3	437	85.7	11	218	62	219
06:00-07:00P	7		18	27		557	10	93	97	8	522	143	1482	225	15.2	1257	84.8	25	584	200	673
07:00-08:00P	15		27	5		429		34	57	3	308	74	952	133	14.0	819	86.0	42	434	91	385

PHF = .87

North and South is: Pacific Hwy #1(I-5)n/b on/off ramps(s) high school ent.(n) East and West is: Harvard Blvd.

SUM_1029

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 8, 2004 DAY : Mon. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: Pacific Hwy #1(I-5) n/b on/off ramps @ entrance to high school and Harvard Blvd. 6 vehicle class
Tab by: Chk. by: MILE POST : C124.14

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
TOTAL COUNT	303		685	341		11670	149	1425	2240	485	9467	2721	29486	4802	16.3	24684	83.7	988	12011	3814	12673
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	358		808	402		13771	176	1682	2643	572	11171	3211	34794	5667	16.3	29127	83.7	1166	14173	4501	14954

North and South is: Pacific Hwy #1(I-5)n/b on/off ramps(s) high school ent.(n) East and West is: Harvard Blvd.

SUM_1029

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 8, 2004 DAY : Mon. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: Pacific Hwy #1(I-5) n/b on/off ramps @ entrance to high school and Harvard Blvd. 6 vehicle class
Tab by: Chk. by: MILE POST : C124.14

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-07:00A	2		13	25		318	12	31	97	24	312	85	919	155	16.9	764	83.1	15	343	140	421
07:00-08:00A	91		163	105		674	63	108	280	190	729	202	2605	705	27.1	1900	72.9	254	779	451	1121
08:00-09:00A	9		23	18		705	5	107	194	33	649	175	1918	338	17.6	1580	82.4	32	723	306	857
09:00-10:00A	9		19	19		688	3	98	139	15	636	177	1803	268	14.9	1535	85.1	28	707	240	828
10:00-11:00A	25		60	18		790	6	118	139	25	595	180	1956	348	17.8	1608	82.2	85	808	263	800
11:00-12:00P	12		42	20		911	7	116	149	52	750	238	2297	326	14.2	1971	85.8	54	931	272	1040
12:00-01:00P	18		43	13		1028	3	125	145	25	869	240	2509	334	13.3	2175	86.7	61	1041	273	1134
01:00-02:00P	12		44	17		1039	4	103	142	20	820	198	2399	305	12.7	2094	87.3	56	1056	249	1038
02:00-03:00P	47		111	10		1020	14	110	188	56	759	252	2567	470	18.3	2097	81.7	158	1030	312	1067
03:00-04:00P	22		64	18		1079	10	127	211	22	893	272	2718	434	16.0	2284	84.0	86	1097	348	1187
04:00-05:00P	23		33	24		1237	9	165	209	7	857	244	2808	439	15.6	2369	84.4	56	1261	383	1108
05:00-06:00P	11		25	22		1195	3	90	193	5	768	241	2553	322	12.6	2231	87.4	36	1217	286	1014
06:00-07:00P	7		18	27		557	10	93	97	8	522	143	1482	225	15.2	1257	84.8	25	584	200	673
07:00-08:00P	15		27	5		429		34	57	3	308	74	952	133	14.0	819	86.0	42	434	91	385
TOTAL COUNT	303		685	341		11670	149	1425	2240	485	9467	2721	29486	4802	16.3	24684	83.7	988	12011	3814	12673
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	358		808	402		13771	176	1682	2643	572	11171	3211	34794	5667	16.3	29127	83.7	1166	14173	4501	14954

North and South is: Pacific Hwy #1(I-5)n/b on/off ramps(s) high school ent.(n) East and West is: Harvard Blvd.

SUM_1029

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 8, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on/off ramps @ entrance to high school and Harvard Blvd. 6 vehicle class
MILE POST : C124.14
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE	
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl					
06:00-06:15A																					
06:15-06:30A			1																1		
06:30-06:45A	1																		1		
06:45-07:00A																					
07:00-07:15A	12		4														1		17		
07:15-07:30A	25		6														13		44		
07:30-07:45A	14		5														3		22		
07:45-08:00A	6		2																8		
08:00-08:15A			1																1		
08:15-08:30A	2																		2		
08:30-08:45A	3		1														2		6		
08:45-09:00A																					
09:00-10:00A	6		2			1													9		
10:00-11:00A	22		1			1											1		25		
11:00-12:00P	9		1			1											1		12		
12:00-01:00P	16		2																18		
01:00-02:00P	9		3																12		
02:00-03:00P	35		5														7		47		
03:00-03:15P	6		3																9		
03:15-03:30P	2		1																3		
03:30-03:45P	3		1																4		
03:45-04:00P	6																		6		
04:00-04:15P	3		3																6		
04:15-04:30P	3		2																5		
04:30-04:45P	4		1																5		
04:45-05:00P	6		1																7		
05:00-05:15P	1		1																2		
05:15-05:30P	3		1																4		
05:30-05:45P	1																		1		
05:45-06:00P	4																		4		
06:00-07:00P	7																		7		
07:00-08:00P	15																		15		
14 HOUR	224		48			3											28		303		

Summarized by:_____ | 11/22/04

10%

WORK_1029

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 8, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on/off ramps @ entrance to high school and Harvard Blvd. 6 vehicle class
MILE POST : C124.14
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1																		1	
06:15-06:30A			1																1	
06:30-06:45A	4		2																6	
06:45-07:00A	3		2																5	
07:00-07:15A	20		11														1		32	
07:15-07:30A	45		10														3		58	
07:30-07:45A	45		9														3		57	
07:45-08:00A	12		4																16	
08:00-08:15A	2																		2	
08:15-08:30A	4		2																6	
08:30-08:45A	4		1																5	
08:45-09:00A	6		3														1		10	
09:00-10:00A	13		5			1													19	
10:00-11:00A	40		19														1		60	
11:00-12:00P	32		8			1											1		42	
12:00-01:00P	31		10														2		43	
01:00-02:00P	32		10														2		44	
02:00-03:00P	81		22			1											7		111	
03:00-03:15P	22		5																27	
03:15-03:30P	15		5																20	
03:30-03:45P	4		2																6	
03:45-04:00P	8		3																11	
04:00-04:15P	4		2																6	
04:15-04:30P	7		1																8	
04:30-04:45P	6		3																9	
04:45-05:00P	9		1																10	
05:00-05:15P	8		2																10	
05:15-05:30P	2		1																3	
05:30-05:45P	2		3																5	
05:45-06:00P	7																		7	
06:00-07:00P	18																		18	
07:00-08:00P	27																		27	
14 HOUR	514		147			3											21		685	

Summarized by:_____ | 11/22/04

3.5%

WORK_1029

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 8, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on/off ramps @ entrance to high school and Harvard Blvd. 6 vehicle class
MILE POST : C124.14
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1		1																2	
06:15-06:30A	1																		1	
06:30-06:45A	5		5																10	
06:45-07:00A	10		2																12	
07:00-07:15A	22		8														3		33	
07:15-07:30A	27		4														9		40	
07:30-07:45A	16		7														1		24	
07:45-08:00A	5		3																8	
08:00-08:15A	2																		2	
08:15-08:30A	2		1																3	
08:30-08:45A	7		2														2		11	
08:45-09:00A	2																		2	
09:00-10:00A	10		5			2											2		19	
10:00-11:00A	11		5			1											1		18	
11:00-12:00P	15		4			1													20	
12:00-01:00P	11		1														1		13	
01:00-02:00P	14		1														2		17	
02:00-03:00P						1											9		10	
03:00-03:15P	10		2																12	
03:15-03:30P	1		2																3	
03:30-03:45P	1																		1	
03:45-04:00P	1		1																2	
04:00-04:15P	2																		2	
04:15-04:30P	6																		6	
04:30-04:45P	4		4																8	
04:45-05:00P	6		2																8	
05:00-05:15P	6																		6	
05:15-05:30P	7		1																8	
05:30-05:45P	1		2																3	
05:45-06:00P	5																		5	
06:00-07:00P	27																		27	
07:00-08:00P	4					1													5	
14 HOUR	242		63			6											30		341	

Summarized by:_____ | 11/22/04

WORK_1029

10.55 %

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 8, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on/off ramps @ entrance to high school and Harvard Blvd. 6 vehicle class
MILE POST : C124.14
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	26		16			2													44	
06:15-06:30A	30		25			1			3								5		64	
06:30-06:45A	53		33			3			3								7		99	
06:45-07:00A	59		38			3			5								5	1	111	
07:00-07:15A	75		45			2			2								2		126	
07:15-07:30A	117		42			1			5									1	166	
07:30-07:45A	128		48			3			7								1		187	
07:45-08:00A	118		65			8			3								1		195	
08:00-08:15A	88		49			5			3								2		147	
08:15-08:30A	110		60			2			3								4		179	
08:30-08:45A	100		78			4			2								1		185	
08:45-09:00A	123		65			4			1								1		194	
09:00-10:00A	387		248			30			19								3	1	688	
10:00-11:00A	481		283			18			7								1		790	
11:00-12:00P	579		299			19			7								6	1	911	
12:00-01:00P	689		309			16			11								2	1	1028	
01:00-02:00P	696		300			18			12								12	1	1039	
02:00-03:00P	662		302			15			13								27	1	1020	
03:00-03:15P	187		95			3			1								2	1	289	
03:15-03:30P	155		89			3			1								1	2	251	
03:30-03:45P	174		97			1			1								1		274	
03:45-04:00P	161		98			3			2								1		265	
04:00-04:15P	197		101			3			2										303	
04:15-04:30P	190		95			3											2		290	
04:30-04:45P	181		108			4			5								2	2	302	
04:45-05:00P	216		118			5			3										342	
05:00-05:15P	317		139			1			2								1		460	
05:15-05:30P	172		99						1										272	
05:30-05:45P	173		73			2			2										250	
05:45-06:00P	213																		213	
06:00-07:00P	552					2			2								1		557	
07:00-08:00P	425					1			2								1		429	
14 HOUR	7834		3417			185			130								92	12	11670	

Summarized by:_____ | 11/22/04

3 %

WORK_1029

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 8, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on/off ramps @ entrance to high school and Harvard Blvd. 6 vehicle class
MILE POST : C124.14
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	2																		2	
06:15-06:30A	1																		1	
06:30-06:45A	3		1																4	
06:45-07:00A	3		2																5	
07:00-07:15A	7		8														6		21	
07:15-07:30A	22		1														5		28	
07:30-07:45A	9		1																10	
07:45-08:00A	4																		4	
08:00-08:15A																				
08:15-08:30A																				
08:30-08:45A	2		1																3	
08:45-09:00A	2																		2	
09:00-10:00A	3																		3	
10:00-11:00A	4		1														1		6	
11:00-12:00P	5		2																7	
12:00-01:00P	2		1																3	
01:00-02:00P	2		2																4	
02:00-03:00P	9		2														3		14	
03:00-03:15P	3		1																4	
03:15-03:30P	1																		1	
03:30-03:45P	3		1																4	
03:45-04:00P	1																		1	
04:00-04:15P	1																		1	
04:15-04:30P	1																		1	
04:30-04:45P	1		3																4	
04:45-05:00P	3																		3	
05:00-05:15P	1																		1	
05:15-05:30P			1																1	
05:30-05:45P																				
05:45-06:00P	1																		1	
06:00-07:00P	10																		10	
07:00-08:00P																				
14 HOUR	106		28														15		149	

Summarized by:_____ | 11/22/04

WORK_1029

10 of 8

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 8, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on/off ramps @ entrance to high school and Harvard Blvd. 6 vehicle class
MILE POST : C124.14
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	4		1																5	
06:15-06:30A	7		3						1										11	
06:30-06:45A	5		4																9	
06:45-07:00A	5		1																6	
07:00-07:15A	9		4																13	
07:15-07:30A	20		9						1										30	
07:30-07:45A	25		5																30	
07:45-08:00A	23		11						1										35	
08:00-08:15A	14		9																23	
08:15-08:30A	13		10						1										24	
08:30-08:45A	19		8														1		28	
08:45-09:00A	23		6			1											2		32	
09:00-10:00A	46		44			6			2										98	
10:00-11:00A	70		46			2													118	
11:00-12:00P	74		40			2													116	
12:00-01:00P	72		42			6			4								1		125	
01:00-02:00P	64		35			2			2										103	
02:00-03:00P	55		50			5													110	
03:00-03:15P	17		3			1													21	
03:15-03:30P	12		13			1			2										28	
03:30-03:45P	18		11			2			1								3		35	
03:45-04:00P	27		15														1		43	
04:00-04:15P	29		10						1								1		41	
04:15-04:30P	31		15						3								1	1	51	
04:30-04:45P	29		9			1			1										40	
04:45-05:00P	24		9																33	
05:00-05:15P	11		10																21	
05:15-05:30P	18		15						2										35	
05:30-05:45P	7		6																13	
05:45-06:00P	20								1										21	
06:00-07:00P	93																		93	
07:00-08:00P	34																		34	
14 HOUR	918		444			29			23								10	1	1425	

Summarized by:_____ | 11/22/04

WORK_1029

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 8, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on/off ramps @ entrance to high school and Harvard Blvd. 6 vehicle class
MILE POST : C124.14
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	12		2			1													15	
06:15-06:30A	14		5																19	
06:30-06:45A	17		9																26	
06:45-07:00A	26		10						1										37	
07:00-07:15A	28		12						1										41	
07:15-07:30A	41		12														1		54	
07:30-07:45A	70		19			2													91	
07:45-08:00A	69		25																94	
08:00-08:15A	23		8																31	
08:15-08:30A	33		12						1										46	
08:30-08:45A	46		15														1		62	
08:45-09:00A	37		14			1											3		55	
09:00-10:00A	94		44														1		139	
10:00-11:00A	93		44			1												1	139	
11:00-12:00P	99		46			2			1								1		149	
12:00-01:00P	94		48			2			1										145	
01:00-02:00P	103		35			3			1										142	
02:00-03:00P	125		56			1			1								4	1	188	
03:00-03:15P	34		16																50	
03:15-03:30P	32		17			1											1		51	
03:30-03:45P	36		13																49	
03:45-04:00P	40		21																61	
04:00-04:15P	39		18																57	
04:15-04:30P	27		20																47	
04:30-04:45P	34		14			1			1										50	
04:45-05:00P	39		16																55	
05:00-05:15P	35		25																60	
05:15-05:30P	29		17																46	
05:30-05:45P	27		20																47	
05:45-06:00P	40																		40	
06:00-07:00P	95					2													97	
07:00-08:00P	57																		57	
14 HOUR	1588		613			17			8								12	2	2240	

Summarized by:_____ | 11/22/04

WORK_1029

1.65%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 8, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on/off ramps @ entrance to high school and Harvard Blvd. 6 vehicle class
MILE POST : C124.14
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1		1																2	
06:15-06:30A	1																		1	
06:30-06:45A	5		2																7	
06:45-07:00A	10		4																14	
07:00-07:15A	27		8																35	
07:15-07:30A	51		16														1		68	
07:30-07:45A	61		17														2		80	
07:45-08:00A	5		2																7	
08:00-08:15A	2		2																4	
08:15-08:30A	7		1																8	
08:30-08:45A	12		2														2		16	
08:45-09:00A	2		3																5	
09:00-10:00A	13		2																15	
10:00-11:00A	20		3			1											1		25	
11:00-12:00P	38		12			1											1		52	
12:00-01:00P	20		5																25	
01:00-02:00P	14		5														1		20	
02:00-03:00P	41		12														3		56	
03:00-03:15P	9		3																12	
03:15-03:30P	5																		5	
03:30-03:45P	1																		1	
03:45-04:00P	1		3																4	
04:00-04:15P	1																		1	
04:15-04:30P			3																3	
04:30-04:45P	1																		1	
04:45-05:00P	2																		2	
05:00-05:15P	1																		1	
05:15-05:30P																				
05:30-05:45P	2																		2	
05:45-06:00P	2																		2	
06:00-07:00P	8																		8	
07:00-08:00P	3																		3	
14 HOUR	366		106			2											11		485	

Summarized by:_____ | 11/22/04

2.68%

WORK_1029

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 8, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on/off ramps @ entrance to high school and Harvard Blvd. 6 vehicle class
MILE POST : C124.14
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	27		24			2													53	
06:15-06:30A	34		28						1										63	
06:30-06:45A	42		44			1			1										88	
06:45-07:00A	72		32						4										108	
07:00-07:15A	64		28						1										93	
07:15-07:30A	102		47			2			3								4		158	
07:30-07:45A	151		68			1			3								3		226	
07:45-08:00A	165		81			1			2								3		252	
08:00-08:15A	102		51			3													156	
08:15-08:30A	103		34			4			2								1		144	
08:30-08:45A	113		50			4			1								3		171	
08:45-09:00A	125		40						3								10		178	
09:00-10:00A	423		191			10			9								2	1	636	
10:00-11:00A	389		183			10			11								2		595	
11:00-12:00P	490		242			6			5								7		750	
12:00-01:00P	580		254			17			12								5	1	869	
01:00-02:00P	568		231			5			13								2	1	820	
02:00-03:00P	536		203			5			8								4	3	759	
03:00-03:15P	145		64			1			4								4		218	
03:15-03:30P	161		62			3			3								2	1	232	
03:30-03:45P	162		62			5			3										232	
03:45-04:00P	146		60			1			3								1		211	
04:00-04:15P	142		73			5											2		222	
04:15-04:30P	139		67			2			3								1	2	214	
04:30-04:45P	152		66						3								1		222	
04:45-05:00P	137		61															1	199	
05:00-05:15P	152		57														2		211	
05:15-05:30P	151		48						1										200	
05:30-05:45P	130		51						3										184	
05:45-06:00P	173																		173	
06:00-07:00P	520								1								1		522	
07:00-08:00P	304					2			2										308	
14 HOUR	6700		2502			90			105								60	10	9467	

Summarized by:_____ | 11/22/04

WORK_1029

2.7%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 8, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Pacific Hwy #1(I-5) n/b on/off ramps @ entrance to high school and Harvard Blvd. 6 vehicle class
MILE POST : C124.14
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE	
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl					
06:00-06:15A	10		2																12		
06:15-06:30A	12		4						1										17		
06:30-06:45A	18		7																25		
06:45-07:00A	16		15																31		
07:00-07:15A	26		18																44		
07:15-07:30A	40		13			1													54		
07:30-07:45A	40		16														1		57		
07:45-08:00A	29		18																47		
08:00-08:15A	18		7																25		
08:15-08:30A	29		9						1										39		
08:30-08:45A	37		13																50		
08:45-09:00A	40		19			2													61		
09:00-10:00A	117		54			4			2										177		
10:00-11:00A	121		57						2										180		
11:00-12:00P	170		66						1								1		238		
12:00-01:00P	167		66			3			2								1	1	240		
01:00-02:00P	150		46			2													198		
02:00-03:00P	172		74			3			1								1	1	252		
03:00-03:15P	49		17			2													68		
03:15-03:30P	50		17																67		
03:30-03:45P	61		21														1		83		
03:45-04:00P	34		20																54		
04:00-04:15P	42		20			1												1	64		
04:15-04:30P	47		22			1											1		71		
04:30-04:45P	40		11																51		
04:45-05:00P	44		13						1										58		
05:00-05:15P	59		22																81		
05:15-05:30P	50		12																62		
05:30-05:45P	42		12																54		
05:45-06:00P	44																		44		
06:00-07:00P	143																		143		
07:00-08:00P	74																		74		
14 HOUR	1991		691			19			11								6	3	2721		

Summarized by:_____ | 11/22/04

WORK_1029

29

TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : Nov. 18, 2004
DAY WEEK : Thurs.
ACT COUNT: 14
HRS COUNT: 6AM - 8PM
PED COUNT: 14
HRS COUNT: 6AM - 8PM
WEATHER : clear

CITY or COUNTY : Roseburg
INTERSECTION OF: Garden Valley Blvd. @ Stephens St. (OR99)

Bike/Ped = 0/hr

MILE POST: n/a
CLASSIFICATION : All vehicles

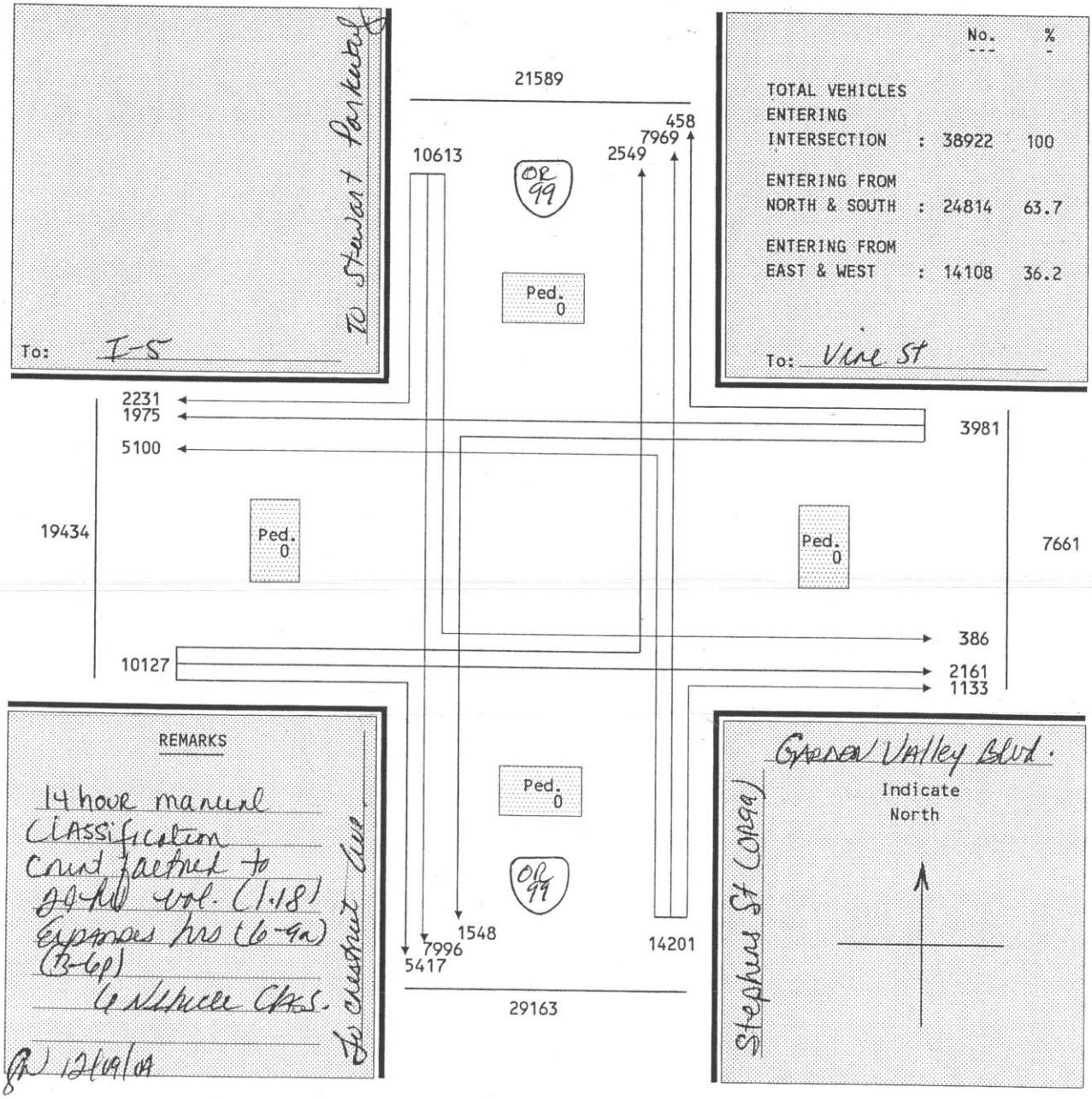
PAUL	TERRY H.	DARYL	SUE D.
JANELLE S.	KEN N.	CONNIE	RAY L.
INGRID			MIKE
ANDREW			ROSE
TOM	DEC 1 5 2004		DAVE
MIKE B.			BOB S.
SHIRLEY			CRAIG
ELIZABETH	BILL S.	JARED	RON H.
SHELLY R.	LORI	CHRIS W.	HAREGU

To: I-5

To Stewart Parkway

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION :	38922	100
ENTERING FROM NORTH & SOUTH :	24814	63.7
ENTERING FROM EAST & WEST :	14108	36.2

To: Vine St



REMARKS

14 hour manual classification count factored to 24-hr vol. (1.18) expanded hrs (6-9a) (3-6p)
6 vehicle class.

To Crestwood Ave.

12/09/04

Garden Valley Blvd.

Stephens St (OR99)

Indicate North

DGM_1040

CG 12-10-04

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004 DAY : Thurs. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: Garden Valley Blvd. @ Stephens St. (OR99)

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-06:15A	1	35	15		6	5	24	2	19	9	2	23	141	96	68.1	45	31.9	51	11	45	34
06:15-06:30A		46	9	2	4	9	47	2	19	10	7	43	198	123	62.1	75	37.9	55	15	68	60
06:30-06:45A	2	59	19	4	4	3	72	5	34	17	11	36	266	191	71.8	75	28.2	80	11	111	64
06:45-07:00A	6	45	20	4	10	18	66	10	35	13	40	32	299	182	60.9	117	39.1	71	32	111	85
07:00-07:15A	4	69	14	5	29	19	68	12	43	25	31	44	363	210	57.9	153	42.1	87	53	123	100
07:15-07:30A	3	102	29	6	42	41	85	19	33	38	65	59	522	271	51.9	251	48.1	134	89	137	162
07:30-07:45A	6	95	25	2	16	32	87	9	45	24	18	79	438	267	61.0	171	39.0	126	50	141	121
07:45-08:00A		105	25	8	14	18	98	9	55	27	26	100	485	292	60.2	193	39.8	130	40	162	153
08:00-08:15A	5	95	32	4	16	21	78	17	49	34	23	58	432	276	63.9	156	36.1	132	41	144	115
08:15-08:30A	4	81	29	7	17	20	77	12	58	20	20	68	413	261	63.2	152	36.8	114	44	147	108
08:30-08:45A	8	82	20	1	13	14	92	9	57	30	25	77	428	268	62.6	160	37.4	110	28	158	132
08:45-09:00A	5	127	30	12	15	19	94	18	61	31	25	74	511	335	65.6	176	34.4	162	46	173	130
09:00-10:00A	15	425	124	38	67	93	416	53	291	150	108	290	2070	1324	64.0	746	36.0	564	198	760	548
10:00-11:00A	25	477	136	27	82	99	477	72	310	154	120	314	2293	1497	65.3	796	34.7	638	208	859	588
11:00-12:00P	43	565	158	33	125	129	536	78	399	188	152	396	2802	1779	63.5	1023	36.5	766	287	1013	736
12:00-01:00P	33	607	185	39	120	145	615	79	424	198	155	410	3010	1943	64.6	1067	35.4	825	304	1118	763
01:00-02:00P	20	636	157	38	114	155	657	97	386	192	128	379	2959	1953	66.0	1006	34.0	813	307	1140	699
02:00-03:00P	22	604	171	25	134	177	601	85	362	181	177	398	2937	1845	62.8	1092	37.2	797	336	1048	756
03:00-03:15P	11	140	28	8	24	43	151	33	101	62	41	88	730	464	63.6	266	36.4	179	75	285	191
03:15-03:30P	5	151	30	12	33	32	171	33	103	46	41	107	764	493	64.5	271	35.5	186	77	307	194
03:30-03:45P	12	185	41	9	37	48	160	30	97	55	43	97	814	525	64.5	289	35.5	238	94	287	195
03:45-04:00P	4	143	50	9	31	46	177	24	102	56	69	99	810	500	61.7	310	38.3	197	86	303	224
04:00-04:15P	6	179	47	6	40	44	164	30	109	42	52	122	841	535	63.6	306	36.4	232	90	303	216
04:15-04:30P	15	141	32	15	27	40	163	18	101	55	47	118	772	470	60.9	302	39.1	188	82	282	220
04:30-04:45P	8	183	38	15	37	38	171	24	98	53	38	109	812	522	64.3	290	35.7	229	90	293	200
04:45-05:00P	5	129	29	10	35	51	151	24	89	43	28	59	653	427	65.4	226	34.6	163	96	264	130
05:00-05:15P	23	176	44	1	30	53	259	31	154	44	38	122	975	687	70.5	288	29.5	243	84	444	204
05:15-05:30P	6	166	39	4	32	46	167	21	90	48	41	109	769	489	63.6	280	36.4	211	82	278	198
05:30-05:45P	9	140	41	7	25	36	147	22	101	57	38	94	717	460	64.2	257	35.8	190	68	270	189
05:45-06:00P	2	134	48	7	26	25	114	13	79	33	30	97	608	390	64.1	218	35.9	184	58	206	160
06:00-07:00P	12	389	114	17	55	96	340	40	273	126	121	300	1883	1168	62.0	715	38.0	515	168	653	547
07:00-08:00P	7	265	112	13	52	59	228	29	145	99	71	190	1270	786	61.9	484	38.1	384	124	402	360

PHF = .82

North and South is: Stephens St.(OR99) East and West is: Garden Valley Blvd. SUM_1040

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004 | DAY : Thurs. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: clear | INTERSECTION OF: Garden Valley Blvd. @ Stephens St. (OR99)
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
TOTAL COUNT	327	6776	1891	388	1312	1674	6753	960	4322	2160	1831	4591	32985	21029	63.8	11956	36.2	8994	3374	12035	8582
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	386	7996	2231	458	1548	1975	7969	1133	5100	2549	2161	5417	38923	24814	63.8	14108	36.2	10613	3981	14201	10127

North and South is: Stephens St.(OR99)

East and West is: Garden Valley Blvd.

SUM_1040

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004 DAY : Thurs. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: Garden Valley Blvd. @ Stephens St. (OR99)

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-07:00A	9	185	63	10	24	35	209	19	107	49	60	134	904	592	65.5	312	34.5	257	69	335	243
07:00-08:00A	13	371	93	21	101	110	338	49	176	114	140	282	1808	1040	57.5	768	42.5	477	232	563	536
08:00-09:00A	22	385	111	24	61	74	341	56	225	115	93	277	1784	1140	63.9	644	36.1	518	159	622	485
09:00-10:00A	15	425	124	38	67	93	416	53	291	150	108	290	2070	1324	64.0	746	36.0	564	198	760	548
10:00-11:00A	25	477	136	27	82	99	477	72	310	154	120	314	2293	1497	65.3	796	34.7	638	208	859	588
11:00-12:00P	43	565	158	33	125	129	536	78	399	188	152	396	2802	1779	63.5	1023	36.5	766	287	1013	736
12:00-01:00P	33	607	185	39	120	145	615	79	424	198	155	410	3010	1943	64.6	1067	35.4	825	304	1118	763
01:00-02:00P	20	636	157	38	114	155	657	97	386	192	128	379	2959	1953	66.0	1006	34.0	813	307	1140	699
02:00-03:00P	22	604	171	25	134	177	601	85	362	181	177	398	2937	1845	62.8	1092	37.2	797	336	1048	756
03:00-04:00P	32	619	149	38	125	169	659	120	403	219	194	391	3118	1982	63.6	1136	36.4	800	332	1182	804
04:00-05:00P	34	632	146	46	139	173	649	96	397	193	165	408	3078	1954	63.5	1124	36.5	812	358	1142	766
05:00-06:00P	40	616	172	19	113	160	687	87	424	182	147	422	3069	2026	66.0	1043	34.0	828	292	1198	751
06:00-07:00P	12	389	114	17	55	96	340	40	273	126	121	300	1883	1168	62.0	715	38.0	515	168	653	547
07:00-08:00P	7	265	112	13	52	59	228	29	145	99	71	190	1270	786	61.9	484	38.1	384	124	402	360
TOTAL COUNT	327	6776	1891	388	1312	1674	6753	960	4322	2160	1831	4591	32985	21029	63.8	11956	36.2	8994	3374	12035	8582
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	386	7996	2231	458	1548	1975	7969	1133	5100	2549	2161	5417	38923	24814	63.8	14108	36.2	10613	3981	14201	10127

North and South is: Stephens St.(OR99) East and West is: Garden Valley Blvd. SUM_1040

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Garden Valley Blvd. @ Stephens St. (OR99)
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A			1																1	
06:15-06:30A																				
06:30-06:45A	1		1																2	
06:45-07:00A	3		3																6	
07:00-07:15A	3		1																4	
07:15-07:30A	1		2																3	
07:30-07:45A	4		1			1													6	
07:45-08:00A																				
08:00-08:15A	2		2			1													5	
08:15-08:30A			3														1		4	
08:30-08:45A	6		1			1													8	
08:45-09:00A			5																5	
09:00-10:00A	9		5			1													15	
10:00-11:00A	16		9																25	
11:00-12:00P	23		18			1			1										43	
12:00-01:00P	19		12			2													33	
01:00-02:00P	10		8			1											1		20	
02:00-03:00P	14		8																22	
03:00-03:15P	7		4																11	
03:15-03:30P	4		1																5	
03:30-03:45P	5		6			1													12	
03:45-04:00P	1		1			1											1		4	
04:00-04:15P	3		3																6	
04:15-04:30P	9		4			1											1		15	
04:30-04:45P	4		4																8	
04:45-05:00P			5																5	
05:00-05:15P	15		8																23	
05:15-05:30P	4		2																6	
05:30-05:45P	6		3																9	
05:45-06:00P	2																		2	
06:00-07:00P	7		5																12	
07:00-08:00P	6		1																7	
14 HOUR	184		127			11			1								4		327	

Summarized by:_____ | 12/09/04

WORK_1040

5%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Garden Valley Blvd. @ Stephens St. (OR99)
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	17		17			1													35	
06:15-06:30A	21		25																46	
06:30-06:45A	32		26						1										59	
06:45-07:00A	26		19																45	
07:00-07:15A	39		26			3											1		69	
07:15-07:30A	61		40														1		102	
07:30-07:45A	59		34			2													95	
07:45-08:00A	69		32			4													105	
08:00-08:15A	57		32			3			1								1	1	95	
08:15-08:30A	45		33			2												1	81	
08:30-08:45A	52		30																82	
08:45-09:00A	71		49			1			1								5		127	
09:00-10:00A	228		181			3			6								7		425	
10:00-11:00A	289		173			11			4										477	
11:00-12:00P	362		186			12			3								2		565	
12:00-01:00P	378		214			10			2								2	1	607	
01:00-02:00P	375		252			5			3								1		636	
02:00-03:00P	362		227			14			1										604	
03:00-03:15P	78		57			3			2										140	
03:15-03:30P	79		67			2			2								1		151	
03:30-03:45P	106		76			2											1		185	
03:45-04:00P	87		54			1											1		143	
04:00-04:15P	99		72			4											4		179	
04:15-04:30P	80		58			2											1		141	
04:30-04:45P	108		74															1	183	
04:45-05:00P	84		45																129	
05:00-05:15P	117		57														1	1	176	
05:15-05:30P	102		62			1			1										166	
05:30-05:45P	92		48																140	
05:45-06:00P	74		59			1													134	
06:00-07:00P	277		109			1			1								1		389	
07:00-08:00P	176		86			1											2		265	
14 HOUR	4102		2520			89			28								32	5	6776	

Summarized by:_____ | 12/09/04

WORK_1040

2 7o

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Garden Valley Blvd. @ Stephens St. (OR99)
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	10		5																15	
06:15-06:30A	5		2			2													9	
06:30-06:45A	11		8																19	
06:45-07:00A	11		8						1										20	
07:00-07:15A	9		4						1										14	
07:15-07:30A	22		7																29	
07:30-07:45A	18		6			1													25	
07:45-08:00A	17		7						1										25	
08:00-08:15A	17		14			1													32	
08:15-08:30A	14		12			2											1		29	
08:30-08:45A	10		9			1													20	
08:45-09:00A	16		14																30	
09:00-10:00A	77		44						3										124	
10:00-11:00A	75		60						1										136	
11:00-12:00P	106		50			1			1										158	
12:00-01:00P	117		64			2			2										185	
01:00-02:00P	99		55			3													157	
02:00-03:00P	111		56			3			1										171	
03:00-03:15P	18		10																28	
03:15-03:30P	19		11																30	
03:30-03:45P	23		17			1													41	
03:45-04:00P	31		17														2		50	
04:00-04:15P	34		12														1		47	
04:15-04:30P	25		7																32	
04:30-04:45P	33		4			1													38	
04:45-05:00P	22		6			1													29	
05:00-05:15P	27		17																44	
05:15-05:30P	29		10																39	
05:30-05:45P	29		12																41	
05:45-06:00P	32		16																48	
06:00-07:00P	84		30																114	
07:00-08:00P	79		31			1											1		112	
14 HOUR	1230		625			20			11								5		1891	

Summarized by:_____ | 12/09/04

2/0

WORK_1040

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Garden Valley Blvd. @ Stephens St. (OR99)
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A	1		1																2	
06:30-06:45A	3		1																4	
06:45-07:00A	2		2																4	
07:00-07:15A	2		2			1													5	
07:15-07:30A	5		1																6	
07:30-07:45A			2																2	
07:45-08:00A	2		5			1													8	
08:00-08:15A	3		1																4	
08:15-08:30A	2		4			1													7	
08:30-08:45A			1																1	
08:45-09:00A	4		7			1													12	
09:00-10:00A	23		14			1													38	
10:00-11:00A	14		11			1			1										27	
11:00-12:00P	14		18						1										33	
12:00-01:00P	25		12			1			1										39	
01:00-02:00P	18		19			1													38	
02:00-03:00P	14		8						1								2		25	
03:00-03:15P	3		5																8	
03:15-03:30P	7		4			1													12	
03:30-03:45P	4		5																9	
03:45-04:00P	4		5																9	
04:00-04:15P	1		5																6	
04:15-04:30P	8		7																15	
04:30-04:45P	7		8																15	
04:45-05:00P	3		6			1													10	
05:00-05:15P	1																		1	
05:15-05:30P	2		2																4	
05:30-05:45P	5		2																7	
05:45-06:00P	3		4																7	
06:00-07:00P	11		6																17	
07:00-08:00P	7		6																13	
14 HOUR	198		174			10			4								2		388	

Summarized by:_____ | 12/09/04

WORK_1040

4%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Garden Valley Blvd. @ Stephens St. (OR99)
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	3		3																6	
06:15-06:30A	1		3																4	
06:30-06:45A	3		1																4	
06:45-07:00A	7		3																10	
07:00-07:15A	13		14														2		29	
07:15-07:30A	26		7														9		42	
07:30-07:45A	11		4														1		16	
07:45-08:00A	7		7																14	
08:00-08:15A	7		5			1											3		16	
08:15-08:30A	9		7														1		17	
08:30-08:45A	5		7						1										13	
08:45-09:00A	11		3														1		15	
09:00-10:00A	39		23			3			1								1		67	
10:00-11:00A	50		30			1											1		82	
11:00-12:00P	66		56			1											1	1	125	
12:00-01:00P	70		48			1											1		120	
01:00-02:00P	90		22			2													114	
02:00-03:00P	85		48														1		134	
03:00-03:15P	16		7														1		24	
03:15-03:30P	25		5						1								2		33	
03:30-03:45P	24		13																37	
03:45-04:00P	20		10														1		31	
04:00-04:15P	23		17																40	
04:15-04:30P	21		6																27	
04:30-04:45P	20		17																37	
04:45-05:00P	18		16			1													35	
05:00-05:15P	25		4			1													30	
05:15-05:30P	25		6			1													32	
05:30-05:45P	20		5																25	
05:45-06:00P	17		9																26	
06:00-07:00P	40		15																55	
07:00-08:00P	34		17			1													52	
14 HOUR	831		438			13			3								26	1	1312	

Summarized by:_____ | 12/09/04

3%

WORK_1040

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Garden Valley Blvd. @ Stephens St. (OR99)
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	2		3																5	
06:15-06:30A	6		3																9	
06:30-06:45A	1		1						1										3	
06:45-07:00A	12		5			1													18	
07:00-07:15A	12		5														2		19	
07:15-07:30A	24		15														2		41	
07:30-07:45A	20		8			1											3		32	
07:45-08:00A	15		2														1		18	
08:00-08:15A	14		7																21	
08:15-08:30A	16		4																20	
08:30-08:45A	9		5																14	
08:45-09:00A	13		6																19	
09:00-10:00A	52		41																93	
10:00-11:00A	70		27			1			1										99	
11:00-12:00P	80		48			1													129	
12:00-01:00P	95		46			4													145	
01:00-02:00P	95		56			2			1								1		155	
02:00-03:00P	111		55						1								10		177	
03:00-03:15P	29		12														2		43	
03:15-03:30P	16		16																32	
03:30-03:45P	32		15														1		48	
03:45-04:00P	24		21														1		46	
04:00-04:15P	23		18			2											1		44	
04:15-04:30P	20		20																40	
04:30-04:45P	21		17																38	
04:45-05:00P	35		16																51	
05:00-05:15P	34		19																53	
05:15-05:30P	30		16																46	
05:30-05:45P	27		9																36	
05:45-06:00P	19		6																25	
06:00-07:00P	66		30																96	
07:00-08:00P	39		19						1										59	
14 HOUR	1062		571			12			5								24		1674	

Summarized by:_____ | 12/09/04

2 of 2

WORK_1040

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Garden Valley Blvd. @ Stephens St. (OR99)
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	13		9			2													24	
06:15-06:30A	24		19			2											2		47	
06:30-06:45A	33		36														3		72	
06:45-07:00A	30		29			1			2								4		66	
07:00-07:15A	34		29			4			1										68	
07:15-07:30A	49		32			1			1								2		85	
07:30-07:45A	46		41																87	
07:45-08:00A	56		38			2											2		98	
08:00-08:15A	34		37			1			1								5		78	
08:15-08:30A	43		30			2			1								1		77	
08:30-08:45A	51		38			1			1								1		92	
08:45-09:00A	45		44			2			2								1		94	
09:00-10:00A	226		178			8			2								2		416	
10:00-11:00A	277		189			4			3								4		477	
11:00-12:00P	311		213			10			1								1		536	
12:00-01:00P	352		241			11			4								4	3	615	
01:00-02:00P	395		234			14			1								12	1	657	
02:00-03:00P	366		218			8			1								8		601	
03:00-03:15P	89		60														2		151	
03:15-03:30P	104		62			4			1										171	
03:30-03:45P	96		62			1											1		160	
03:45-04:00P	108		66			2			1										177	
04:00-04:15P	98		64			1												1	164	
04:15-04:30P	91		70			1											1		163	
04:30-04:45P	103		66			1											1		171	
04:45-05:00P	83		64			3			1										151	
05:00-05:15P	163		92			3			1										259	
05:15-05:30P	102		65																167	
05:30-05:45P	94		51			1											1		147	
05:45-06:00P	67		47																114	
06:00-07:00P	232		104			3											1		340	
07:00-08:00P	146		81						1										228	
14 HOUR	3961		2609			93			26								59	5	6753	

Summarized by:_____ | 12/09/04

WORK_1040

2.6%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Garden Valley Blvd. @ Stephens St. (OR99)
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	2																		2	
06:15-06:30A	2																		2	
06:30-06:45A	3		1			1													5	
06:45-07:00A	1		9																10	
07:00-07:15A	7		4														1		12	
07:15-07:30A	15		4																19	
07:30-07:45A	2		5														2		9	
07:45-08:00A	5		3			1													9	
08:00-08:15A	9		5			1											2		17	
08:15-08:30A	6		5														1		12	
08:30-08:45A	4		5																9	
08:45-09:00A	8		9														1		18	
09:00-10:00A	28		23			1			1										53	
10:00-11:00A	33		36														3		72	
11:00-12:00P	39		36			2											1		78	
12:00-01:00P	46		33																79	
01:00-02:00P	66		31																97	
02:00-03:00P	42		42														1		85	
03:00-03:15P	21		11														1		33	
03:15-03:30P	17		15														1		33	
03:30-03:45P	14		15														1		30	
03:45-04:00P	10		14																24	
04:00-04:15P	17		13																30	
04:15-04:30P	10		8																18	
04:30-04:45P	16		8																24	
04:45-05:00P	14		10																24	
05:00-05:15P	19		12																31	
05:15-05:30P	14		7																21	
05:30-05:45P	15		7																22	
05:45-06:00P	7		6																13	
06:00-07:00P	31		8															1	40	
07:00-08:00P	20		9																29	
14 HOUR	543		394			6			1								15	1	960	

Summarized by:_____ | 12/09/04

WORK_1040

2%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Garden Valley Blvd. @ Stephens St. (OR99)
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	7		8														4		19	
06:15-06:30A	8		7						1								3		19	
06:30-06:45A	15		16														3		34	
06:45-07:00A	16		15			1											3		35	
07:00-07:15A	20		17			1			2								3		43	
07:15-07:30A	21		11						1										33	
07:30-07:45A	28		15														2		45	
07:45-08:00A	34		19						1								1		55	
08:00-08:15A	27		18						1								3		49	
08:15-08:30A	36		21						1										58	
08:30-08:45A	30		21			2			3								1		57	
08:45-09:00A	36		24			1													61	
09:00-10:00A	180		95			14			1								1		291	
10:00-11:00A	183		120			2			3								2		310	
11:00-12:00P	248		138			7			5								1		399	
12:00-01:00P	288		131			1			3									1	424	
01:00-02:00P	257		124			3			1								1		386	
02:00-03:00P	227		128			4			2								1		362	
03:00-03:15P	59		39			3													101	
03:15-03:30P	67		33						1								2		103	
03:30-03:45P	61		34						1								1		97	
03:45-04:00P	61		38						1								2		102	
04:00-04:15P	69		38			2													109	
04:15-04:30P	58		41			1			1										101	
04:30-04:45P	62		33						3										98	
04:45-05:00P	56		32			1													89	
05:00-05:15P	101		53																154	
05:15-05:30P	67		23																90	
05:30-05:45P	75		26																101	
05:45-06:00P	49		29															1	79	
06:00-07:00P	183		90																273	
07:00-08:00P	98		47																145	
14 HOUR	2727		1484			43			32								34	2	4322	

Summarized by:_____ | 12/09/04

WORK_1040

2.5%

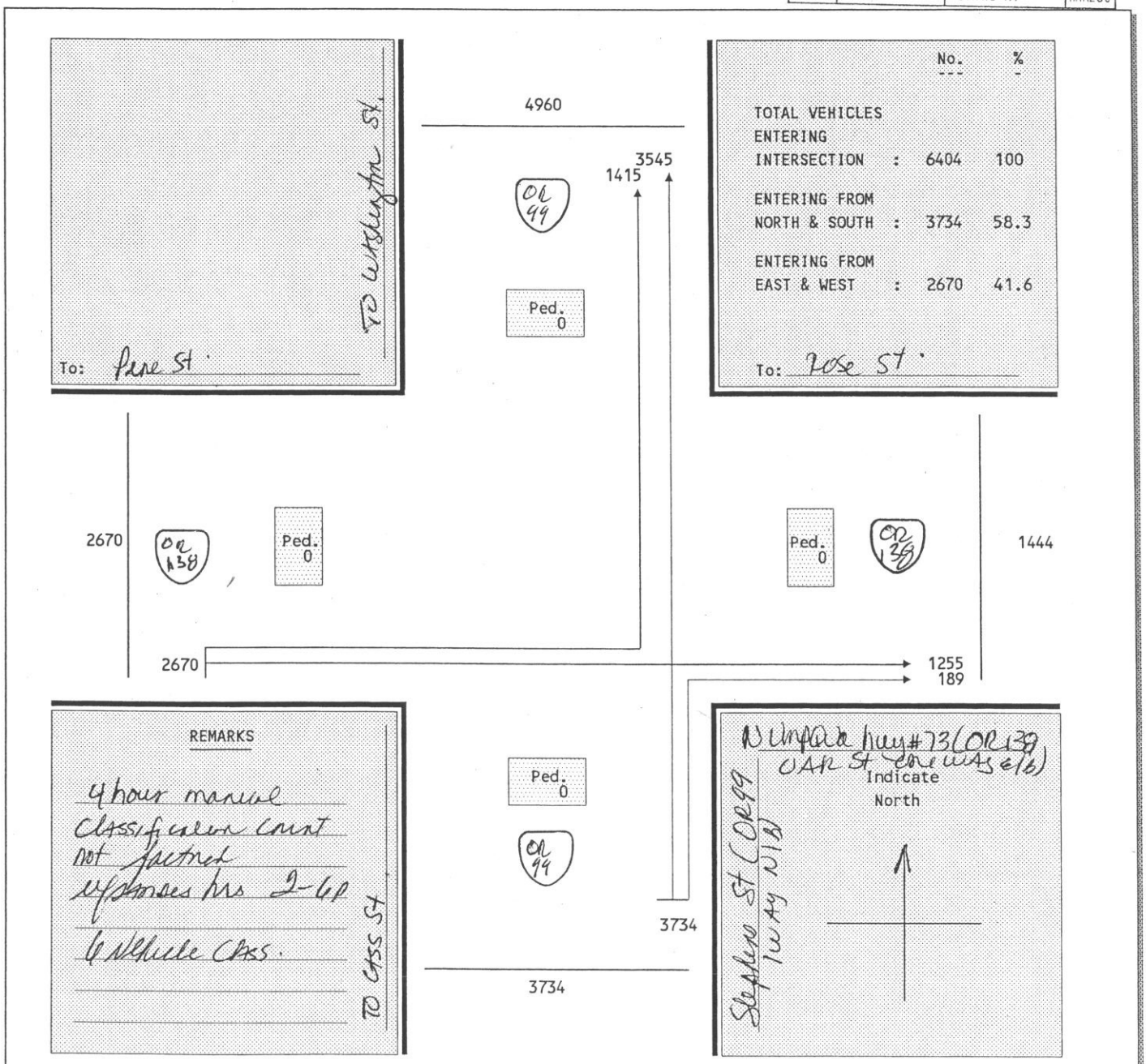
TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

32

DATE : Nov. 30, 2004
DAY WEEK : Tues.
ACT COUNT: 4
HRS COUNT: 2pm - 6pm (24hr count)
PED COUNT: 4
HRS COUNT: 2pm - 6pm
WEATHER : cloudy

CITY or COUNTY : Roseburg
INTERSECTION OF: N. Umpqua Hwy #73(OR138/Oak St. one way e/b) @ Stephens St.(OR99/one way n/b)
MILE POST: -0.31
CLASSIFICATION : All vehicles

PAUL	TERRY H.	DARYL	SUE D.
JANELLE S.	KEN N.	CONNIE	RAY L.
INGRID			MIKE
ANDREW			ROSE
TOM	DEC 21 2004		DAVE
MIKE B.			BOB S.
SHIRLEY			CRAIG
ELIZABETH	BILL S.	JARED	RON H.
SHELLY R.	LORI	CHRIS W.	HAREGU



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION :	6404	100
ENTERING FROM NORTH & SOUTH :	3734	58.3
ENTERING FROM EAST & WEST :	2670	41.6

To: Rose St.

REMARKS

4 hour manual classification count not factored upstairs hrs 2-6p
6 vehicle class.

CG 12-05-04

DGM_1044

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 30, 2004 | DAY : Tues. | COUNTY : Douglas | CITY: Roseburg
HOURS : 2pm - 6pm | WEATHER: cloudy | INTERSECTION OF: N. Umpqua Hwy #73(OR138/Oak St. one way e/b) @ Stephens St.(OR99/one way n/b)
Tab by: | Chk. by: | MILE POST : -0.31

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
02:00-02:15P							216	14		91	80		401	230	57.4	171	42.6			230	171
02:15-02:30P							202	8		68	71		349	210	60.2	139	39.8			210	139
02:30-02:45P							223	12		84	71		390	235	60.3	155	39.7			235	155
02:45-03:00P							214	16		94	80		404	230	56.9	174	43.1			230	174
03:00-03:15P							220	11		104	97		432	231	53.5	201	46.5			231	201
03:15-03:30P							264	15		97	67		443	279	63.0	164	37.0			279	164
03:30-03:45P							210	11		91	80		392	221	56.4	171	43.6			221	171
03:45-04:00P							241	13		82	102		438	254	58.0	184	42.0			254	184
04:00-04:15P							206	13		84	70		373	219	58.7	154	41.3			219	154
04:15-04:30P							228	14		105	83		430	242	56.3	188	43.7			242	188
04:30-04:45P							255	13		79	99		446	268	60.1	178	39.9			268	178
04:45-05:00P							256	16		81	75		428	272	63.6	156	36.4			272	156
05:00-05:15P							273	12		97	76		458	285	62.2	173	37.8			285	173
05:15-05:30P							205	6		106	79		396	211	53.3	185	46.7			211	185
05:30-05:45P							192	8		85	64		349	200	57.3	149	42.7			200	149
05:45-06:00P							140	7		67	61		275	147	53.5	128	46.5			147	128
TOTAL COUNT							3545	189		1415	1255		6404	3734	58.3	2670	41.7			3734	2670
24HR FACTOR	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00									
24HR VOLUME							3545	189		1415	1255		6404	3734	58.3	2670	41.7			3734	2670

1012 | 55 | 362 | 333 | 178

PHF = .96

North and South is: Stephens St. (OR99/one way n/b)

East and West is: N Umpqua Hwy #73(OR138Oka St./one way e/b)

SUM_1044

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 30, 2004 | DAY : Tues. | COUNTY : Douglas | CITY: Roseburg

HOURS : 2pm - 6pm | WEATHER: cloudy | INTERSECTION OF: N. Umpqua Hwy #73(OR138/Oak St. one way e/b) @ Stephens St.(OR99/one way n/b)

Tab by: | Chk. by: | MILE POST : -0.31

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
02:00-03:00P							855	50		337	302		1544	905	58.6	639	41.4			905	639
03:00-04:00P							935	50		374	346		1705	985	57.8	720	42.2			985	720
04:00-05:00P							945	56		349	327		1677	1001	59.7	676	40.3			1001	676
05:00-06:00P							810	33		355	280		1478	843	57.0	635	43.0			843	635
TOTAL COUNT							3545	189		1415	1255		6404	3734	58.3	2670	41.7			3734	2670
24HR FACTOR	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00									
24HR VOLUME							3545	189		1415	1255		6404	3734	58.3	2670	41.7			3734	2670

North and South is: Stephens St. (OR99/one way n/b)

East and West is: N Umpqua Hwy #73(OR138Oka St./one way e/b)

SUM_1044

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 30, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 2pm - 6pm
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: N. Umpqua Hwy #73(OR138/Oak St. one way e/b) @ Stephens St.(OR99/one way n/b)
MILE POST : -0.31
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	122		89			3			1								1		216	
02:15-02:30P	120		71			5			2								4		202	
02:30-02:45P	125		92			2			3								1		223	
02:45-03:00P	122		83			4			5										214	
03:00-03:15P	126		77			11			4								2		220	
03:15-03:30P	153		100			6			4									1	264	
03:30-03:45P	126		80			1			1								1	1	210	
03:45-04:00P	140		87			5			4								5		241	
04:00-04:15P	121		74			5			3								2	1	206	
04:15-04:30P	140		78			1			6								3		228	
04:30-04:45P	148		97			5			2								3		255	
04:45-05:00P	155		94			3			2								1		256	
05:00-05:15P	165		99			6			3										273	
05:15-05:30P	121		78			3			2								1		205	
05:30-05:45P	112		75			4			1										192	
05:45-06:00P	90		49						1										140	
4 HOUR	2086		1323			64			44								24	3	3545	

Summarized by:_____ | 12/15/04

WORK_1044

4 90

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 30, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 2pm - 6pm
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: N. Umpqua Hwy #73(OR138/Oak St. one way e/b) @ Stephens St.(OR99/one way n/b)
MILE POST : -0.31
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
02:00-02:15P	9		5																14	
02:15-02:30P	4		4																8	
02:30-02:45P	6		6																12	
02:45-03:00P	8		8																16	
03:00-03:15P	7		3														1		11	
03:15-03:30P	12		3																15	
03:30-03:45P	9		2																11	
03:45-04:00P	10		3																13	
04:00-04:15P	10		3																13	
04:15-04:30P	9		5																14	
04:30-04:45P	7		6																13	
04:45-05:00P	11		5																16	
05:00-05:15P	7		5																12	
05:15-05:30P	2		4																6	
05:30-05:45P	3		3			1											1		8	
05:45-06:00P	6		1																7	
4 HOUR	120		66			1											2		189	

Summarized by:_____ | 12/15/04

1.6%

WORK_1044

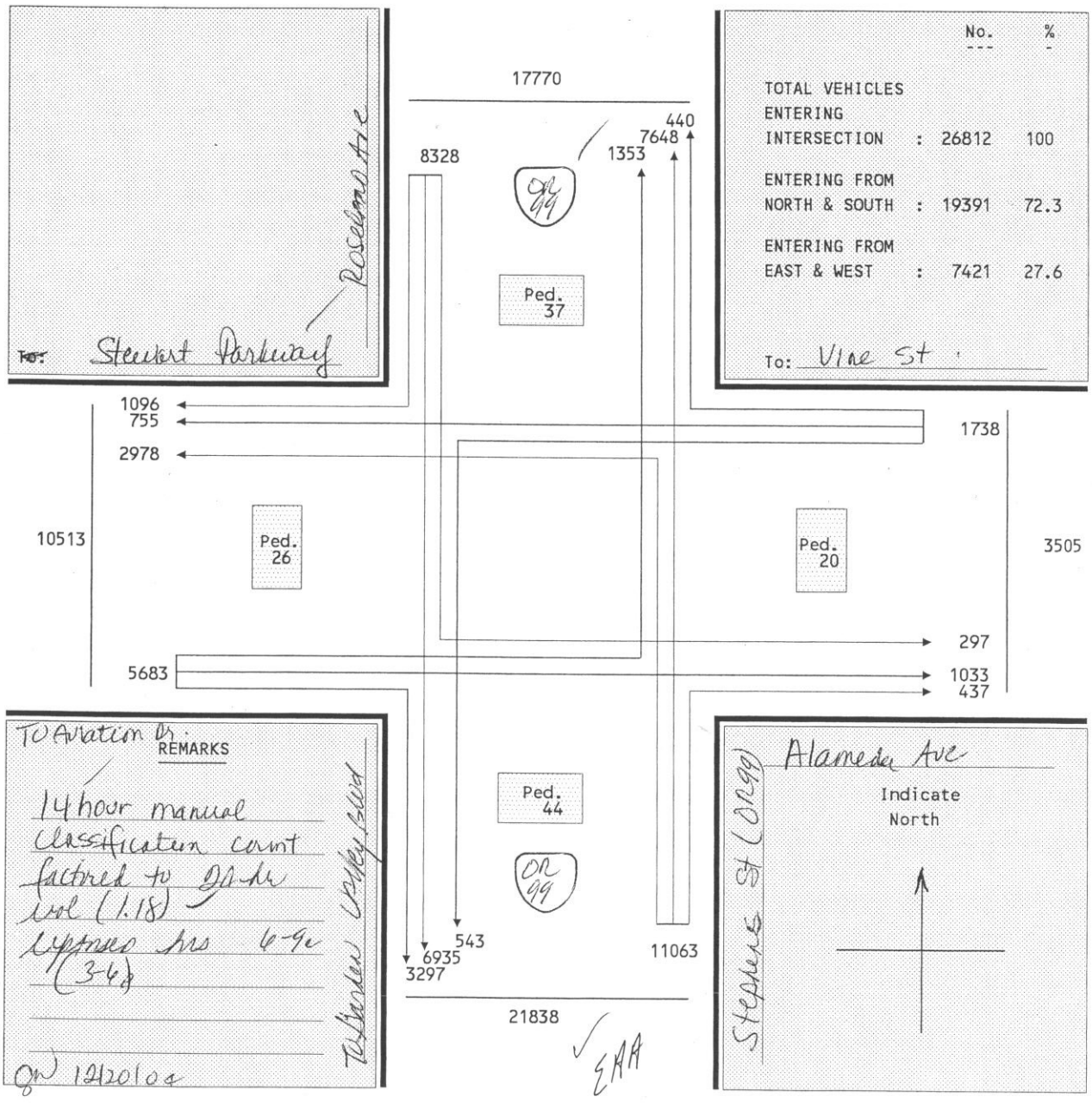
TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

33

DATE : Nov. 17, 2004
DAY WEEK : Wed.
ACT COUNT: 14
HRS COUNT: 6AM - 8PM
PED COUNT: 14
HRS COUNT: 6AM - 8PM
WEATHER : cloudy

CITY or COUNTY : Roseburg
INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.
MILE POST: n/a
CLASSIFICATION : All vehicles

PAUL	TERRY H.	DARYL	SUE D.
JANELLE S.	KEN N.	CONNIE	RAY L.
INGRID			MIKE
ANDREW			ROSE
TOM	DEC 22 2004		DAVE
MIKE B.			BOB S.
SHIRLEY			CRAIG
ELIZABETH	BILL S.	JARED	RON H.
SHELLY R.	LORI	CHRIS W.	HAREGU



SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004 | DAY : Wed. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: cloudy | INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-06:15A		29	1	1	2	3	17	2	6	2	1	7	71	55	77.5	16	22.5	30	6	25	10
06:15-06:30A	1	47	7	4	3	2	29	3	15	2	1	14	128	102	79.7	26	20.3	55	9	47	17
06:30-06:45A		47	5	4	3	12	29	7	32	7	3	4	153	120	78.4	33	21.6	52	19	68	14
06:45-07:00A	1	64	10	3	8	13	48	3	44	7	7	12	220	170	77.3	50	22.7	75	24	95	26
07:00-07:15A	3	68	12	2	8	12	59	14	18	11	26	18	251	174	69.3	77	30.7	83	22	91	55
07:15-07:30A	7	98	27	1	12	28	51	8	32	9	32	25	330	223	67.6	107	32.4	132	41	91	66
07:30-07:45A	1	110	17	6	12	34	80	12	39	15	8	18	352	259	73.6	93	26.4	128	52	131	41
07:45-08:00A	1	119	19	3	6	14	110	3	38	15	14	36	378	290	76.7	88	23.3	139	23	151	65
08:00-08:15A	2	81	5	4	4	11	83	3	44	12	7	28	284	218	76.8	66	23.2	88	19	130	47
08:15-08:30A	5	101	11	7	6	7	101	4	45	8	10	37	342	267	78.1	75	21.9	117	20	150	55
08:30-08:45A	2	104	17	9	6	18	92	8	29	13	9	32	339	252	74.3	87	25.7	123	33	129	54
08:45-09:00A	2	106	11	4	9	19	114	6	40	12	11	28	362	279	77.1	83	22.9	119	32	160	51
09:00-10:00A	12	403	57	30	18	46	400	21	187	65	43	150	1432	1080	75.4	352	24.6	472	94	608	258
10:00-11:00A	24	414	63	27	29	51	429	21	198	75	41	200	1572	1149	73.1	423	26.9	501	107	648	316
11:00-12:00P	27	508	90	29	43	61	529	20	198	117	61	256	1939	1372	70.8	567	29.2	625	133	747	434
12:00-01:00P	25	463	83	25	43	67	592	16	237	106	78	259	1994	1416	71.0	578	29.0	571	135	845	443
01:00-02:00P	22	541	76	31	44	59	529	28	211	98	54	225	1918	1407	73.4	511	26.6	639	134	768	377
02:00-03:00P	14	518	90	40	45	40	603	26	241	117	97	289	2120	1492	70.4	628	29.6	622	125	870	503
03:00-03:15P	8	142	27	8	4	8	151	7	57	46	10	83	551	392	71.1	159	28.9	177	20	215	139
03:15-03:30P	7	143	25		5		155	7	54	17	16	62	491	391	79.6	100	20.4	175	5	216	95
03:30-03:45P	8	117	27	9	8	9	163	7	53	30	15	73	519	375	72.3	144	27.7	152	26	223	118
03:45-04:00P	3	130	32	9	9	9	160	7	42	27	21	74	523	374	71.5	149	28.5	165	27	209	122
04:00-04:15P	3	144	21	10	10	10	143	11	53	28	25	60	518	375	72.4	143	27.6	168	30	207	113
04:15-04:30P	2	151	21	6	7	6	158	1	59	34	17	67	529	392	74.1	137	25.9	174	19	218	118
04:30-04:45P	3	128	28	13	6	13	179	15	70	38	19	95	607	423	69.7	184	30.3	159	32	264	152
04:45-05:00P	7	149	16	8	9	8	181	9	56	27	36	65	571	418	73.2	153	26.8	172	25	246	128
05:00-05:15P	5	120	20	8	7	8	230	10	84	31	25	69	617	469	76.0	148	24.0	145	23	324	125
05:15-05:30P	14	108	31	8	6	8	161	6	81	41	29	89	582	401	68.9	181	31.1	153	22	248	159
05:30-05:45P	10	114	12	10	7	10	149	6	44	24	16	69	471	335	71.1	136	28.9	136	27	199	109
05:45-06:00P	6	91	12	6	5	6	109	12	41	15	20	54	377	271	71.9	106	28.1	109	17	162	89
06:00-07:00P	17	320	35	32	37	32	374	45	117	69	90	181	1349	908	67.3	441	32.7	372	101	536	340
07:00-08:00P	10	199	21	16	39	16	273	22	59	29	33	115	832	584	70.2	248	29.8	230	71	354	177

17 548 85 35 29 35 748 35 269 130 97 296 234

PHF = .94

North and South is: Stephens St. (OR99)

East and West is: Stewart Parkway(W) Alameda Ave. (e)

SUM_1049

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004 DAY : Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
TOTAL COUNT	252	5877	929	373	460	640	6481	370	2524	1147	875	2794	22722	16433	72.3	6289	27.7	7058	1473	9375	4816
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	297	6935	1096	440	543	755	7648	437	2978	1353	1033	3297	26812	19391	72.3	7421	27.7	8328	1738	11063	5683

North and South is: Stephens St. (OR99) East and West is: Stewart Parkway(w) Alameda Ave. (e) SUM_1049

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004 DAY : Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-07:00A	2	187	23	12	16	30	123	15	97	18	12	37	572	447	78.1	125	21.9	212	58	235	67
07:00-08:00A	12	395	75	12	38	88	300	37	127	50	80	97	1311	946	72.2	365	27.8	482	138	464	227
08:00-09:00A	11	392	44	24	25	55	390	21	158	45	37	125	1327	1016	76.6	311	23.4	447	104	569	207
09:00-10:00A	12	403	57	30	18	46	400	21	187	65	43	150	1432	1080	75.4	352	24.6	472	94	608	258
10:00-11:00A	24	414	63	27	29	51	429	21	198	75	41	200	1572	1149	73.1	423	26.9	501	107	648	316
11:00-12:00P	27	508	90	29	43	61	529	20	198	117	61	256	1939	1372	70.8	567	29.2	625	133	747	434
12:00-01:00P	25	463	83	25	43	67	592	16	237	106	78	259	1994	1416	71.0	578	29.0	571	135	845	443
01:00-02:00P	22	541	76	31	44	59	529	28	211	98	54	225	1918	1407	73.4	511	26.6	639	134	768	377
02:00-03:00P	14	518	90	40	45	40	603	26	241	117	97	289	2120	1492	70.4	628	29.6	622	125	870	503
03:00-04:00P	26	532	111	26	26	26	629	28	206	120	62	292	2084	1532	73.5	552	26.5	669	78	863	474
04:00-05:00P	15	572	86	37	32	37	661	36	238	127	97	287	2225	1608	72.3	617	27.7	673	106	935	511
05:00-06:00P	35	433	75	32	25	32	649	34	250	111	90	281	2047	1476	72.1	571	27.9	543	89	933	482
06:00-07:00P	17	320	35	32	37	32	374	45	117	69	90	181	1349	908	67.3	441	32.7	372	101	536	340
07:00-08:00P	10	199	21	16	39	16	273	22	59	29	33	115	832	584	70.2	248	29.8	230	71	354	177
TOTAL COUNT	252	5877	929	373	460	640	6481	370	2524	1147	875	2794	22722	16433	72.3	6289	27.7	7058	1473	9375	4816
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	297	6935	1096	440	543	755	7648	437	2978	1353	1033	3297	26812	19391	72.3	7421	27.7	8328	1738	11063	5683

North and South is: Stephens St. (OR99) East and West is: Stewart Parkway(w) Alameda Ave. (e) SUM_1049

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A			1																1	
06:30-06:45A																				
06:45-07:00A			1																1	
07:00-07:15A			1			1											1		3	
07:15-07:30A	2		5																7	
07:30-07:45A						1													1	
07:45-08:00A	1																		1	
08:00-08:15A	2																		2	
08:15-08:30A			3			1											1		5	
08:30-08:45A			1														1		2	
08:45-09:00A	1					1													2	
09:00-10:00A	2		5			5													12	
10:00-11:00A	9		7			7											1		24	
11:00-12:00P	8		12			7													27	
12:00-01:00P	5		12			7											1		25	
01:00-02:00P	5		11			6													22	
02:00-03:00P	6		7			1													14	
03:00-03:15P	2		2			3											1		8	
03:15-03:30P	1		4			2													7	
03:30-03:45P	3		3			1											1		8	
03:45-04:00P	2		1																3	
04:00-04:15P	2		1																3	
04:15-04:30P	2																		2	
04:30-04:45P	2		1																3	
04:45-05:00P	2		4			1													7	
05:00-05:15P	2		3																5	
05:15-05:30P	5		7			2													14	
05:30-05:45P	5		5																10	
05:45-06:00P	4		2																6	
06:00-07:00P	6		10			1													17	
07:00-08:00P	3		6			1											1		10	
14 HOUR	82		115			48											7		252	

Summarized by:_____ | 12/20/04

WORK_1049

22%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	8		19			2													29	
06:15-06:30A	15		28			3											1		47	
06:30-06:45A	11		32			3			1										47	
06:45-07:00A	22		38			4													64	1
07:00-07:15A	22		44			2													68	
07:15-07:30A	34		56			6			1								1		98	1
07:30-07:45A	43		61			3			2									1	110	
07:45-08:00A	32		76			9											2		119	
08:00-08:15A	35		38			6			1								1		81	
08:15-08:30A	34		54			11											1	1	101	
08:30-08:45A	43		55			5			1										104	
08:45-09:00A	37		61			3											5		106	
09:00-10:00A	137		230			30			2								4		403	
10:00-11:00A	159		215			37			2								1		414	3
11:00-12:00P	201		268			36			1								2		508	2
12:00-01:00P	189		235			27			4								6	2	463	4
01:00-02:00P	204		284			48			1								2	2	541	2
02:00-03:00P	178		292			41			3								1	3	518	7
03:00-03:15P	48		72			18			1								1	2	142	1
03:15-03:30P	47		71			22			2								1		143	2
03:30-03:45P	39		69			8												1	117	
03:45-04:00P	47		71			7											4	1	130	
04:00-04:15P	53		69			15											6	1	144	2
04:15-04:30P	59		77			13			1									1	151	
04:30-04:45P	50		70			8													128	
04:45-05:00P	66		71			11												1	149	2
05:00-05:15P	46		67			7													120	
05:15-05:30P	51		54			3													108	
05:30-05:45P	55		58			1													114	
05:45-06:00P	35		51			5													91	
06:00-07:00P	135		170			10			2								1	2	320	2
07:00-08:00P	95		95			8			1										199	
14 HOUR	2230		3151			412			26								40	18	5877	29

Summarized by:_____ | 12/20/04

WORK_1049

8 9/0

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A						1													1	
06:15-06:30A	3		4																7	
06:30-06:45A	2		3																5	
06:45-07:00A	5		5																10	
07:00-07:15A	4		8																12	
07:15-07:30A	6		21																27	
07:30-07:45A	5		10			2													17	
07:45-08:00A	9		9			1													19	
08:00-08:15A	2		2			1													5	
08:15-08:30A	4		7																11	
08:30-08:45A	9		7			1													17	
08:45-09:00A	6		2			3													11	
09:00-10:00A	20		34			2			1										57	
10:00-11:00A	20		36			5												2	63	
11:00-12:00P	42		44			3											1		90	
12:00-01:00P	25		53			3											2		83	
01:00-02:00P	20		48			7												1	76	
02:00-03:00P	28		53			9													90	
03:00-03:15P	6		18			3													27	
03:15-03:30P	12		12			1													25	
03:30-03:45P	6		14			6											1		27	
03:45-04:00P	5		20			6											1		32	
04:00-04:15P	7		12			2													21	
04:15-04:30P	8		11			1											1		21	
04:30-04:45P	6		19			3													28	
04:45-05:00P	4		12																16	
05:00-05:15P	5		13			2													20	
05:15-05:30P	11		19														1		31	
05:30-05:45P	2		9			1													12	
05:45-06:00P	5		7																12	
06:00-07:00P	13		22																35	
07:00-08:00P	14		7																21	
14 HOUR	314		541			63			1								7	3	929	

Summarized by:_____ | 12/20/04

WORK_1049

7.6%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A			1																1	
06:15-06:30A	2		2																4	
06:30-06:45A	1		3																4	
06:45-07:00A	1		2																3	
07:00-07:15A	2																		2	
07:15-07:30A																	1		1	
07:30-07:45A			5														1		6	
07:45-08:00A	1		2																3	
08:00-08:15A	2		1			1													4	
08:15-08:30A	3		3			1													7	
08:30-08:45A	4		4			1													9	
08:45-09:00A	1		3																4	
09:00-10:00A	13		16			1													30	
10:00-11:00A	2		20			5													27	
11:00-12:00P	7		16			6													29	
12:00-01:00P	5		12			6											2		25	
01:00-02:00P	8		18			5													31	
02:00-03:00P	15		22			3													40	
03:00-03:15P	2		3			2											1		8	
03:15-03:30P																				
03:30-03:45P	7		2																9	
03:45-04:00P	2		6			1													9	
04:00-04:15P	8		2																10	
04:15-04:30P	2		4																6	
04:30-04:45P	4		8			1													13	
04:45-05:00P	2		6																8	
05:00-05:15P			8																8	
05:15-05:30P	5		3																8	
05:30-05:45P	3		6			1													10	
05:45-06:00P	4		2																6	
06:00-07:00P	17		14			1													32	
07:00-08:00P	7		9																16	
14 HOUR	130		203			35											5		373	

Summarized by:_____ | 12/20/04

WORK_1049

11 of 0

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A			1			1													2	
06:15-06:30A	2					1													3	
06:30-06:45A	1		2																3	
06:45-07:00A	4		4																8	
07:00-07:15A	4		4																8	
07:15-07:30A	8		4																12	
07:30-07:45A	2		10																12	
07:45-08:00A	4		2																6	
08:00-08:15A	2		2																4	
08:15-08:30A	3		3																6	
08:30-08:45A	3		2			1													6	
08:45-09:00A	4		5																9	
09:00-10:00A	5		12														1		18	
10:00-11:00A	13		11			3											2		29	
11:00-12:00P	15		20			7											1		43	
12:00-01:00P	18		23			2													43	1
01:00-02:00P	20		20			1											3		44	
02:00-03:00P	20		24			1													45	
03:00-03:15P	2		2																4	
03:15-03:30P	3		2																5	
03:30-03:45P	2		5			1													8	
03:45-04:00P	2		7																9	
04:00-04:15P	3		6			1													10	
04:15-04:30P	4					2			1										7	
04:30-04:45P	1		5																6	
04:45-05:00P	3		6																9	
05:00-05:15P	2		5																7	
05:15-05:30P	3		3																6	
05:30-05:45P	3		3			1													7	1
05:45-06:00P	3		2																5	
06:00-07:00P	13		23			1													37	
07:00-08:00P	19		20																39	
14 HOUR	191		238			23			1								7		460	2

Summarized by:_____ | 12/20/04

7%

WORK_1049

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1		2																3	
06:15-06:30A	1		1																2	
06:30-06:45A	4		8																12	
06:45-07:00A	4		9																13	
07:00-07:15A	3		8														1		12	
07:15-07:30A	8		18			2													28	1
07:30-07:45A	7		24			3													34	
07:45-08:00A	8		5			1													14	
08:00-08:15A	5		3			3													11	
08:15-08:30A	2		3			2													7	
08:30-08:45A	5		10			2											1		18	
08:45-09:00A	8		7			4													19	
09:00-10:00A	20		17			7											2		46	1
10:00-11:00A	17		28			4											2		51	1
11:00-12:00P	27		28			6													61	2
12:00-01:00P	24		40			2											1		67	1
01:00-02:00P	15		38			4											2		59	2
02:00-03:00P	15		22			3													40	
03:00-03:15P	2		3			2											1		8	
03:15-03:30P																				
03:30-03:45P	7		2																9	
03:45-04:00P	2		6			1													9	
04:00-04:15P	8		2																10	
04:15-04:30P	2		4																6	
04:30-04:45P	4		8			1													13	
04:45-05:00P	2		6																8	
05:00-05:15P			8																8	
05:15-05:30P	5		3																8	
05:30-05:45P	3		6			1													10	
05:45-06:00P	4		2																6	
06:00-07:00P	17		14			1													32	
07:00-08:00P	7		9																16	
14 HOUR	237		344			49											10		640	8

Summarized by:_____ | 12/20/04

WORK_1049

9%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	6		10															1	17	
06:15-06:30A	10		13			4											2		29	
06:30-06:45A	12		12			1											3	1	29	
06:45-07:00A	12		23			5			4								4		48	
07:00-07:15A	16		35			6			2										59	
07:15-07:30A	18		28			4											1		51	
07:30-07:45A	35		41			4													80	
07:45-08:00A	41		63			3			1								2		110	
08:00-08:15A	21		46			13											3		83	
08:15-08:30A	36		50			14											1		101	1
08:30-08:45A	25		54			11			1								1		92	
08:45-09:00A	37		66			10											1		114	
09:00-10:00A	130		227			36			5								2		400	1
10:00-11:00A	165		224			32			2								4	2	429	1
11:00-12:00P	207		278			36			4								3	1	529	3
12:00-01:00P	250		307			29			2								2	2	592	3
01:00-02:00P	205		293			19			4								6	2	529	5
02:00-03:00P	213		325			43			1								13	8	603	2
03:00-03:15P	54		88			5											4		151	
03:15-03:30P	63		85			6												1	155	1
03:30-03:45P	61		95			6			1										163	2
03:45-04:00P	62		94			3												1	160	
04:00-04:15P	60		77			6													143	
04:15-04:30P	71		77			8											2		158	1
04:30-04:45P	61		110			7												1	179	
04:45-05:00P	73		100			7												1	181	
05:00-05:15P	80		139			8												3	230	
05:15-05:30P	69		87			4												1	161	
05:30-05:45P	63		81			5													149	
05:45-06:00P	47		59			1											1	1	109	1
06:00-07:00P	183		184			5			1								1		374	3
07:00-08:00P	123		144			5			1										273	1
14 HOUR	2509		3515			346			29								56	26	6481	25

Summarized by:_____ | 12/20/04

6.7%

WORK_1049

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A			2																2	
06:15-06:30A	2		1																3	
06:30-06:45A	3		4																7	
06:45-07:00A	1		2																3	
07:00-07:15A	7		7																14	
07:15-07:30A	1		7																8	
07:30-07:45A	7		4			1													12	
07:45-08:00A	2		1																3	
08:00-08:15A	2																1		3	
08:15-08:30A	3		1																4	
08:30-08:45A	4		3			1													8	
08:45-09:00A	2		3			1													6	
09:00-10:00A	6		15																21	
10:00-11:00A	9		12																21	
11:00-12:00P	4		12			2											2		20	
12:00-01:00P	3		9														4		16	
01:00-02:00P	8		20																28	
02:00-03:00P	8		18																26	
03:00-03:15P	3		3			1													7	
03:15-03:30P	3		4																7	
03:30-03:45P	2		5																7	
03:45-04:00P	6		1																7	
04:00-04:15P	5		6																11	
04:15-04:30P	1																		1	
04:30-04:45P	4		10			1													15	
04:45-05:00P	5		4																9	
05:00-05:15P	5		4			1													10	
05:15-05:30P	2		4																6	
05:30-05:45P	3		3																6	
05:45-06:00P	5		7																12	
06:00-07:00P	14		30			1													45	
07:00-08:00P	11		11																22	
14 HOUR	141		213			9											7		370	

Summarized by:_____ | 12/20/04

WORK_1049

4%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1		5																6	
06:15-06:30A	4		10															1	15	
06:30-06:45A	8		22			2													32	
06:45-07:00A	16		25			2			1										44	
07:00-07:15A	7		10			1													18	
07:15-07:30A	14		17			1													32	
07:30-07:45A	19		19			1													39	
07:45-08:00A	10		25			3													38	
08:00-08:15A	19		23			2													44	
08:15-08:30A	15		27			3													45	
08:30-08:45A	15		13			1													29	
08:45-09:00A	15		23			2													40	
09:00-10:00A	69		102			16													187	
10:00-11:00A	77		104			16			1										198	
11:00-12:00P	75		110			12											1		198	
12:00-01:00P	98		128			9											1	1	237	
01:00-02:00P	82		123			5												1	211	
02:00-03:00P	96		130			12											2	1	241	
03:00-03:15P	30		25			1												1	57	
03:15-03:30P	17		36						1										54	
03:30-03:45P	22		28			2												1	53	
03:45-04:00P	16		24			2													42	
04:00-04:15P	20		33																53	
04:15-04:30P	22		35			2													59	
04:30-04:45P	29		40			1													70	
04:45-05:00P	21		30			5													56	
05:00-05:15P	37		42			5													84	
05:15-05:30P	44		34			3													81	
05:30-05:45P	17		25			2													44	
05:45-06:00P	20		21																41	
06:00-07:00P	54		60			3													117	
07:00-08:00P	26		33																59	
14 HOUR	1015		1382			114			3								4	6	2524	

Summarized by:_____ | 12/20/04

5%

WORK_1049

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1		1																2	
06:15-06:30A			2																2	
06:30-06:45A			7																7	
06:45-07:00A	2		4														1		7	
07:00-07:15A	8		2														1		11	
07:15-07:30A	3		6																9	
07:30-07:45A	6		7			2													15	
07:45-08:00A	7		8																15	
08:00-08:15A	3		7			1											1		12	
08:15-08:30A	3		5																8	
08:30-08:45A	8		3			2													13	
08:45-09:00A	6		6																12	
09:00-10:00A	23		36			4											2		65	
10:00-11:00A	33		35			5											2		75	
11:00-12:00P	43		70			3											1		117	
12:00-01:00P	48		49			9													106	
01:00-02:00P	42		50			4											2		98	
02:00-03:00P	42		65			8			2										117	
03:00-03:15P	17		22			6											1		46	
03:15-03:30P	5		10			1											1		17	
03:30-03:45P	12		15			1											1	1	30	
03:45-04:00P	10		14			2											1		27	
04:00-04:15P	13		14			1													28	
04:15-04:30P	12		21			1													34	1
04:30-04:45P	20		16			2													38	
04:45-05:00P	11		16																27	
05:00-05:15P	12		15			4													31	
05:15-05:30P	10		28			2											1		41	
05:30-05:45P	11		13																24	
05:45-06:00P	6		8			1													15	
06:00-07:00P	30		39																69	
07:00-08:00P	10		18			1													29	
14 HOUR	457		612			60			2								15	1	1147	1

Summarized by:_____ | 12/20/04

WORK_1049

6.7%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1																		1	
06:15-06:30A			1																1	
06:30-06:45A	1		2																3	
06:45-07:00A	4		3																7	
07:00-07:15A	10		10														6		26	
07:15-07:30A	8		20														4		32	
07:30-07:45A	4					4													8	
07:45-08:00A	8		4			2													14	
08:00-08:15A	1		6																7	
08:15-08:30A	3		5			2													10	
08:30-08:45A	4		3			2													9	
08:45-09:00A	4		5			2													11	
09:00-10:00A	11		25			7													43	1
10:00-11:00A	18		20			3													41	
11:00-12:00P	21		34			4											2		61	
12:00-01:00P	21		53			4													78	
01:00-02:00P	14		37			2											1		54	2
02:00-03:00P	33		53			8											3		97	2
03:00-03:15P	6		3			1													10	2
03:15-03:30P	6		9			1													16	
03:30-03:45P	4		10														1		15	
03:45-04:00P	7		13			1													21	
04:00-04:15P	10		15																25	1
04:15-04:30P	11		6																17	
04:30-04:45P	12		7																19	
04:45-05:00P	15		18			3													36	
05:00-05:15P	9		16																25	
05:15-05:30P	12		17																29	
05:30-05:45P	8		8																16	
05:45-06:00P	6		13			1													20	
06:00-07:00P	32		55			3													90	
07:00-08:00P	19		13			1													33	
14 HOUR	323		484			51											17		875	8

Summarized by:_____ | 12/20/04

WORK_1049

87

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	4		2			1													7	
06:15-06:30A	3		11																14	
06:30-06:45A	1		2			1													4	
06:45-07:00A	3		8			1													12	
07:00-07:15A	6		12																18	
07:15-07:30A	12		13																25	
07:30-07:45A	3		14			1													18	
07:45-08:00A	9		24			3													36	
08:00-08:15A	8		16			2											2		28	
08:15-08:30A	15		19			2			1										37	
08:30-08:45A	9		21			2													32	
08:45-09:00A	8		20																28	
09:00-10:00A	51		88			9			1								1		150	
10:00-11:00A	83		100			16			1										200	
11:00-12:00P	101		139			14			1								1		256	
12:00-01:00P	103		146			9			1										259	
01:00-02:00P	86		127			10			1								1		225	
02:00-03:00P	121		152			14												2	289	
03:00-03:15P	39		42			2													83	1
03:15-03:30P	22		36			2			1									1	62	
03:30-03:45P	29		39			3			1								1		73	
03:45-04:00P	28		41			5													74	
04:00-04:15P	23		34			3													60	
04:15-04:30P	28		35			4													67	
04:30-04:45P	38		49			7												1	95	
04:45-05:00P	30		32			3													65	
05:00-05:15P	29		39			1													69	
05:15-05:30P	46		39			4													89	
05:30-05:45P	28		40			1													69	
05:45-06:00P	21		31			1												1	54	
06:00-07:00P	84		87			10													181	
07:00-08:00P	64		48			1			1								1		115	
14 HOUR	1135		1506			132			9								7	5	2794	1

Summarized by:_____ | 12/20/04

WORK_1049

5%

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004 DAY : Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST	
06:00-06:15A																					
06:15-06:30A																					
06:30-06:45A																					
06:45-07:00A		1														1					
07:00-07:15A																					
07:15-07:30A		1				1										2					
07:30-07:45A																					
07:45-08:00A																					
08:00-08:15A																					
08:15-08:30A							1									1					
08:30-08:45A																					
08:45-09:00A																					
09:00-10:00A						1	1				1					3					
10:00-11:00A		3				1	1									5					
11:00-12:00P		2				2	3									7					
12:00-01:00P		4			1	1	3									9					
01:00-02:00P		2				2	5				2					11					
02:00-03:00P		7					2				2					11					
03:00-03:15P		1									2	1				4	2				
03:15-03:30P		2					1									3					
03:30-03:45P							2									2					
03:45-04:00P																					
04:00-04:15P		2									1					3					
04:15-04:30P							1			1						2					
04:30-04:45P																					
04:45-05:00P		2														2					
05:00-05:15P																					
05:15-05:30P																					
05:30-05:45P					1											1					
05:45-06:00P							1									1					
06:00-07:00P		2					3									5					
07:00-08:00P							1									1					

North and South is: Stephens St. (OR99) East and West is: Stewart Parkway(w) Alameda Ave. (e) BIKE_1049

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004 DAY : Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST	
TOTAL VOLUME		29			2	8	25			1	8	1				74	2				

North and South is: Stephens St. (OR99)

East and West is: Stewart Parkway(w) Alameda Ave. (e)

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004 DAY : Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
06:00-06:15A																		
06:15-06:30A																		
06:30-06:45A																		
06:45-07:00A																		
07:00-07:15A							1		2			3	1		2			3
07:15-07:30A							2	1		1		4	2	1		1		4
07:30-07:45A								2				2		2				2
07:45-08:00A							1					1	1					1
08:00-08:15A							1	3		2		6	1	3		2		6
08:15-08:30A																		
08:30-08:45A																		
08:45-09:00A							1	1				2	1	1				2
09:00-10:00A							2	1				3	2	1				3
10:00-11:00A								2	1	2		5		2	1	2		5
11:00-12:00P							5		3	6		14	5		3	6		14
12:00-01:00P							5	8	5	3		21	5	8	5	3		21
01:00-02:00P							1	2				3	1	2				3
02:00-03:00P							4		7	2		13	4		7	2		13
03:00-03:15P										1		1				1		1
03:15-03:30P							1		3			4	1		3			4
03:30-03:45P							1		2	2		5	1		2	2		5
03:45-04:00P									3			3			3			3
04:00-04:15P							2			1		3	2			1		3
04:15-04:30P							3			2		5	3			2		5
04:30-04:45P							1		1	1		3	1		1	1		3
04:45-05:00P							5		1	1		2			1	1		2
05:00-05:15P							1		2	2		5	1		2	2		5
05:15-05:30P							1		4			5	1		4			5
05:30-05:45P							1		1			2	1		1			2
05:45-06:00P							1		4			5	1		4			5
06:00-07:00P							1		3			4	1		3			4
07:00-08:00P							1		2			3	1		2			3

North and South is: Stephens St. (OR99) East and West is: Stewart Parkway(w) Alameda Ave. (e) PED_1049

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 17, 2004 DAY : Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Stephens St.(OR99) @ Stewart Parkway & Alameda Ave.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
TOTAL VOLUME							37	20	44	26		127	37	20	44	26		127

North and South is: Stephens St. (OR99)

East and West is: Stewart Parkway(w) Alameda Ave. (e)

TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

35

DATE : Nov. 10
DAY WEEK : Wed.
ACT COUNT: 14
HRS COUNT: 6AM - 8PM
PED COUNT: 14
HRS COUNT: 6AM - 8PM
WEATHER : clear

CITY or COUNTY : Roseburg
INTERSECTION OF: Airport Rd. @ Stewart Parkway

MILE POST: n/a
CLASSIFICATION : All vehicles

PAUL	TERRY H.	DARYL	SUE O.
[illegible]	KEN N.	CONNIE	RAY L.
INGRID			MIKE
ANDREW			ROSE
TOM	DEC - 6 2004		DAVE
MIKE B.			BOB S.
SHIRLEY			CRAIG
ELIZABETH	BILL S.	JARED	RON H.
SHELLY R.	LORI	CHRIS W.	HAREGU

To: Aviation Dr.

To: Airport

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	16403	100
ENTERING FROM NORTH & SOUTH	3831	23.3
ENTERING FROM EAST & WEST	12572	76.6

To: OR 99

3597
165
460
2021
950
Ped. 8
1234
4830
817
5338
14114
Ped. 7
Ped. 12
11515
215
7233
5428
533
Ped. 10
343
572
856
1810
3582

REMARKS

14 hour manual classification count factored to 24 hr. vol (1.18)
Express hrs 6-9a (3-6p)
6 Vehicle Class.
jj 12/13/04

To Garden Valley Blvd

Stewart Parkway

Indicate North

Airport Rd

EAA

DGM_1034

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10 | DAY : Wed. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: clear | INTERSECTION OF: Airport Rd. @ Stewart Parkway
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-06:15A		3	5			13	1	1	3		13	3	42	13	31.0	29	69.0	8	13	5	16
06:15-06:30A			2	1		23	2	2	6	4	23		63	12	19.0	51	81.0	2	24	10	27
06:30-06:45A		1	8	2	1	39	2	1	6	10	15	1	86	18	20.9	68	79.1	9	42	9	26
06:45-07:00A	2	5	9	3	1	44	2	3	1	17	16	2	105	22	21.0	83	79.0	16	48	6	35
07:00-07:15A		5	5		3	37	2	5	5	13	27	6	108	22	20.4	86	79.6	10	40	12	46
07:15-07:30A		9	6	2		46	4	3	4	11	50	9	144	26	18.1	118	81.9	15	48	11	70
07:30-07:45A	2	11	14	5	4	45	4	6	9	16	41	11	168	46	27.4	122	72.6	27	54	19	68
07:45-08:00A	3	6	8	3	3	56	9	6	4	25	51	9	183	36	19.7	147	80.3	17	62	19	85
08:00-08:15A	1	4	16	3	5	48	4	7	8	13	43	6	158	40	25.3	118	74.7	21	56	19	62
08:15-08:30A	6	10	20	2	5	53	2	12	9	16	48	11	194	59	30.4	135	69.6	36	60	23	75
08:30-08:45A	5	5	12	2	3	40	9	5	3	28	40	7	159	39	24.5	120	75.5	22	45	17	75
08:45-09:00A	2	10	16	1	6	64	8	1	5	22	77	15	227	42	18.5	185	81.5	28	71	14	114
09:00-10:00A	16	41	67	10	21	273	19	37	41	61	263	47	896	221	24.7	675	75.3	124	304	97	371
10:00-11:00A	19	36	77	10	22	315	21	29	45	66	314	47	1001	227	22.7	774	77.3	132	347	95	427
11:00-12:00P	22	47	110	16	22	335	34	33	67	70	412	53	1221	313	25.6	908	74.4	179	373	134	535
12:00-01:00P	23	49	105	15	23	396	55	47	76	75	437	85	1386	355	25.6	1031	74.4	177	434	178	597
01:00-02:00P	18	61	95	13	40	410	47	47	71	91	441	63	1397	339	24.3	1058	75.7	174	463	165	595
02:00-03:00P	16	38	111	16	20	386	31	40	79	81	448	82	1348	315	23.4	1033	76.6	165	422	150	611
03:00-03:15P	6	15	21	1	7	84	5	11	22	13	119	23	327	80	24.5	247	75.5	42	92	38	155
03:15-03:30P	4	11	35	5	6	92	9	12	16	20	114	9	333	87	26.1	246	73.9	50	103	37	143
03:30-03:45P	3	7	32	5	9	96	10	11	18	18	116	11	336	81	24.1	255	75.9	42	110	39	145
03:45-04:00P	6	9	24	5	4	88	12	8	17	16	98	13	300	76	25.3	224	74.7	39	97	37	127
04:00-04:15P	4	9	17	3	10	115	12	5	10	17	107	20	329	57	17.3	272	82.7	30	128	27	144
04:15-04:30P	3	8	26	5	7	97	15	10	18	17	114	14	334	80	24.0	254	76.0	37	109	43	145
04:30-04:45P	2	14	31	4	8	81	9	10	20	14	130	15	338	86	25.4	252	74.6	47	93	39	159
04:45-05:00P	4	16	37	3	5	98	9	15	7	9	115	17	335	88	26.3	247	73.7	57	106	31	141
05:00-05:15P	5	6	30	3	16	100	11	12	21	12	134	21	371	85	22.9	286	77.1	41	119	44	167
05:15-05:30P	5	11	22	1	5	69	4	17	14	7	94	14	263	73	27.8	190	72.2	38	75	35	115
05:30-05:45P	4	6	19	1	4	67	7	11	14	7	98	17	255	61	23.9	194	76.1	29	72	32	122
05:45-06:00P		6	12		3	66	6	6	9	3	84	17	212	39	18.4	173	81.6	18	69	21	104
06:00-07:00P	1	20	34		15	241	13	27	35	22	327	49	784	130	16.6	654	83.4	55	256	75	398
07:00-08:00P		6	20		13	176	12	12	29	11	191	28	498	79	15.9	419	84.1	26	189	53	230

14 44 124 15 36 376 44 47 66 52 493 67 1378

PHF=.93

North and South is: Airport. Rd

East and West is: Stewart Parkway

SUM_1034

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10 | DAY : Wed. | COUNTY : Douglas | CITY: Roseburg

HOURS : 6AM - 8PM | WEATHER: clear | INTERSECTION OF: Airport Rd. @ Stewart Parkway

Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
TOTAL COUNT	182	485	1046	140	291	4093	390	452	692	805	4600	725	13901	3247	23.4	10654	76.6	1713	4524	1534	6130
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	215	572	1234	165	343	4830	460	533	817	950	5428	856	16403	3831	23.4	12571	76.6	2021	5338	1810	7233

North and South is: Airport. Rd

East and West is: Stewart Parkway

SUM_1034

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10 | DAY : Wed. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: clear | INTERSECTION OF: Airport Rd. @ Stewart Parkway
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-07:00A	2	9	24	6	2	119	7	7	16	31	67	6	296	65	22.0	231	78.0	35	127	30	104
07:00-08:00A	5	31	33	10	10	184	19	20	22	65	169	35	603	130	21.6	473	78.4	69	204	61	269
08:00-09:00A	14	29	64	8	19	205	23	25	25	79	208	39	738	180	24.4	558	75.6	107	232	73	326
09:00-10:00A	16	41	67	10	21	273	19	37	41	61	263	47	896	221	24.7	675	75.3	124	304	97	371
10:00-11:00A	19	36	77	10	22	315	21	29	45	66	314	47	1001	227	22.7	774	77.3	132	347	95	427
11:00-12:00P	22	47	110	16	22	335	34	33	67	70	412	53	1221	313	25.6	908	74.4	179	373	134	535
12:00-01:00P	23	49	105	15	23	396	55	47	76	75	437	85	1386	355	25.6	1031	74.4	177	434	178	597
01:00-02:00P	18	61	95	13	40	410	47	47	71	91	441	63	1397	339	24.3	1058	75.7	174	463	165	595
02:00-03:00P	16	38	111	16	20	386	31	40	79	81	448	82	1348	315	23.4	1033	76.6	165	422	150	611
03:00-04:00P	19	42	112	16	26	360	36	42	73	67	447	56	1296	324	25.0	972	75.0	173	402	151	570
04:00-05:00P	13	47	111	15	30	391	45	40	55	57	466	66	1336	311	23.3	1025	76.7	171	436	140	589
05:00-06:00P	14	29	83	5	28	302	28	46	58	29	410	69	1101	258	23.4	843	76.6	126	335	132	508
06:00-07:00P	1	20	34		15	241	13	27	35	22	327	49	784	130	16.6	654	83.4	55	256	75	398
07:00-08:00P		6	20		13	176	12	12	29	11	191	28	498	79	15.9	419	84.1	26	189	53	230
TOTAL COUNT	182	485	1046	140	291	4093	390	452	692	805	4600	725	13901	3247	23.4	10654	76.6	1713	4524	1534	6130
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	215	572	1234	165	343	4830	460	533	817	950	5428	856	16403	3831	23.4	12571	76.6	2021	5338	1810	7233

North and South is: Airport. Rd

East and West is: Stewart Parkway

SUM_1034

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Airport Rd. @ Stewart Parkway
MILE POST : n/a
TO : NORTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A	1																		1	
06:30-06:45A	1		1																2	
06:45-07:00A	1		2																3	
07:00-07:15A																				
07:15-07:30A			2																2	
07:30-07:45A			5																5	
07:45-08:00A	1		2																3	
08:00-08:15A	1		2																3	
08:15-08:30A						2													2	
08:30-08:45A			2																2	
08:45-09:00A			1																1	
09:00-10:00A	2		8																10	
10:00-11:00A	2		5			3													10	
11:00-12:00P	2		13			1													16	
12:00-01:00P	4		10			1													15	
01:00-02:00P	2		10			1													13	
02:00-03:00P	3		9			4													16	
03:00-03:15P						1													1	
03:15-03:30P			5																5	
03:30-03:45P	2		3																5	
03:45-04:00P	1		4																5	
04:00-04:15P			3																3	
04:15-04:30P	1		4																5	
04:30-04:45P			3			1													4	
04:45-05:00P			2			1													3	
05:00-05:15P	1		2																3	
05:15-05:30P	1																		1	
05:30-05:45P	1																		1	
05:45-06:00P																				
06:00-07:00P																				
07:00-08:00P																				
14 HOUR	27		98			15													140	

Summarized by:_____ | 12/03/04

WORK_1034

11%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Airport Rd. @ Stewart Parkway
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A																				
06:30-06:45A																				
06:45-07:00A	1		1																2	
07:00-07:15A																				
07:15-07:30A																				
07:30-07:45A			2																2	
07:45-08:00A			3																3	
08:00-08:15A			1																1	
08:15-08:30A			3			3													6	
08:30-08:45A			4			1													5	
08:45-09:00A			2																2	
09:00-10:00A	2		11			2			1										16	
10:00-11:00A	2		13			2			2										19	
11:00-12:00P	4		15			2			1										22	
12:00-01:00P	9		14																23	
01:00-02:00P	4		13			1													18	
02:00-03:00P	3		11			2													16	
03:00-03:15P	1		5																6	
03:15-03:30P			3			1													4	
03:30-03:45P			3																3	
03:45-04:00P			6																6	
04:00-04:15P	2		1			1													4	
04:15-04:30P	1		2																3	
04:30-04:45P			2																2	
04:45-05:00P	2		2																4	
05:00-05:15P	1		4																5	
05:15-05:30P	2		3																5	
05:30-05:45P	2		1			1													4	
05:45-06:00P																				
06:00-07:00P			1																1	
07:00-08:00P																				
14 HOUR	36		126			16			4										182	

Summarized by:_____ | 12/03/04

WORK_1034

11%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas
INTERSECTION OF: Airport Rd. @ Stewart Parkway
MILE POST : n/a
TO : SOUTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	3																		3	
06:15-06:30A																				
06:30-06:45A	1																		1	
06:45-07:00A	1		4																5	
07:00-07:15A	4					1													5	
07:15-07:30A	2		7																9	
07:30-07:45A	4		6			1													11	1
07:45-08:00A	1		3			2													6	
08:00-08:15A			3			1													4	
08:15-08:30A	2		7			1													10	
08:30-08:45A	1		4																5	
08:45-09:00A	3		7																10	
09:00-10:00A	10		28			3													41	
10:00-11:00A	13		21			2													36	
11:00-12:00P	15		29			3													47	1
12:00-01:00P	19		28			2													49	1
01:00-02:00P	28		29			3												1	61	
02:00-03:00P	14		23			1													38	
03:00-03:15P	5		10																15	
03:15-03:30P	3		6			2													11	1
03:30-03:45P	4		2			1													7	
03:45-04:00P	4		5																9	
04:00-04:15P	3		6																9	
04:15-04:30P	1		7																8	1
04:30-04:45P	3		10			1													14	
04:45-05:00P	2		12			2													16	
05:00-05:15P	3		2			1													6	
05:15-05:30P	7		3			1													11	
05:30-05:45P	3		1			2													6	
05:45-06:00P	1		5																6	2
06:00-07:00P	10		10																20	
07:00-08:00P	4		2																6	
14 HOUR	174		280			30												1	485	7

Summarized by:_____ | 12/03/04

8 0/0

WORK_1034

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas
INTERSECTION OF: Airport Rd. @ Stewart Parkway
MILE POST : n/a
TO : WEST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	3		2																5	
06:15-06:30A	2																		2	
06:30-06:45A	2		6																8	
06:45-07:00A	4		4			1													9	1
07:00-07:15A			5																5	
07:15-07:30A	3		3																6	
07:30-07:45A	4		9			1													14	
07:45-08:00A	2		6																8	
08:00-08:15A	4		9			3													16	
08:15-08:30A	3		13			4													20	
08:30-08:45A	6		5			1													12	
08:45-09:00A	4		9			2											1		16	
09:00-10:00A	21		42			3												1	67	
10:00-11:00A	28		45			4													77	
11:00-12:00P	28		79			3													110	
12:00-01:00P	44		54			5			1								1		105	
01:00-02:00P	46		45			4													95	
02:00-03:00P	38		66			6											1		111	
03:00-03:15P	7		13															1	21	
03:15-03:30P	14		18			3													35	
03:30-03:45P	15		16			1													32	
03:45-04:00P	10		14																24	
04:00-04:15P	5		12																17	
04:15-04:30P	8		17														1		26	
04:30-04:45P	9		22																31	
04:45-05:00P	14		23																37	
05:00-05:15P	12		17			1													30	
05:15-05:30P	5		16			1													22	
05:30-05:45P	12		7																19	
05:45-06:00P	6		6																12	
06:00-07:00P	14		20																34	
07:00-08:00P	13		7																20	
14 HOUR	386		610			43			1								4	2	1046	1

Summarized by:_____ | 12/03/04

48/0

WORK_1034

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Airport Rd. @ Stewart Parkway
MILE POST : n/a
TO : SOUTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A																				
06:30-06:45A			1																1	
06:45-07:00A			1																1	
07:00-07:15A	1		2																3	
07:15-07:30A																				
07:30-07:45A	1		3																4	
07:45-08:00A	2		1																3	
08:00-08:15A	1		4																5	
08:15-08:30A	4		1																5	
08:30-08:45A	2		1																3	
08:45-09:00A	1		4			1													6	
09:00-10:00A	7		13			1													21	
10:00-11:00A	6		13			3													22	
11:00-12:00P	11		11																22	
12:00-01:00P	9		11			3													23	
01:00-02:00P	17		20			3													40	
02:00-03:00P	6		14																20	
03:00-03:15P	4		3																7	
03:15-03:30P	2		4																6	
03:30-03:45P	6		2			1													9	
03:45-04:00P	1		3																4	
04:00-04:15P	5		5																10	
04:15-04:30P	3		4																7	
04:30-04:45P	2		6																8	
04:45-05:00P	4		1																5	
05:00-05:15P	4		12																16	
05:15-05:30P	1		4																5	
05:30-05:45P			4																4	
05:45-06:00P	1		1			1													3	
06:00-07:00P	7		7			1													15	
07:00-08:00P	8		5																13	
14 HOUR	116		161			14													291	

Summarized by:_____ | 12/03/04

WORK_1034

5%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Airport Rd. @ Stewart Parkway
MILE POST : n/a
TO : WEST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	5		8																13	
06:15-06:30A	5		18																23	
06:30-06:45A	17		22																39	
06:45-07:00A	13		30			1													44	
07:00-07:15A	17		15			4											1		37	
07:15-07:30A	15		26			5													46	
07:30-07:45A	19		25			1													45	1
07:45-08:00A	22		33			1													56	1
08:00-08:15A	18		30																48	
08:15-08:30A	21		28			3											1		53	
08:30-08:45A	21		15			3											1		40	1
08:45-09:00A	19		42			3													64	
09:00-10:00A	110		149			12											1	1	273	
10:00-11:00A	120		180			13											2		315	
11:00-12:00P	142		180			12											1		335	
12:00-01:00P	190		191			6			7								2		396	3
01:00-02:00P	181		215			12			1								1		410	2
02:00-03:00P	161		207			16											2		386	2
03:00-03:15P	37		41			5			1										84	
03:15-03:30P	36		54			2													92	
03:30-03:45P	42		53														1		96	
03:45-04:00P	32		54			1											1		88	
04:00-04:15P	46		67			2													115	1
04:15-04:30P	44		52			1													97	
04:30-04:45P	30		50			1													81	
04:45-05:00P	47		50			1													98	1
05:00-05:15P	40		57			2												1	100	
05:15-05:30P	25		43			1													69	
05:30-05:45P	36		29			2													67	
05:45-06:00P	29		37																66	
06:00-07:00P	98		137			5												1	241	
07:00-08:00P	82		94																176	
14 HOUR	1720		2232			115			9								14	3	4093	12

Summarized by:_____ | 12/03/04

WORK_1034

3%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas
INTERSECTION OF: Airport Rd. @ Stewart Parkway
MILE POST : n/a
TO : NORTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A			1																1	
06:15-06:30A			2																2	
06:30-06:45A	1		1																2	
06:45-07:00A			2																2	
07:00-07:15A			2																2	1
07:15-07:30A	1		2			1													4	
07:30-07:45A	1		2			1													4	
07:45-08:00A	1		7			1													9	
08:00-08:15A	1		3																4	
08:15-08:30A	1					1													2	
08:30-08:45A			8			1													9	2
08:45-09:00A	1		6			1													8	
09:00-10:00A	5		14																19	1
10:00-11:00A	3		16			2													21	
11:00-12:00P	10		22			1												1	34	1
12:00-01:00P	22		31			2													55	
01:00-02:00P	16		26			5													47	1
02:00-03:00P	12		17			2													31	
03:00-03:15P	2		2															1	5	
03:15-03:30P	1		7			1													9	1
03:30-03:45P	4		6																10	
03:45-04:00P	4		7						1										12	
04:00-04:15P	3		9																12	1
04:15-04:30P	5		10																15	
04:30-04:45P	3		6																9	
04:45-05:00P	5		3			1													9	
05:00-05:15P	7		4																11	
05:15-05:30P	3		1																4	
05:30-05:45P	3		4																7	
05:45-06:00P	1		5																6	
06:00-07:00P	6		6			1													13	
07:00-08:00P	4		7			1													12	
14 HOUR	126		239			22			1									2	390	8

Summarized by:_____ | 12/03/04

WORK_1034

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas
INTERSECTION OF: Airport Rd. @ Stewart Parkway
MILE POST : n/a
TO : EAST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1																		1	
06:15-06:30A			2																2	
06:30-06:45A			1																1	
06:45-07:00A	1		2																3	
07:00-07:15A	2		3																5	
07:15-07:30A	2		1																3	
07:30-07:45A	2		4																6	
07:45-08:00A	2		4																6	
08:00-08:15A	2		5																7	
08:15-08:30A	6		5			1													12	
08:30-08:45A	2		2			1													5	
08:45-09:00A			1																1	
09:00-10:00A	9		25			2			1										37	
10:00-11:00A	11		17			1													29	
11:00-12:00P	16		17																33	
12:00-01:00P	22		24			1													47	
01:00-02:00P	19		25			3													47	
02:00-03:00P	9		30			1													40	
03:00-03:15P	4		7																11	
03:15-03:30P	4		8																12	
03:30-03:45P	1		8														1	1	11	
03:45-04:00P	4		2			2													8	
04:00-04:15P	1		4																5	
04:15-04:30P	2		8																10	
04:30-04:45P	4		6																10	
04:45-05:00P	6		9																15	
05:00-05:15P	7		5																12	
05:15-05:30P	4		12			1													17	
05:30-05:45P	6		5																11	
05:45-06:00P	1		5																6	
06:00-07:00P	13		13			1													27	
07:00-08:00P	6		6																12	
	/		/			/														
14 HOUR	169		266			14			1								1	1	452	

Summarized by:_____ | 12/03/04

3.5 %

WORK_1034

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas
INTERSECTION OF: Airport Rd. @ Stewart Parkway
MILE POST : n/a
TO : WEST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	2		1																3	
06:15-06:30A	3		3																6	
06:30-06:45A	3		3																6	
06:45-07:00A	1																		1	
07:00-07:15A			4			1													5	
07:15-07:30A	1		3																4	
07:30-07:45A	6		3																9	
07:45-08:00A	1		3																4	
08:00-08:15A	4		3			1													8	
08:15-08:30A	1		8																9	
08:30-08:45A	1		2																3	
08:45-09:00A	1		4																5	
09:00-10:00A	18		17			5											1		41	
10:00-11:00A	15		26			3			1										45	
11:00-12:00P	31		33			2											1		67	
12:00-01:00P	35		40			1													76	
01:00-02:00P	26		44			1													71	
02:00-03:00P	21		54			3											1		79	
03:00-03:15P	9		12			1													22	
03:15-03:30P	7		5			4													16	
03:30-03:45P	10		8																18	
03:45-04:00P	8		8			1													17	
04:00-04:15P	7		3																10	
04:15-04:30P	8		10																18	
04:30-04:45P	9		11																20	
04:45-05:00P	3		3			1													7	
05:00-05:15P	9		12																21	
05:15-05:30P	6		8																14	
05:30-05:45P	3		11																14	
05:45-06:00P	1		8																9	
06:00-07:00P	11		23			1													35	
07:00-08:00P	14		15																29	
14 HOUR	275		388			25			1								3		692	

Summarized by:_____ | 12/03/04

WORK_1034

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas
INTERSECTION OF: Airport Rd. @ Stewart Parkway
MILE POST : n/a
TO : NORTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A	2		2																4	
06:30-06:45A	4		6																10	
06:45-07:00A	3		14																17	
07:00-07:15A	3		7			3													13	
07:15-07:30A	3		7			1													11	
07:30-07:45A	1		14			1													16	
07:45-08:00A	9		16																25	
08:00-08:15A			11			2													13	
08:15-08:30A	2		13			1													16	
08:30-08:45A	7		21																28	
08:45-09:00A	4		14			3											1		22	
09:00-10:00A	15		42			3												1	61	
10:00-11:00A	17		41			8													66	
11:00-12:00P	23		41			5			1										70	
12:00-01:00P	26		41			8													75	
01:00-02:00P	31		54			6													91	
02:00-03:00P	27		46			7												1	81	
03:00-03:15P	3		8			2													13	
03:15-03:30P	5		14			1													20	
03:30-03:45P	7		10			1													18	
03:45-04:00P	5		11																16	
04:00-04:15P	8		8			1													17	
04:15-04:30P	9		8																17	
04:30-04:45P	3		9			2													14	
04:45-05:00P	5		4																9	
05:00-05:15P	2		9			1													12	
05:15-05:30P	1		6																7	
05:30-05:45P	3		3			1													7	
05:45-06:00P	3																		3	
06:00-07:00P	10		12																22	
07:00-08:00P	3		8																11	
14 HOUR	244		500			57			1								1	2	805	

Summarized by:_____ | 12/03/04

780

WORK_1034

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas
INTERSECTION OF: Airport Rd. @ Stewart Parkway
MILE POST : n/a
TO : EAST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	4		8			1													13	
06:15-06:30A	7	3	12			1													23	
06:30-06:45A	6		8			1													15	
06:45-07:00A	6		8			2													16	
07:00-07:15A	11		15			1													27	
07:15-07:30A	25		23			2													50	
07:30-07:45A	18		19			4													41	
07:45-08:00A	22		25			4													51	
08:00-08:15A	17		24														2		43	
08:15-08:30A	17		28			2											1		48	
08:30-08:45A	13		24			3													40	
08:45-09:00A	30		44			3													77	
09:00-10:00A	93		152			14			2								2		263	
10:00-11:00A	127		177			9											1		314	
11:00-12:00P	181		215			13			1								2		412	
12:00-01:00P	203		219			13											1	1	437	
01:00-02:00P	202		223			12			2								2		441	9
02:00-03:00P	190		240			18													448	1
03:00-03:15P	55		58			5											1		119	
03:15-03:30P	46		68																114	
03:30-03:45P	41		71			3											1		116	1
03:45-04:00P	39		58														1		98	
04:00-04:15P	37		64			5												1	107	1
04:15-04:30P	32		80			2													114	
04:30-04:45P	57		72			1													130	
04:45-05:00P	49		64			2													115	
05:00-05:15P	56		73			3			1									1	134	
05:15-05:30P	44		50																94	
05:30-05:45P	37		59			2													98	
05:45-06:00P	42		40															2	84	
06:00-07:00P	137		187			2												1	327	
07:00-08:00P	90		98			1											1	1	191	1
14 HOUR	1934	3	2506			129			6								15	7	4600	13

Summarized by:_____ | 12/03/04

39

WORK_1034

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas
INTERSECTION OF: Airport Rd. @ Stewart Parkway
MILE POST : n/a
TO : SOUTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	3																		3	
06:15-06:30A																				
06:30-06:45A	1																		1	
06:45-07:00A	2																		2	
07:00-07:15A	2		4																6	
07:15-07:30A	2		7																9	
07:30-07:45A	6		5																11	
07:45-08:00A	2		7																9	
08:00-08:15A	2		4																6	
08:15-08:30A	5		5			1													11	
08:30-08:45A	1		3			3													7	
08:45-09:00A	6		9																15	
09:00-10:00A	16		26			4			1										47	
10:00-11:00A	22		22			2											1		47	
11:00-12:00P	21		27			5													53	
12:00-01:00P	31		49			5													85	
01:00-02:00P	23		38			2													63	
02:00-03:00P	31		43			7			1										82	
03:00-03:15P	11		12																23	
03:15-03:30P	4		5																9	
03:30-03:45P	6		4			1													11	1
03:45-04:00P	4		9																13	
04:00-04:15P	9		10														1		20	
04:15-04:30P	7		7																14	
04:30-04:45P	6		8			1													15	
04:45-05:00P	4		13																17	
05:00-05:15P	12		9																21	
05:15-05:30P	6		7			1													14	
05:30-05:45P	10		6														1		17	
05:45-06:00P	7		9			1													17	
06:00-07:00P	24		22			2			1										49	
07:00-08:00P	15		13																28	
14 HOUR	301		383			35			3								3		725	1

Summarized by:_____ | 12/03/04

5.6%

WORK_1034

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10 | DAY : Wed. | COUNTY : Douglas | CITY: Roseburg

HOURS : 6AM - 8PM | WEATHER: clear | INTERSECTION OF: Airport Rd. @ Stewart Parkway

Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST	
06:00-06:15A																					
06:15-06:30A																					
06:30-06:45A																					
06:45-07:00A			1													1					
07:00-07:15A							1									1					
07:15-07:30A																					
07:30-07:45A		1				1										2					
07:45-08:00A						1										1					
08:00-08:15A																					
08:15-08:30A																					
08:30-08:45A						1	2									3					
08:45-09:00A																					
09:00-10:00A							1									1					
10:00-11:00A																					
11:00-12:00P		1					1									2					
12:00-01:00P		1				3										4					
01:00-02:00P						2	1				9					12					
02:00-03:00P						2					1					3					
03:00-03:15P																					
03:15-03:30P		1					1									2					
03:30-03:45P											1	1				2					
03:45-04:00P																					
04:00-04:15P						1	1				1					3					
04:15-04:30P		1														1					
04:30-04:45P																					
04:45-05:00P						1										1					
05:00-05:15P																					
05:15-05:30P																					
05:30-05:45P																					
05:45-06:00P		2														2					
06:00-07:00P																					
07:00-08:00P											1					1					

North and South is: Airport. Rd

East and West is: Stewart Parkway

BIKE_1034

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10 | DAY : Wed. | COUNTY : Douglas | CITY: Roseburg

HOURS : 6AM - 8PM | WEATHER: clear | INTERSECTION OF: Airport Rd. @ Stewart Parkway

Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST	
TOTAL VOLUME		7	1			12	8				13	1				42					

North and South is: Airport. Rd

East and West is: Stewart Parkway

BIKE_1034

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10 | DAY : Wed. | COUNTY : Douglas | CITY: Roseburg

HOURS : 6AM - 8PM | WEATHER: clear | INTERSECTION OF: Airport Rd. @ Stewart Parkway

Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
06:00-06:15A																		
06:15-06:30A																		
06:30-06:45A							1					1	1					1
06:45-07:00A																		
07:00-07:15A																		
07:15-07:30A																		
07:30-07:45A									2			2			2			2
07:45-08:00A									2			2			2			2
08:00-08:15A																		
08:15-08:30A									1			1			1			1
08:30-08:45A																		
08:45-09:00A							1			1		2	1			1		2
09:00-10:00A							1	3	1			5	1	3	1			5
10:00-11:00A							2	5				7	2	5				7
11:00-12:00P									1			1			1			1
12:00-01:00P							1					1	1					1
01:00-02:00P							1		1			2	1		1			2
02:00-03:00P																		
03:00-03:15P																		
03:15-03:30P								1				1		1				1
03:30-03:45P																		
03:45-04:00P							1	2				3	1	2				3
04:00-04:15P																		
04:15-04:30P																		
04:30-04:45P										1		1				1		1
04:45-05:00P																		
05:00-05:15P																		
05:15-05:30P										4		4				4		4
05:30-05:45P										1		1				1		1
05:45-06:00P																		
06:00-07:00P									2			2			2			2
07:00-08:00P								1				1		1				1

North and South is: Airport. Rd

East and West is: Stewart Parkway

PED_1034

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10 DAY : Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: Airport Rd. @ Stewart Parkway

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
TOTAL VOLUME							8	12	10	7		37	8	12	10	7		37

North and South is: Airport. Rd East and West is: Stewart Parkway PED_1034

38

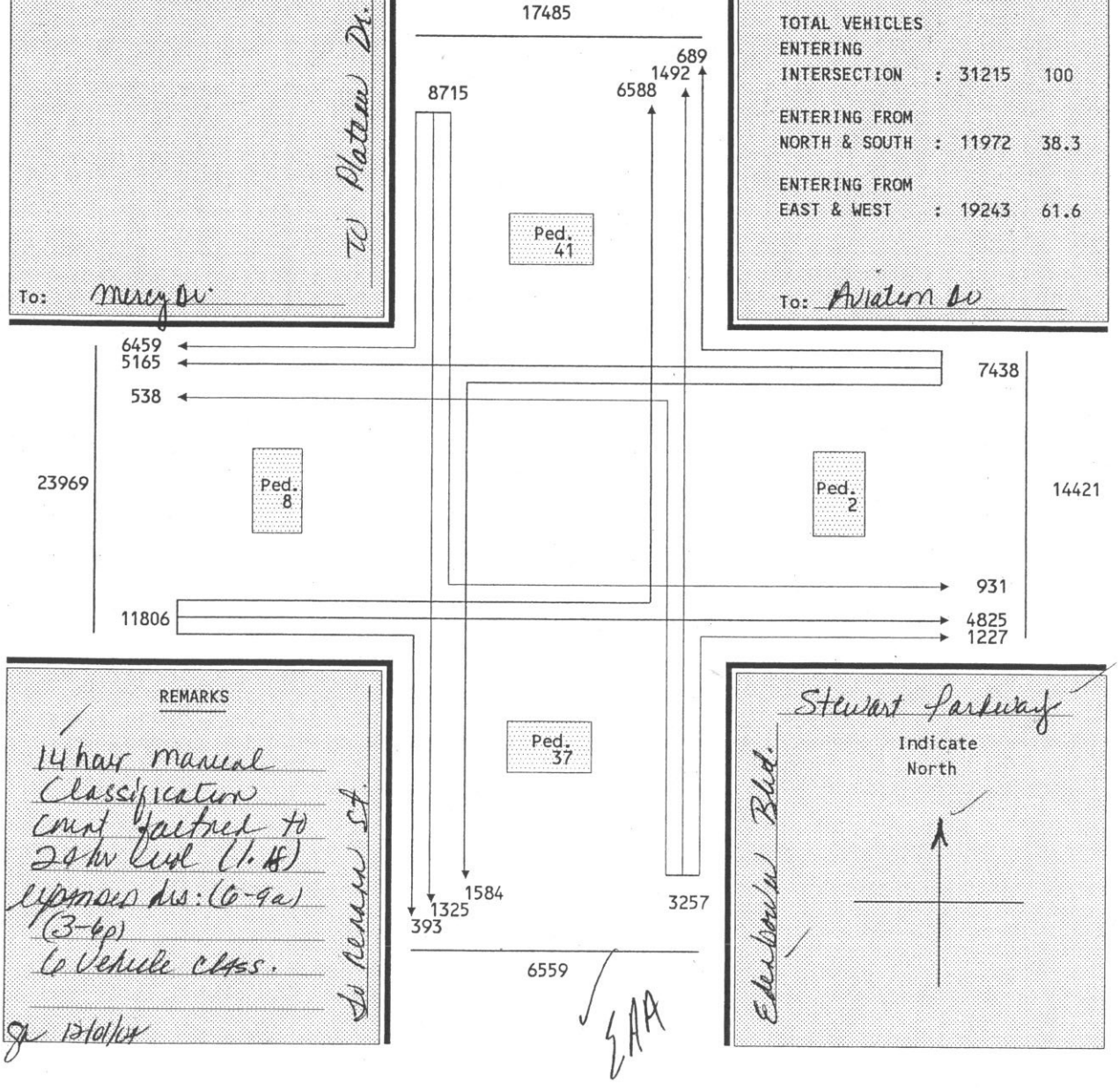
TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : Nov. 10, 2004
DAY WEEK : Wed.
ACT COUNT: 14
HRS COUNT: 6AM - 8PM
PED COUNT: 14
HRS COUNT: 6AM - 8PM
WEATHER : cloudy

CITY or COUNTY : Roseburg
INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
6 vehicle class

MILE POST: n/a
CLASSIFICATION : All vehicles

PHILIP	TERRY H.	DARYL	SUE D.
JANELLE S.	KEN N.	CONNIE	RAY L.
INGRID			MIKE
ANDREW			ROSE
TOM	DEC - 3 2004		DAVE
MIKE B.			BOB S.
SHIRLEY			CRAIG
ELIZABETH	BILL S.	JARED	RON H.
SHELLY R.	LORI	CHRIS W.	HAREGU



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION :	31215	100
ENTERING FROM NORTH & SOUTH :	11972	38.3
ENTERING FROM EAST & WEST :	19243	61.6

REMARKS

14 hour manual Classification count factored to 24 hr vol (1.18)
expanded hrs: (6-9a) (3-6p)
6 Vehicle class.

JR 12/01/04

DGM_1033

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004 | DAY : Wed. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: cloudy | INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-06:15A	4	7	41		2	20	2	1	4	15	5	1	102	59	57.8	43	42.2	52	22	7	21
06:15-06:30A	10	9	59	2	9	28	9	3	4	16	12	3	164	94	57.3	70	42.7	78	39	16	31
06:30-06:45A	7	15	94	5	16	51	5	5	1	29	18	5	251	127	50.6	124	49.4	116	72	11	52
06:45-07:00A	13	21	89	6	13	42	5	5	6	36	25	3	264	139	52.7	125	47.3	123	61	16	64
07:00-07:15A	15	10	42	3	12	30	5	1	3	34	30	2	187	76	40.6	111	59.4	67	45	9	66
07:15-07:30A	14	14	78	4	12	36	8	11	1	60	43	3	284	126	44.4	158	55.6	106	52	20	106
07:30-07:45A	13	13	97	3	12	55	14	13	6	72	34	5	337	156	46.3	181	53.7	123	70	33	111
07:45-08:00A	17	17	133	3	14	56	10	17	4	44	40	3	358	198	55.3	160	44.7	167	73	31	87
08:00-08:15A	13	17	80	7	12	56	10	11	6	37	34	6	289	137	47.4	152	52.6	110	75	27	77
08:15-08:30A	11	22	114	2	18	69	12	7	7	76	39	5	382	173	45.3	209	54.7	147	89	26	120
08:30-08:45A	10	24	87	5	13	53	11	13	8	55	50	5	334	153	45.8	181	54.2	121	71	32	110
08:45-09:00A	17	17	113	5	16	80	12	8	3	71	44	2	388	170	43.8	218	56.2	147	101	23	117
09:00-10:00A	56	71	366	31	69	305	48	54	41	268	221	18	1548	636	41.1	912	58.9	493	405	143	507
10:00-11:00A	50	82	447	38	97	356	90	83	28	338	280	26	1915	780	40.7	1135	59.3	579	491	201	644
11:00-12:00P	45	85	438	33	98	389	99	85	46	418	378	30	2144	798	37.2	1346	62.8	568	520	230	826
12:00-01:00P	64	94	488	58	170	422	94	122	54	495	421	39	2521	916	36.3	1605	63.7	646	650	270	955
01:00-02:00P	66	102	470	42	125	402	100	93	48	514	417	31	2410	879	36.5	1531	63.5	638	569	241	962
02:00-03:00P	76	98	466	46	139	444	120	104	41	524	416	26	2500	905	36.2	1595	63.8	640	629	265	966
03:00-03:15P	14	26	130	13	32	85	36	35	8	147	114	6	646	249	38.5	397	61.5	170	130	79	267
03:15-03:30P	8	20	104	5	27	78	40	22	7	144	115	5	575	201	35.0	374	65.0	132	110	69	264
03:30-03:45P	20	20	106	12	37	109	22	25	10	140	101	13	615	203	33.0	412	67.0	146	158	57	254
03:45-04:00P	15	28	111	21	40	104	45	31	8	163	100	9	675	238	35.3	437	64.7	154	165	84	272
04:00-04:15P	22	22	105	15	38	119	43	32	9	135	99	9	648	233	36.0	415	64.0	149	172	84	243
04:15-04:30P	18	22	128	12	31	85	32	30	5	155	86	8	612	235	38.4	377	61.6	168	128	67	249
04:30-04:45P	22	29	117	23	36	122	39	30	13	142	103	3	679	250	36.8	429	63.2	168	181	82	248
04:45-05:00P	16	29	123	24	25	95	39	30	8	149	99	1	638	245	38.4	393	61.6	168	144	77	249
05:00-05:15P	16	19	100	14	46	104	48	19	6	164	130	7	673	208	30.9	465	69.1	135	164	73	301
05:15-05:30P	14	24	104	23	30	79	36	28	4	158	64	8	572	210	36.7	362	63.3	142	132	68	230
05:30-05:45P	17	24	95	14	23	71	39	8	15	155	93	9	563	198	35.2	365	64.8	136	108	62	257
05:45-06:00P	13	15	81	29	28	66	26	19	9	128	69	5	488	163	33.4	325	66.6	109	123	54	202
06:00-07:00P	70	73	298	50	64	191	100	61	22	428	238	29	1624	624	38.4	1000	61.6	441	305	183	695
07:00-08:00P	23	54	170	36	38	175	65	34	21	273	171	8	1068	367	34.4	701	65.6	247	249	120	452

12 99 468 73 138 406 122 158 39 109 30 32 13 610 142 418 103 19 3 1 2607 2577 ≈2562

PHF = .96

North and South is: Edenbower Blvd.

East and West is: Stewart Parkway

SUM_1033

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004 DAY : Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
TOTAL COUNT	789	1123	5474	584	1342	4377	1264	1040	456	5583	4089	333	26454	10146	38.4	16308	61.6	7386	6303	2760	10005
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	931	1325	6459	689	1584	5165	1492	1227	538	6588	4825	393	31216	11972	38.4	19244	61.6	8715	7438	3257	11806

North and South is: Edenbower Blvd. East and West is: Stewart Parkway SUM_1033

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004 DAY : Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-07:00A	34	52	283	13	40	141	21	14	15	96	60	12	781	419	53.6	362	46.4	369	194	50	168
07:00-08:00A	59	54	350	13	50	177	37	42	14	210	147	13	1166	556	47.7	610	52.3	463	240	93	370
08:00-09:00A	51	80	394	19	59	258	45	39	24	239	167	18	1393	633	45.4	760	54.6	525	336	108	424
09:00-10:00A	56	71	366	31	69	305	48	54	41	268	221	18	1548	636	41.1	912	58.9	493	405	143	507
10:00-11:00A	50	82	447	38	97	356	90	83	28	338	280	26	1915	780	40.7	1135	59.3	579	491	201	644
11:00-12:00P	45	85	438	33	98	389	99	85	46	418	378	30	2144	798	37.2	1346	62.8	568	520	230	826
12:00-01:00P	64	94	488	58	170	422	94	122	54	495	421	39	2521	916	36.3	1605	63.7	646	650	270	955
01:00-02:00P	66	102	470	42	125	402	100	93	48	514	417	31	2410	879	36.5	1531	63.5	638	569	241	962
02:00-03:00P	76	98	466	46	139	444	120	104	41	524	416	26	2500	905	36.2	1595	63.8	640	629	265	966
03:00-04:00P	57	94	451	51	136	376	143	113	33	594	430	33	2511	891	35.5	1620	64.5	602	563	289	1057
04:00-05:00P	78	102	473	74	130	421	153	122	35	581	387	21	2577	963	37.4	1614	62.6	653	625	310	989
05:00-06:00P	60	82	380	80	127	320	149	74	34	605	356	29	2296	779	33.9	1517	66.1	522	527	257	990
06:00-07:00P	70	73	298	50	64	191	100	61	22	428	238	29	1624	624	38.4	1000	61.6	441	305	183	695
07:00-08:00P	23	54	170	36	38	175	65	34	21	273	171	8	1068	367	34.4	701	65.6	247	249	120	452
TOTAL COUNT	789	1123	5474	584	1342	4377	1264	1040	456	5583	4089	333	26454	10146	38.4	16308	61.6	7386	6303	2760	10005
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	931	1325	6459	689	1584	5165	1492	1227	538	6588	4825	393	31216	11972	38.4	19244	61.6	8715	7438	3257	11806

North and South is: Edenbower Blvd. East and West is: Stewart Parkway SUM_1033

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	2		2																4	
06:15-06:30A	3		7																10	
06:30-06:45A	3		4																7	
06:45-07:00A	6		7																13	
07:00-07:15A	6		9																15	
07:15-07:30A	10		3			1													14	
07:30-07:45A	8		5																13	
07:45-08:00A	4		12			1													17	
08:00-08:15A	7		5			1													13	
08:15-08:30A	4		7																11	
08:30-08:45A	5		5																10	
08:45-09:00A	8		9																17	
09:00-10:00A	30		24			2													56	
10:00-11:00A	22		27						1										50	
11:00-12:00P	24		20			1													45	
12:00-01:00P	35		27			1												1	64	
01:00-02:00P	34		31						1										66	
02:00-03:00P	36		38			2													76	
03:00-03:15P	7		7																14	
03:15-03:30P	3		5																8	
03:30-03:45P	9		9														2		20	
03:45-04:00P	10		5																15	
04:00-04:15P	10		10			1											1		22	
04:15-04:30P	6		12																18	
04:30-04:45P	12		9						1										22	
04:45-05:00P	8		7						1										16	
05:00-05:15P	10		6																16	
05:15-05:30P	5		8			1													14	
05:30-05:45P	6		9			2													17	
05:45-06:00P	9		4																13	
06:00-07:00P	47		23																70	
07:00-08:00P	14		9																23	
14 HOUR	403		365			13			4								3	1	789	

Summarized by:_____ | 12/01/04

2.5%

WORK_1033

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : NORTH

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	2		5																7	
06:15-06:30A	5		4																9	
06:30-06:45A	7		8																15	
06:45-07:00A	12		7			2													21	
07:00-07:15A	6		4																10	
07:15-07:30A	5		9																14	
07:30-07:45A	6		6			1													13	1
07:45-08:00A	13		3						1										17	
08:00-08:15A	9		6			1			1										17	
08:15-08:30A	13		7			1											1		22	
08:30-08:45A	10		12			1			1										24	
08:45-09:00A	8		9																17	
09:00-10:00A	49		19			2											1		71	2
10:00-11:00A	46		32			3												1	82	
11:00-12:00P	47		36						2										85	
12:00-01:00P	58		34			2													94	1
01:00-02:00P	56		42			3			1										102	
02:00-03:00P	56		39			1			2										98	
03:00-03:15P	13		12			1													26	
03:15-03:30P	9		11																20	
03:30-03:45P	13		7																20	
03:45-04:00P	20		8																28	
04:00-04:15P	15		7																22	
04:15-04:30P	7		15																22	
04:30-04:45P	15		14																29	1
04:45-05:00P	19		10																29	
05:00-05:15P	11		8																19	
05:15-05:30P	16		8																24	
05:30-05:45P	8		16																24	
05:45-06:00P	9		6																15	
06:00-07:00P	46		26			1													73	
07:00-08:00P	32		21			1													54	
14 HOUR	641		451			20			8								2	1	1123	5

Summarized by:_____ | 12/01/04

2.7%

WORK_1033

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : NORTH

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	21		20																41	
06:15-06:30A	22		37																59	
06:30-06:45A	45		47			2													94	
06:45-07:00A	48		39			2													89	
07:00-07:15A	20		20			1											1		42	
07:15-07:30A	46		27			3			2										78	
07:30-07:45A	61		30			6													97	
07:45-08:00A	67		65						1										133	
08:00-08:15A	43		33			3											1		80	
08:15-08:30A	71		37			4			1								1		114	
08:30-08:45A	55		27			3			1								1		87	
08:45-09:00A	63		47			2											1		113	
09:00-10:00A	195		160			10											1		366	
10:00-11:00A	238		191			12			3									3	447	1
11:00-12:00P	227		189			17			2								2	1	438	
12:00-01:00P	265		207			13											3		488	
01:00-02:00P	263		191			10			3								3		470	
02:00-03:00P	242		215			6			1								2		466	
03:00-03:15P	72		55			1			1									1	130	
03:15-03:30P	60		42			1											1		104	1
03:30-03:45P	57		46			2											1		106	
03:45-04:00P	61		49														1		111	
04:00-04:15P	57		44			1												3	105	
04:15-04:30P	70		56			1			1										128	
04:30-04:45P	65		52																117	
04:45-05:00P	78		45																123	
05:00-05:15P	38		59						1								1	1	100	
05:15-05:30P	40		62			2													104	
05:30-05:45P	44		49			1			1										95	
05:45-06:00P	31		50																81	
06:00-07:00P	154		143														1		298	
07:00-08:00P	70		95			1			2								2		170	
14 HOUR	2889		2429			104			20								23	9	5474	2

Summarized by:_____ | 12/01/04

2.7%

WORK_1033

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
MILE POST : n/a
TO : NORTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A	1		1																2	
06:30-06:45A	1		4																5	
06:45-07:00A	2		3			1													6	
07:00-07:15A	1		2																3	
07:15-07:30A	1		3																4	
07:30-07:45A	1		2																3	
07:45-08:00A	2		1																3	
08:00-08:15A	1		5														1		7	
08:15-08:30A	1								1										2	
08:30-08:45A	3		2																5	
08:45-09:00A	2		3																5	
09:00-10:00A	12		15			3			1										31	
10:00-11:00A	17		20			1													38	
11:00-12:00P	16		17																33	
12:00-01:00P	24		32			1			1										58	
01:00-02:00P	20		20			2													42	
02:00-03:00P	20		25			1													46	
03:00-03:15P	5		6						2										13	
03:15-03:30P	3		2																5	
03:30-03:45P	6		6																12	
03:45-04:00P	12		8														1		21	
04:00-04:15P	8		7																15	
04:15-04:30P	9		2			1													12	
04:30-04:45P	11		12																23	
04:45-05:00P	12		12																24	
05:00-05:15P	7		6			1													14	
05:15-05:30P	11		12																23	
05:30-05:45P	11		2			1													14	
05:45-06:00P	16		13																29	
06:00-07:00P	24		26																50	
07:00-08:00P	21		15																36	
14 HOUR	281		284			12			5								2		584	

Summarized by:_____ | 12/01/04

39

WORK_1033

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A			2																2	
06:15-06:30A	4		4			1													9	
06:30-06:45A	9		7																16	
06:45-07:00A	4		8			1													13	
07:00-07:15A	3		5			3			1										12	
07:15-07:30A	4		7			1													12	
07:30-07:45A	9		3																12	
07:45-08:00A	7		7																14	
08:00-08:15A	6		5			1													12	
08:15-08:30A	11		5			2													18	
08:30-08:45A	5		8																13	
08:45-09:00A	9		7																16	
09:00-10:00A	40		27			2													69	
10:00-11:00A	62		33						1								1		97	
11:00-12:00P	61		37																98	
12:00-01:00P	107		63																170	
01:00-02:00P	71		53			1													125	
02:00-03:00P	81		55			3													139	
03:00-03:15P	16		16																32	
03:15-03:30P	14		12			1													27	1
03:30-03:45P	24		13																37	
03:45-04:00P	25		15																40	
04:00-04:15P	26		12																38	
04:15-04:30P	19		12																31	
04:30-04:45P	18		18																36	
04:45-05:00P	12		12						1										25	
05:00-05:15P	21		25																46	
05:15-05:30P	11		19																30	
05:30-05:45P	10		12														1		23	
05:45-06:00P	16		12																28	
06:00-07:00P	37		26															1	64	
07:00-08:00P	17		21																38	
14 HOUR	759		561			16			3								2	1	1342	1

Summarized by:_____ | 12/01/04

1.5%

WORK_1033

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	14		6																20	
06:15-06:30A	9		19																28	
06:30-06:45A	30		21																51	
06:45-07:00A	20		21			1													42	
07:00-07:15A	14		12			3											1		30	
07:15-07:30A	22		14																36	
07:30-07:45A	29		24						1								1		55	
07:45-08:00A	31		25																56	1
08:00-08:15A	29		25			2													56	
08:15-08:30A	41		22			5											1		69	
08:30-08:45A	30		20			3													53	
08:45-09:00A	43		35			1											1		80	
09:00-10:00A	166		132			3			2								1	1	305	
10:00-11:00A	189		155			10			2										356	
11:00-12:00P	216		167			5			1										389	1
12:00-01:00P	238		177			5											2		422	1
01:00-02:00P	216		181			3			2										402	
02:00-03:00P	225		212			5			1								1		444	
03:00-03:15P	44		41																85	
03:15-03:30P	49		28			1													78	
03:30-03:45P	51		56			2													109	1
03:45-04:00P	44		57			1											1	1	104	
04:00-04:15P	68		50			1													119	
04:15-04:30P	44		40														1		85	
04:30-04:45P	62		60																122	
04:45-05:00P	57		38																95	
05:00-05:15P	54		48			1			1										104	
05:15-05:30P	36		42															1	79	
05:30-05:45P	37		34																71	
05:45-06:00P	29		37																66	
06:00-07:00P	94		96			1													191	
07:00-08:00P	80		95																175	
14 HOUR	2311		1990			53			10								10	3	4377	4

Summarized by:_____ | 12/01/04

WORK_1033

1.6 %

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1		1																2	
06:15-06:30A	3		6																9	
06:30-06:45A	2		1			1			1										5	
06:45-07:00A	1		4																5	
07:00-07:15A	1		4																5	
07:15-07:30A	3		4						1										8	
07:30-07:45A	6		7														1		14	
07:45-08:00A	6		3			1													10	
08:00-08:15A	6		4																10	
08:15-08:30A	9		3																12	
08:30-08:45A	6		5																11	
08:45-09:00A	7		5																12	
09:00-10:00A	24		24																48	
10:00-11:00A	53		33			3												1	90	
11:00-12:00P	57		42																99	
12:00-01:00P	50		42			1			1										94	1
01:00-02:00P	61		37			2													100	
02:00-03:00P	69		50			1													120	
03:00-03:15P	19		17																36	
03:15-03:30P	17		22			1													40	
03:30-03:45P	13		8						1										22	
03:45-04:00P	22		23																45	
04:00-04:15P	19		24																43	
04:15-04:30P	10		22																32	
04:30-04:45P	25		14																39	1
04:45-05:00P	19		20																39	
05:00-05:15P	29		19																48	
05:15-05:30P	15		20						1										36	
05:30-05:45P	21		16			2													39	
05:45-06:00P	16		9			1													26	
06:00-07:00P	59		41																100	
07:00-08:00P	35		30																65	
14 HOUR	684		560			13			5								1	1	1264	2

Summarized by:_____ | 12/01/04

WORK_1033

1.5%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1																		1	
06:15-06:30A	1		2																3	
06:30-06:45A	3		2																5	
06:45-07:00A	2		2			1													5	
07:00-07:15A			1																1	
07:15-07:30A	6		4			1													11	
07:30-07:45A	7		6																13	
07:45-08:00A	9		7			1													17	
08:00-08:15A	9		2																11	
08:15-08:30A	4		2			1													7	
08:30-08:45A	6		7																13	
08:45-09:00A	2		6																8	
09:00-10:00A	27		24			3													54	
10:00-11:00A	42		34			3			4										83	
11:00-12:00P	43		42																85	
12:00-01:00P	60		59			3													122	
01:00-02:00P	49		43			1													93	
02:00-03:00P	48		51			4											1		104	
03:00-03:15P	26		9																35	
03:15-03:30P	12		10																22	
03:30-03:45P	14		11																25	
03:45-04:00P	16		15																31	
04:00-04:15P	21		11																32	
04:15-04:30P	13		17																30	
04:30-04:45P	17		13																30	
04:45-05:00P	15		15																30	
05:00-05:15P	9		10																19	
05:15-05:30P	11		17																28	
05:30-05:45P	8																		8	
05:45-06:00P	11		8																19	
06:00-07:00P	40		21																61	
07:00-08:00P	22		12																34	
14 HOUR	554		463			18			4								1		1040	

Summarized by:_____ | 12/01/04

WORK_1033

2/2

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	3		1																4	
06:15-06:30A	1		3																4	
06:30-06:45A			1																1	
06:45-07:00A	4		1			1													6	
07:00-07:15A	2		1																3	
07:15-07:30A	1																		1	
07:30-07:45A	1		5																6	
07:45-08:00A	2		2																4	
08:00-08:15A	2		3			1													6	
08:15-08:30A	5		1						1										7	
08:30-08:45A	4		4																8	
08:45-09:00A			3																3	
09:00-10:00A	22		19																41	
10:00-11:00A	17		11																28	
11:00-12:00P	28		17			1													46	
12:00-01:00P	35		16			3													54	
01:00-02:00P	30		16			2													48	
02:00-03:00P	26		15																41	
03:00-03:15P	1		7																8	
03:15-03:30P	5		1			1													7	
03:30-03:45P	4		6																10	
03:45-04:00P	5		3																8	
04:00-04:15P	7		2																9	
04:15-04:30P	3		2																5	
04:30-04:45P	5		8																13	
04:45-05:00P	4		4																8	
05:00-05:15P	1		5																6	
05:15-05:30P	2		2																4	
05:30-05:45P	7		8																15	
05:45-06:00P	6		3																9	
06:00-07:00P	9		12			1													22	
07:00-08:00P	13		8																21	
14 HOUR	255		190			10			1										456	

Summarized by:_____ | 12/01/04

WORK_1033

2

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	11		4																15	
06:15-06:30A	9		5			1											1		16	
06:30-06:45A	9		18			2													29	
06:45-07:00A	17		18			1													36	
07:00-07:15A	17		15			1			1										34	
07:15-07:30A	26		34																60	
07:30-07:45A	35		37																72	
07:45-08:00A	23		17			2			1								1		44	
08:00-08:15A	24		10			1			1								1		37	
08:15-08:30A	36		36			3											1		76	
08:30-08:45A	23		28			4													55	
08:45-09:00A	40		29			2													71	
09:00-10:00A	141		117			8			1								1		268	
10:00-11:00A	156		149			20			3								3	7	338	
11:00-12:00P	228		181			7			2										418	
12:00-01:00P	265		214			12			2								1	1	495	
01:00-02:00P	279		221			8			4								1	1	514	
02:00-03:00P	301		211			7			3								2		524	1
03:00-03:15P	74		70			3													147	
03:15-03:30P	75		67			2													144	
03:30-03:45P	83		53			2											2		140	
03:45-04:00P	82		78			3													163	
04:00-04:15P	71		59			1											2	2	135	
04:15-04:30P	83		68			3											1		155	
04:30-04:45P	86		55						1										142	
04:45-05:00P	79		66			3			1										149	
05:00-05:15P	92		70			1												1	164	1
05:15-05:30P	92		66																158	
05:30-05:45P	91		60			2											2		155	
05:45-06:00P	81		47																128	
06:00-07:00P	247		178			2			1										428	
07:00-08:00P	153		119						1										273	
14 HOUR	3029		2400			101			22								19	12	5583	2

Summarized by:_____ | 12/01/04

2.5%

WORK_1033

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	3		2																5	
06:15-06:30A	10					2													12	
06:30-06:45A	7		10			1													18	
06:45-07:00A	8		16															1	25	
07:00-07:15A	17		11			2													30	
07:15-07:30A	24		18			1													43	
07:30-07:45A	14		18			1											1		34	
07:45-08:00A	20		18			2													40	
08:00-08:15A	16		18																34	
08:15-08:30A	19		18			2													39	
08:30-08:45A	18		30			2													50	
08:45-09:00A	29		15																44	
09:00-10:00A	111		103			5			2										221	
10:00-11:00A	141		134			3			1								1		280	1
11:00-12:00P	206		164			8													378	
12:00-01:00P	211		198			8			1								1	2	421	
01:00-02:00P	231		177			7			1								1		417	1
02:00-03:00P	217		191			7			1										416	
03:00-03:15P	60		50			4													114	1
03:15-03:30P	59		53			2												1	115	
03:30-03:45P	48		52			1													101	
03:45-04:00P	46		52			2													100	
04:00-04:15P	49		50																99	1
04:15-04:30P	51		35																86	
04:30-04:45P	58		42			3													103	
04:45-05:00P	52		46			1													99	
05:00-05:15P	69		59			1												1	130	
05:15-05:30P	40		24																64	
05:30-05:45P	48		45																93	
05:45-06:00P	40		28			1													69	
06:00-07:00P	155		82			1													238	
07:00-08:00P	103		66														1	1	171	
14 HOUR	2180		1825			67			6								5	6	4089	4

Summarized by:_____ | 12/01/04

WORK_1033

27

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004
DAY OF WEEK : Wed.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy
FROM : WEST

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1																		1	
06:15-06:30A	1		2																3	
06:30-06:45A	2		3																5	
06:45-07:00A			3																3	
07:00-07:15A	2																		2	
07:15-07:30A	1		2																3	
07:30-07:45A	3		2																5	
07:45-08:00A	2		1																3	
08:00-08:15A	2		3			1													6	
08:15-08:30A	3		2																5	
08:30-08:45A	2		3																5	
08:45-09:00A	1		1																2	
09:00-10:00A	8		10																18	
10:00-11:00A	15		11																26	
11:00-12:00P	15		14			1													30	
12:00-01:00P	21		17			1													39	
01:00-02:00P	16		15																31	
02:00-03:00P	10		16																26	
03:00-03:15P	4		2																6	
03:15-03:30P	2		3																5	
03:30-03:45P	8		5																13	
03:45-04:00P	5		4																9	
04:00-04:15P	7		2																9	
04:15-04:30P	4		4																8	
04:30-04:45P	2		1																3	
04:45-05:00P			1																1	
05:00-05:15P	4		3																7	
05:15-05:30P	3		5																8	
05:30-05:45P	6		3																9	
05:45-06:00P	4		1																5	
06:00-07:00P	16		13																29	
07:00-08:00P	6		2																8	
	✓		✓																	
14 HOUR	176		154			3													333	

Summarized by:_____ | 12/01/04

WORK_1033

1/0

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004 DAY : Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST	
06:00-06:15A																					
06:15-06:30A																					
06:30-06:45A																					
06:45-07:00A																					
07:00-07:15A																					
07:15-07:30A																					
07:30-07:45A		1														1					
07:45-08:00A						1										1					
08:00-08:15A																					
08:15-08:30A																					
08:30-08:45A																					
08:45-09:00A																					
09:00-10:00A		2														2					
10:00-11:00A			1								1					2			1		
11:00-12:00P						1										1	1				
12:00-01:00P		1				1	1									3			2		
01:00-02:00P											1					1	1		1	1	
02:00-03:00P										1						1			2		
03:00-03:15P											1					1					
03:15-03:30P			1		1											2					
03:30-03:45P						1										1					
03:45-04:00P																					
04:00-04:15P											1					1	2				
04:15-04:30P																					
04:30-04:45P		1					1									2		1	1		
04:45-05:00P																					
05:00-05:15P										1						1			2		
05:15-05:30P																					
05:30-05:45P																					
05:45-06:00P																					
06:00-07:00P																	1		1		
07:00-08:00P																	2				

North and South is: Edenbower Blvd. East and West is: Stewart Parkway BIKE_1033

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004 | DAY : Wed. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: cloudy | INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST	
TOTAL VOLUME		5	2		1	4	2			2	4					20	7	1	10	1	

North and South is: Edenbower Blvd.

East and West is: Stewart Parkway

BIKE_1033

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004 DAY : Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
06:00-06:15A									1			1			1			1
06:15-06:30A																		
06:30-06:45A																		
06:45-07:00A																		
07:00-07:15A																		
07:15-07:30A																		
07:30-07:45A																		
07:45-08:00A																		
08:00-08:15A							2					2	2					2
08:15-08:30A																		
08:30-08:45A																		
08:45-09:00A							2					2	2					2
09:00-10:00A							5		4	2		11	5		4	2		11
10:00-11:00A							3		5	2		10	3		5	2		10
11:00-12:00P							2					2	2					2
12:00-01:00P							6		6	1		13	6		6	1		13
01:00-02:00P							3		2			5	3		2			5
02:00-03:00P							5		1	1		7	5		1	1		7
03:00-03:15P									2			2			2			2
03:15-03:30P							2	1	3			6	2	1	3			6
03:30-03:45P									2			2			2			2
03:45-04:00P									2			2			2			2
04:00-04:15P																		
04:15-04:30P							1		1			2	1		1			2
04:30-04:45P																		
04:45-05:00P									1			1			1			1
05:00-05:15P							1					1	1					1
05:15-05:30P							1			1		2	1			1		2
05:30-05:45P									2			2			2			2
05:45-06:00P							1		1			2	1		1			2
06:00-07:00P							4		2	1		7	4		2	1		7
07:00-08:00P							3	1	2			6	3	1	2			6

North and South is: Edenbower Blvd. East and West is: Stewart Parkway PED_1033

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 10, 2004 DAY : Wed. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy INTERSECTION OF: Stewart Parkway @ Edenbower Blvd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
TOTAL VOLUME							41	2	37	8		88	41	2	37	8		88

North and South is: Edenbower Blvd.

East and West is: Stewart Parkway

PED_1033

TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

39

DATE : Nov. 18, 2004
DAY WEEK : Thurs.
ACT COUNT: 14
HRS COUNT: 6AM - 8PM
PED COUNT: 14
HRS COUNT: 6AM - 8PM
WEATHER : cloudy, rain

CITY or COUNTY : Roseburg
INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.

MILE POST: n/a
CLASSIFICATION : All vehicles

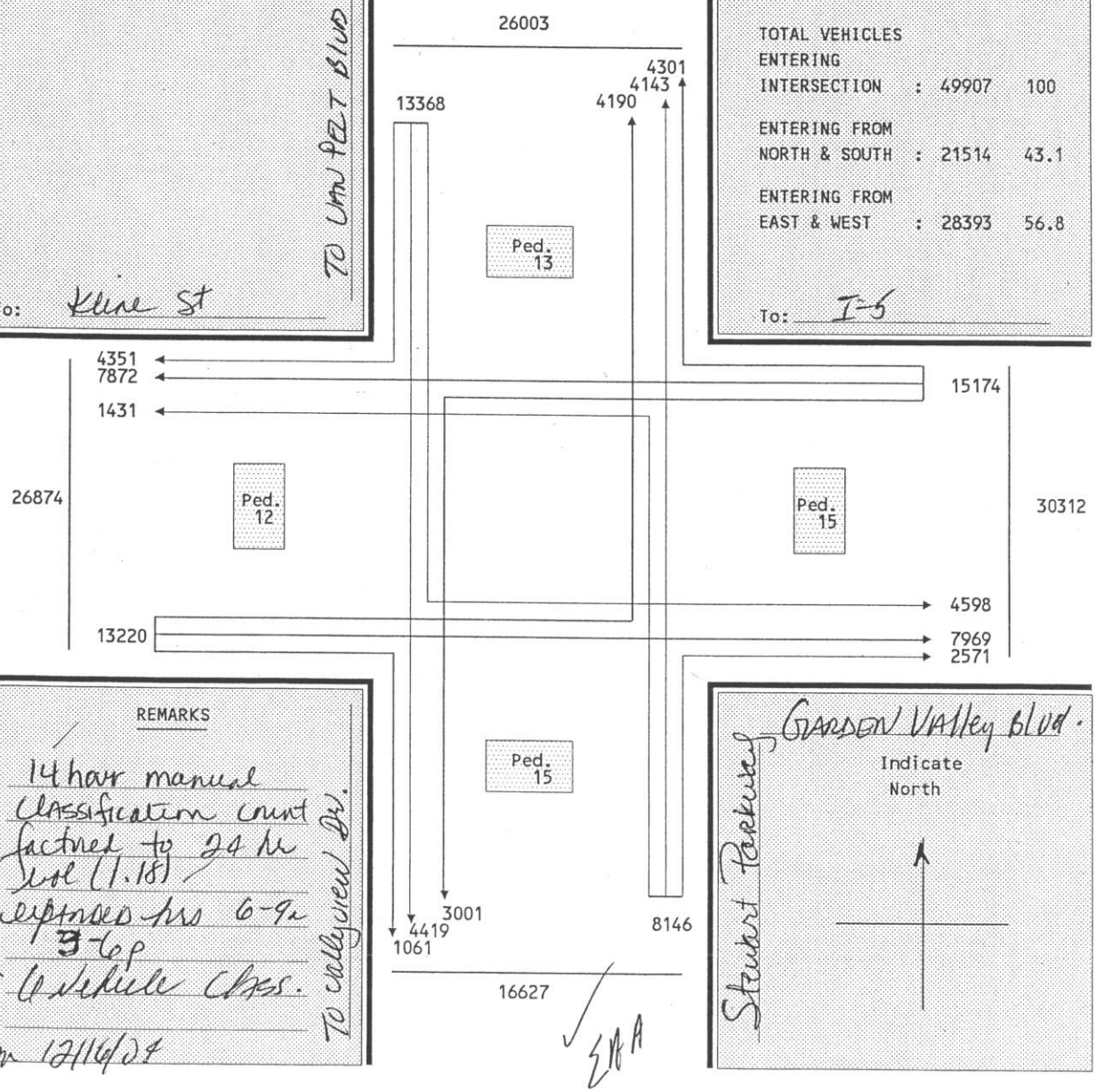
PAUL	TERRY H.	DARYL	SUE D.
JANELLE S.	KEN N.	CONNIE	RAY L.
INGRID			MIKE
ANDREW			ROSE
TOM	DEC 21 2004		DAVE
MIKE B.			BOB S.
SHIRLEY			CRAIG
ELIZABETH	BILL S.	JARED	RON H.
SHELLY R.	LORI	CHRIS W.	HAREGU

TO VAN PELT BLVD

To: Kline St

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION :	49907	100
ENTERING FROM NORTH & SOUTH :	21514	43.1
ENTERING FROM EAST & WEST :	28393	56.8

To: I-5



REMARKS

14 hour manual classification count factored to 24 hr vol (1.18)
expanded hrs 6-9a
3-6p
6 vehicle class.
gn 12/16/04

To Callyview Dr.

EAA

Stewart Parkway

GARDEN VALLEY BLVD.

Indicate North

DGM_1046

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004 DAY : Thurs. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy, rain INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-06:15A	11	9	9	13	3	18	12	8	3	23	47	9	165	52	31.5	113	68.5	29	34	23	79
06:15-06:30A	6	13	7	15	13	22	43	13	9	22	66	14	243	91	37.4	152	62.6	26	50	65	102
06:30-06:45A	7	19	19	16	8	30	39	20	4	52	114	8	336	108	32.1	228	67.9	45	54	63	174
06:45-07:00A	22	23	22	24	16	69	34	19	8	62	121	12	432	128	29.6	304	70.4	67	109	61	195
07:00-07:15A	16	23	25	17	26	58	46	35	8	53	140	11	458	153	33.4	305	66.6	64	101	89	204
07:15-07:30A	28	34	39	15	21	62	50	39	8	72	189	13	570	198	34.7	372	65.3	101	98	97	274
07:30-07:45A	23	47	45	22	31	90	57	40	12	61	206	16	650	224	34.5	426	65.5	115	143	109	283
07:45-08:00A	19	53	53	29	31	85	61	33	13	70	155	25	627	232	37.0	395	63.0	125	145	107	250
08:00-08:15A	19	34	45	30	13	86	50	32	11	60	101	8	489	191	39.1	298	60.9	98	129	93	169
08:15-08:30A	30	53	39	40	28	90	49	29	20	74	108	14	574	220	38.3	354	61.7	122	158	98	196
08:30-08:45A	31	47	45	37	30	76	66	24	21	79	129	15	600	234	39.0	366	61.0	123	143	111	223
08:45-09:00A	35	51	63	43	27	101	66	35	22	68	138	21	670	272	40.6	398	59.4	149	171	123	227
09:00-10:00A	222	240	219	208	110	409	219	170	83	250	332	20	2482	1153	46.5	1329	53.5	681	727	472	602
10:00-11:00A	252	256	247	270	172	511	298	145	99	277	477	67	3071	1297	42.2	1774	57.8	755	953	542	821
11:00-12:00P	374	286	313	348	193	562	289	171	130	316	575	78	3635	1563	43.0	2072	57.0	973	1103	590	969
12:00-01:00P	401	304	319	440	237	592	281	189	102	298	600	80	3843	1596	41.5	2247	58.5	1024	1269	572	978
01:00-02:00P	419	352	324	369	230	568	316	203	103	317	474	73	3748	1717	45.8	2031	54.2	1095	1167	622	864
02:00-03:00P	372	335	354	392	241	508	293	191	80	328	509	93	3696	1625	44.0	2071	56.0	1061	1141	564	930
03:00-03:15P	96	115	98	69	59	149	84	62	37	72	125	22	988	492	49.8	496	50.2	309	277	183	219
03:15-03:30P	94	73	84	96	49	153	75	57	30	66	168	21	966	413	42.8	553	57.2	251	298	162	255
03:30-03:45P	80	118	114	73	53	190	87	44	31	69	153	18	1030	474	46.0	556	54.0	312	316	162	240
03:45-04:00P	94	96	107	96	59	160	70	48	29	63	164	20	1006	444	44.1	562	55.9	297	315	147	247
04:00-04:15P	104	85	97	89	69	143	95	52	38	85	173	23	1053	471	44.7	582	55.3	286	301	185	281
04:15-04:30P	104	91	88	102	63	182	61	49	28	66	159	16	1009	421	41.7	588	58.3	283	347	138	241
04:30-04:45P	74	88	82	92	66	210	74	53	29	70	155	19	1012	400	39.5	612	60.5	244	368	156	244
04:45-05:00P	88	79	79	74	57	137	66	41	23	61	151	10	866	376	43.4	490	56.6	246	268	130	222
05:00-05:15P	115	97	100	80	98	203	92	29	36	73	123	10	1056	469	44.4	587	55.6	312	381	157	206
05:15-05:30P	76	109	91	55	51	144	77	36	28	60	136	27	890	417	46.9	473	53.1	276	250	141	223
05:30-05:45P	100	89	99	85	74	145	69	47	21	64	112	22	927	425	45.8	502	54.2	288	304	137	198
05:45-06:00P	78	77	82	47	72	152	58	40	25	42	125	15	813	360	44.3	453	55.7	237	271	123	182
06:00-07:00P	279	244	224	220	210	451	199	139	71	181	319	59	2596	1156	44.5	1440	55.5	747	881	409	559
07:00-08:00P	228	205	155	139	133	315	135	86	51	97	209	40	1793	860	48.0	933	52.0	588	587	272	346

PHF = .93

North and South is: Stewart Parkway

East and West is: Garden Valley Blvd.

SUM_1046

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004 DAY : Thurs. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy, rain INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
TOTAL COUNT	3897	3745	3687	3645	2543	6671	3511	2179	1213	3551	6753	899	42294	18232	43.1	24062	56.9	11329	12859	6903	11203
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	4598	4419	4351	4301	3001	7872	4143	2571	1431	4190	7969	1061	49907	21514	43.1	28394	56.9	13368	15174	8146	13220

North and South is: Stewart Parkway East and West is: Garden Valley Blvd. SUM_1046

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004 DAY : Thurs. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy, rain INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-07:00A	46	64	57	68	40	139	128	60	24	159	348	43	1176	379	32.2	797	67.8	167	247	212	550
07:00-08:00A	86	157	162	83	109	295	214	147	41	256	690	65	2305	807	35.0	1498	65.0	405	487	402	1011
08:00-09:00A	115	185	192	150	98	353	231	120	74	281	476	58	2333	917	39.3	1416	60.7	492	601	425	815
09:00-10:00A	222	240	219	208	110	409	219	170	83	250	332	20	2482	1153	46.5	1329	53.5	681	727	472	602
10:00-11:00A	252	256	247	270	172	511	298	145	99	277	477	67	3071	1297	42.2	1774	57.8	755	953	542	821
11:00-12:00P	374	286	313	348	193	562	289	171	130	316	575	78	3635	1563	43.0	2072	57.0	973	1103	590	969
12:00-01:00P	401	304	319	440	237	592	281	189	102	298	600	80	3843	1596	41.5	2247	58.5	1024	1269	572	978
01:00-02:00P	419	352	324	369	230	568	316	203	103	317	474	73	3748	1717	45.8	2031	54.2	1095	1167	622	864
02:00-03:00P	372	335	354	392	241	508	293	191	80	328	509	93	3696	1625	44.0	2071	56.0	1061	1141	564	930
03:00-04:00P	364	402	403	334	220	652	316	211	127	270	610	81	3990	1823	45.7	2167	54.3	1169	1206	654	961
04:00-05:00P	370	343	346	357	255	672	296	195	118	282	638	68	3940	1668	42.3	2272	57.7	1059	1284	609	988
05:00-06:00P	369	372	372	267	295	644	296	152	110	239	496	74	3686	1671	45.3	2015	54.7	1113	1206	558	809
06:00-07:00P	279	244	224	220	210	451	199	139	71	181	319	59	2596	1156	44.5	1440	55.5	747	881	409	559
07:00-08:00P	228	205	155	139	133	315	135	86	51	97	209	40	1793	860	48.0	933	52.0	588	587	272	346
TOTAL COUNT	3897	3745	3687	3645	2543	6671	3511	2179	1213	3551	6753	899	42294	18232	43.1	24062	56.9	11329	12859	6903	11203
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	4598	4419	4351	4301	3001	7872	4143	2571	1431	4190	7969	1061	49907	21514	43.1	28394	56.9	13368	15174	8146	13220

North and South is: Stewart Parkway East and West is: Garden Valley Blvd.

SUM_1046

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy, rain
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1		5			3			2										11	
06:15-06:30A	2		4																6	
06:30-06:45A	2		5																7	
06:45-07:00A	9		11			2													22	
07:00-07:15A	6		6			3											1		16	
07:15-07:30A	14		13			1													28	
07:30-07:45A	7		16																23	
07:45-08:00A	5		13			1													19	
08:00-08:15A	10		9																19	
08:15-08:30A	6		23														1		30	
08:30-08:45A	18		11			1			1										31	
08:45-09:00A	13		21						1										35	
09:00-10:00A	94		121			5			1								1		222	
10:00-11:00A	101		138			10			1								2		252	
11:00-12:00P	172		190			12													374	
12:00-01:00P	199		188			13			1										401	
01:00-02:00P	199		211			8												1	419	
02:00-03:00P	188		179			5													372	
03:00-03:15P	46		50																96	
03:15-03:30P	44		48			2													94	
03:30-03:45P	38		39			1											2		80	
03:45-04:00P	47		47																94	
04:00-04:15P	49		53			2													104	
04:15-04:30P	58		44			1											1		104	
04:30-04:45P	44		30																74	
04:45-05:00P	44		40			3											1		88	
05:00-05:15P	52		61			1											1		115	
05:15-05:30P	33		41			1											1		76	
05:30-05:45P	48		52																100	
05:45-06:00P	33		44			1													78	
06:00-07:00P	148		128			3													279	
07:00-08:00P	109		119																228	
14 HOUR	1839		1960			79			7								11	1	3897	

Summarized by:_____ | 12/16/04

2.5%

WORK_1046

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy, rain
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	3		6																9	
06:15-06:30A	4		9																13	
06:30-06:45A	8		11																19	
06:45-07:00A	8		13			1											1		23	
07:00-07:15A	13		9			1													23	
07:15-07:30A	13		20			1													34	
07:30-07:45A	10		37																47	1
07:45-08:00A	34		19																53	
08:00-08:15A	12		22																34	
08:15-08:30A	22		28			2											1		53	
08:30-08:45A	24		23																47	
08:45-09:00A	27		24																51	
09:00-10:00A	98		135			7													240	
10:00-11:00A	117		130			5											4		256	1
11:00-12:00P	135		146			3											2		286	
12:00-01:00P	129		162			9											3	1	304	3
01:00-02:00P	150		193			9													352	1
02:00-03:00P	149		177			6											3		335	1
03:00-03:15P	55		58			1											1		115	1
03:15-03:30P	36		36														1		73	1
03:30-03:45P	38		77			3													118	1
03:45-04:00P	41		52			1											2		96	
04:00-04:15P	41		44																85	
04:15-04:30P	39		48			2											2		91	
04:30-04:45P	46		41			1													88	2
04:45-05:00P	43		34			2													79	
05:00-05:15P	39		55			3													97	
05:15-05:30P	46		61			2													109	
05:30-05:45P	35		54																89	1
05:45-06:00P	31		46																77	
06:00-07:00P	107		132			5													244	
07:00-08:00P	100		103			2											1		205	
14 HOUR	1653		2005			66											20	1	3745	13

Summarized by:_____ | 12/16/04

WORK_1046

2'b

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy, rain
FROM : NORTH

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	5		3						1										9	
06:15-06:30A	2		4			1													7	
06:30-06:45A	6		11			2													19	
06:45-07:00A	4		16			1											1		22	
07:00-07:15A	8		16			1													25	
07:15-07:30A	14		24			1													39	
07:30-07:45A	12		31			1											1		45	
07:45-08:00A	13		37			3													53	
08:00-08:15A	16		20			9													45	
08:15-08:30A	14		22			2											1		39	
08:30-08:45A	17		27			1													45	
08:45-09:00A	22		34			4			1								2		63	
09:00-10:00A	85		115			16											3		219	
10:00-11:00A	70		159			14											4		247	
11:00-12:00P	118		180			14			1										313	
12:00-01:00P	112		188			17											1	1	319	
01:00-02:00P	122		190			10			1								1		324	
02:00-03:00P	137		201			14											2		354	
03:00-03:15P	32		63			3													98	
03:15-03:30P	40		43			1													84	
03:30-03:45P	51		53			9											1		114	
03:45-04:00P	35		65			7													107	
04:00-04:15P	45		50			2													97	
04:15-04:30P	30		56			2													88	
04:30-04:45P	35		46			1													82	1
04:45-05:00P	30		48			1													79	
05:00-05:15P	41		56			3													100	
05:15-05:30P	48		43																91	
05:30-05:45P	35		63			1													99	
05:45-06:00P	39		43																82	
06:00-07:00P	98		125															1	224	
07:00-08:00P	65		88			2													155	
14 HOUR	1401		2120			143			4								17	2	3687	1

Summarized by:_____ | 12/16/04

WORK_1046

4%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy, rain
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	3		10																13	
06:15-06:30A	7		5			2											1		15	
06:30-06:45A	2		13														1		16	
06:45-07:00A	15		9																24	
07:00-07:15A	9		7														1		17	
07:15-07:30A	10		5																15	
07:30-07:45A	9		12														1		22	
07:45-08:00A	10		18			1													29	
08:00-08:15A	8		22																30	
08:15-08:30A	21		19																40	
08:30-08:45A	21		16																37	
08:45-09:00A	22		19			1			1										43	
09:00-10:00A	104		98			4			1								1		208	
10:00-11:00A	123		140			6											1		270	
11:00-12:00P	164		169			14											1		348	
12:00-01:00P	200		230			9			1										440	
01:00-02:00P	179		185			4											1		369	
02:00-03:00P	203		182			5											2		392	
03:00-03:15P	50		19																69	
03:15-03:30P	42		49			4											1		96	
03:30-03:45P	40		32														1		73	
03:45-04:00P	48		47			1													96	
04:00-04:15P	45		41			3													89	
04:15-04:30P	55		45			2													102	
04:30-04:45P	54		37														1		92	
04:45-05:00P	35		38															1	74	
05:00-05:15P	36		44																80	
05:15-05:30P	24		29			2													55	
05:30-05:45P	35		47			3													85	
05:45-06:00P	26		19						1									1	47	
06:00-07:00P	110		107			3													220	
07:00-08:00P	60		79																139	
14 HOUR	1770		1792			64			4								13	2	3645	

Summarized by:_____ | 12/16/04

WORK_1046

2%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy, rain
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	2		1																3	
06:15-06:30A	3		10																13	
06:30-06:45A	5		3																8	
06:45-07:00A	9		7																16	
07:00-07:15A	9		15														2		26	
07:15-07:30A	7		10			3											1		21	
07:30-07:45A	10		20														1		31	
07:45-08:00A	13		14			4													31	
08:00-08:15A	4		9																13	
08:15-08:30A	10		17			1													28	
08:30-08:45A	8		19														3		30	
08:45-09:00A	11		16																27	
09:00-10:00A	46		61			2											1		110	
10:00-11:00A	67		95			8											2		172	
11:00-12:00P	87		102			4													193	
12:00-01:00P	99		135			2											1		237	
01:00-02:00P	106		117			5											2		230	
02:00-03:00P	118		118			2											3		241	
03:00-03:15P	20		38														1		59	
03:15-03:30P	23		26																49	
03:30-03:45P	23		30																53	
03:45-04:00P	23		31			5													59	
04:00-04:15P	30		37			1											1		69	1
04:15-04:30P	31		32																63	
04:30-04:45P	32		34																66	
04:45-05:00P	25		31														1		57	
05:00-05:15P	45		51			2													98	
05:15-05:30P	31		20																51	
05:30-05:45P	28		45			1													74	
05:45-06:00P	35		35			2													72	
06:00-07:00P	90		116			4													210	
07:00-08:00P	61		72																133	
14 HOUR	1111		1367			46											19		2543	1

Summarized by:_____ | 12/16/04

WORK_1046

2.5%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy, rain
FROM : EAST

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	11		5														2		18	
06:15-06:30A	10		7			1											4		22	
06:30-06:45A	7		20			1											2		30	
06:45-07:00A	30		30			6											3		69	
07:00-07:15A	16		32			9											1		58	
07:15-07:30A	17		38			3											3	1	62	
07:30-07:45A	39		42			6											3		90	
07:45-08:00A	32		48			4											1		85	
08:00-08:15A	30		50			4											2		86	
08:15-08:30A	35		49			5			1										90	
08:30-08:45A	25		39			8			2								2		76	
08:45-09:00A	40		57			4													101	
09:00-10:00A	165		222			19			2								1		409	
10:00-11:00A	185		304			19			1								2		511	
11:00-12:00P	238		297			23			3								1		562	1
12:00-01:00P	229		339			18			2								2	2	592	
01:00-02:00P	213		330			21			1								3		568	1
02:00-03:00P	205		276			19			2								6		508	
03:00-03:15P	58		91																149	
03:15-03:30P	67		82			3											1		153	2
03:30-03:45P	80		107			2											1		190	
03:45-04:00P	66		83			9			2										160	
04:00-04:15P	62		76			5													143	2
04:15-04:30P	66		113			3													182	
04:30-04:45P	92		113			5													210	
04:45-05:00P	44		83			7			2									1	137	
05:00-05:15P	74		124			5													203	
05:15-05:30P	81		61			1												1	144	
05:30-05:45P	59		86																145	1
05:45-06:00P	76		67			9													152	
06:00-07:00P	169		264			16			2										451	
07:00-08:00P	137		174			4													315	
14 HOUR	2658		3709			239			20								40	5	6671	7

Summarized by:_____ | 12/16/04

WORK_1046

4.48%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004 COUNTY : Douglas CITY: Roseburg
DAY OF WEEK : Thurs. INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy, rain MILE POST : n/a
FROM : SOUTH TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	6		6																12	
06:15-06:30A	16		27																43	
06:30-06:45A	12		27																39	
06:45-07:00A	11		22			1													34	
07:00-07:15A	15		26			5													46	
07:15-07:30A	12		34			4													50	
07:30-07:45A	27		23			6											1		57	
07:45-08:00A	23		35			1											2		61	
08:00-08:15A	22		26			2													50	
08:15-08:30A	16		31			2													49	
08:30-08:45A	32		34																66	
08:45-09:00A	27		38			1													66	1
09:00-10:00A	95		119			4											1		219	
10:00-11:00A	135		145			13			1								4		298	
11:00-12:00P	141		141			5											2		289	
12:00-01:00P	136		135			9											1		281	2
01:00-02:00P	133		164			17											2		316	2
02:00-03:00P	139		138			13											3		293	
03:00-03:15P	35		47			2													84	
03:15-03:30P	34		34			3											4		75	
03:30-03:45P	38		42			4											2	1	87	
03:45-04:00P	30		37			3													70	1
04:00-04:15P	46		43			5											1		95	
04:15-04:30P	26		33			2													61	2
04:30-04:45P	31		43																74	
04:45-05:00P	27		32			7													66	
05:00-05:15P	27		62			3													92	
05:15-05:30P	39		36			1											1		77	
05:30-05:45P	29		34			5			1										69	
05:45-06:00P	33		24			1													58	
06:00-07:00P	76		100			23													199	
07:00-08:00P	64		65			6													135	
14 HOUR	1533		1803			148			2								24	1	3511	8

Summarized by:_____ | 12/16/04

WORK_1046

5%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy, rain
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1		6			1													8	
06:15-06:30A	1		12																13	
06:30-06:45A	1		19																20	
06:45-07:00A	4		15																19	
07:00-07:15A	11		22			2													35	
07:15-07:30A	9		25			5													39	
07:30-07:45A	16		24																40	
07:45-08:00A	10		22			1													33	
08:00-08:15A	11		20			1													32	
08:15-08:30A	10		18														1		29	
08:30-08:45A	12		12																24	
08:45-09:00A	16		19																35	
09:00-10:00A	79		83			7			1										170	
10:00-11:00A	61		80			3											1		145	
11:00-12:00P	83		83			3											2		171	
12:00-01:00P	86		94			7											1	1	189	
01:00-02:00P	100		96			7													203	
02:00-03:00P	81		104			3											3		191	
03:00-03:15P	29		32			1													62	
03:15-03:30P	30		22			4											1		57	
03:30-03:45P	15		28			1													44	
03:45-04:00P	20		28																48	1
04:00-04:15P	19		29			3			1										52	
04:15-04:30P	21		26			1											1		49	
04:30-04:45P	18		34			1													53	
04:45-05:00P	17		23														1		41	
05:00-05:15P	5		24																29	
05:15-05:30P	10		25			1													36	
05:30-05:45P	14		30			3													47	
05:45-06:00P	13		25			2													40	
06:00-07:00P	47		84			8													139	1
07:00-08:00P	32		51			3													86	
14 HOUR	882		1215			68			2								11	1	2179	2

Summarized by:_____ | 12/16/04

WORK_1046

3.7%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy, rain
FROM : SOUTH

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.
MILE POST : n/a
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	2		1																3	
06:15-06:30A	2		6														1		9	
06:30-06:45A	2		2																4	
06:45-07:00A	3		5																8	
07:00-07:15A	3		5																8	1
07:15-07:30A	3		5																8	
07:30-07:45A	5		6			1													12	
07:45-08:00A	5		8																13	
08:00-08:15A	5		5														1		11	
08:15-08:30A	7		13																20	
08:30-08:45A	7		13														1		21	1
08:45-09:00A	12		8			2													22	
09:00-10:00A	37		42			3											1		83	
10:00-11:00A	43		54														2		99	
11:00-12:00P	60		68														2		130	
12:00-01:00P	31		65			5											1		102	
01:00-02:00P	44		56			1											2		103	
02:00-03:00P	38		39			2											1		80	
03:00-03:15P	20		16														1		37	
03:15-03:30P	11		18			1													30	
03:30-03:45P	15		16																31	
03:45-04:00P	15		13														1		29	
04:00-04:15P	13		24			1													38	
04:15-04:30P	9		19																28	
04:30-04:45P	12		17																29	
04:45-05:00P	12		11																23	
05:00-05:15P	11		24			1													36	
05:15-05:30P	8		19														1		28	
05:30-05:45P	11		9			1													21	
05:45-06:00P	7		17			1													25	
06:00-07:00P	30		38			3													71	
07:00-08:00P	26		22			2											1		51	
	✓		✓			✓											✓			
14 HOUR	509		664			24											16		1213	2

Summarized by:_____ | 12/16/04

WORK_1046

3%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy, rain
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.
MILE POST : n/a
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	9		14																23	
06:15-06:30A	10		12																22	
06:30-06:45A	18		33			1													52	
06:45-07:00A	18		40			3											1		62	
07:00-07:15A	21		29			1											2		53	
07:15-07:30A	19		49			3												1	72	
07:30-07:45A	21		38			2													61	
07:45-08:00A	26		41			3													70	
08:00-08:15A	22		38																60	
08:15-08:30A	32		35			7													74	
08:30-08:45A	29		46			3			1										79	
08:45-09:00A	25		39			3											1		68	
09:00-10:00A	105		131			9			1								3	1	250	
10:00-11:00A	118		149			10													277	
11:00-12:00P	114		179			21			1								1		316	
12:00-01:00P	122		160			13											2	1	298	
01:00-02:00P	114		193			9											1		317	
02:00-03:00P	155		158			9											6		328	
03:00-03:15P	28		39			5													72	
03:15-03:30P	31		32			3													66	
03:30-03:45P	26		36			6											1		69	
03:45-04:00P	27		31			4											1		63	
04:00-04:15P	35		50																85	
04:15-04:30P	27		37			2													66	
04:30-04:45P	28		40			2													70	
04:45-05:00P	24		37																61	
05:00-05:15P	20		51			2													73	
05:15-05:30P	28		29			3													60	
05:30-05:45P	43		19			1											1		64	
05:45-06:00P	15		27																42	
06:00-07:00P	71		103			7													181	
07:00-08:00P	34		61			1											1		97	
14 HOUR	1415		1976			133			3								21	3	3551	

Summarized by:_____ | 12/16/04

40/0

WORK_1046

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy, rain
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.
MILE POST : n/a
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	8		39																47	
06:15-06:30A	17		44			4			1										66	
06:30-06:45A	27		81			6													114	
06:45-07:00A	27		87			7													121	
07:00-07:15A	47		85			3											5		140	
07:15-07:30A	74		111			1											3		189	
07:30-07:45A	86		113			6											1		206	
07:45-08:00A	64		83			8													155	
08:00-08:15A	33		65			1			1								1		101	
08:15-08:30A	46		60			1												1	108	
08:30-08:45A	56		66			5											2		129	
08:45-09:00A	43		84			7											4		138	
09:00-10:00A	156		168			3			2								3		332	
10:00-11:00A	179		270			20			5								3		477	
11:00-12:00P	207		331			33											4		575	
12:00-01:00P	251		320			24			3								2		600	
01:00-02:00P	188		261			19			5								1		474	1
02:00-03:00P	204		291			10			1								3		509	
03:00-03:15P	60		65																125	
03:15-03:30P	67		96			4											1		168	1
03:30-03:45P	49		96			5											3		153	
03:45-04:00P	79		75			4			1								5		164	
04:00-04:15P	72		85			8			4								4		173	1
04:15-04:30P	53		96			6			1								3		159	
04:30-04:45P	81		68			3			1								2		155	
04:45-05:00P	60		85			5											1		151	
05:00-05:15P	45		75			3													123	
05:15-05:30P	38		92			6													136	
05:30-05:45P	44		63			3											2		112	
05:45-06:00P	42		77			4			2										125	
06:00-07:00P	110		200			7											2		319	
07:00-08:00P	87		119			2											1		209	
14 HOUR	2600		3851			218			27								56	1	6753	3

Summarized by:_____ | 12/16/04

WORK_1046

40%

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004
DAY OF WEEK : Thurs.
HOURS COUNTED: 6AM - 8PM
WEATHER : cloudy, rain
FROM : WEST

COUNTY : Douglas
CITY: Roseburg
INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.
MILE POST : n/a
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	2		7																9	
06:15-06:30A	2		11			1													14	
06:30-06:45A	2		6																8	
06:45-07:00A	7		5																12	
07:00-07:15A	4		5			1											1		11	
07:15-07:30A	3		10																13	
07:30-07:45A	7		9																16	
07:45-08:00A	10		15																25	
08:00-08:15A	1		7																8	
08:15-08:30A	7		7																14	
08:30-08:45A	7		7														1		15	
08:45-09:00A	8		11			1											1		21	
09:00-10:00A	6		14																20	
10:00-11:00A	25		39			3													67	
11:00-12:00P	22		49			5											2		78	
12:00-01:00P	37		41			2													80	
01:00-02:00P	31		39			3													73	
02:00-03:00P	37		47			6											3		93	
03:00-03:15P	8		12			2													22	
03:15-03:30P	6		14			1													21	
03:30-03:45P	6		12																18	
03:45-04:00P	9		11																20	
04:00-04:15P	8		12			2											1		23	
04:15-04:30P	3		13																16	
04:30-04:45P	7		11			1													19	
04:45-05:00P	2		8																10	
05:00-05:15P	6		4																10	
05:15-05:30P	14		13																27	
05:30-05:45P	11		10			1													22	
05:45-06:00P	11		3			1													15	
06:00-07:00P	24		34			1													59	
07:00-08:00P	19		20			1													40	
14 HOUR	352		506			32											9		899	

Summarized by:_____ | 12/16/04

WORK_1046

4.570

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004 | DAY : Thurs. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: cloudy, rain | INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST	
06:00-06:15A																					
06:15-06:30A																					
06:30-06:45A																					
06:45-07:00A																					
07:00-07:15A									1							1					
07:15-07:30A																					
07:30-07:45A		1														1					
07:45-08:00A																					
08:00-08:15A																					
08:15-08:30A																					
08:30-08:45A									1							1					
08:45-09:00A							1									1					
09:00-10:00A																					
10:00-11:00A		1														1					
11:00-12:00P						1										1					
12:00-01:00P		3					2									5					
01:00-02:00P		1				1	2				1					5					
02:00-03:00P		1														1					
03:00-03:15P		1														1					
03:15-03:30P		1				2					1					4					
03:30-03:45P		1														1					
03:45-04:00P							1	1								2					
04:00-04:15P					1	2					1					4					
04:15-04:30P							2									2					
04:30-04:45P		2	1													3					
04:45-05:00P																					
05:00-05:15P																					
05:15-05:30P																					
05:30-05:45P		1				1										2					
05:45-06:00P																					
06:00-07:00P								1								1					
07:00-08:00P																					

North and South is: Stewart Parkway

East and West is: Garden Valley Blvd.

BIKE_1046

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004 DAY : Thurs. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy, rain INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST	
TOTAL VOLUME		13	1		1	7	8	2	2		3					37					

North and South is: Stewart Parkway

East and West is: Garden Valley Blvd.

BIKE_1046

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004 DAY : Thurs. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: cloudy, rain INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.

Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
06:00-06:15A									2			2			2			2
06:15-06:30A										2		2				2		2
06:30-06:45A																		
06:45-07:00A																		
07:00-07:15A										1		1				1		1
07:15-07:30A																		
07:30-07:45A								1				1		1				1
07:45-08:00A								1				1		1				1
08:00-08:15A																		
08:15-08:30A																		
08:30-08:45A							2			2		4	2			2		4
08:45-09:00A								1				1		1				1
09:00-10:00A							2	3	3			8	2	3	3			8
10:00-11:00A									1	2		3			1	2		3
11:00-12:00P							1	1	2			4	1	1	2			4
12:00-01:00P							2	1				3	2	1				3
01:00-02:00P								1				1		1				1
02:00-03:00P							1	2				3	1	2				3
03:00-03:15P								1	2			3		1	2			3
03:15-03:30P							2	1		2		5	2	1		2		5
03:30-03:45P																		
03:45-04:00P								1	2			3		1	2			3
04:00-04:15P										2		2				2		2
04:15-04:30P									1			1			1			1
04:30-04:45P							1					1	1					1
04:45-05:00P							1					1	1					1
05:00-05:15P																		
05:15-05:30P																		
05:30-05:45P									2			2			2			2
05:45-06:00P							1	1		1		3	1	1		1		3
06:00-07:00P																		
07:00-08:00P																		

North and South is: Stewart Parkway East and West is: Garden Valley Blvd. PED_1046

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 18, 2004 | DAY : Thurs. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: cloudy, rain | INTERSECTION OF: Stewart Parkway @ Garden Valley Blvd.
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
TOTAL VOLUME							13	15	15	12		55	13	15	15	12		55

North and South is: Stewart Parkway

East and West is: Garden Valley Blvd.

PED_1046

(40)

TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

PARSONS BRINCKERHOFF

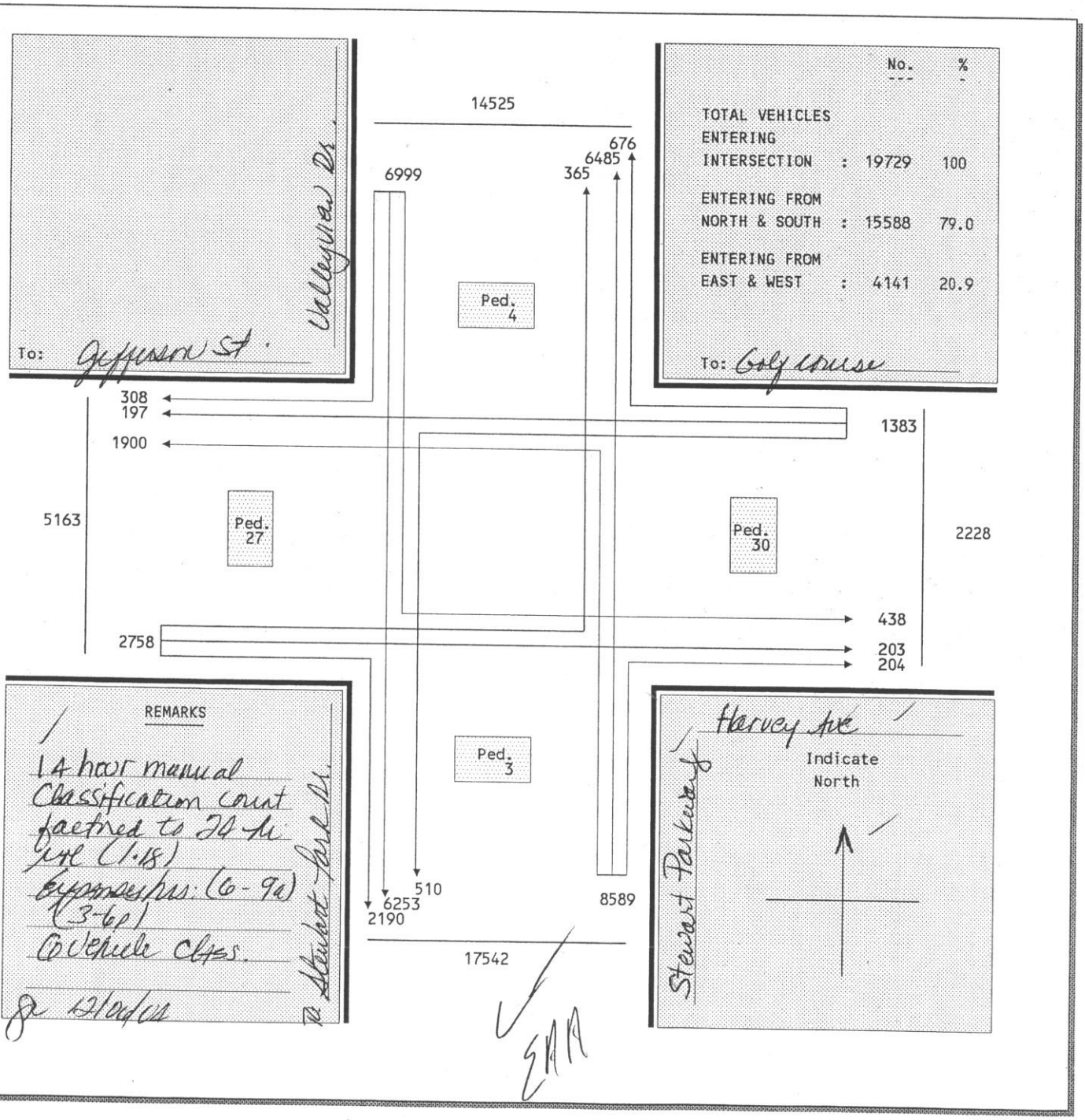
DEC 10 2004

DATE : Nov. 15, 2004
DAY WEEK : Mon.
ACT COUNT: 14
HRS COUNT: 6AM - 8PM
PED COUNT: 14
HRS COUNT: 6AM - 8PM
WEATHER : rain

CITY or COUNTY : Roseburg
INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class

MILE POST: n/a
CLASSIFICATION : All vehicles

PAUL	TERRY H.	DARYL	SUED.
JANELLE S.	KEN N.	CONNIE	RAY L.
INGRID			MIKE
ANDREW	DEC - 8 2004		ROSE
TOM			DAVE
MIKE B.			BOB S.
SHIRLEY			CRAIG
ELIZABETH	BILL S.	JARED	RON H.
SHELLY R.	LORI	CHRIS W.	HAREM U



DGM_1036

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004 | DAY : Mon. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: rain | INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	SBL N-E	SBT N-S	SBR N-W	WBR E-N	WBL E-S	WBT E-W	NBT S-N	NBR S-E	NBL S-W	EBL W-N	EBT W-E	EBR W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-06:15A	1	15		2	5	4	19	1	4	1		6	58	40	69.0	18	31.0	16	11	24	7
06:15-06:30A	4	15		6	8	6	31	2	7	3	3	14	99	59	59.6	40	40.4	19	20	40	20
06:30-06:45A	2	27		4	5		60	3	1	4	5	21	132	93	70.5	39	29.5	29	9	64	30
06:45-07:00A	5	32	1	4	5	1	43	2	12	6	3	38	152	95	62.5	57	37.5	38	10	57	47
07:00-07:15A	6	27	2	8	4		52	1	8	10	3	38	159	96	60.4	63	39.6	35	12	61	51
07:15-07:30A	5	49	1	16	4	1	75	2	16	5	1	62	237	148	62.4	89	37.6	55	21	93	68
07:30-07:45A	14	62	1	6	5		81	2	32	6	4	59	272	192	70.6	80	29.4	77	11	115	69
07:45-08:00A	14	76	2	11	1	1	66	3	13	9	7	53	256	174	68.0	82	32.0	92	13	82	69
08:00-08:15A	5	68	1	2	1	1	56	4	17	5	3	20	183	151	82.5	32	17.5	74	4	77	28
08:15-08:30A	14	63	2	4	6	1	84	2	12	3	4	33	228	177	77.6	51	22.4	79	11	98	40
08:30-08:45A	5	85	1	7	4	4	80	6	32	8	4	40	276	209	75.7	67	24.3	91	15	118	52
08:45-09:00A	6	84	3	11	6	3	103	4	20	10	7	42	299	220	73.6	79	26.4	93	20	127	59
09:00-10:00A	18	277	10	42	24	10	357	21	48	10	9	99	925	731	79.0	194	21.0	305	76	426	118
10:00-11:00A	27	413	11	46	35	7	426	11	70	26	9	88	1169	958	82.0	211	18.0	451	88	507	123
11:00-12:00P	30	481	22	32	32	7	561	15	116	13	4	111	1424	1225	86.0	199	14.0	533	71	692	128
12:00-01:00P	30	524	18	34	27	9	562	12	135	29	4	122	1506	1281	85.1	225	14.9	572	70	709	155
01:00-02:00P	9	370	39	42	57	31	376	19	198	20	38	240	1439	1011	70.3	428	29.7	418	130	593	298
02:00-03:00P	22	457	23	46	25	18	505	6	119	31	13	205	1470	1132	77.0	338	23.0	502	89	630	249
03:00-03:15P	7	120	6	9	12	3	152	5	71	9	1	37	432	361	83.6	71	16.4	133	24	228	47
03:15-03:30P	8	148	10	11	8	7	139	3	32	2	4	47	419	340	81.1	79	18.9	166	26	174	53
03:30-03:45P	6	131	4	10	6	1	134	2	35	8	1	41	379	312	82.3	67	17.7	141	17	171	50
03:45-04:00P	9	137	8	10	7	3	124	4	36	6	3	26	373	318	85.3	55	14.7	154	20	164	35
04:00-04:15P	17	137	6	12	12		106	2	33	10		25	360	301	83.6	59	16.4	160	24	141	35
04:15-04:30P	16	127	13	11	10	1	155	4	26	4	5	25	397	341	85.9	56	14.1	156	22	185	34
04:30-04:45P	11	146	4	14	13	2	129	4	40	9	1	43	416	334	80.3	82	19.7	161	29	173	53
04:45-05:00P	9	139	8	17	11	6	111	5	44	3	4	30	387	316	81.7	71	18.3	156	34	160	37
05:00-05:15P	14	144	6	18	8	7	145	7	62	14	3	34	462	378	81.8	84	18.2	164	33	214	51
05:15-05:30P	8	125	2	13	10	3	125	2	72	12	4	34	410	334	81.5	76	18.5	135	26	199	50
05:30-05:45P	5	129	8	25	14	9	84	5	50	6	2	31	368	281	76.4	87	23.6	142	48	139	39
05:45-06:00P	9	119	11	17	12	8	81	3	31	4	2	27	324	254	78.4	70	21.6	139	37	115	33
06:00-07:00P	20	352	22	52	30	6	279	3	133	17	6	118	1038	809	77.9	229	22.1	394	88	415	141
07:00-08:00P	15	220	16	31	25	7	195	8	85	6	15	47	670	539	80.4	131	19.6	251	63	288	68

50 556 31 60 42 16 540 20 172 30 13 132 1764

PHF=.88

North and South is: Stewart Parkway

East and West is: Harvey Ave.

SUM_1036

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004 DAY : Mon. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: rain INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
TOTAL COUNT	371	5299	261	573	432	167	5496	173	1610	309	172	1856	16719	13210	79.0	3509	21.0	5931	1172	7279	2337
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	438	6253	308	676	510	197	6485	204	1900	365	203	2190	19729	15588	79.0	4141	21.0	6999	1383	8589	2758

North and South is: Stewart Parkway East and West is: Harvey Ave.

SUM_1036

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004 DAY : Mon. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: rain INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-07:00A	12	89	1	16	23	11	153	8	24	14	11	79	441	287	65.1	154	34.9	102	50	185	104
07:00-08:00A	39	214	6	41	14	2	274	8	69	30	15	212	924	610	66.0	314	34.0	259	57	351	257
08:00-09:00A	30	300	7	24	17	9	323	16	81	26	18	135	986	757	76.8	229	23.2	337	50	420	179
09:00-10:00A	18	277	10	42	24	10	357	21	48	10	9	99	925	731	79.0	194	21.0	305	76	426	118
10:00-11:00A	27	413	11	46	35	7	426	11	70	26	9	88	1169	958	82.0	211	18.0	451	88	507	123
11:00-12:00P	30	481	22	32	32	7	561	15	116	13	4	111	1424	1225	86.0	199	14.0	533	71	692	128
12:00-01:00P	30	524	18	34	27	9	562	12	135	29	4	122	1506	1281	85.1	225	14.9	572	70	709	155
01:00-02:00P	9	370	39	42	57	31	376	19	198	20	38	240	1439	1011	70.3	428	29.7	418	130	593	298
02:00-03:00P	22	457	23	46	25	18	505	6	119	31	13	205	1470	1132	77.0	338	23.0	502	89	630	249
03:00-04:00P	30	536	28	40	33	14	549	14	174	25	9	151	1603	1331	83.0	272	17.0	594	87	737	185
04:00-05:00P	53	549	31	54	46	9	501	15	143	26	10	123	1560	1292	82.8	268	17.2	633	109	659	159
05:00-06:00P	36	517	27	73	44	27	435	17	215	36	11	126	1564	1247	79.7	317	20.3	580	144	667	173
06:00-07:00P	20	352	22	52	30	6	279	3	133	17	6	118	1038	809	77.9	229	22.1	394	88	415	141
07:00-08:00P	15	220	16	31	25	7	195	8	85	6	15	47	670	539	80.4	131	19.6	251	63	288	68
TOTAL COUNT	371	5299	261	573	432	167	5496	173	1610	309	172	1856	16719	13210	79.0	3509	21.0	5931	1172	7279	2337
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME	438	6253	308	676	510	197	6485	204	1900	365	203	2190	19729	15588	79.0	4141	21.0	6999	1383	8589	2758

North and South is: Stewart Parkway East and West is: Harvey Ave.

SUM_1036

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : rain
FROM : NORTH

COUNTY : Douglas
INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
MILE POST : n/a
TO : EAST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A			1																1	
06:15-06:30A	2		1			1													4	
06:30-06:45A			2																2	
06:45-07:00A	3		1			1													5	
07:00-07:15A	5		1																6	
07:15-07:30A	3		2																5	
07:30-07:45A	10		4																14	
07:45-08:00A	9		5																14	
08:00-08:15A	3		2																5	
08:15-08:30A	8		6																14	
08:30-08:45A	2		3																5	
08:45-09:00A	4		2																6	
09:00-10:00A	12		6																18	
10:00-11:00A	15		11			1													27	
11:00-12:00P	19		11																30	
12:00-01:00P	19		11																30	
01:00-02:00P	5		3			1													9	
02:00-03:00P	15		6														1		22	
03:00-03:15P	5		1			1													7	
03:15-03:30P	5		3																8	
03:30-03:45P	3		3																6	
03:45-04:00P	6		3																9	
04:00-04:15P	10		7																17	
04:15-04:30P	8		8																16	
04:30-04:45P	3		8																11	
04:45-05:00P	3		6																9	
05:00-05:15P	4		10																14	
05:15-05:30P	3		5																8	
05:30-05:45P	4		1																5	
05:45-06:00P	6		3																9	
06:00-07:00P	10		10																20	
07:00-08:00P	7		8																15	
14 HOUR	211		154			5											1		371	

Summarized by:_____ | 12/06/04

1.6%

WORK_1036

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : rain
FROM : NORTH

COUNTY : Douglas
INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
MILE POST : n/a
TO : SOUTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	5		10																15	
06:15-06:30A	7		8																15	
06:30-06:45A	16		11																27	
06:45-07:00A	15		17																32	
07:00-07:15A	18		9																27	
07:15-07:30A	28		19			1											1		49	
07:30-07:45A	29		31			1											1		62	
07:45-08:00A	41		31			3											1		76	
08:00-08:15A	38		28			2													68	1
08:15-08:30A	31		27			4			1										63	
08:30-08:45A	38		44			1											2		85	
08:45-09:00A	43		39			1											1		84	
09:00-10:00A	165		105			5											2		277	
10:00-11:00A	220		184			4			2								3		413	
11:00-12:00P	268		202			6											4	1	481	1
12:00-01:00P	317		196			7											3	1	524	
01:00-02:00P	244		126																370	1
02:00-03:00P	265		187			4			1										457	1
03:00-03:15P	73		43			3											1		120	
03:15-03:30P	83		63			2													148	
03:30-03:45P	77		51			3													131	
03:45-04:00P	83		51			2												1	137	
04:00-04:15P	68		68			1													137	
04:15-04:30P	86		38			1											2		127	
04:30-04:45P	73		69			2											2		146	
04:45-05:00P	82		57																139	
05:00-05:15P	79		65																144	
05:15-05:30P	62		63																125	
05:30-05:45P	79		50																129	
05:45-06:00P	66		53																119	
06:00-07:00P	188		163			1													352	
07:00-08:00P	108		112																220	
14 HOUR	2995		2220			54			4								23	3	5299	4

Summarized by:_____ | 12/06/04

1.5%

WORK_1036

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : rain
FROM : NORTH

COUNTY : Douglas
INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
MILE POST : n/a
TO : WEST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A																				
06:30-06:45A																				
06:45-07:00A	1																		1	
07:00-07:15A			2																2	
07:15-07:30A	1																		1	
07:30-07:45A			1																1	
07:45-08:00A			2																2	
08:00-08:15A	1																		1	
08:15-08:30A			1														1		2	
08:30-08:45A																	1		1	
08:45-09:00A	1		1			1													3	
09:00-10:00A	2		8																10	
10:00-11:00A	4		7																11	
11:00-12:00P	10		12																22	
12:00-01:00P	12		4			1											1		18	
01:00-02:00P	25		14																39	
02:00-03:00P	15		7			1													23	
03:00-03:15P	3		3																6	
03:15-03:30P	5		4														1		10	
03:30-03:45P	2		2																4	
03:45-04:00P	4		4																8	
04:00-04:15P	3		3																6	
04:15-04:30P	8		5																13	
04:30-04:45P			4																4	
04:45-05:00P	7		1																8	
05:00-05:15P	3		3																6	
05:15-05:30P	1		1																2	
05:30-05:45P	6		2																8	
05:45-06:00P	6		5																11	
06:00-07:00P	10		12																22	
07:00-08:00P	7		9																16	
14 HOUR	137		117			3											4		261	

Summarized by:_____ | 12/06/04

2.78/8

WORK_1036

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : rain
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
MILE POST : n/a
TO : NORTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1		1																2	
06:15-06:30A	4		2																6	
06:30-06:45A	1		3																4	1
06:45-07:00A	3		1																4	
07:00-07:15A	3		5																8	
07:15-07:30A	10		6																16	
07:30-07:45A	1		5																6	
07:45-08:00A	9		2																11	
08:00-08:15A	1		1																2	
08:15-08:30A	2		2																4	
08:30-08:45A	5		2																7	
08:45-09:00A	9		2																11	
09:00-10:00A	26		16																42	
10:00-11:00A	26		19			1													46	
11:00-12:00P	23		8														1		32	
12:00-01:00P	23		9														2		34	
01:00-02:00P	21		21																42	
02:00-03:00P	27		19																46	
03:00-03:15P	4		5																9	
03:15-03:30P	7		3			1													11	
03:30-03:45P	8		2																10	
03:45-04:00P	3		7																10	
04:00-04:15P	6		6																12	
04:15-04:30P	5		6																11	
04:30-04:45P	9		5																14	
04:45-05:00P	8		9																17	
05:00-05:15P	13		5																18	
05:15-05:30P	7		6																13	
05:30-05:45P	13		12																25	
05:45-06:00P	9		8																17	
06:00-07:00P	25		27																52	
07:00-08:00P	14		17																31	
14 HOUR	326		242			2											3		573	1

Summarized by:_____ | 12/06/04

.87 ~ 1%

WORK_1036

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : rain
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
MILE POST : n/a
TO : SOUTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1		4																5	
06:15-06:30A	4		4																8	
06:30-06:45A			4			1													5	
06:45-07:00A	2		3																5	
07:00-07:15A	1		3																4	
07:15-07:30A	1		3																4	
07:30-07:45A	2		2														1		5	
07:45-08:00A	1																		1	
08:00-08:15A			1																1	1
08:15-08:30A	5		1																6	
08:30-08:45A	2		1														1		4	
08:45-09:00A	2					3											1		6	
09:00-10:00A	17		6														1		24	
10:00-11:00A	12		20			1											2		35	
11:00-12:00P	17		14														1		32	
12:00-01:00P	17		9														1		27	
01:00-02:00P	31		25														1		57	
02:00-03:00P	15		9														1		25	
03:00-03:15P	5		5														2		12	
03:15-03:30P	4		4																8	
03:30-03:45P	5		1																6	
03:45-04:00P	5		2																7	
04:00-04:15P	6		6																12	
04:15-04:30P	6		2			1											1		10	
04:30-04:45P	8		5																13	
04:45-05:00P	5		6																11	
05:00-05:15P	4		4																8	
05:15-05:30P	7		3																10	
05:30-05:45P	8		6																14	
05:45-06:00P	6		6																12	
06:00-07:00P	15		15																30	
07:00-08:00P	13		12																25	
14 HOUR	227		186			6											13		432	1

Summarized by:_____ | 12/06/04

40/0

WORK_1036

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : rain
FROM : EAST

COUNTY : Douglas
INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
MILE POST : n/a
TO : WEST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1		3																4	
06:15-06:30A	3		3																6	
06:30-06:45A																				
06:45-07:00A						1													1	
07:00-07:15A																				
07:15-07:30A	1																		1	
07:30-07:45A																				
07:45-08:00A	1																		1	
08:00-08:15A			1																1	
08:15-08:30A	1																		1	
08:30-08:45A	3		1																4	
08:45-09:00A	1		2																3	
09:00-10:00A	4		6																10	1
10:00-11:00A	5		2																7	
11:00-12:00P	5		2																7	
12:00-01:00P	5		4																9	
01:00-02:00P	15		16																31	
02:00-03:00P	11		6														1		18	
03:00-03:15P	2		1																3	
03:15-03:30P	4		3																7	
03:30-03:45P	1																		1	
03:45-04:00P	1		2																3	
04:00-04:15P																				
04:15-04:30P			1																1	
04:30-04:45P	2																		2	
04:45-05:00P	4		2																6	
05:00-05:15P	3		4																7	
05:15-05:30P	2		1																3	
05:30-05:45P	5		4																9	
05:45-06:00P	3		5																8	
06:00-07:00P	1		5																6	
07:00-08:00P	4		3																7	
14 HOUR	88		77			1											1		167	1

Summarized by:_____ | 12/06/04

1 0/0

WORK_1036

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : rain
FROM : SOUTH

COUNTY : Douglas
INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
MILE POST : n/a
TO : NORTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	8		9			1			1										19	
06:15-06:30A	15		14			1											1		31	
06:30-06:45A	27		33																60	1
06:45-07:00A	24		18															1	43	
07:00-07:15A	22		30																52	
07:15-07:30A	40		34			1													75	
07:30-07:45A	38		42														1		81	
07:45-08:00A	33		31			1			1										66	
08:00-08:15A	33		22														1		56	
08:15-08:30A	42		42																84	
08:30-08:45A	54		26																80	
08:45-09:00A	54		49																103	
09:00-10:00A	202		150			3											2		357	
10:00-11:00A	238		181			2			1								4		426	
11:00-12:00P	317		230			10											4		561	
12:00-01:00P	304		253			3												2	562	1
01:00-02:00P	230		141			3											2		376	
02:00-03:00P	281		219			2			2								1		505	2
03:00-03:15P	103		49																152	
03:15-03:30P	78		58			1											1	1	139	
03:30-03:45P	66		66			1											1		134	
03:45-04:00P	77		46														1		124	1
04:00-04:15P	65		40			1													106	
04:15-04:30P	88		64			2											1		155	
04:30-04:45P	75		54																129	
04:45-05:00P	61		49														1		111	
05:00-05:15P	92		51			2													145	
05:15-05:30P	71		54																125	
05:30-05:45P	38		45														1		84	
05:45-06:00P	49		32																81	
06:00-07:00P	155		122			2													279	
07:00-08:00P	115		77			2											1		195	1
14 HOUR	3095		2331			38			5								23	4	5496	6

Summarized by:_____ | 12/06/04

WORK_1036

1 of 2

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : rain
FROM : SOUTH

COUNTY : Douglas
INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
MILE POST : n/a
TO : EAST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	1																		1	
06:15-06:30A	1					1													2	
06:30-06:45A			3																3	
06:45-07:00A			2																2	
07:00-07:15A	1																		1	
07:15-07:30A	2																		2	
07:30-07:45A			2																2	
07:45-08:00A	2		1																3	
08:00-08:15A	2		2																4	
08:15-08:30A	2																		2	
08:30-08:45A	3		3																6	
08:45-09:00A	4																		4	
09:00-10:00A	10		11																21	
10:00-11:00A	6		4			1													11	
11:00-12:00P	7		8																15	
12:00-01:00P	6		6																12	
01:00-02:00P	9		10																19	
02:00-03:00P	5		1																6	
03:00-03:15P	1		3														1		5	
03:15-03:30P	2		1																3	
03:30-03:45P			1			1													2	
03:45-04:00P	2		2																4	
04:00-04:15P	2																		2	
04:15-04:30P			4																4	
04:30-04:45P	2		2																4	
04:45-05:00P	2		3																5	
05:00-05:15P	5		2																7	
05:15-05:30P	1		1																2	
05:30-05:45P	3		2																5	
05:45-06:00P	1		2																3	
06:00-07:00P			3																3	
07:00-08:00P	5		3																8	
14 HOUR	87		82			3											1		173	

Summarized by:_____ | 12/06/04

WORK_1036

20/0

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : rain
FROM : SOUTH

COUNTY : Douglas
INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
MILE POST : n/a
TO : WEST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	3		1																4	
06:15-06:30A	4		3																7	
06:30-06:45A	1																		1	
06:45-07:00A	4		8																12	
07:00-07:15A	2		6																8	
07:15-07:30A	5		11																16	
07:30-07:45A	16		12			2											1	1	32	
07:45-08:00A	5		7			1													13	
08:00-08:15A	9		8																17	
08:15-08:30A	4		7			1													12	
08:30-08:45A	15		15			2													32	
08:45-09:00A	12		7			1													20	
09:00-10:00A	19		24			4											1		48	
10:00-11:00A	35		30			5													70	
11:00-12:00P	52		58			5											1		116	
12:00-01:00P	64		67			4													135	
01:00-02:00P	100		96			2													198	
02:00-03:00P	56		57			3											3		119	
03:00-03:15P	37		33			1													71	
03:15-03:30P	22		10																32	
03:30-03:45P	27		7			1													35	
03:45-04:00P	20		16																36	
04:00-04:15P	17		15			1													33	1
04:15-04:30P	15		11																26	
04:30-04:45P	21		17			2													40	
04:45-05:00P	26		17			1													44	
05:00-05:15P	36		26																62	
05:15-05:30P	39		33																72	
05:30-05:45P	25		25																50	
05:45-06:00P	17		14																31	
06:00-07:00P	62		70			1													133	
07:00-08:00P	46		39																85	
14 HOUR	816		750			37											6	1	1610	1

Summarized by:_____ | 12/06/04

2.6%

WORK_1036

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : rain
FROM : WEST

COUNTY : Douglas
INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
MILE POST : n/a
TO : NORTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A			1																1	
06:15-06:30A	1		2																3	
06:30-06:45A	2		2																4	
06:45-07:00A	2		4																6	
07:00-07:15A	5		5																10	
07:15-07:30A	2		3																5	
07:30-07:45A	2		4																6	
07:45-08:00A	3		5														1		9	
08:00-08:15A	1		4																5	
08:15-08:30A	2		1																3	
08:30-08:45A	2		5														1		8	
08:45-09:00A	4		4			2													10	
09:00-10:00A	5		4														1		10	
10:00-11:00A	9		17																26	
11:00-12:00P	8		4			1													13	
12:00-01:00P	14		14			1													29	
01:00-02:00P	17		3																20	
02:00-03:00P	21		10																31	
03:00-03:15P	5		4																9	
03:15-03:30P	2																		2	
03:30-03:45P	5		3																8	
03:45-04:00P	5		1																6	
04:00-04:15P	6		4																10	
04:15-04:30P	2		2																4	
04:30-04:45P	6		3																9	
04:45-05:00P	1		2																3	
05:00-05:15P	7		7																14	
05:15-05:30P	4		8																12	
05:30-05:45P	4		2																6	
05:45-06:00P	1		3																4	
06:00-07:00P	8		9																17	
07:00-08:00P	3		3																6	
14 HOUR	159		143			4											3		309	

Summarized by:_____ | 12/06/04

2%

WORK_1036

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : rain
FROM : WEST

COUNTY : Douglas
INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
MILE POST : n/a
TO : EAST

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A																				
06:15-06:30A	2		1																3	
06:30-06:45A	4		1																5	
06:45-07:00A	3																		3	
07:00-07:15A	3																		3	
07:15-07:30A	1																		1	
07:30-07:45A	2		2																4	
07:45-08:00A	1		6																7	
08:00-08:15A	1		2																3	
08:15-08:30A	3		1																4	
08:30-08:45A	2		2																4	
08:45-09:00A	5		2																7	
09:00-10:00A	7		2																9	1
10:00-11:00A	2		6			1													9	
11:00-12:00P	4																		4	
12:00-01:00P	2		2																4	
01:00-02:00P	18		20																38	
02:00-03:00P	7		6																13	
03:00-03:15P						1													1	
03:15-03:30P	3		1																4	
03:30-03:45P			1																1	
03:45-04:00P	2		1																3	
04:00-04:15P																				
04:15-04:30P	2		3																5	
04:30-04:45P	1																		1	
04:45-05:00P			4																4	
05:00-05:15P	1		2																3	
05:15-05:30P	3		1																4	
05:30-05:45P	1		1																2	
05:45-06:00P			2																2	
06:00-07:00P	4		2																6	
07:00-08:00P	9		6																15	
14 HOUR	93		77			2													172	1

Summarized by:_____ | 12/06/04

WORK_1036

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004
DAY OF WEEK : Mon.
HOURS COUNTED: 6AM - 8PM
WEATHER : rain
FROM : WEST

COUNTY : Douglas
INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
MILE POST : n/a
TO : SOUTH

CITY: Roseburg

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-06:15A	3		2			1													6	
06:15-06:30A	4		8			2													14	
06:30-06:45A	8		13																21	
06:45-07:00A	17		21																38	
07:00-07:15A	20		18																38	
07:15-07:30A	37		25																62	
07:30-07:45A	33		24														2		59	
07:45-08:00A	22		30			1													53	
08:00-08:15A	11		9																20	
08:15-08:30A	19		13														1		33	
08:30-08:45A	21		19																40	
08:45-09:00A	25		17																42	
09:00-10:00A	31		64			3											1		99	
10:00-11:00A	48		38			1											1		88	
11:00-12:00P	53		54			2											2		111	
12:00-01:00P	61		57			1											3		122	
01:00-02:00P	147		89			2											1	1	240	
02:00-03:00P	115		85			2											3		205	
03:00-03:15P	19		18																37	
03:15-03:30P	26		20			1													47	
03:30-03:45P	25		15														1		41	
03:45-04:00P	15		11																26	
04:00-04:15P	16		9																25	
04:15-04:30P	14		11																25	
04:30-04:45P	26		16			1													43	
04:45-05:00P	17		12														1		30	
05:00-05:15P	12		21			1													34	
05:15-05:30P	14		20																34	
05:30-05:45P	17		14																31	
05:45-06:00P	10		17																27	
06:00-07:00P	69		49																118	
07:00-08:00P	23		24																47	
14 HOUR	978		843			18											16	1	1856	

Summarized by:_____ | 12/06/04

1.8%

WORK_1036

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004 | DAY : Mon. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: rain | INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST	
06:00-06:15A																					
06:15-06:30A																					
06:30-06:45A				1			1									2					
06:45-07:00A																					
07:00-07:15A																					
07:15-07:30A																					
07:30-07:45A																				1	
07:45-08:00A																					
08:00-08:15A		1			1											2				1	
08:15-08:30A																					
08:30-08:45A																					
08:45-09:00A																					
09:00-10:00A						1					1					2					
10:00-11:00A																					
11:00-12:00P		1														1					
12:00-01:00P							1									1					
01:00-02:00P		1														1					
02:00-03:00P		1					2									3		1			
03:00-03:15P																					
03:15-03:30P																					
03:30-03:45P																					
03:45-04:00P							1									1		2	1		
04:00-04:15P									1							1					
04:15-04:30P																					
04:30-04:45P																					
04:45-05:00P																		1			
05:00-05:15P																					
05:15-05:30P																					
05:30-05:45P																					
05:45-06:00P																					
06:00-07:00P																					
07:00-08:00P							1									1					

North and South is: Stewart Parkway

East and West is: Harvey Ave.

BIKE_1036

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004 | DAY : Mon. | COUNTY : Douglas | CITY: Roseburg

HOURS : 6AM - 8PM | WEATHER: rain | INTERSECTION OF: Stewart Parkway @ Harvey Ave.

6 vehicle class

Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-S SBT	N-W	E-N WBR	E-S WBL	E-W WBT	S-N NBT	S-E NBR	S-W NBL	W-N EBL	W-E EBT	W-S EBR				TOTAL	NORTH	EAST	SOUTH	WEST	
TOTAL VOLUME		4		1	1	1	6		1		1					15		4	1	2	

North and South is: Stewart Parkway

East and West is: Harvey Ave.

BIKE_1036

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004 | DAY : Mon. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: rain | INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
Tab by: | Chk. by: | MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
06:00-06:15A																		
06:15-06:30A																		
06:30-06:45A								2				2		2				2
06:45-07:00A								2				2		2				2
07:00-07:15A																		
07:15-07:30A								2		4		6		2		4		6
07:30-07:45A							1			3		4	1			3		4
07:45-08:00A								2		1		3		2		1		3
08:00-08:15A								1	1			2		1	1			2
08:15-08:30A									1			1			1			1
08:30-08:45A							1					1	1					1
08:45-09:00A																		
09:00-10:00A										2		2				2		2
10:00-11:00A							1			2		3	1			2		3
11:00-12:00P										4		4				4		4
12:00-01:00P							1	3				4	1	3				4
01:00-02:00P								2		1		3		2		1		3
02:00-03:00P								2		2		4		2		2		4
03:00-03:15P																		
03:15-03:30P								3		1		4		3		1		4
03:30-03:45P										1		1				1		1
03:45-04:00P																		
04:00-04:15P																		
04:15-04:30P										1		1				1		1
04:30-04:45P								4	1			5		4	1			5
04:45-05:00P								3				3		3				3
05:00-05:15P														2				
05:15-05:30P										1		1				1		1
05:30-05:45P										3		3				3		3
05:45-06:00P																		
06:00-07:00P								3		1		4		3		1		4
07:00-08:00P								1				1		1				1

North and South is: Stewart Parkway

East and West is: Harvey Ave.

PED_1036

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 15, 2004 DAY : Mon. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: rain INTERSECTION OF: Stewart Parkway @ Harvey Ave.
6 vehicle class
Tab by: Chk. by: MILE POST : n/a

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
TOTAL VOLUME							4	30	3	27		64	4	30	3	27		64

North and South is: Stewart Parkway East and West is: Harvey Ave.

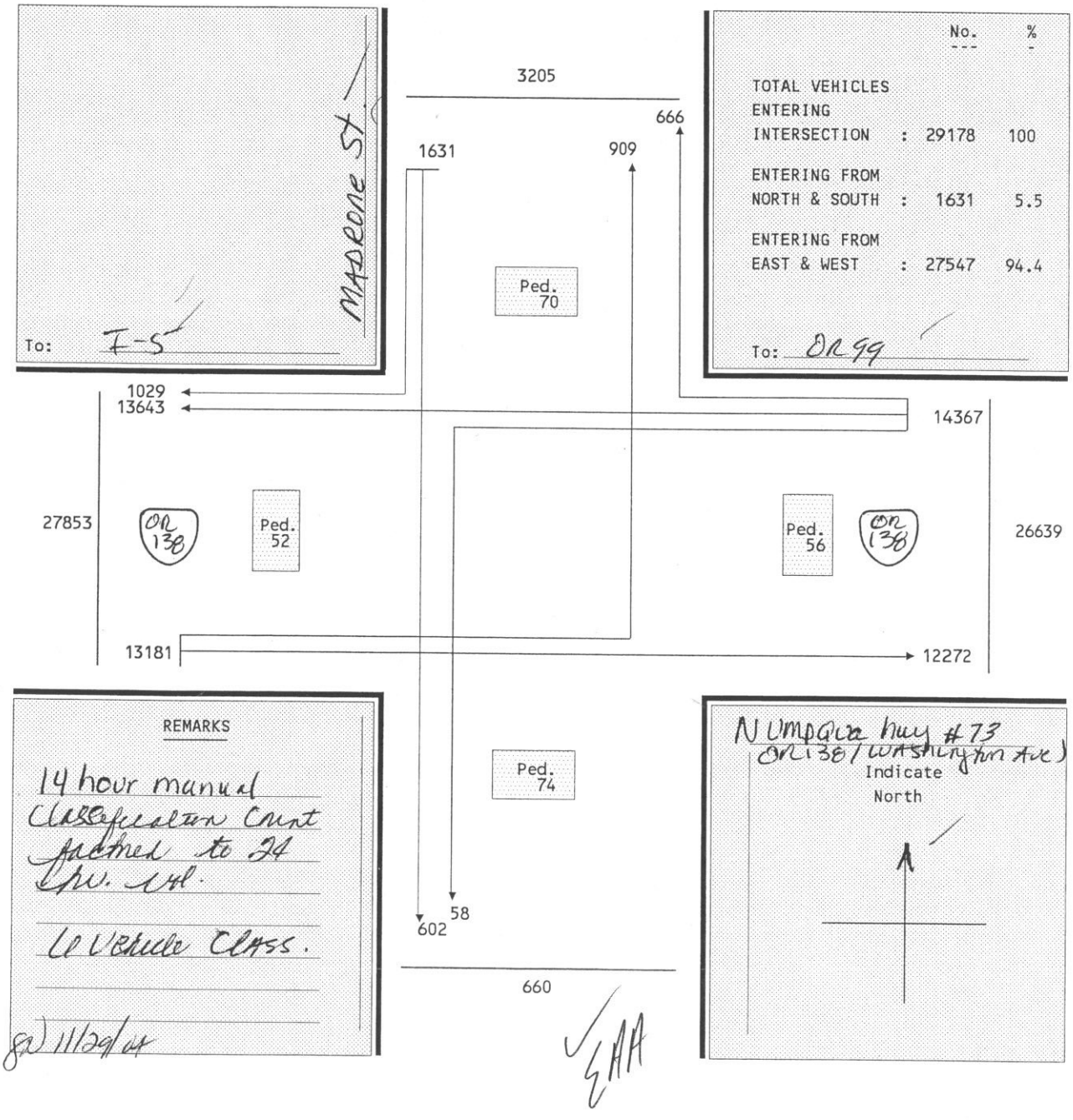
PED_1036

TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : Nov. 9, 2004
DAY WEEK : Tues.
ACT COUNT: 14
HRS COUNT: 6AM - 8PM
PED COUNT: 14
HRS COUNT: 6AM - 8PM
WEATHER : clear

CITY or COUNTY : Roseburg
INTERSECTION OF: N Umpqua Hwy #73(OR138/Washington Ave.) @ Madrone St. 6 vehicle class
MILE POST: -0.57
CLASSIFICATION : All vehicles

PAUL	TERRY H.	DARYL	SUE
[illegible]	KEN N.	CONNIE	RAY
INGRID			MIKE
ANDREW			ROSE
TOM	DEC - 2 2004		DAVE
MIKE B.			BOB
SHIRLEY			CRAI
ELIZABETH	BILL S.	JARED	RON
SHELLY R.	LORI	CHRIS W.	HAREG



DGM_1031

SUMMARY OF TRAFFIC COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 9, 2004 DAY : Tues. COUNTY : Douglas CITY: Roseburg
HOURS : 6AM - 8PM WEATHER: clear INTERSECTION OF: N Umpqua Hwy #73(OR138/Washington Ave.) @ Madrone St. 6 vehicle class
Tab by: Chk. by: MILE POST : -0.57

TIME OF DAY	SUMMARY BY MOVEMENTS													NORTH AND SOUTH	PERCENT OF TOTAL	EAST AND WEST	PERCENT OF TOTAL	ENTERING VOLUMES BY LEGS			
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL					NORTH	EAST	SOUTH	WEST
06:00-07:00A		16	16	17		330				15	310		704	32	4.5	672	95.5	32	347		325
07:00-08:00A		35	67	67	3	712				153	823		1860	102	5.5	1758	94.5	102	782		976
08:00-09:00A		20	30	37	2	765				59	692		1605	50	3.1	1555	96.9	50	804		751
09:00-10:00A		31	53	37	4	664				54	652		1495	84	5.6	1411	94.4	84	705		706
10:00-11:00A		29	70	46		784				44	780		1753	99	5.6	1654	94.4	99	830		824
11:00-12:00P		41	72	33	3	905				38	822		1914	113	5.9	1801	94.1	113	941		860
12:00-01:00P		61	80	74	7	994				69	866		2151	141	6.6	2010	93.4	141	1075		935
01:00-02:00P		77	60	43	2	921				61	859		2023	137	6.8	1886	93.2	137	966		920
02:00-03:00P		50	96	48	1	1041				70	940		2246	146	6.5	2100	93.5	146	1090		1010
03:00-04:00P		45	85	51	4	1028				81	981		2275	130	5.7	2145	94.3	130	1083		1062
04:00-05:00P		42	76	47	6	1138				50	911		2270	118	5.2	2152	94.8	118	1191		961
05:00-06:00P		36	125	29	11	1179				40	805		2225	161	7.2	2064	92.8	161	1219		845
06:00-07:00P		19	33	17	2	650				23	574		1318	52	3.9	1266	96.1	52	669		597
07:00-08:00P		8	9	18	4	451				13	385		888	17	1.9	871	98.1	17	473		398
TOTAL COUNT		510	872	564	49	11562				770	10400		24727	1382	5.6	23345	94.4	1382	12175		11170
24HR FACTOR	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18									
24HR VOLUME		602	1029	666	58	13643				909	12272		29179	1631	5.6	27548	94.4	1631	14367		13181

North and South is: Madrone St. East and West is: N Umpqua Hwy #73(OR138/Washington Ave.) SUM_1031

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 9, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: N Umpqua Hwy #73(OR138/Washington Ave.) @ Madrone St. 6 vehicle class
MILE POST : -0.57
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	5		11																16	
07:00-08:00A	15		18			1											1		35	
08:00-09:00A	10		9														1		20	
09:00-10:00A	15		16																31	
10:00-11:00A	11		15			2											1		29	
11:00-12:00P	17		22														2		41	
12:00-01:00P	22		34			4											1		61	1
01:00-02:00P	34		40			3													77	1
02:00-03:00P	23		24			1											1	1	50	3
03:00-04:00P	24		19			1											1		45	
04:00-05:00P	19		22														1		42	
05:00-06:00P	11		23			2													36	
06:00-07:00P	12		7																19	1
07:00-08:00P	4		4																8	
14 HOUR	222		264			14											9	1	510	6

Summarized by:_____ | 11/29/04

4.5%

WORK_1031

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 9, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : NORTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: N Umpqua Hwy #73(OR138/Washington Ave.) @ Madrone St. 6 vehicle class
MILE POST : -0.57
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	4		12																16	1
07:00-08:00A	35		32																67	
08:00-09:00A	16		13														1		30	
09:00-10:00A	31		21			1													53	
10:00-11:00A	35		31			3											1		70	
11:00-12:00P	40		31			1													72	1
12:00-01:00P	50		30																80	
01:00-02:00P	28		32																60	
02:00-03:00P	46		49			1													96	
03:00-04:00P	43		41														1		85	
04:00-05:00P	34		42																76	
05:00-06:00P	56		69																125	
06:00-07:00P	18		14			1													33	
07:00-08:00P	2		7																9	
14 HOUR	438		424			7											3		872	2

Summarized by:_____ | 11/29/04

1 0/0

WORK_1031

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE :	Nov. 9, 2004	COUNTY :	Douglas CITY: Roseburg
DAY OF WEEK :	Tues.	INTERSECTION OF:	N Umpqua Hwy #73(OR138/Washington Ave.) @
HOURS COUNTED:	6AM - 8PM		Madrone St. 6 vehicle class
WEATHER :	clear	MILE POST :	-0.57
FROM :	EAST	TO :	NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	7		8			2													17	
07:00-08:00A	32		35																67	
08:00-09:00A	20		16														1		37	
09:00-10:00A	16		21																37	
10:00-11:00A	28		16			1											1		46	
11:00-12:00P	14		17			2													33	
12:00-01:00P	33		40			1													74	
01:00-02:00P	21		22																43	
02:00-03:00P	15		32			1													48	
03:00-04:00P	23		27			1													51	
04:00-05:00P	20		26			1													47	
05:00-06:00P	15		13			1													29	
06:00-07:00P	13		4																17	
07:00-08:00P	11		6			1													18	
14 HOUR	268		283			11											2		564	

Summarized by:_____ | 11/29/04

2%

WORK_1031

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 9, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: N Umpqua Hwy #73(OR138/Washington Ave.) @ Madrone St. 6 vehicle class
MILE POST : -0.57
TO : SOUTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A																				
07:00-08:00A	2		1																3	
08:00-09:00A	1		1																2	
09:00-10:00A	2		2																4	
10:00-11:00A																				
11:00-12:00P	1		2																3	
12:00-01:00P	3		4																7	
01:00-02:00P	1		1																2	
02:00-03:00P	1																		1	
03:00-04:00P	1		2			1													4	
04:00-05:00P	4		2																6	
05:00-06:00P	5		6																11	
06:00-07:00P	2																		2	
07:00-08:00P	3		1																4	
14 HOUR	26		22			1													49	

Summarized by:_____ | 11/29/04

2 of 0

WORK_1031

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 9, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : EAST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: N Umpqua Hwy #73(OR138/Washington Ave.) @
Madrone St. 6 vehicle class
MILE POST : -0.57
TO : WEST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	103		185			16			8								17	1	330	2
07:00-08:00A	309		359			17			6								21		712	
08:00-09:00A	311		388			42			15								8	1	765	2
09:00-10:00A	306		304			37			12								5		664	
10:00-11:00A	326		412			31			11								2	2	784	1
11:00-12:00P	396		437			47			12								11	2	905	1
12:00-01:00P	457		490			31			13								1	2	994	2
01:00-02:00P	412		465			22			7								13	2	921	2
02:00-03:00P	441		533			26			5								36		1041	1
03:00-04:00P	462		529			26			3								6	2	1028	3
04:00-05:00P	544		561			26			5								1	1	1138	2
05:00-06:00P	528		639			10											2		1179	
06:00-07:00P	255		383			8			1								2	1	650	1
07:00-08:00P	229		214			5			2								1		451	1
14 HOUR	5079		5899			344			100								126	14	11562	18

Summarized by:_____ | 11/29/04

5 of 8

WORK_1031

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 9, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : SOUTH

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: N Umpqua Hwy #73(OR138/Washington Ave.) @
Madrone St. 6 vehicle class
MILE POST : -0.57
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A																				2
07:00-08:00A																				1
08:00-09:00A																				
09:00-10:00A																				
10:00-11:00A																				
11:00-12:00P																				
12:00-01:00P																				3
01:00-02:00P																				2
02:00-03:00P																				
03:00-04:00P																				
04:00-05:00P																				
05:00-06:00P																				
06:00-07:00P																				
07:00-08:00P																				
14 HOUR																				8

Summarized by:_____ | 11/29/04

0%

WORK_1031

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 9, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: N Umpqua Hwy #73(OR138/Washington Ave.) @ Madrone St. 6 vehicle class
MILE POST : -0.57
TO : NORTH

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	6		8			1													15	
07:00-08:00A	77		74			1											1		153	
08:00-09:00A	29		29														1		59	
09:00-10:00A	27		25			2													54	
10:00-11:00A	26		17														1		44	
11:00-12:00P	21		15														2		38	
12:00-01:00P	40		28														1		69	
01:00-02:00P	29		32																61	
02:00-03:00P	34		36																70	
03:00-04:00P	39		41														1		81	
04:00-05:00P	28		21														1		50	
05:00-06:00P	15		25																40	
06:00-07:00P	10		12			1													23	
07:00-08:00P	5		8																13	
14 HOUR	386		371			5											8		770	

Summarized by:_____ | 11/29/04

1.7 N 2%

WORK_1031

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 9, 2004
DAY OF WEEK : Tues.
HOURS COUNTED: 6AM - 8PM
WEATHER : clear
FROM : WEST

COUNTY : Douglas CITY: Roseburg
INTERSECTION OF: N Umpqua Hwy #73(OR138/Washington Ave.) @ Madrone St. 6 vehicle class
MILE POST : -0.57
TO : EAST

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A	110		180			8			11									1	310	
07:00-08:00A	337		432			14			13								27		823	
08:00-09:00A	273		364			26			12								17		692	
09:00-10:00A	285		346			10			8								3		652	1
10:00-11:00A	343		394			22			17								4		780	
11:00-12:00P	328		448			23			13								8	2	822	
12:00-01:00P	387		436			25			12								6		866	1
01:00-02:00P	408		422			15			11								1	2	859	3
02:00-03:00P	442		443			30			12								13		940	
03:00-04:00P	424		521			20			6								9	1	981	1
04:00-05:00P	419		462			15			6								9		911	1
05:00-06:00P	361		427			13			3									1	805	
06:00-07:00P	284		287			2												1	574	1
07:00-08:00P	161		216			4			2								1	1	385	
14 HOUR	4562		5378			227			126								98	9	10400	8

Summarized by:_____ | 11/29/04

4 of 8

WORK_1031

TRAFFIC COUNT SUMMARY SHEET
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE	: Nov. 9, 2004	COUNTY	: Douglas	CITY:	Roseburg
DAY OF WEEK	: Tues.	INTERSECTION OF:	N Umpqua Hwy #73(OR138/Washington Ave.) @		
HOURS COUNTED:	6AM - 8PM		Madrone St. 6 vehicle class		
WEATHER	: clear	MILE POST	: -0.57		
FROM	: WEST	TO	: SOUTH		

TIME OF DAY	PASSENGER		OTHER 2 AXLE		SGL UNIT TRUCK			SGL TRAILER TRUCKS			DBL TRAILER TRUCKS			TRP TRAILER TRUCKS			BUSES	MOTOR CYCLE SCOOT	TOTAL ALL VEHICLE	BI CY CLE
	Cars	WTrlr	Other	WTrlr	2 Axl	3 Axl	>4Axl	4 Axl	5 Axl	>6Axl	5 Axl	6 Axl	>7Axl	7 Axl	8 Axl	>9Axl				
06:00-07:00A																				
07:00-08:00A																				
08:00-09:00A																				
09:00-10:00A																				
10:00-11:00A																				
11:00-12:00P																				1
12:00-01:00P																				
01:00-02:00P																				
02:00-03:00P																				
03:00-04:00P																				
04:00-05:00P																				
05:00-06:00P																				
06:00-07:00P																				
07:00-08:00P																				
14 HOUR																				1

Summarized by:_____ | 11/29/04

WORK_1031

0 0/0

SUMMARY OF BICYCLE COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 9, 2004 | DAY : Tues. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: clear | INTERSECTION OF: N Umpqua Hwy #73(OR138/Washington Ave.) @ Madrone St. 6 vehicle class
Tab by: | Chk. by: | MILE POST : -0.57

TIME OF DAY	BICYCLES MOVING WITH VEHICULAR TRAFFIC																BICYCLES USING CROSS WALKS				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S				TOTAL	NORTH	EAST	SOUTH	WEST	
06:00-07:00A			1			2	2		1							6					
07:00-08:00A							1									1					
08:00-09:00A						2										2					
09:00-10:00A											1					1					
10:00-11:00A						1										1					
11:00-12:00P			1			1						1				3					
12:00-01:00P		1				2	3				1					7					
01:00-02:00P		1				2	2				3					8					
02:00-03:00P		3				1										4					
03:00-04:00P						3					1					4					
04:00-05:00P						2					1					3					
05:00-06:00P																					
06:00-07:00P		1				1					1					3					
07:00-08:00P						1										1					
TOTAL VOLUME		6	2			18	8		1		8	1				44					

North and South is: Madrone St.

East and West is: N Umpqua Hwy #73(OR138/Washington Ave.)

BIKE_1031

SUMMARY OF PEDESTRIAN COUNT
TRANSPORTATION DEVELOPMENT BRANCH - RESEARCH SECTION

DATE : Nov. 9, 2004 | DAY : Tues. | COUNTY : Douglas | CITY: Roseburg
HOURS : 6AM - 8PM | WEATHER: clear | INTERSECTION OF: N Umpqua Hwy #73(OR138/Washington Ave.) @ Madrone St. 6 vehicle class
Tab by: | Chk. by: | MILE POST : -0.57

TIME OF DAY	STUDENT PEDESTRIANS						OTHER PEDESTRIANS						STUDENT AND OTHER PEDESTRIAN					
	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL	NORTH	EAST	SOUTH	WEST		TOTAL
06:00-07:00A							1	2	15			18	1	2	15			18
07:00-08:00A							3	10	20	3		36	3	10	20	3		36
08:00-09:00A							8	5	2	2		17	8	5	2	2		17
09:00-10:00A								7	1	3		11		7	1	3		11
10:00-11:00A							2	2	1	1		6	2	2	1	1		6
11:00-12:00P							7	8	4	4		23	7	8	4	4		23
12:00-01:00P							4	4	7	7		22	4	4	7	7		22
01:00-02:00P							3	5	7	9		24	3	5	7	9		24
02:00-03:00P							16	6	1	10		33	16	6	1	10		33
03:00-04:00P							6	1	2	3		12	6	1	2	3		12
04:00-05:00P							5	2	2	1		10	5	2	2	1		10
05:00-06:00P							3	2	1	1		7	3	2	1	1		7
06:00-07:00P							3	2	5	5		15	3	2	5	5		15
07:00-08:00P							9		6	3		18	9		6	3		18
TOTAL VOLUME							70	56	74	52		252	70	56	74	52		252

North and South is: Madrone St.

East and West is: N Umpqua Hwy #73(OR138/Washington Ave.)

PED_1031