

# Tourist and Recreation Travel on Highway 199

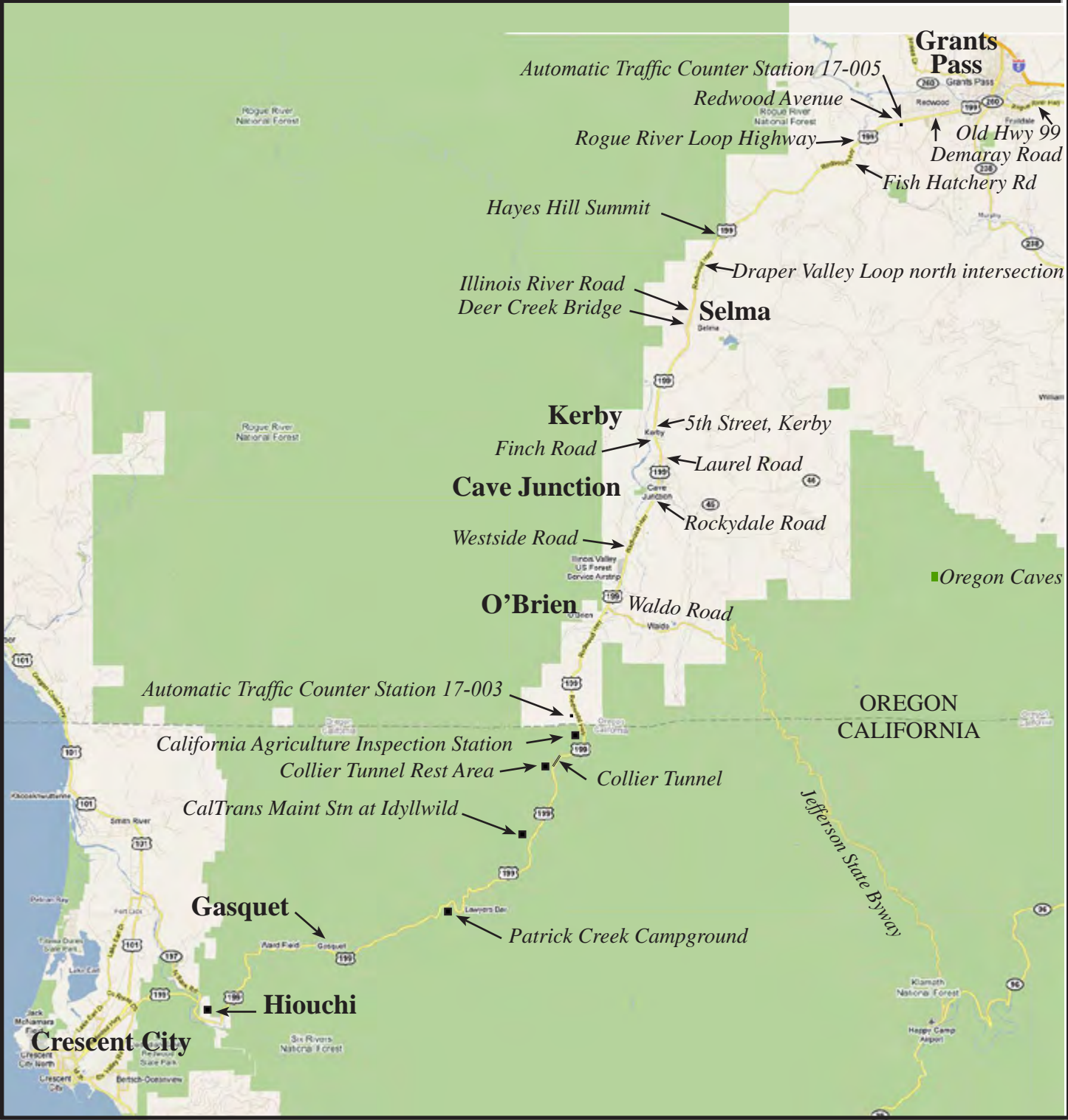
## Oregon - California

*A compilation of observations and traffic records.*



*Jedediah Smith Redwood State Park, Crescent City, California*

# The Highway 199 Corridor



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## Introduction

Highway 199, the Redwood Highway, is located in the southwest corner of Oregon and cuts diagonally from Interstate 5 at Grants Pass to Highway 101 near Crescent City, California. The total length of the road is about 80 miles and has traditionally been the main travel corridor between Crater Lake National Park and Redwood State and National Parks.

The route plays an essential role in making this region of Oregon and California competitive in the global tourism market because it has the potential of serving as the east west turn-around point for loop routes from San Francisco/Sacramento or Portland/Seattle. These loops follow the scenic coast to Redwood State and National Parks and then inland to Crater Lake National Park and the Cascade Mountains where they return to their origin.

There has been no formal assessment of traffic on Highway 199 to determine the approximate number of vehicles that are using the corridor for tourist or recreational travel. For this reason, it has been difficult to provide accurate evaluations of the potential income that tourism and recreation can bring to the local economy. This report will not completely resolve this lack of information but will serve as a first step in understanding what this travel corridor might currently contribute as an economic resource for southern Oregon and northern California.

### Purpose

This document was compiled with the intention of establishing a baseline of data that will be useful to communities on Highway 199 that want to develop marketing strategies for attracting tourist spending as well as attract business development that can help create jobs in the low income communities of southwest Oregon.

### Methods

All of the data compiled in this report are from official state traffic counts taken at the Oregon-California border. The Oregon-California border was selected as the focus of this study because commuter traffic at this location is considered to be minimal. For this reason, the Oregon-California border offers the best site in the corridor to assess tourist and recreation travel in the Highway 199 corridor.



*Rough and Ready Forest State Park, Cave Junction, Oregon*

# Summary

All information in this summary regards traffic volume and composition at the Oregon-California border. This location on Highway 199 is the focal point for all of the information compiled in this document.

## Traffic volumes

- Total vehicles: 1,047,500 per year. Traffic volume has been at this approximate level for the past decade.
- Tourist traffic: Leisure and recreational travel make up about 30% of the total travel volume. It may be as high as 50% (see comments on page 66).
- Traffic direction: The volume of traffic is about the same in both directions including the number of motor homes and vehicles pulling travel trailers.

## Types of vehicles as a percentage of total traffic

- 88% Cars/pickups- These can be subdivided into the following groups
  - 90% Vehicles with no visible indicator of recreational or leisure travel
  - 5% Towing trailers: 24% boat, 5% horse, 2% misc recreational (jet ski, quad, motorcycle, raft, camping gear), 69% misc enclosed, covered, or empty trailer
  - 2% With rooftop cargo racks
  - 3% Rec equipment (vehicles carrying bicycles, kayaks, surfboards, etc)
- 4% Recreational vehicles - these can be subdivided into three groups
  - 10% Campers
  - 50% Travel trailer
  - 40% Motor homes with about 34% of these towing vehicles
- 1.5% Motorcycles
- 6% Trucks with single or double trailers
- .5% Bus (scheduled shuttle bus, tour vans, school bus, tour bus)

## Estimating tourist spending from traffic records

Monthly traffic records can be used for making soft estimates of the volumes of tourist traffic passing through the Highway 199 corridor. These estimates are based on the assumption that during the month of January, tourist traffic will be the lowest and the predominant users of the highway will be commuters and routine commercial traffic. Assuming this commuter and routine commercial traffic will remain the same throughout the year, any increases in traffic during the late spring and summer would likely be due to the increased use of the highway for tourist and recreation travel.

Highway 199 2009 Monthly ADT 2009 Annual ADT = 2,870		
	Average Daily Traffic	Percent of ADT
January	2008	70
February	2026	71
March	2402	84
April	2400	84
May	2900	101
June	3400	118
July	4500	157
August	4310	150
September	3471	121
October	2564	89
November	2400	84
December	2050	71

ADT = Average Daily Traffic.

2009 traffic records showing monthly averages compared to the annual ADT of 2,870.

The 2009 monthly average daily traffic (ADT) records from the Oregon State traffic counter at the Oregon-California border documents an average of about 2,008 vehicles passing the traffic counter every day during the month of January. Tourist travel is at its minimum during this month so these 2,008 vehicles can be assumed to be routine commuter and commercial traffic that will remain unchanged throughout the year. By subtracting 2,008 from other monthly ADT numbers, it is possible to get a rough estimate of the number of tourist vehicles passing through the corridor each day of the month.

For example, the month of May shows the daily traffic numbers have increased to 2,900, or about 900 more vehicles per day than in January. These 900 vehicles are likely being used for leisure and recreation travel.

Once the daily number of tourist and recreation travelers have been determined, additional estimates can be made such as calculating the approximate amount of travel dollars passing through the Highway 199 corridor each day.

Travel spending is often determined by the amount of money spent by a travel group. A travel group is generally considered to be all the people traveling in the same vehicle and the amount of money they spend each day for fuel, food, and lodging is around \$100-\$150. Using this information, it can be estimated that during the month of May, the minimum amount of tourist dollars passing through the corridor is about \$90,000 per day or about \$2.7 million during the month of May.

Using the same method of calculation for the month of July, the busiest travel month in 2009, a minimum of \$250,000 tourist dollars passed through the corridor each day or about \$7.5 million over the span of the month of July.

The total annual tourist traffic on Highway 199 is about 30% of the annual ADT or around 314,000 vehicles per year\*. If visitor spending for each of these vehicles is between \$100-\$150 per day, it can be estimated that about \$31-\$47 million dollars of potential tourist spending pass through the Highway 199 corridor annually.

*\*The estimate that 30% of the total annual ADT is tourist and recreation traffic is obtained under the assumption that January traffic represents only commuter and routine commerce traffic. If this is 70% of the annual ADT then the remaining 30% most likely represents leisure travel.*

# Oregon State Traffic Volume Records

## Summary

This section provides a comparative record of traffic activity on the 40 miles of Highway 199 located on the Oregon side of the border. Traffic is lowest at the Oregon-California border where commuter traffic is minimal and increases dramatically as the road approaches Grants Pass and commuter traffic accumulates from residential areas along the corridor.

Traffic volumes listed in the following annual data sheets were determined by taking the total annual traffic that passes each of the data collection points and dividing by 365. If you want to know the total cars that pass any of the data points during a one year period, multiply the number by 365.

The target area for this document is the Oregon-California border where the average daily traffic (ADT) for the past decade has been around 2,800 vehicles per day or about one million vehicles annually. Near Grants Pass where commuter traffic is more intense, the annual ADT is about 34,000 vehicles daily or about twelve million vehicles annually.

## Introduction

The Oregon State traffic volume records provide an annual summary of the amount of traffic passing reference points along Highway 199 each day. The values are determined by taking the total number of vehicles counted during the year and dividing by 365. Hence, if you want to know the total number of vehicles that pass any of the reference points in any given year, multiply the ADT values in the traffic record by 365.

There are two sites on Highway 199 where automatic traffic counters are permanently established and the values given for these points are based on actual counts. These automated traffic counters (ATC) stations are located at mile 41.32 (the O'Brien Station) near the California border and at mile 4.7 (the Timber Ridge Station) near Rogue Community College, in Grants Pass. The Timber Ridge Station was installed in 2002 so records won't begin to appear until that year.

The other values listed for different points along Highway 199 were obtained with temporary counters set up at designated points along the highway where they count traffic for 48 hours. Values at these points are compared with the values taken at the O'Brien ATC Station and adjusted to give an approximate annual traffic volume value for that reference point.

## Understanding the data

The left column labeled "MP" stands for "mile point". All distances represent the distance in miles from the intersection with the Rogue River Highway (old Highway 99) in Grants Pass.

Records occasionally have notations such as "Equation: MP 9.33AH = MP 9.03BK". These notes are inserted into data records when construction changes the length of a highway. Changes might happen when cutting a curve shortens the highway or the highway is lengthened if it becomes necessary to go around a stubborn obstacle like a constantly sliding hillside. When the road is changed like this, ODOT does not want to have to re-milepoint the entire highway. The equation is used to make the correction.

The letters BK stands for "back" and AH stands for "ahead" and are terms indicating the direction of travel. On Highway 199, "ahead" means north and "back" means south. Understanding these terms and calculations is necessary to assure staff places vehicle counting equipment in the same location to produce consistent data.

### **Note regarding the use of #25 in the traffic record title:**

Oregon Sate maintains a list of state highways. Redwood Highway 199, is the 25th road on the list, hence Redwood Highway #25.



MP	LOCATION	93 ADT
REDWOOD HIGHWAY NO. 25 Mile Post indicates distance from Rogue River Highway, ORE99, at Redwood Junction in Grants Pass SOUTHBOUND - ONE-WAY TRAFFIC On 6th Street		
0.75	0.04 mile east of Fairgrounds Road.....	27000
0.89	0.01 mile east of Union Avenue.....	23000
1.23	0.01 mile east of Allen Creek Road, 0.11 mile west of southwest city limits of Grants Pass...	17000
2.04	0.01 mile east of Dowell Road.....	16000
2.57	0.01 mile west of Demaray Prairie Road.....	11000
5.17	0.01 mile east of Redwood Avenue.....	9300
5.19	0.01 mile west of Redwood Avenue.....	9400
6.34	0.01 mile east of Helms Road.....	8400
6.97	0.12 mile east of Rogue River Loop Highway.....	8800
7.10	0.01 mile west of Rogue River Loop Highway.....	7800
8.80	0.01 mile south of Fish Hatchery Road.....	6200
16.10	Hayes Hill Summit.....	6500
17.86	0.01 mile south of Draper Valley Road (N. Junction).....	6300
19.59	0.01 mile south of Draper Valley Road (S. Junction).....	6800
20.13	0.10 mile north of Illinois River Road.....	8100
20.28	0.02 mile north of Hogue Drive (N. Junction)...	8000
20.41	0.37 mile north of Deer Creek Bridge.....	7200
20.84	0.01 mile south of Lakeshore Drive.....	7200
21.49	0.38 mile south of Hogue Drive (S. Junction)...	7200
26.28	0.39 mile north of 5th Street.....	7200
26.81	0.10 mile south of Finch Road.....	7500
27.71	North city limits of Cave Junction, 0.02 mile south of Laurel Road.....	7300
28.64	0.01 mile south of Lister Street.....	10000
28.94	0.01 mile north of Oregon Caves Highway (Ore 46).....	10000
29.27	South city limits of Cave Junction.....	8000
29.64	0.01 mile south of Rockydale Road.....	6200
32.20	0.01 mile north of Westside Road.....	5000
36.26	0.01 mile north of O'Brien Road.....	4000
36.72	0.01 mile north of Gene Brown Road.....	3600
41.32	O'Brien Automatic Recorder, Sta. 17-003, 0.37 mile north of Oregon-California State Line.....	2600

MP	LOCATION	94 ADT
REDWOOD HIGHWAY NO. 25 Mile Post indicates distance from Rogue River Highway, ORE99, at Redwood		
0.75	0.04 mile east of Fairgrounds Road.....	35700
0.89	0.01 mile east of Union Avenue.....	36700
1.23	0.01 mile east of Allen Creek Road, 0.11 mile west of southwest city limits of Grants Pass,..	17600
2.04	0.01 mile east of Dowell Road.....	16700
2.57	0.01 mile west of Demaray Prairie Road.....	15800
5.17	0.01 mile east of Redwood Avenue.....	10900
5.19	0.01 mile west of Redwood Avenue.....	10700
6.34	0.01 mile east of Helms Road.....	11500
6.97	0.12 mile east of Rogue River Loop Highway.....	9700
7.10	0.01 mile west of Rogue River Loop Highway.....	8400
8.80	0.01 mile south of Fish Hatchery Road.....	7300
16.10	Hayes Hill Summit.....	6600
17.86	0.01 mile south of Draper Valley Road (N. Junction).....	6600
19.59	0.01 mile south of Draper Valley Road (S. Junction).....	6800
20.13	0.10 mile north of Illinois River Road.....	9200
20.28	0.02 mile north of Hogue Drive (N. Junction)...	9200
20.41	0.37 mile north of Deer Creek Bridge.....	7300
20.84	0.01 mile south of Lakeshore Drive.....	8600
21.49	0.08 mile south of Hogue Drive (S. Junction)...	8500
26.28	0.09 mile north of 5th Street.....	8500
26.81	0.10 mile south of Finch Road.....	8100
27.71	North city limits of Cave Junction, 0.02 mile south of Laurel Road.....	7600
28.64	0.01 mile south of Lister Street.....	10300
28.94	0.01 mile north of Oregon Caves Highway (Ore 46).....	12500
29.27	South city limits of Cave Junction.....	7500
29.64	0.01 mile south of Rockydale Road.....	5700
32.20	0.01 mile north of Westside Road.....	3700
36.26	0.01 mile north of O'Brien Road.....	3300
36.72	0.01 mile north of Gene Brown Road.....	2800
41.32	O'Brien Automatic Recorder, Sta. 17-003, 0.37 mile north of Oregon-California State Line.....	2600

REDWOOD HIGHWAY NO. 25

1995

MP	LOCATION	1995 95 ADT
Mile Post indicates distance from Rogue River Highway, ORE99, at Redwood Junction in Grants Pass		
0.75	0.04 mile east of Fairgrounds Road.....	36400
0.89	0.01 mile east of Union Avenue.....	37400
1.23	0.01 mile east of Allen Creek Road, 0.11 mile west of southwest city limits of Grants Pass...	18000
2.04	0.01 mile east of Dowell Road.....	17000
2.57	0.01 mile west of Demaray Prairie Road.....	16100
5.17	0.01 mile east of Redwood Avenue.....	11100
5.19	0.01 mile west of Redwood Avenue.....	10700
6.34	0.01 mile east of Helms Road.....	11500
6.97	0.12 mile east of Rogue River Loop Highway.....	9700
7.10	0.01 mile west of Rogue River Loop Highway.....	8500
8.80	0.01 mile south of Fish Hatchery Road.....	7400
16.10	Hayes Hill Summit.....	6700
17.86	0.01 mile south of Draper Valley Road (N. Junction).....	6700
19.59	0.01 mile south of Draper Valley Road (S. Junction).....	6900
20.13	0.10 mile north of Illinois River Road.....	9300
20.28	0.02 mile north of Hogue Drive (N. Junction)...	9300
20.41	0.37 mile north of Deer Creek Bridge.....	7400
20.84	0.01 mile south of Lakeshore Drive.....	8700
21.49	0.08 mile south of Hogue Drive (S. Junction)...	8600
26.28	0.09 mile north of 5th Street.....	8600
26.81	0.10 mile south of Finch Road.....	8200
27.71	North city limits of Cave Junction, 0.02 mile south of Laurel Road.....	7700
28.64	0.01 mile south of Lister Street.....	10400
28.94	0.01 mile north of Oregon Caves Highway (Ore 46).....	12600
29.27	South city limits of Cave Junction.....	7600
29.64	0.01 mile south of Rockydale Road.....	5800
32.20	0.01 mile north of Westside Road.....	3600
36.26	0.01 mile north of O'Brien Road.....	3200
36.72	0.01 mile north of Gene Brown Road.....	2800
41.32	O'Brien Automatic Recorder, Sta. 17-003, 0.37 mile north of Oregon-California State Line.....	2600

# REDWOOD HIGHWAY NO. 25

MP	LOCATION	1996 96 ADT
-----		
Mile Post indicates distance from Rogue River Highway (ORE99), at Redwood Junction in Grants Pass		
0.75	0.04 mile east of Fairgrounds Road.....	37100
0.89	0.01 mile east of Union Avenue.....	38100
1.23	0.01 mile east of Allen Creek Road, 0.11 mile west of southwest city limits of Grants Pass...	18400
2.04	0.01 mile east of Dowell Road.....	17300
2.57	0.01 mile west of Demaray Prairie Road.....	16400
5.17	0.01 mile east of Redwood Avenue.....	11200
5.19	0.01 mile west of Redwood Avenue.....	10800
6.34	0.01 mile east of Helms Road.....	11600
6.97	0.12 mile east of Rogue River Loop Highway.....	9800
7.10	0.01 mile west of Rogue River Loop Highway.....	8600
8.80	0.01 mile south of Fish Hatchery Road.....	7500
16.10	Hayes Hill Summit.....	6800
17.86	0.01 mile south of Draper Valley Road (N. Junction).....	6800
19.59	0.01 mile south of Draper Valley Road (S. Junction).....	7000
20.13	0.10 mile north of Illinois River Road.....	9400
20.28	0.02 mile north of Hogue Drive (N. Junction)...	9400
20.41	0.37 mile north of Deer Creek Bridge.....	7500
20.84	0.01 mile south of Lakeshore Drive.....	8800
21.49	0.08 mile south of Hogue Drive (S. Junction)...	8700
26.28	0.09 mile north of 5th Street.....	8700
26.81	0.10 mile south of Finch Road.....	8300
27.71	North city limits of Cave Junction, 0.02 mile south of Laurel Road.....	9400
28.64	0.01 mile south of Lister Street.....	10500
28.94	0.01 mile north of Oregon Caves Highway (Ore 46).....	12700
29.27	South city limits of Cave Junction.....	7400
29.64	0.01 mile south of Rockydale Road.....	5600
32.20	0.01 mile north of Westside Road.....	3500
36.26	0.01 mile north of O'Brien Road.....	3100
36.72	0.01 mile north of Gene Brown Road.....	2700
41.32	O'Brien Automatic Recorder, Sta. 17-003, 0.37 mile north of Oregon-California State Line.....	2500

# REDWOOD HIGHWAY NO. 25

1997

MP

LOCATION

97 ADT

-----

Mile Post indicates distance from  
Rogue River Highway (ORE99), at Redwood  
Junction in Grants Pass

0.75	0.04 mile east of Fairgrounds Road.....	29200
0.89	0.01 mile east of Union Avenue.....	32100
1.23	0.01 mile east of Allen Creek Road, 0.11 mile west of southwest city limits of Grants Pass...	18100
2.04	0.01 mile east of Dowell Road.....	18800
2.57	0.01 mile west of Demaray Prairie Road.....	12500
5.17	0.01 mile east of Redwood Avenue.....	11400
5.19	0.01 mile west of Redwood Avenue.....	11500
6.34	0.01 mile east of Helms Road.....	10900
6.97	0.12 mile east of Rogue River Loop Highway.....	11300
7.10	0.01 mile west of Rogue River Loop Highway.....	9500
8.80	0.01 mile south of Fish Hatchery Road.....	8500
16.10	Hayes Hill Summit.....	7600
17.86	0.01 mile south of Draper Valley Road (N. Junction).....	7600
19.59	0.01 mile south of Draper Valley Road (S. Junction).....	8100
20.13	0.10 mile north of Illinois River Road.....	8200
20.28	0.02 mile north of Hogue Drive (N. Junction)...	8100
20.41	0.37 mile north of Deer Creek Bridge.....	8200
20.84	0.01 mile south of Lakeshore Drive.....	7700
21.49	0.08 mile south of Hogue Drive (S. Junction)...	7900
26.28	0.09 mile north of 5th Street.....	8500
26.81	0.10 mile south of Finch Road.....	9000
27.71	North city limits of Cave Junction, 0.02 mile south of Laurel Road.....	8700
28.64	0.01 mile south of Lister Street.....	10200
28.94	0.01 mile north of Oregon Caves Highway (Ore 46).....	12000
29.27	South city limits of Cave Junction.....	8200
29.64	0.01 mile south of Rockydale Road.....	6700
32.20	0.01 mile north of Westside Road.....	5000
36.26	0.01 mile north of O'Brien Road.....	3500
36.72	0.01 mile north of Gene Brown Road.....	3000
41.32	O'Brien Automatic Recorder, Sta. 17-003, 0.37 mile north of Oregon-California State Line.....	2600

REDWOOD HIGHWAY NO. 25

MP	LOCATION	1998 98 ADT
-----		
Mile Post indicates distance from Rogue River Highway (ORE99), at Redwood Junction in Grants Pass		
0.75	0.04 mile east of Fairgrounds Road.....	29500
0.89	0.01 mile east of Union Avenue.....	32400
1.23	0.01 mile east of Allen Creek Road, 0.11 mile west of southwest city limits of Grants Pass.....	18300
2.04	0.01 mile east of Dowell Road.....	19000
2.57	0.01 mile west of Willow Lane.....	12600
5.17	0.01 mile east of Redwood Avenue.....	11500
5.19	0.01 mile west of Redwood Avenue.....	11600
6.34	0.01 mile east of Helms Road.....	11000
6.97	0.12 mile east of Rogue River Loop Highway.....	11400
7.10	0.01 mile west of Rogue River Loop Highway.....	9500
8.80	0.01 mile south of Fish Hatchery Road.....	8500
16.10	Hayes Hill Summit.....	7600
17.86	0.01 mile south of Draper Valley Road (N. Junction).....	7600
19.59	0.01 mile south of Draper Valley Road (S. Junction).....	8100
20.13	0.10 mile north of Illinois River Road.....	8200
20.28	0.02 mile north of Hogue Drive (N. Junction).....	8100
20.41	0.37 mile north of Deer Creek Bridge.....	8200
20.84	0.01 mile south of Lakeshore Drive.....	7700
21.49	0.08 mile south of Hogue Drive (S. Junction).....	7900
26.28	0.09 mile north of 5th Street.....	8500
26.81	0.10 mile south of Finch Road.....	9000
27.71	North city limits of Cave Junction, 0.02 mile south of Laurel Road.....	8700
28.64	0.01 mile south of Lister Street.....	10200
28.94	0.01 mile north of Oregon Caves Highway (ORE46).....	12000
29.27	South city limits of Cave Junction.....	8200
29.64	0.01 mile south of Rockydale Road.....	6700
32.20	0.01 mile north of Westside Road.....	5300
36.26	0.01 mile north of O'Brien Road.....	3700
36.72	0.01 mile north of Gene Brown Road.....	3200
41.32	O'Brien Automatic Recorder, Sta. 17-003, 0.37 mile north of Oregon-California State Line.....	2600

REDWOOD HIGHWAY NO. 25

MP	LOCATION	1999 99 ADT
	Mile Post indicates distance from Rogue River Highway (ORE99), at Redwood Junction in Grants Pass	
0.75	0.04 mile east of Fairgrounds Road.....	30000
0.89	0.01 mile east of Union Avenue.....	32800
1.23	0.01 mile east of Allen Creek Road, 0.11 mile west of southwest city limits of Grants Pass.....	18700
2.04	0.01 mile east of Dowell Road.....	19300
2.57	0.01 mile east of Willow Lane.....	12900
5.17	0.01 mile east of Redwood Avenue.....	11700
5.19	0.01 mile west of Redwood Avenue.....	11900
6.34	0.01 mile east of Helms Road.....	11300
6.97	0.13 mile east of Rogue River Loop Highway.....	11700
7.10	0.01 mile west of Rogue River Loop Highway.....	9700
8.80	0.01 mile south of Fish Hatchery Road.....	8700
16.10	Hayes Hill Summit.....	7800
17.86	0.01 mile south of Draper Valley Road (N. Junction).....	7800
19.59	0.01 mile south of Draper Valley Road (S. Junction).....	8300
20.13	0.10 mile north of Illinois River Road.....	8500
20.28	0.02 mile north of Hogue Drive (N. Junction).....	8400
20.41	0.37 mile north of Deer Creek Bridge.....	8400
20.84	0.01 mile south of Lakeshore Drive.....	8000
21.49	0.08 mile south of Hogue Drive (S. Junction).....	8200
26.28	0.09 mile north of 5th Street.....	8700
26.81	0.10 mile south of Finch Road.....	9200
27.71	North city limits of Cave Junction, 0.02 mile south of Laurel Road.....	8800
28.64	0.01 mile south of Lister Street.....	10300
28.94	0.01 mile north of Oregon Caves Highway (ORE46).....	12200
29.27	South city limits of Cave Junction.....	8400
29.64	0.01 mile south of Rockydale Road.....	6800
32.20	0.01 mile north of Westside Road.....	5400
36.26	0.01 mile north of O'Brien Road.....	3700
36.72	0.01 mile north of Gene Brown Road.....	3200
41.32	O'Brien Automatic Recorder, Sta. 17-003, 0.37 mile north of Oregon-California State Line.....	2700

REDWOOD HIGHWAY NO. 25

MP	LOCATION	2000 00 ADT
-----		
Mile Post indicates distance from Rogue River Highway (ORE99), at Redwood Junction in Grants Pass		
0.78	0.04 mile east of Fairgrounds Road.....	34500
0.89	0.01 mile east of Union Avenue.....	34800
1.23	0.01 mile east of Allen Creek Road, 0.11 mile west of southwest city limits of Grants Pass.....	22800
2.04	0.01 mile east of Dowell Road.....	22700
2.57	0.01 mile west of Willow Lane.....	15900
5.17	0.01 mile east of Redwood Avenue.....	12500
5.19	0.01 mile west of Redwood Avenue.....	12100
6.34	0.01 mile east of Helms Road.....	13600
6.97	0.12 mile east of Rogue River Loop Highway.....	11400
7.10	0.01 mile west of Rogue River Loop Highway.....	9400
8.80	0.01 mile south of Fish Hatchery Road.....	8500
16.10	Hayes Hill Summit.....	7900
17.86	0.01 mile south of Draper Valley Road (N. Junction).....	7900
19.59	0.01 mile south of Draper Valley Road (S. Junction).....	8000
20.13	0.10 mile north of Illinois River Road.....	8100
20.28	0.02 mile north of Hogue Drive (N. Junction).....	8100
20.41	0.37 mile north of Deer Creek Bridge.....	8100
20.84	0.01 mile south of Lakeshore Drive.....	9700
21.49	0.08 mile south of Hogue Drive (S. Junction).....	9400
25.28	0.09 mile north of 5th Street.....	9400
26.81	0.10 mile south of Finch Road.....	8900
27.71	North city limits of Cave Junction, 0.02 mile south of Laurel Road.....	10400
28.64	0.01 mile south of Lister Street.....	12000
28.94	0.01 mile north of Oregon Caves Highway (ORE46).....	12600
29.27	South city limits of Cave Junction.....	8400
29.64	0.01 mile south of Rockydale Road.....	6400
32.20	0.01 mile north of Westside Road.....	4800
35.26	0.01 mile north of O'Brien Road.....	3700
36.72	0.01 mile north of Gene Brown Road.....	2800
41.32	O'Brien Automatic Recorder, Sta. 17-009, 0.37 mile north of Oregon-California State Line.....	2700



REDWOOD HIGHWAY NO. 25

MP	LOCATION	2001 ADT
-----		
Mile Post indicates distance from Rogue River Highway (ORE99), at Redwood Junction in Grants Pass		
0.75	0.04 mile east of Fairgrounds Road.....	35000
0.89	0.01 mile east of Union Avenue.....	35300
1.23	0.01 mile east of Allen Creek Road, 0.11 mile west of southwest city limits of Grants Pass.....	23100
2.04	0.01 mile east of Dowell Road.....	23000
2.57	0.01 mile west of Willow Lane.....	16100
5.17	0.01 mile east of Redwood Avenue.....	12700
5.19	0.01 mile west of Redwood Avenue.....	12400
6.34	0.01 mile east of Helms Road.....	13900
6.97	0.12 mile east of Rogue River Loop Highway.....	11700
7.10	0.01 mile west of Rogue River Loop Highway.....	9600
8.80	0.01 mile south of Fish Hatchery Road.....	8700
16.10	Hayes Hill Summit.....	8100
17.86	0.01 mile south of Draper Valley Road (N. Junction).....	8100
19.59	0.01 mile south of Draper Valley Road (S. Junction).....	8200
20.13	0.10 mile north of Illinois River Road.....	8400
20.28	0.02 mile north of Hogue Drive (N. Junction).....	8400
20.41	0.37 mile north of Deer Creek Bridge.....	8300
20.84	0.01 mile south of Lakeshore Drive.....	10000
21.49	0.08 mile south of Hogue Drive (S. Junction).....	9700
26.28	0.09 mile north of 5th Street.....	9600
26.81	0.10 mile south of Finch Road.....	9100
27.71	North city limits of Cave Junction, 0.02 mile south of Laurel Road.....	10500
28.64	0.01 mile south of Lister Street.....	12100
28.94	0.01 mile north of Oregon Caves Highway (ORE46).....	12800
29.27	South city limits of Cave Junction.....	8600
29.64	0.01 mile south of Rockydale Road.....	6600
32.20	0.01 mile north of Westside Road.....	4900
36.26	0.01 mile north of O'Brien Road.....	3700
36.72	0.01 mile north of Gene Brown Road.....	2800
41.32	O'Brien Automatic Recorder, Sta. 17-003, 0.37 mile north of Oregon-California State Line.....	2700

MP	LOCATION	02 ADT
-----		
Mile Post indicates distance from Rogue River Highway (ORE99), at Redwood Junction in Grants Pass		
0.75	0.04 mile east of Fairgrounds Road.....	35500
0.89	0.01 mile east of Union Avenue.....	35900
1.23	0.01 mile east of Allen Creek Road, 0.11 mile west of southwest city limits of Grants Pass.....	21700
2.04	0.01 mile east of Dowell Road.....	21600
2.57	0.01 mile west of Willow Lane.....	13300
5.00	Timber Ridge Automatic Recorder, Sta. 17-005, 0.17 miles east of Redwood Ave.....	11300
5.19	0.01 mile west of Redwood Avenue.....	11200
6.34	0.01 mile east of Helms Road.....	12700
6.97	0.12 mile east of Rogue River Loop Highway.....	10500
7.10	0.01 mile west of Rogue River Loop Highway.....	9900
8.80	0.01 mile south of Fish Hatchery Road.....	9000
16.10	Hayes Hill Summit.....	8300
17.86	0.01 mile south of Draper Valley Road (N. Junction).....	8300
19.59	0.01 mile south of Draper Valley Road (S. Junction).....	8500
20.13	0.10 mile north of Illinois River Road.....	8800
20.28	0.02 mile north of Hogue Drive (N. Junction).....	8800
20.41	0.37 mile north of Deer Creek Bridge.....	8600
20.84	0.01 mile south of Lakeshore Drive.....	10400
21.49	0.08 mile south of Hogue Drive (S. Junction).....	10000
26.28	0.09 mile north of 5th Street.....	9900
26.81	0.10 mile south of Finch Road.....	9400
27.71	North city limits of Cave Junction, 0.02 mile south of Laurel Road.....	10600
28.64	0.01 mile south of Lister Street.....	12200
28.94	0.01 mile north of Oregon Caves Highway (ORE46).....	12900
29.27	South city limits of Cave Junction.....	8700
29.64	0.01 mile south of Rockydale Road.....	6700
32.20	0.01 mile north of Westside Road.....	5000
36.26	0.01 mile north of O'Brien Road.....	3800
36.72	0.01 mile north of Gene Brown Road.....	2900
41.32	O'Brien Automatic Recorder, Sta. 17-003, 0.37 mile north of Oregon-California State Line.....	2800

**REDWOOD HIGHWAY NO. 25**

2003

Milepoint indicates distance from Rogue River Highway (OR 99), at Redwood Junction in Grants Pass

Milepoint	2003 AADT All Vehicles	Location Description
0.75	34700	0.04 mile east of Fairgrounds Road
0.89	37700	0.01 mile east of Union Avenue
1.23	22200	0.01 mile east of Allen Creek Road, 0.11 mile west of southwest city limits of Grants Pass
2.04	21500	0.01 mile east of Dowell Road
2.57	14800	0.01 mile west of Willow Lane
5.00	11700	* Timber Ridge Automatic Traffic Recorder, Sta. 17-005, 0.17 mile east of Redwood Ave.
5.19	11400	0.01 mile west of Redwood Avenue
6.34	12100	0.01 mile east of Helms Road
6.97	10700	0.12 mile east of Rogue River Loop Highway
7.10	8500	0.01 mile west of Rogue River Loop Highway
8.80	9200	0.01 mile south of Fish Hatchery Road
<i>Equation: MP 9.33AH = MP 9.03BK</i>		
16.10	8000	Hayes Hill Summit
17.86	8000	0.01 mile south of Draper Valley Road (north junction)
19.59	8800	0.01 mile south of Draper Valley Road (south junction)
20.13	9000	0.10 mile north of Illinois River Road
20.28	8800	0.02 mile north of Hogue Drive (north junction)
20.41	8800	0.37 mile north of Deer Creek Bridge
20.84	9500	0.01 mile south of Lakeshore Drive
21.49	9300	0.08 mile south of Hogue Drive (south junction)
26.28	8400	0.09 mile north of 5th Street
26.81	9500	0.10 mile south of Finch Road
27.71	9500	North city limits of Cave Junction, 0.02 mile south of Laurel Road
28.64	11000	0.01 mile south of Lister Street
28.94	11600	0.01 mile north of Oregon Caves Highway (OR 46)
29.27	8600	South city limits of Cave Junction
29.64	6700	0.01 mile south of Rockydale Road
32.20	5200	0.01 mile north of Westside Road
36.26	3600	0.01 mile north of O'Brien Road
36.72	3000	0.01 mile north of Gene Brown Road
41.32	3000	* O'Brien Automatic Traffic Recorder, Sta. 17-003, 0.37 mile north of Oregon-California State Line

REDWOOD HIGHWAY NO. 25

2004

Milepoint indicates distance from Rogue River Highway (OR99), at Redwood Junction in Grants Pass

Milepoint	AADT All Vehicles	Location Description
0.75	35100	0.04 mile east of Fairgrounds Road
0.89	38100	0.01 mile east of Union Avenue
1.23	22400	0.01 mile east of Allen Creek Road, 0.11 mile west of southwest city limits of Grants Pass
2.04	22000	0.01 mile east of Dowell Road
2.57	15000	0.01 mile west of Willow Lane
5.00	11900	* Timber Ridge Automatic Traffic Recorder, Sta. 17-005, 0.17 mile east of Redwood Ave
5.19	11500	0.01 mile west of Redwood Avenue
8.34	12200	0.01 mile east of Helms Road
8.97	10800	0.12 mile east of Rogue River Loop Highway
7.10	8600	0.01 mile west of Rogue River Loop Highway
8.80	9300	0.01 mile south of Fish Hatchery Road
<b>Equation: MP 9.03BK = MP 9.33AH</b>		
16.10	8100	Hayes Hill Summit
17.86	8100	0.01 mile south of Draper Valley Road (north junction)
19.59	8900	0.01 mile south of Draper Valley Road (south junction)
20.13	9100	0.10 mile north of Illinois River Road
20.28	8900	0.02 mile north of Hogue Drive (north junction)
20.41	8900	0.37 mile north of Deer Creek Bridge
20.84	9600	0.01 mile south of Lakeshore Drive
21.44	9400	0.08 mile south of Hogue Drive (south junction)
26.28	8500	0.09 mile north of 5th Street
26.81	9600	0.10 mile south of Finch Road
27.71	9600	North city limits of Cave Junction, 0.02 mile south of Laurel Road
28.84	11200	0.01 mile south of Lister Street
28.94	11800	0.01 mile north of Oregon Caves Highway (OR 46)
29.27	8600	South city limits of Cave Junction
29.64	6800	0.01 mile south of Rockydale Road
32.20	5300	0.01 mile north of Westside Road
36.26	3700	0.01 mile north of O'Brien Road
36.72	3100	0.01 mile north of Gene Brown Road
41.32	3000	* O'Brien Automatic Traffic Recorder, Sta. 17-003, 0.37 mile north of Oregon-California State Line

**REDWOOD HIGHWAY NO. 25**

**2005**

**Milepoint indicates distance from Rogue River Highway (OR99), at Redwood Junction in Grants Pass**

Milepoint	AADT All Vehicles	Location Description
0.75	34700	0.04 mile east of Fairgrounds Road
0.89	37700	0.01 mile east of Union Avenue
1.23	22100	0.01 mile east of Allen Creek Road, 0.11 mile west of southwest city limits of Grants Pass
2.04	21800	0.01 mile east of Dowell Road
2.57	14800	0.01 mile west of Willow Lane
5.00	11700	* Timber Ridge Automatic Traffic Recorder, Sta. 17-005, 0.17 mile east of Redwood Ave
5.19	11400	0.01 mile west of Redwood Avenue
6.34	12100	0.01 mile east of Helms Road
6.97	10700	0.12 mile east of Rogue River Loop Highway
7.10	8400	0.01 mile west of Rogue River Loop Highway
8.80	9100	0.01 mile south of Fish Hatchery Road
<i>Equation: MP 9.03BK = MP 9.33AH</i>		
16.10	7900	Hayes Hill Summit
17.86	7900	0.01 mile south of Draper Valley Road (north junction)
19.59	8700	0.01 mile south of Draper Valley Road (south junction)
20.08	8900	0.10 mile north of Illinois River Road
20.28	8700	0.02 mile north of Hogue Drive (north junction)
20.37	8700	0.37 mile north of Deer Creek Bridge
20.80	9400	0.01 mile south of Lakeshore Drive
21.44	9200	0.08 mile south of Hogue Drive (south junction)
26.28	8300	0.09 mile north of 5th Street
26.81	9400	0.10 mile south of Finch Road
27.71	9400	North city limits of Cave Junction, 0.04 mile south of Laurel Road
28.84	11000	0.01 mile south of Lister Street
28.94	11500	0.01 mile north of Oregon Caves Highway (OR 46)
29.27	8600	South city limits of Cave Junction
29.64	8600	0.01 mile south of Rockydale Road
32.35	5100	0.01 mile north of Westside Road
36.26	3600	0.01 mile north of O'Brien Road
36.72	3000	0.01 mile north of Gene Brown Road
41.32	2900	* O'Brien Automatic Traffic Recorder, Sta. 17-003, 0.37 mile north of Oregon-California State Line

**REDWOOD HIGHWAY NO. 25**

2006

**Milepoint indicates distance from Rogue River Highway (OR99), at Redwood Junction in Grants Pass**

Milepoint	AAADT All Vehicles	Location Description
0.75	33900	0.04 mile east of Fairgrounds Road
0.89	36300	0.01 mile east of Union Avenue
1.23	22800	0.01 mile east of Allen Creek Road, 0.11 mile west of southwest city limits of Grants Pass
2.04	24200	0.01 mile east of Dowell Road
2.57	15800	0.01 mile west of Willow Lane
4.68	11600	* Timber Ridge Automatic Traffic Recorder, Sta. 17-005, 0.50 mile east of Redwood Avenue
5.19	11200	0.01 mile west of Redwood Avenue
6.34	10900	0.01 mile east of Helms Road
6.97	11700	0.12 mile east of Rogue River Loop Highway
7.10	9300	0.01 mile west of Rogue River Loop Highway
8.80	8700	0.01 mile south of Fish Hatchery Road
<i>Equation: MP 9.03 BK = MP 9.33 AH</i>		
16.10	7700	Hayes Hill Summit
17.86	7800	0.01 mile south of Draper Valley Road (north junction)
19.59	8200	0.01 mile south of Draper Valley Road (south junction)
20.08	8300	0.10 mile north of Illinois River Road
20.28	8300	0.02 mile north of Hogue Drive (north junction)
20.37	8300	0.37 mile north of Deer Creek Bridge
20.80	8200	0.01 mile south of Lakeshore Drive
21.44	7800	0.08 mile south of Hogue Drive (south junction)
26.28	9000	0.09 mile north of 5th Street
26.81	9200	0.10 mile south of Finch Road
27.71	8700	North city limits of Cave Junction, 0.04 mile south of Laurel Road
28.64	11000	0.01 mile south of Lister Street
28.94	10600	0.01 mile north of Oregon Caves Highway (OR46)
29.27	7900	South city limits of Cave Junction
29.64	6200	0.01 mile south of Rockydale Road
32.35	5000	0.01 mile north of Westside Road
36.26	3800	0.01 mile north of O'Brien Road
36.72	3300	0.01 mile north of Gene Brown Road
41.32	2900	* O'Brien Automatic Traffic Recorder, Sta. 17-003, 0.37 mile north of Oregon-California State Line

REDWOOD HIGHWAY NO. 25

2007

Milepoint indicates distance from Rogue River Highway (OR99), at Redwood Junction in Grants Pass

Milepoint	2007 AADT All Vehicles	Location Description
0.75	33500	0.04 mile east of Fairgrounds Road
0.89	35800	0.01 mile east of Union Avenue
1.23	22500	0.01 mile east of Allen Creek Road, 0.11 mile west of southwest city limits of Grants Pass
2.04	23900	0.01 mile east of Dowell Road
2.57	15600	0.01 mile west of Willow Lane
4.68	11400	* Timber Ridge Automatic Traffic Recorder, Sta. 17-005, 0.50 mile east of Redwood Avenue
5.19	11000	0.01 mile west of Redwood Avenue
6.34	10900	0.01 mile east of Helms Road
6.97	11600	0.12 mile east of Rogue River Loop Highway
7.10	9200	0.01 mile west of Rogue River Loop Highway
8.80	8700	0.01 mile south of Fish Hatchery Road
<b>Equation: MP 9.03 BK = MP 9.33 AH</b>		
16.10	7700	Hayes Hill Summit
17.86	7800	0.01 mile south of Draper Valley Road (north junction)
19.59	8100	0.01 mile south of Draper Valley Road (south junction)
20.08	8300	0.10 mile north of Illinois River Road
20.28	8300	0.02 mile north of Hogue Drive (north junction)
20.37	8300	0.37 mile north of Deer Creek Bridge
20.80	8200	0.01 mile south of Lakeshore Drive
21.44	7800	0.08 mile south of Hogue Drive (south junction)
26.28	9000	0.09 mile north of 5th Street
26.81	9200	0.10 mile south of Finch Road
27.71	8600	North city limits of Cave Junction, 0.04 mile south of Laurel Road
28.64	11000	0.01 mile south of Lister Street
28.94	10600	0.01 mile north of Oregon Caves Highway (OR46)
29.27	7800	South city limits of Cave Junction
29.64	6200	0.01 mile south of Rockydale Road
32.35	5000	0.01 mile north of Westside Road
36.26	3800	0.01 mile north of O'Brien Road
36.72	3300	0.01 mile north of Gene Brown Road
41.32	2900	* O'Brien Automatic Vehicle Classifier, Sta. 17-003, 0.37 mile north of Oregon-California State Line

**REDWOOD HIGHWAY NO. 25**

2008

Milepoint indicates distance from Rogue River Highway (OR99), at Redwood Junction in Grants Pass

Milepoint	2008 AADT All Vehicles	Location Description
0.75	31000	0.04 mile east of Fairgrounds Road
0.89	33100	0.10 mile west of Fairgrounds Road
1.22	20800	0.02 mile east of Allen Creek Road,
2.03	22100	0.02 mile east of Dowell Road
2.58	14400	0.02 mile west of Willow Lane
4.68	10600	* Timber Ridge Automatic Traffic Recorder, Sta. 17-005, 0.50 mile east of Redwood Avenue
5.20	10200	0.02 mile west of Redwood Avenue
6.33	10000	0.02 mile east of Helms Road
6.97	10700	0.12 mile east of Rogue River Loop Highway
7.14	8500	0.05 mile west of Rogue River Loop Highway
8.81	8000	0.02 mile south of Fish Hatchery Road
		<b>Equation: MP 9.03 BK = MP 9.33 AH</b>
16.10	7100	Hayes Hill Summit
17.87	7200	0.02 mile south of Draper Valley Road (north junction)
19.60	7500	0.02 mile south of Draper Valley Road (south junction)
20.06	7700	0.10 mile north of Illinois River Road
20.24	7700	0.02 mile north of Hogue Drive (north junction)
20.37	7700	0.37 mile north of Deer Creek Bridge
20.81	7600	0.02 mile south of Lakeshore Drive
21.44	7200	0.08 mile south of Hogue Drive (south junction)
26.32	8300	0.09 mile north of 5th Street
26.81	8500	0.10 mile south of Finch Road
27.71	8000	North city limits of Cave Junction, 0.04 mile south of Laurel Road
28.65	10100	0.02 mile south of Lister Street
28.93	9800	0.02 mile north of Oregon Caves Highway (OR46)
29.27	7200	South city limits of Cave Junction, 0.14 mile south of Hamilton Avenue
29.65	5800	0.02 mile south of Rockydale Road
32.34	4700	0.02 mile north of Westside Road
36.22	3600	0.02 mile north of O'Brien Road
36.71	3100	0.02 mile north of Gene Brown Road
41.32	2700	* O'Brien Automatic Vehicle Classifier, Sta. 17-003, 0.37 mile north of Oregon-California State Line



**REDWOOD HIGHWAY NO. 25**

2009

Milepoint indicates distance from Rogue River Highway (OR99), at Redwood Jct. in Grants Pass.

Milepoint	2009 AADT All Vehicles	Location Description
0.75	34700	0.04 mile east of Fairgrounds Road
0.89	35900	0.10 mile west of Fairgrounds Road
1.22	22000	0.02 mile east of Allen Creek Road
2.03	23200	0.02 mile east of Dowell Road
2.58	14000	0.02 mile west of Willow Lane
4.68	10900	* Timber Ridge Automatic Traffic Recorder, Sta. 17-005, 0.50 mile east of Redwood Avenue
5.20	10900	0.02 mile west of Redwood Avenue
6.33	10300	0.02 mile east of Helms Road
6.97	10800	0.12 mile east of Rogue River Loop Highway
7.14	9500	0.05 mile west of Rogue River Loop Highway
8.81	8400	0.02 mile south of Fish Hatchery Road
<b>Equation: MP 9.03 BK = MP 9.33 AH</b>		
16.10	6900	Hayes Hill Summit
17.87	7100	0.02 mile south of Draper Valley Road (North Jct.)
19.60	7200	0.02 mile south of Draper Valley Road (South Jct.)
20.08	8300	0.10 mile north of Illinois River Road
20.24	7300	0.02 mile north of Hogue Drive (North Jct.)
20.37	7000	0.37 mile north of Deer Creek Bridge
20.81	6700	0.02 mile south of Lakeshore Drive
21.44	6700	0.08 mile south of Hogue Drive (South Jct.)
26.32	7100	0.09 mile north of 5th Street
26.81	7700	0.10 mile south of Finch Road
27.71	7900	North city limits of Cave Junction, 0.04 mile south of Laurel Road
28.65	9000	0.02 mile south of Lister Street
28.93	10100	0.02 mile north of Oregon Caves Highway (OR46)
29.27	6900	South city limits of Cave Junction, 0.14 mile south of Hamilton Avenue
29.65	5300	0.02 mile south of Rockydale Road
32.34	4200	0.02 mile north of Westside Road
36.22	3100	0.02 mile north of O'Brien Road
36.71	2700	0.02 mile north of Gene Brown Road
41.32	2900	* O'Brien Automatic Vehicle Classifier, Sta. 17-003, 0.37 mile north of Oregon-California State Line



Grants Pass, Oregon

# Oregon State Automated Traffic Counter Station

## Summary

This section provides some of the most accurate vehicle counts available for Highway 199. The data is obtained from an automated traffic counter (ATC) station at the Oregon-California border

During the past decade about one million vehicles have passed over the Oregon-California border annually.

The ATC station is set up to identify and sort vehicles into different categories. The percent of Highway 199 vehicles in each of these categories is given below:

Passenger car.....	64.8%
Pickup truck .....	23.0%
Motorcycles .....	1.5%
Bus .....	0.06%
2 axle, single unit .....	4.0%
3 axle, single unit .....	0.25%
4 axle, single trailer truck.....	2.0%
5 axle, single trailer truck.....	3.8%

## Introduction

Automated traffic counter (ATC) stations provide some of the most accurate information on traffic volumes passing through the Highway 199 corridor. The counters use a pair of wires embedded in the pavement to track vehicle activity. The spacing of these wires also makes it possible to collect information on the numbers and types of vehicles.

There are two ATC stations on Highway 199 with both in Oregon. The oldest of these is the “O’Brien Station” located about half a mile north of the Oregon-California border. The “Timber Ridge Station” is newer and is located near Highway 199 mile marker five in Grants Pass where it tracks four lanes of traffic (two north bound and two south bound).

The automated counter at the Oregon-California border (O’Brien Station) provides the most useful information on tourist traffic into and out of Oregon. The other station (Timber Ridge) is not as useful because it is in a location here tourist and recreational traffic is mixed in with large volumes of commuter and commercial traffic entering and departing Grants Pass.

This section contains only the data tables from the “O’Brien Station” located near the Oregon-California border to retain continuity with other data collected in the same area.

## Understanding the data

The data recorded by the ATC station is tailored for use by road engineers and highway maintenance managers and has limited use in determining the volume of tourist traffic on the Highway 199 corridor.

However, two columns of data can be useful to tourism and recreation planning: 1) the average daily traffic (ADT) for each year and 2) the ADT for each month.






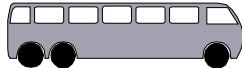
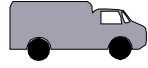
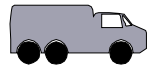


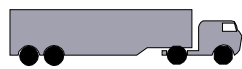

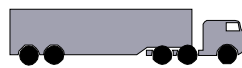


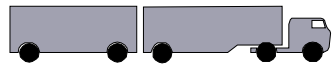
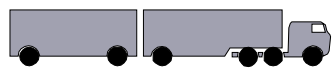
Annual Average Daily Traffic (AADT) data is broken down into the maximum day, maximum hour, and 10th, 20th, and 30th hour percentages. If you want to know the total number of cars that passed the ATC station, multiply the annual ADT by 365 days. To see how many cars passed this station on the busiest day of the year, multiply the ADT by the maximum day value. Don’t forget that this value is a percentage. Move the decimal two places to the left before multiplying. Example: if the maximum day is 206, multiply the ADT by 2.06. You can also find how many cars passed the station during the busiest hour by multiplying the ADT by the value in the maximum hour column.

The 10th, 20th and 30th hour values are determined by taking all the data gathered during the 8,760 hours in a year and ranking these hours from busiest to least busy. The “10th hour” column represent the tenth highest of these days, the “20th hour” represents the 20th busiest day, and so on. This data is most useful for road design and maintenance schedules. Most road designs are based on the 30th hour values.

The ATC station subdivides traffic into ten categories that can be used to help determine the different type and number vehicles traveling in the Highway 199 corridor. The Federal Highway Administration (FHWA) definition sheet on the next pages explains the type of vehicles that are sorted into each of these categories.

Vehicles are categorized and sorted by the number and distance between axles but this method of categorization has limited usefulness for determining tourist traffic because it is not possible to differentiate between vehicles with similar characteristics. For example, vehicles such as motor homes, utility trucks, or delivery vans have similar wheel arrangements and are all sorted into the same category.

# TABLE - Vehicle Classification Definitions

<b>FHWA CLASSIFICATION SCHEME "F"</b>			
<i>Federal Highway Administration</i>			
CLASS GROUP		DESCRIPTION	NO. OF AXLES
1		MOTORCYCLES	2
2		ALL CARS	2
		CARS W/ 1-AXLE TRAILER	3
		CARS W/ 2-AXLE TRAILER	4
3		PICK-UPS & VANS 1 & 2 AXLE TRAILERS	2, 3, & 4
4		BUSES	2 & 3
5		2-AXLE, SINGLE UNIT	2
6		3-AXLE, SINGLE UNIT	3
7		4-AXLE, SINGLE UNIT	4
8		2-AXLE, TRACTOR, 1-AXLE TRAILER (2S1)	3
		2-AXLE, TRACTOR, 2-AXLE TRAILER (2S2)	4
		3-AXLE, TRACTOR, 1-AXLE TRAILER (3S1)	4
9		3-AXLE, TRACTOR, 2-AXLE TRAILER (3S2)	5
		3-AXLE, TRUCK, W/ 2-AXLE TRAILER	5
10		TRACTOR W/ SINGLE TRAILER	6 & 7
11		5-AXLE MULTI-TRAILER	5
12		6-AXLE MULTI-TRAILER	6
13	ANY 7 OR MORE AXLE		7 or more
14	NOT USED		
15	UNKNOWN VEHICLE TYPE		

## FHWA Vehicle Classes with Definitions

1. **Motorcycles** -- All two or three-wheeled motorized vehicles. Typical vehicles in this category have saddle type seats and are steered by handlebars rather than steering wheels. This category includes motorcycles, motor scooters, mopeds, motor-powered bicycles, and three-wheel motorcycles. This vehicle type may be reported at the option of the State.
2. **Passenger Cars** -- All sedans, coupes, and station wagons manufactured primarily for the purpose of carrying passengers and including those passenger cars pulling recreational or other light trailers.
3. **Other Two-Axle, Four-Tire Single Unit Vehicles** -- All two-axle, four-tire, vehicles, other than passenger cars. Included in this classification are pickups, panels, vans, and other vehicles such as campers, motor homes, ambulances, hearses, carryalls, and minibuses. Other two-axle, four-tire single-unit vehicles pulling recreational or other light trailers are included in this classification. *Because automatic vehicle classifiers have difficulty distinguishing class 3 from class 2, these two classes may be combined into class 2.*
4. **Buses** -- All vehicles manufactured as traditional passenger-carrying buses with two axles and six tires or three or more axles. This category includes only traditional buses (including school buses) functioning as passenger-carrying vehicles. Modified buses should be considered to be a truck and should be appropriately classified.

**NOTE:** In reporting information on trucks the following criteria should be used:

- a. Truck tractor units traveling without a trailer will be considered single-unit trucks.
  - b. A truck tractor unit pulling other such units in a "saddle mount" configuration will be considered one single-unit truck and will be defined only by the axles on the pulling unit.
  - c. Vehicles are defined by the number of axles in contact with the road. Therefore, "floating" axles are counted only when in the down position.
  - d. The term "trailer" includes both semi- and full trailers.
5. **Two-Axle, Six-Tire, Single-Unit Trucks** -- All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with two axles and dual rear wheels.
  6. **Three-Axle Single-Unit Trucks** -- All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with three axles.
  7. **Four or More Axle Single-Unit Trucks** -- All trucks on a single frame with four or more axles.
  8. **Four or Fewer Axle Single-Trailer Trucks** -- All vehicles with four or fewer axles consisting of two units, one of which is a tractor or straight truck power unit.
  9. **Five-Axle Single-Trailer Trucks** -- All five-axle vehicles consisting of two units, one of which is a tractor or straight truck power unit.
  10. **Six or More Axle Single-Trailer Trucks** -- All vehicles with six or more axles consisting of two units, one of which is a tractor or straight truck power unit.

## Discussion

The ATC provides very accurate traffic counts but most of the data has limited use for assessing indicators of tourist and recreation travel.

The O'Brien Station is not set up to track and categorize all of the Federal Highway Administration vehicle classes. For example, it does not track and categorize cars and pickup trucks pulling utility trailers, horse trailers, or travel trailers. The unit also has no apparent way to track motor homes towing vehicles and sort them as a single traveling unit.

Mobile homes are likely sorted into the two axle and three axle, single unit categories. Large, Class A, bus style mobile homes are probably counted as three axle units while the smaller, Class C, mobile homes are counted as two axle units. The values in the ATC charts may not be too far off from the actual count of mobile homes traveling Highway 199. The reason for this is based on the fact that there were a very small number of vehicles with similar wheel arrangements (vans, delivery trucks, power company trucks, etc) seen on the highway during visual surveys discussed later in this document.

Classification Breakdown	Percent of ADT
Motorcycles	1.46
Passenger cars	64.81
Light Trucks	23.09
Buses	0.06
Single unit trucks (2 axles)	4.06
Single unit trucks (3 axles)	0.25
Single unit trucks (4 or more axles)	0.00
Single trailer trucks (4 or less axles)	1.98
Single trailer trucks (5 axles)	3.85
Single trailer trucks (6 or more axles)	0.05
Multi trailer trucks (5 or less axles)	0.29
Multi trailer trucks (6 axles)	0.09
Multi trailer trucks (7 or more axles)	0.01

*2009 vehicle classification chart*

Location: US199, REDWOOD HIGHWAY, NO. 25  
 0.4 mile north of Oregon-California State Line  
 Installed: November, 1956

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1986	2351	229	24.8	18.9	18.0	17.1
1987	2507	216	22.1	18.3	17.4	17.0
1988	2635	212	21.3	17.6	16.8	16.2
1989	2599	200	20.3	18.0	16.7	16.2
1990	2576	211	20.7	18.2	17.7	17.0
1991	2685	220	21.5	18.3	17.1	16.7
1992	2710	201	19.4	17.0	16.6	15.9
1993	2638	230	22.1	18.5	16.6	16.2
1994	2644	198	20.0	17.8	17.0	16.6
1995	2599	206	20.6	17.8	17.2	16.5

1995 TRAFFIC DATA

	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	1566	60	1659	64
February	1686	65	1985	76
March	1766	68	2037	78
April	2044	79	2299	88
May	2262	87	2634	101
June	2766	106	3058	118
July	3501	135	3824	147
August	3497	135	3928	151
September	2831	109	3191	123
October	2140	82	2441	94
November	2000	77	2200	85
December	1816	70	1937	75

Vehicle Classification Breakdown	Percent of ADT
Passenger Cars.....	68.3
Other 2 axle 4 tire vehicles.....	16.6
Single Unit 2 axle 6 tire.....	1.5
Single Unit 3 axle.....	0.8
Single Unit 4 axle or more.....	0.0
Single Trailer Truck 4 axle or less..	1.9
Single Trailer Truck 5 axle.....	7.7
Single Trailer Truck 6 axle or more..	0.0
Multi-Trailer Truck 5 axle or less....	0.4
Multi-Trailer Truck 6 axle.....	0.1
Multi-Trailer Truck 7 axle or more....	0.0
Other.....	1.3
Buses.....	0.0
Motorcycles & Scooters.....	1.2



Location: US199, REDWOOD HIGHWAY, NO. 25  
 0.4 mile north of Oregon-California State Line  
 Installed: November, 1956

## HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent_of_ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1987	2507	216	22.1	18.3	17.4	17.0
1988	2635	212	21.3	17.6	16.8	16.2
1989	2599	200	20.3	18.0	16.7	16.2
1990	2576	211	20.7	18.2	17.7	17.0
1991	2685	220	21.5	18.3	17.1	16.7
1992	2710	201	19.4	17.0	16.6	15.9
1993	2638	230	22.1	18.5	16.6	16.2
1994	2644	198	20.0	17.8	17.0	16.6
1995	2599	206	20.6	17.8	17.2	16.5
1996	2482	224	21.8	19.4	18.3	17.6

## 1996 TRAFFIC DATA

	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	1634	66	1749	70
February	1608	65	1776	72
March	1800	73	2100	85
April	1936	78	2248	91
May	2137	86	2488	100
June	2725	110	3044	123
July	3433	138	3896	157
August	3490	141	3965	160
September	2686	108	2924	118
October	2046	82	2351	95
November	1861	75	2033	82
December	1081	44	1213	49

Vehicle Classification Breakdown	Percent of ADT
Passenger Cars.....	68.3
Other 2 axle 4 tire vehicles.....	16.6
Single Unit 2 axle 6 tire.....	1.5
Single Unit 3 axle.....	0.8
Single Unit 4 axle or more.....	0.0
Single Trailer Truck 4 axle or less..	1.9
Single Trailer Truck 5 axle.....	7.7
Single Trailer Truck 6 axle or more..	0.0
Multi-Trailer Truck 5 axle or less....	0.4
Multi-Trailer Truck 6 axle.....	0.1
Multi-Trailer Truck 7 axle or more....	0.0
Other.....	1.3
Buses.....	0.0
Motorcycles & Scooters.....	1.2

Location: US199, REDWOOD HIGHWAY, NO. 25  
 0.4 mile north of Oregon-California State Line  
 Installed: November, 1956

## HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent_of_ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1988	2635	212	21.3	17.6	16.8	16.2
1989	2599	200	20.3	18.0	16.7	16.2
1990	2576	211	20.7	18.2	17.7	17.0
1991	2685	220	21.5	18.3	17.1	16.7
1992	2710	201	19.4	17.0	16.6	15.9
1993	2638	230	22.1	18.5	16.6	16.2
1994	2644	198	20.0	17.8	17.0	16.6
1995	2599	206	20.6	17.8	17.2	16.5
1996	2482	224	21.8	19.4	18.3	17.6
1997	2591	229	23.5	18.7	17.9	17.2

## 1997 TRAFFIC DATA

	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	1319	51	1414	55
February	1663	64	1946	75
March	2007	77	2270	88
April	1929	74	2361	87
May	2366	91	2684	104
June	2821	109	3135	121
July	3547	137	3983	154
August	3600	139	4031	156
September	2657	103	2936	113
October	2049	79	2313	89
November	1940	75	2153	83
December	1806	70	1968	76

Vehicle Classification Breakdown	Percent of ADT
Passenger Cars.....	60.22
Other 2 axle 4 tire vehicles.....	24.46
Single Unit 2 axle 6 tire.....	3.86
Single Unit 3 axle.....	0.60
Single Unit 4 axle or more.....	0.00
Single Trailer Truck 4 axle or less..	1.61
Single Trailer Truck 5 axle.....	7.36
Single Trailer Truck 6 axle or more..	0.14
Dbl-Trailer Truck 5 axle or less.....	0.60
Dbl-Trailer Truck 6 axle.....	0.14
Dbl-Trailer Truck 7 axle or more.....	0.05
Triple Trailer Trucks.....	0.00
Buses.....	0.64
Motorcycles & Scooters.....	0.32

Location: US199, REDWOOD HIGHWAY, NO. 25  
 0.4 mile north of Oregon-California State Line  
 Installed: November, 1956

## HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1989	2599	200	20.3	18.0	16.7	16.2
1990	2576	211	20.7	18.2	17.7	17.0
1991	2685	220	21.5	18.3	17.1	16.7
1992	2710	201	19.4	17.0	16.6	15.9
1993	2638	230	22.1	18.5	16.6	16.2
1994	2644	198	20.0	17.8	17.0	16.6
1995	2599	206	20.6	17.8	17.2	16.5
1996	2482	224	21.8	19.4	18.3	17.6
1997	2591	229	23.5	18.7	17.9	17.2
1998	2596	253	27.0	19.4	18.0	17.5

## 1998 TRAFFIC DATA

	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	1365	53	1509	58
February	1464	56	1686	65
March	1862	72	2169	84
April	1950	75	2250	87
May	2166	83	2494	96
June	2710	104	3127	120
July	3511	135	4037	156
August	3765	145	4212	162
September	2800	108	3200	123
October	2000	77	2400	92
November	2140	82	2298	89
December	1725	66	1764	68

Vehicle Classification Breakdown	Percent of ADT
Passenger Cars.....	60.22
Other 2 axle 4 tire vehicles.....	24.46
Single Unit 2 axle 6 tire.....	3.86
Single Unit 3 axle.....	0.60
Single Unit 4 axle or more.....	0.00
Single Trailer Truck 4 axle or less..	1.61
Single Trailer Truck 5 axle.....	7.36
Single Trailer Truck 6 axle or more..	0.14
Dbl-Trailer Truck 5 axle or less.....	0.60
Dbl-Trailer Truck 6 axle.....	0.14
Dbl-Trailer Truck 7 axle or more.....	0.05
Triple Trailer Trucks.....	0.00
Buses.....	0.64
Motorcycles & Scooters.....	0.32

Location: US199, REDWOOD HIGHWAY, NO. 25  
 0.4 mile north of Oregon-California State Line  
 Installed: November, 1956

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1990	2576	211	20.7	18.2	17.7	17.0
1991	2685	220	21.5	18.3	17.1	16.7
1992	2710	201	19.4	17.0	16.6	15.9
1993	2638	230	22.1	18.5	16.6	16.2
1994	2644	198	20.0	17.8	17.0	16.6
1995	2599	206	20.6	17.8	17.2	16.5
1996	2482	224	21.8	19.4	18.3	17.6
1997	2591	229	23.5	18.7	17.9	17.2
1998	2596	253	27.0	19.4	18.0	17.5
1999	2670	242	26.7	19.1	17.6	17.0

1999 TRAFFIC DATA

Month	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	1527	57	1697	64
February	1528	57	1763	66
March	1884	71	2254	84
April	1953	73	2276	85
May	2339	88	2698	101
June	2925	110	3255	122
July	3783	142	4096	153
August	3605	135	4007	150
September	2840	106	3275	123
October	2178	82	2526	95
November	1973	74	2232	84
December	1902	71	1958	73

Vehicle Classification Breakdown	Percent of ADT
Passenger Cars.....	60.22
Other 2 axle 4 tire vehicles.....	24.46
Single Unit 2 axle 6 tire.....	3.86
Single Unit 3 axle.....	0.60
Single Unit 4 axle or more.....	0.00
Single Trailer Truck 4 axle or less..	1.61
Single Trailer Truck 5 axle.....	7.36
Single Trailer Truck 6 axle or more..	0.14
Dbl-Trailer Truck 5 axle or less.....	0.60
Dbl-Trailer Truck 6 axle.....	0.14
Dbl-Trailer Truck 7 axle or more.....	0.05
Triple Trailer Trucks.....	0.00
Buses.....	0.64
Motorcycles & Scooters.....	0.32

Location: US199, REDWOOD HIGHWAY, NO. 25  
 0.4 mile north of Oregon-California State Line  
 Installed: November, 1956

## HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1991	2685	320	31.5	18.3	17.1	16.7
1992	2710	201	19.4	17.0	16.6	15.9
1993	2638	230	22.1	18.5	16.6	16.2
1994	2644	198	20.0	17.8	17.0	16.6
1995	2599	206	20.6	17.8	17.2	16.5
1996	2482	224	21.8	19.4	18.3	17.6
1997	2591	229	23.5	18.7	17.9	17.2
1998	2596	253	27.0	19.4	18.0	17.5
1999	2670	242	26.7	19.1	17.6	17.0
2000	2677	206	20.4	18.8	17.7	17.4

## 2000 TRAFFIC DATA

	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	1514	57	1645	61
February	1682	63	1989	74
March	2055	77	2371	89
April	2069	77	2394	89
May	2284	85	2655	99
June	2882	108	3232	121
July	3583	134	3969	148
August	3486	130	4040	151
September	2756	103	3090	115
October	2175	81	2505	94
November	1904	71	2184	82
December	1940	72	2046	76

Vehicle Classification Breakdown	Percent of ADT
Passenger Cars.....	53.10
Other 2 axle 4 tire vehicles.....	29.10
Single Unit 2 axle 6 tire.....	2.60
Single Unit 3 axle.....	1.90
Single Unit 4 axle or more.....	0.10
Single Trailer Truck 4 axle or less..	2.50
Single Trailer Truck 5 axle.....	6.30
Single Trailer Truck 6 axle or more..	0.60
Dbl-Trailer Truck 5 axle or less.....	1.00
Dbl-Trailer Truck 6 axle.....	0.40
Dbl-Trailer Truck 7 axle or more.....	0.00
Triple Trailer Trucks.....	0.00
Buses.....	0.40
Motorcycles & Scooters.....	2.00

Location: US199, REDWOOD HIGHWAY, NO. 25  
 0.4 mile north of Oregon-California State Line  
 Installed: November, 1956

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1992	2710	201	19.4	17.0	16.6	15.9
1993	2638	230	22.1	18.5	16.6	16.2
1994	2644	198	20.0	17.8	17.0	16.6
1995	2599	206	20.6	17.8	17.2	16.5
1996	2482	224	21.8	19.4	18.3	17.6
1997	2591	229	23.5	18.7	17.9	17.2
1998	2596	253	27.0	19.4	18.0	17.5
1999	2670	242	26.7	19.1	17.6	17.0
2000	2677	206	20.4	18.8	17.7	17.4
2001	2661	211	25.1	19.7	18.3	17.9

2001 TRAFFIC DATA

	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	1688	63	1831	69
February	1793	67	1973	74
March	2119	80	2413	91
April	2052	77	2344	88
May	2115	79	2571	97
June	2671	100	3033	114
July	3407	128	3894	146
August	3438	129	3986	150
September	2697	101	3102	117
October	2140	80	2505	94
November	2038	77	2332	88
December	1744	66	1949	73

Vehicle Classification Breakdown	Percent of ADT
Passenger Cars.....	53.70
Other 2 axle 4 tire vehicles.....	28.70
Single Unit 2 axle 6 tire.....	2.80
Single Unit 3 axle.....	1.80
Single Unit 4 axle or more.....	0.10
Single Trailer Truck 4 axle or less..	2.60
Single Trailer Truck 5 axle.....	6.10
Single Trailer Truck 6 axle or more..	0.50
Dbl-Trailer Truck 5 axle or less.....	1.10
Dbl-Trailer Truck 6 axle.....	0.30
Dbl-Trailer Truck 7 axle or more.....	0.00
Triple Trailer Trucks.....	0.00
Buses.....	0.30
Motorcycles & Scooters.....	2.00

Location: US199, REDWOOD HIGHWAY, NO. 25  
 0.4 mile north of Oregon-California State Line  
 Installed: November, 1956

## HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1993	2638	230	22.1	18.5	16.6	16.2
1994	2644	198	20.0	17.8	17.0	16.6
1995	2599	206	20.6	17.8	17.2	16.5
1996	2482	224	21.8	19.4	18.3	17.6
1997	2591	229	23.5	18.7	17.9	17.2
1998	2596	253	27.0	19.4	18.0	17.5
1999	2670	242	26.7	19.1	17.6	17.0
2000	2677	206	20.4	18.8	17.7	17.4
2001	2661	211	25.1	19.7	18.3	17.9
2002	2761	223	22.7	20.1	18.7	17.6

## 2002 TRAFFIC DATA

	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	1669	60	1803	65
February	1853	67	2128	77
March	2125	77	2441	88
April	2120	77	2446	89
May	2469	89	2879	104
June	3049	110	3454	125
July	3309	120	4122	149
August	3168	115	3493	127
September	2997	109	3316	120
October	2333	84	2724	99
November	2116	77	2288	83
December	1808	65	2040	74

Vehicle Classification Breakdown	Percent of ADT
Passenger Cars.....	53.70
Other 2 axle 4 tire vehicles.....	28.70
Single Unit 2 axle 6 tire.....	2.80
Single Unit 3 axle.....	1.80
Single Unit 4 axle or more.....	0.10
Single Trailer Truck 4 axle or less..	2.60
Single Trailer Truck 5 axle.....	6.10
Single Trailer Truck 6 axle or more..	0.50
Dbl-Trailer Truck 5 axle or less....	1.10
Dbl-Trailer Truck 6 axle.....	0.30
Dbl-Trailer Truck 7 axle or more....	0.00
Triple Trailer Trucks.....	0.00
Buses.....	0.30
Motorcycles & Scooters.....	2.00

2003

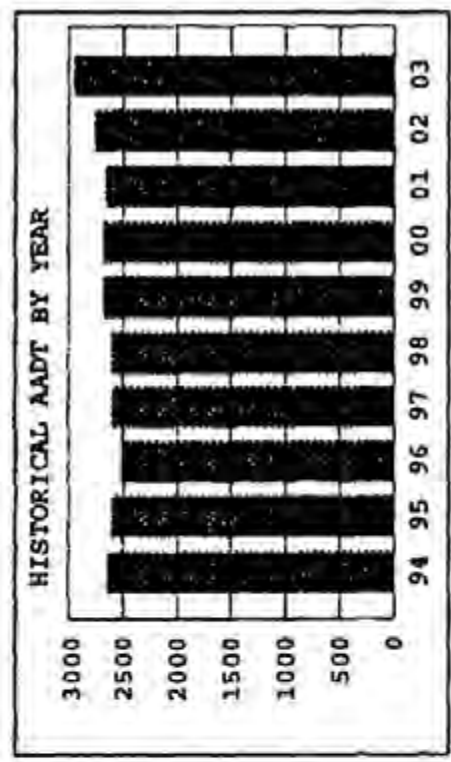
Location: US 199 MP 41.32, REDWOOD HIGHWAY, NO. 25  
0.4 mile north of Oregon-California State Line

O'BRIEN, 17-003  
November, 1956

Recorder:  
Installed:

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT					
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour	
1994	2644	198	20.0	17.8	17.0	16.6	
1995	2599	206	20.6	17.8	17.2	16.5	
1996	2482	224	21.8	19.4	18.3	17.6	
1997	2591	229	23.5	18.7	17.9	17.2	
1998	2596	253	27.0	19.4	18.0	17.5	
1999	2670	242	26.7	19.1	17.6	17.0	
2000	2677	205	20.4	18.8	17.7	17.4	
2001	2661	211	25.1	19.7	18.3	17.9	
2002	2761	223	22.7	20.1	18.7	17.6	
2003	2950	229	23.8	19.3	18.0	17.2	



2003 TRAFFIC DATA

Month	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT	Classification Breakdown of ADT	
					Passenger Cars	Percent
January	1715	58	1925	65	Passenger Cars	60.1
February	1867	63	2182	74	Other 2 axle 4 tire vehicles	22.8
March	2045	69	2354	80	Single Unit 2 axle 6 tire	1.1
April	2015	68	2303	78	Single Unit 3 axle	0.4
May	2532	86	2906	99	Single Unit 4 axle or more	0.5
June	3171	107	3621	123	Single Trailer Truck 4 axle or less	4.9
July	4027	137	4594	156	Single Trailer Truck 5 axle	6.4
August	4106	139	4586	155	Single Trailer Truck 6 axle or more	0.4
September	3097	105	3443	117	Dbl-Trailer Truck 5 axle or less	1.1
October	2449	83	2826	96	Dbl-Trailer Truck 6 axle	0.8
November	2213	75	2385	81	Dbl-Trailer Truck 7 axle or more	0.0
December	2167	73	2278	77	Triple Trailer Trucks	0.0
					Buses	0.0
					Motorcycles & Scooters	1.5



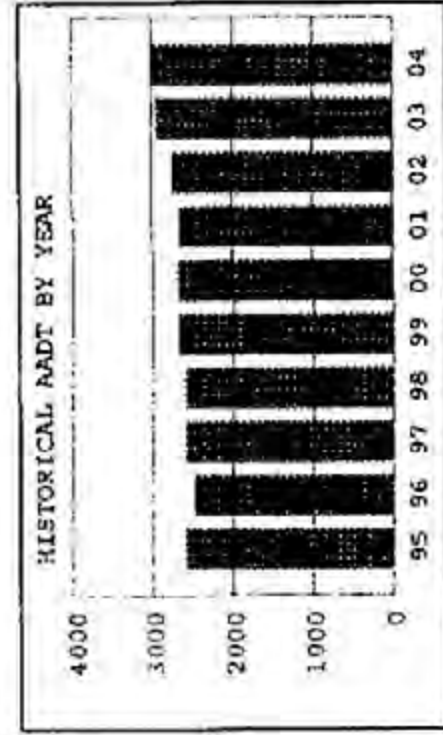
2004

O'BRIEN, 17-003  
November, 1956

Recorder:  
Installed:

Location: US 199 MP 41.32, REDWOOD HIGHWAY, NO. 25  
0.4 mile north of Oregon-California State Line

HISTORICAL TRAFFIC DATA



Year	percent_of_ADT										
	Average Daily Traffic	Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour	Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1995	2599	206	20.6	17.3	17.2	16.5	224	21.8	19.4	18.3	17.6
1996	2482	229	23.5	18.7	17.9	17.2	253	27.0	19.4	18.0	17.5
1997	2591	242	26.7	19.1	17.6	17.0	206	20.4	18.0	17.7	17.4
1998	2596	211	25.1	19.7	18.3	17.9	223	22.7	20.1	18.7	17.6
1999	2670	229	23.8	19.3	18.0	17.2	247	27.7	19.3	17.8	17.2
2000	2677										
2001	2661										
2002	2761										
2003	2950										
2004	3010										

2004 TRAFFIC DATA

Month	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT	Classification Breakdown of ADT	
					Percent of ADT	Percent of ADT
January	1724	57	1879	62	Passenger Cars	60.1
February	1949	65	2244	75	Other 2 axle 4 tire vehicles	22.8
March	2334	78	2781	92	Single Unit 2 axle 6 tire	1.1
April	2332	77	2739	91	Single Unit 3 axle	0.4
May	2568	85	2941	98	Single Unit 4 axle or more	0.5
June	3131	104	3521	117	Single Trailer Truck 4 axle or less	4.9
July	4050	135	4479	149	Single Trailer Truck 5 axle	5.4
August	3857	128	4384	146	Single Trailer Truck 6 axle or more	0.4
September	3151	105	3544	118	Dbl-Trailer Truck 5 axle or less	1.1
October	2418	80	2729	91	Dbl-Trailer Truck 6 axle	0.8
November	2230	74	2531	84	Dbl Trailer Truck 7 axle or more	2.0
December	2311	77	2345	78	Triple Trailer Trucks	0.0
					Buses	0.0
					Motorcycles & Scooters	1.5

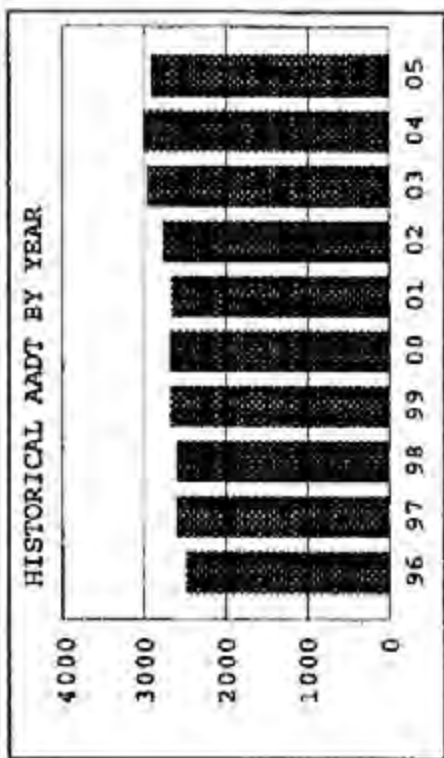
Location: US199 MP 41.32, REDWOOD HIGHWAY, NO. 25  
 0.37 mile north of Oregon-California State Line

Recorder:  
 Installed:

O'BRIEN, 17-003  
 November, 1956

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT					
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour	
1996	2482	224	21.8	19.4	18.3	17.6	
1997	2591	229	23.5	18.7	17.9	17.2	
1998	2596	253	27.0	19.4	18.0	17.5	
1999	2670	242	26.7	19.1	17.6	17.0	
2000	2677	206	20.4	18.8	17.7	17.4	
2001	2661	211	25.1	19.7	18.3	17.9	
2002	2761	223	22.7	20.1	18.7	17.6	
2003	2950	229	23.8	19.3	18.0	17.2	
2004	3010	247	27.7	19.3	17.8	17.3	
2005	2913	205	31.0	19.2	17.9	17.5	



2005 TRAFFIC DATA

Month	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT	Classification Breakdown of ADT	
					Average Daily Traffic	Percent of ADT
January	1748	60	1858	64	Passenger Cars	58.0
February	2061	71	2376	82	Other 2 axle 4 tire vehicles	25.9
March	2400	82	2800	96	Single Unit 2 axle 6 tire	1.6
April	2198	75	2526	87	Single Unit 3 axle	1.0
May	2545	87	2892	99	Single Unit 4 axle or more	0.1
June	3106	107	3412	117	Single Trailer Truck 4 axle or less	2.1
July	3995	137	4410	151	Single Trailer Truck 5 axle	7.9
August	3841	132	4370	150	Single Trailer Truck 6 axle or more	0.4
September	2919	100	3189	109	Dbl-Trailer Truck 5 axle or less	1.0
October	2320	80	2609	90	Dbl-Trailer Truck 6 axle	0.3
November	2153	74	2401	82	Dbl-Trailer Truck 7 axle or more	0.5
December	2070	71	2112	73	Triple Trailer Trucks	0.0
					Buses	0.1
					Motorcycles & Scooters	1.3

2006

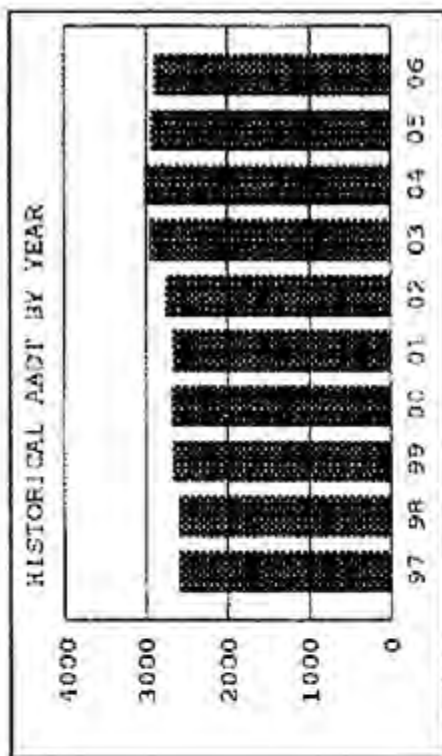
Location: US199 MP 41.32, REDWOOD HIGHWAY, NO. 25  
0.37 mile north of Oregon-California State Line

Recorder:  
Installed:

D'BRIEN, 17-003  
November, 1955

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1997	2591	229	23.5	18.7	17.9	17.2
1998	2596	253	27.0	19.4	18.0	17.5
1999	2670	242	26.7	19.1	17.6	17.0
2000	2677	206	20.4	18.8	17.7	17.4
2001	2661	211	25.1	19.7	18.3	17.9
2002	2761	223	22.7	20.1	18.7	17.6
2003	2950	229	23.8	19.3	18.0	17.2
2004	3010	247	27.7	19.3	17.8	17.3
2005	2934	204	30.7	19.1	17.8	17.4
2006	2893	210	22.8	18.1	17.4	16.9



2006 TRAFFIC DATA

Month	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT	Classification Breakdown	
					of ADT	Percent of ADT
January	1876	65	1952	67	Passenger Cars	55.7
February	2094	72	2431	84	Other 2 axle 4 tire vehicles	25.2
March	2068	71	2352	81	Single Unit 2 axle 6 tire	2.6
April	2253	78	2574	89	Single Unit 3 axle	0.5
May	2479	86	2895	98	Single Unit 4 axle or more	0.1
June	3081	106	3427	118	Single Trailer Truck 4 axle or less	3.9
July	3867	134	4304	149	Single Trailer Truck 5 axle	7.1
August	3541	126	4165	144	Single Trailer Truck 6 axle or more	1.4
September	3086	107	3455	119	Dbl-Trailer Truck 6 axle	0.2
October	2364	82	2728	94	Dbl-Trailer Truck 7 axle or more	0.1
November	2068	71	2338	81	Triple Trailer Trucks	0.0
December	2034	70	2143	74	Buses	0.3
					Motorcycles & Scooters	1.5

Location: US195 MP 41.32, REDWOOD HIGHWAY, NO. 25  
 0.37 mile North of Oregon-California State Line

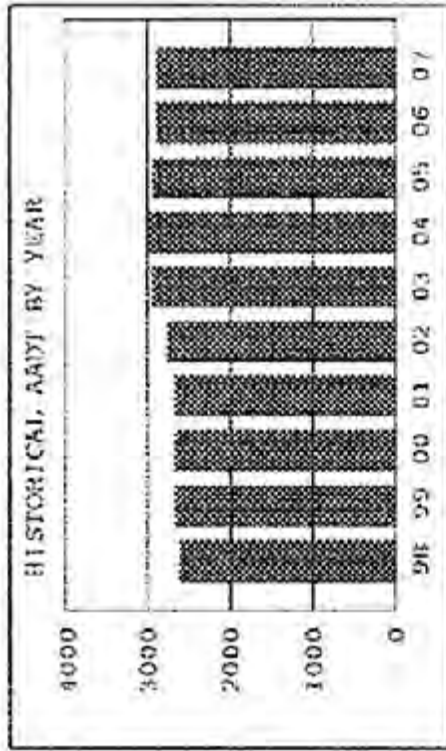
Recorder:  
 Installed:

ORRER, 17-003  
 November, 1986

HISTORICAL TRAFFIC DATA

Percent of ADT

Year	Average Daily Traffic	Max Day	Max Hour	10TH HOUR	20TH HOUR	30TH HOUR
1998	2596	253	27.0	19.4	18.0	17.5
1999	2670	242	26.7	19.1	17.6	17.0
2000	2677	206	20.4	18.8	17.7	17.4
2001	2661	211	25.1	19.7	18.3	17.9
2002	2761	223	22.7	20.1	18.7	17.6
2003	2950	229	23.8	19.3	18.0	17.2
2004	3010	247	27.7	19.3	17.8	17.3
2005	2934	204	30.7	19.1	17.8	17.4
2006	2893	210	22.8	18.1	17.4	16.9
2007	2882	195	20.9	18.3	17.2	16.7



2007 TRAFFIC DATA

Month	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT	Classification Breakdown of ADT
January	1759	61	1864	65	Passenger Cars..... 55.7
February	1928	67	2130	74	Other 2 axle 4 tire vehicles..... 26.2
March	2167	75	2508	87	Single Unit 2 axle 6 tire..... 2.6
April	2257	78	2559	89	Single Unit 3 axle..... 0.4
May	2567	89	2965	103	Single Unit 4 axle or more..... 0.1
June	3115	108	3478	121	Single Trailer Truck 4 axle or less... 3.9
July	3845	133	4266	148	Single Trailer Truck 5 axle..... 7.1
August	3720	129	4271	148	Single Trailer Truck 6 axle or less... 1.4
September	3086	107	3411	118	Bl-Trailer Truck 6 axle..... 0.3
October	2332	81	2621	91	Bl-Trailer Truck 7 axle..... 0.1
November	2213	77	2471	86	Triple Trailer Trucks..... 0.0
December	1937	67	2042	71	Buses..... 0.3
					Motorcycles & Scooters..... 3.8

2008

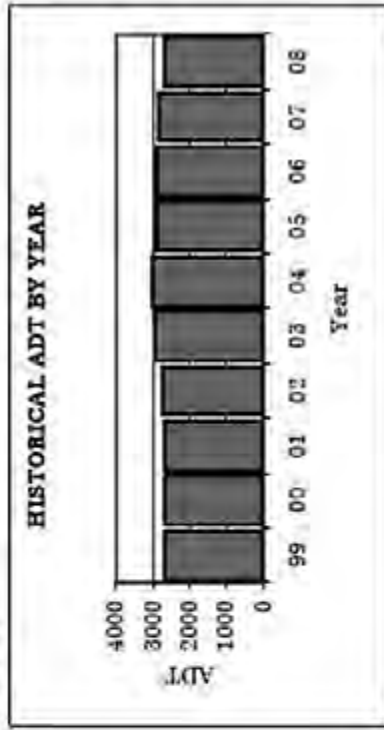
Location: US199; MP 41.32; REDWOOD HIGHWAY NO. 25; 0.37 mile north of Oregon-California State Line

Site Name: O'Brien (17-003)  
Installed: November, 1956

HISTORICAL TRAFFIC DATA

Percent of A.ADT

Year	Average Daily Traffic	Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1999	2670	242	26.7	19.1	17.6	17.0
2000	2677	206	20.4	18.8	17.7	17.4
2001	2661	211	25.1	19.7	18.3	17.9
2002	2761	223	22.7	20.1	18.7	17.6
2003	2950	229	23.8	19.3	18.0	17.2
2004	3010	247	27.7	19.3	17.8	17.3
2005	2934	204	30.7	19.1	17.8	17.4
2006	2893	210	22.8	18.1	17.4	16.9
2007	2882	195	20.9	18.3	17.2	16.7
2008	2700	223	23.7	19.3	18.1	17.1



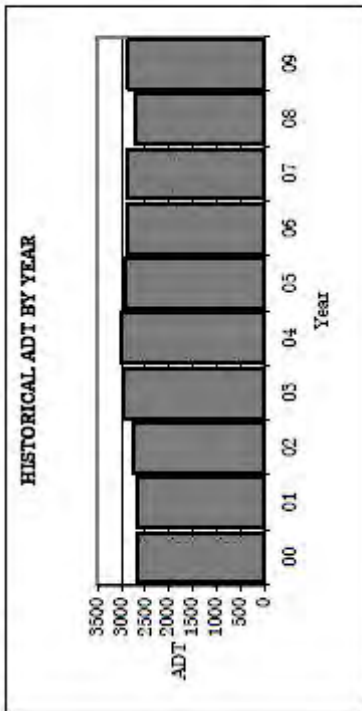
2008 TRAFFIC DATA

Month	Average Weekday Traffic	Percent of A.ADT	Average Daily Traffic	Percent of A.ADT	Classification Breakdown	Percent of A.ADT
January	1707	63	1791	66	Motorcycles	1.9
February	1881	70	2085	77	Passenger cars	64.5
March	2149	80	2408	89	Light Trucks	21.8
April	2019	75	2367	88	Buses	0.1
May	2459	91	2800	104	Single unit trucks (2 axles)	4.2
June	2953	109	3289	122	Single unit trucks (3 axles)	0.4
July	3534	131	3888	144	Single unit trucks (4 or more axles)	0.0
August	3462	128	3959	147	Single trailer trucks (4 or less axles)	1.9
September	2838	105	3108	115	Single trailer trucks (5 axles)	4.7
October	2240	83	2484	92	Single trailer trucks (6 or more axles)	0.1
November	2146	79	2355	87	Multi trailer trucks (5 or less axles)	0.4
December	1792	66	1867	69	Multi trailer trucks (6 axles)	0.1
					Multi trailer trucks (7 or more axles)	0.0

**Location:** US199, MP 41.32; REDWOOD HIGHWAY NO. 25; 0.37 mile north of Oregon-California State Line

**Site Name:** O'Brien (17-003)  
**Installed:** December, 1969

**HISTORICAL TRAFFIC DATA**



Year	Average Daily Traffic	Percent of ADT					
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour	
2000	2677	206	20.4	18.8	17.7	17.4	
2001	2661	211	25.1	19.7	18.3	17.9	
2002	2761	223	22.7	20.1	18.7	17.6	
2003	2950	229	23.8	19.3	18.0	17.2	
2004	3010	247	22.7	19.3	17.8	17.3	
2005	2934	204	30.7	19.1	17.8	17.4	
2006	2893	210	22.8	18.1	17.4	16.9	
2007	2882	195	20.9	18.3	17.2	16.7	
2008	2700	223	23.7	19.3	18.1	17.1	
2009	2870	***	***	***	***	***	

**2009 TRAFFIC DATA**

Month	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT	Classification Breakdown	Percent of ADT
February	1777	62	2026	71	Passenger cars	64.81
March	2077	72	2402	84	Light Trucks	23.09
April	2200	77	2400	84	Buses	0.06
May	2500	87	2900	101	Single unit trucks (2 axles)	4.06
June	2900	101	3400	118	Single unit trucks (3 axles)	0.25
July	4018	140	4500	157	Single unit trucks (4 or more axles)	0.00
August	3898	136	4310	150	Single trailer trucks (4 or less axles)	1.98
September	3095	108	3471	121	Single trailer trucks (5 axles)	3.85
October	2321	81	2564	89	Single trailer trucks (6 or more axles)	0.05
November	2200	77	2400	84	Multi trailer trucks (5 or less axles)	0.29
December	2020	70	2050	71	Multi trailer trucks (6 axles)	0.09
					Multi trailer trucks (7 or more axles)	0.01

# California State Traffic Volume Records

## Summary

This section contains the least useful traffic information in the document because the traffic numbers on the California side of the Highway 199 corridor appear to have been derived from a formula rather than from actual vehicle counts.

## Introduction

No information was obtained on how the California State Department of Transportation tracks the number of vehicles for their traffic records taken at different reference points along Highway 199.

There is no apparent agreement in the number of vehicles counted in Oregon and the numbers counted in California. The most obvious of these anomalies is found at the Oregon-California border where vehicle counts in California are given only for the south bound lane of traffic. These estimates for a *single* lane of traffic are equal to or greater than the number of vehicles counted in *both* lanes by the automated traffic counter (ATC) in Oregon, located about half a mile north of the border.

The California traffic data appears to have been derived from a formula rather than from mechanical or observed vehicle counts and for this reason offer no tangible usefulness for this report.

## Understanding the data

The data records use ahead and back to indicate traffic direction. *Back* indicates south bound traffic and *ahead* indicates north bound.

AADT = Annual Average Daily Traffic



1992

Postmile	Description	Back			Ahead		
		Peak Hr	Peak Mo	AADT	Peak HR	Peak Mo	AADT
DEL NORTE COUNTY							
0.51	JCT. RTE. 101, CRESCENT CITY, NORTH				370	3650	2950
1.13	MILEPOST EQUATION =0.80						
4.37	JCT. RTE. 197 NORTH	430	4250	3500	550	5300	4400
5.9	HIOUCHI VILLAGE, EAST	510	4950	4100	460	4450	3700
14.64	GASQUET, EAST	350	3400	2800	350	3400	2800
21.98	PATRICKS CREEK CAMPGROUND						
30.71	MILEPOST EQUATION =30.74						
33.41	COLLIER TUNNEL SAFETY ROADSIDE REST AREA						
36.41	OREGON STATE LINE	330	3200	2650			

1993

POSTMILE	DESCRIPTION	BACK			AHEAD		
		BACK PEAK PEAK HR	PEAK MONTH	BACK AADT	AHEAD PEAK PEAK HR	PEAK MONTH	AHEAD AADT
DEL NORTE COUNTY							
0.51	JCT. RTE. 101, CRESCENT CITY, NORTH				370	3650	2950
1.13	MILEPOST EQUATION =0.80						
4.37	JCT. RTE. 197 NORTH	450	4350	3500	550	5400	4500
5.9	HIOUCHI VILLAGE, EAST	520	5100	4200	470	4600	3800
14.64	GASQUET, EAST	360	3500	2900	360	3500	2900
21.98	PATRICKS CREEK CAMPGROUND						
30.71	MILEPOST EQUATION =30.74						
33.41	COLLIER TUNNEL SAFETY ROADSIDE REST AREA						
36.41	OREGON STATE LINE	340	3250	2700			

1994

POSTMILE	DESCRIPTION	BACK			AHEAD		
		BACK PEAK PEAK HR	PEAK MONTH	BACK AADT	AHEAD PEAK PEAK HR	PEAK MONTH	AHEAD AADT
DEL NORTE COUNTY							
0.51	JCT. RTE. 101, CRESCENT CITY, NORTH				420	4450	3100
1.13	MILEPOST EQUATION =0.80						
4.37	JCT. RTE. 197 NORTH	520	5400	3800	570	5700	4700
5.9	HIOUCHI VILLAGE, EAST	540	5500	4600	570	7000	4900
14.64	GASQUET, EAST	420	4450	3100	420	4450	3100
21.98	PATRICKS CREEK CAMPGROUND						
30.71	MILEPOST EQUATION =30.74						
33.41	COLLIER TUNNEL SAFETY ROADSIDE REST AREA						
36.41	OREGON STATE LINE	390	4150	2900			

1995

POSTMILE	DESCRIPTION	BACK			AHEAD		
		BACK PEAK PEAK HR	PEAK MONTH	BACK AADT	AHEAD PEAK PEAK HR	PEAK MONTH	AHEAD AADT
DEL NORTE COUNTY							
0.51	JCT. RTE. 101, CRESCENT CITY, NORTH				420	4450	3100
1.13	MILEPOST EQUATION =0.80						
4.37	JCT. RTE. 197 NORTH	520	5400	3900	570	5700	4700
5.9	HIOUCHI VILLAGE, EAST	540	5500	4600	570	7000	4900
14.64	GASQUET, EAST	420	4450	3100	420	4450	3100
21.98	PATRICKS CREEK CAMPGROUND						
30.71	MILEPOST EQUATION =30.74						
33.41	COLLIER TUNNEL SAFETY ROADSIDE REST AREA						
36.41	OREGON STATE LINE	390	4150	2900			

## 1996

Post Mile	Description	BackLeg			AheadLeg		
		Peak Hr	Peak Mo	AADT	Peak Hr	Peak Mo	AADT
DEL NORTE COUNTY							
0.51	JCT. RTE. 101; CRESCENT CITY, NORTH				420	4450	3100
1.13	MILEPOST EQUATION =0.80						
4.37	JCT. RTE. 197 NORTH						
5.9	HIOUCHI VILLAGE, EAST	520	5400	3800	670	6700	4700
14.64	GASQUET, EAST	640	6600	4600	670	7000	4900
21.98	PATRICKS CREEK CAMPGROUND	420	4450	3100	420	4450	3100
30.71	MILEPOST EQUATION =30.71						
33.41	COLLIER TUNNEL SAFETY ROADSIDE REST AREA						
36.41	OREGON STATE LINE	390	4150	2900			

## 1997

Post Mile	Description	Back			Ahead		
		Peak Hr	Peak Mo	AADT	Peak Hr	Peak Mo	AADT
DEL NORTE COUNTY							
0.51	JCT. RTE. 101; CRESCENT CITY, NORTH				420	4450	3100
1.13	MILEPOST EQUATION =0.80						
4.37	JCT. RTE. 197 NORTH						
5.90	HIOUCHI VILLAGE, EAST	450	5700	3800	540	6500	4700
14.64	GASQUET, EAST	640	6600	4600	670	7000	4900
21.98	PATRICKS CREEK CAMPGROUND	420	4450	3100	420	4450	3100
30.71	MILEPOST EQUATION =30.74						
33.41	COLLIER TUNNEL SAFETY ROADSIDE REST AREA						
36.41	OREGON STATE LINE	390	4150	2900			

## 1998

Postmile Description	Back	Back	Back	Ahead	Ahead	Ahead
	Peak Hour	Peak Month		Peak Hour	Peak Month	
DEL NORTE COUNTY						
0.51 JCT. RTE. 101, CRESCENT CITY, NORTH				420	4450	3100
1.13 MILEPOST EQUATION =0.80						
4.37 JCT. RTE. 197 NORTH						
5.9 HIOUCHI VILLAGE, EAST	450	5700	3800	540	6500	4700
14.64 GASQUET, EAST	640	6600	4600	670	7000	4900
21.98 PATRICKS CREEK CAMPGROUND	420	4450	3100	420	4450	3100
30.71 MILEPOST EQUATION =30.74						
33.41 COLLIER TUNNEL SAFETY ROADSIDE REST AREA						
36.41 OREGON STATE LINE	390	4150	2900			

## 1999

Postmile Description	Back	Back	Back	Ahead	Ahead	Ahead
	Peak Hour	Peak Month		Peak Hour	Peak Month	
DEL NORTE COUNTY						
0.51 JCT. RTE. 101, CRESCENT CITY, NORTH				420	4450	3100
1.13 MILEPOST EQUATION =0.80						
4.37 JCT. RTE. 197 NORTH						
5.9 HIOUCHI VILLAGE, EAST	450	5700	3800	540	6500	4700
14.64 GASQUET, EAST	640	6600	4600	670	7000	4900
21.98 PATRICKS CREEK CAMPGROUND	420	4450	3100	420	4450	3100
30.71 MILEPOST EQUATION =30.74						
33.41 COLLIER TUNNEL SAFETY ROADSIDE REST AREA						
36.41 OREGON STATE LINE	390	4150	2900			

2000

AADT, Annual Average Daily Traffic

Postmile Description	Back	Back	Back	Ahead	Ahead	Ahead
	Peak	Peak		Peak	Peak	
	Hour	Month	AADT	Hour	Month	AADT
DEL NORTE COUNTY						
0.51 JCT. RTE. 101, CRESCENT CITY, NORTH				420	4450	3100
1.13 MILEPOST EQUATION =0.80						
4.37 JCT. RTE. 197 NORTH	410	5300	3500	470	5700	4100
5.9 HIOUCHI VILLAGE, EAST	590	6000	4200	540	5800	4000
14.64 GASQUET, EAST	390	4150	2900	390	4150	2900
21.98 PATRICKS CREEK CAMPGROUND						
30.71 MILEPOST EQUATION =30.74						
33.41 COLLIER TUNNEL SAFETY ROADSIDE REST AREA						

2001

Post Mile	Description	Back			Ahead		
		Peak Hr	Peak Mo	AADT	Peak Hr	Peak Mo	AADT
DEL NORTE COUNTY							
0.51 JCT. RTE. 101, CRESCENT CITY, NORTH					420	4450	3100
1.13 MILEPOST EQUATION =0.80							
4.37 JCT. RTE. 197 NORTH		410	5300	3500	470	5700	4100
5.9 HIOUCHI VILLAGE, EAST		590	6000	4200	540	5800	4000
14.64 GASQUET, EAST		390	4150	2900	390	4150	2900
21.98 PATRICKS CREEK CAMPGROUND							
30.71 MILEPOST EQUATION =30.74							
33.41 COLLIER TUNNEL SAFETY ROADSIDE REST AREA							
36.41 OREGON STATE LINE		370	3900	2700			

2002

POSTMILE DESCRIPTION	BACK			AHEAD		
	BACK PEAK HR	PEAK MONTH	BACK AADT	AHEAD PEAK HR	PEAK MONTH	AHEAD AADT
DEL NORTE COUNTY						
0.51 JCT. RTE. 101, CRESCENT CITY, NORTH				420	4450	3100
4.37 JCT. RTE. 197 NORTH	410	5300	3500	470	5700	4100
5.9 HIOUCHI VILLAGE, EAST	590	6000	4200	540	5800	4000
14.64 GASQUET, EAST	390	4150	2900	390	4150	2900
21.98 PATRICKS CREEK CAMPGROUND						
33.41 COLLIER TUNNEL SAFETY ROADSIDE REST AREA						
36.41 OREGON STATE LINE	370	3900	2700			

2003

POST MILE DESCRIPTION	BACK			AHEAD		
	BACK PEAK HR	PEAK MONTH	BACK AADT	AHEAD PEAK HR	PEAK MONTH	AHEAD AADT
DEL NORTE COUNTY						
0.51 JCT. RTE. 101, CRESCENT CITY, NORTH				420	4450	3100
4.37 JCT. RTE. 197 NORTH	410	5300	3500	470	5700	4100
5.9 HIOUCHI VILLAGE, EAST	590	6000	4200	540	5800	4000
14.64 GASQUET, EAST	390	4150	2900	390	4150	2900
21.98 PATRICKS CREEK CAMPGROUND						
33.41 COLLIER TUNNEL SAFETY ROADSIDE REST AREA						
36.41 OREGON STATE LINE	370	3900	2700			

## 2004

Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
DEL NORTE COUNTY							
0.51	JCT. RTE. 101, CRESCENT CITY, NORTH				440	4600	3200
1.13	MILEPOST EQUATION =0.80						
4.37	JCT. RTE. 197 NORTH	430	5400	3600	490	5900	4300
5.9	HIOUCHI VILLAGE, EAST	610	6300	4400	560	5900	4100
14.64	GASQUET, EAST	410	4300	3000	410	4300	3000
21.98	PATRICKS CREEK CAMPGROUND						
30.71	MILEPOST EQUATION =30.74						
33.41	COLLIER TUNNEL SAFETY ROADSIDE REST AREA						
36.41	OREGON STATE LINE	380	4050	2800			

## 2005

Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
DEL NORTE COUNTY							
0.51	JCT. RTE. 101, CRESCENT CITY, NORTH				440	4600	3200
4.37	JCT. RTE. 197 NORTH	430	5400	3600	490	5900	4300
5.9	HIOUCHI VILLAGE, EAST	610	6300	4400	560	5900	4100
14.64	GASQUET, EAST	410	4300	3000	410	4300	3000
21.98	PATRICKS CREEK CAMPGROUND						
33.41	COLLIER TUNNEL SAFETY ROADSIDE REST AREA						
36.41	OREGON STATE LINE	380	4050	2800			

## 2006

Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
0.506	JCT. RTE. 101, CRESCENT CITY				660	6900	4800
4.370	JCT. RTE. 197 NORTH	660	8400	5600	480	5800	4200
5.900	HIOUCHI VILLAGE, EAST	640	6600	4600	580	6200	4300
14.636	GASQUET, EAST	430	4600	3200	420	4450	3100
36.408	OREGON STATE LINE	420	4450	3100			

## 2007

Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
0.506	JCT. RTE. 101				660	6900	4800
4.370	JCT. RTE. 197 NORTH	660	8400	5600	480	5800	4200
5.900	HIOUCHI VILLAGE, EAST	640	6600	4600	580	6200	4300
14.636	GASQUET, EAST	430	4600	3200	420	4450	3100
36.408	OREGON STATE LINE	420	4450	3100			

2008

District	Route	Rte Suf	County	PM Prefix	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
1	199	DN	T		0.506	JCT. RTE. 101				640	6500	4500
1	199	DN			4.370	JCT. RTE. 197 NORTH	700	8300	5500	540	5400	3900
1	199	DN			5.930	HIOUCHI VILLAGE, EAST	630	6400	4500	570	6000	4200
1	199	DN	T		14.636	GASQUET, EAST	420	4450	3100	410	4300	3000
1	199	DN			36.408	OREGON STATE LINE	410	4300	3000			

2009

Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
4.37	JCT. RTE. 197 NORTH				480	5,800	4,200
5.9	HIOUCHI VILLAGE, EAST	640	6,600	4,600	580	6,200	4,300
14.636	GASQUET, EAST	430	4,600	3,200	420	4,450	3,100
36.408	OREGON STATE LINE	420	4,450	3,100			



*Pebble Beach, Crescent City, California*

# California State Agriculture Station Records

## Summary

This section provides very limited information on total traffic. The most useful is a rough estimate of the number of mobile homes and travel trailers driving south on Highway 199.

Recreational vehicles      3% (south moving traffic only)

Assuming that there are about the same number of recreational vehicles traveling north, it can be estimated that about 6% of the total traffic going through the Highway 199 corridor are travel trailers, campers, and mobile homes.

## California Agriculture Station

The Redwood Agriculture Inspection Station is located about a half a mile south of the Oregon - California border and its primary purpose is to reduce or prevent pests and disease from being brought into the state.

The staff at this station keeps count of vehicles entering California, which is done by pushing the lever on mechanical counters. There is one counter used for cars and pickup trucks that pass through the station's main inspection lanes and a separate counter for motor homes, travel trailers, and small cargo vehicles that pass through a lane outside of the building. The cargo vehicles are typically UHaul, Budget, or other type of rental trucks used for interstate travel.

Until recently, the station has been occupied on an irregular basis; open on some days and closed on others. During these years, tracking of vehicles passing through the station has not been consistent.

In January of 2010, the station has again been opened for 24 hours a day, every day of the week. This is why the records provided for this document (see below) include only the months of January through August 2010.

Tracking of vehicles at this station is understandably subject to error. During peak periods of vehicles passing through the main inspection lanes of the station and motor homes passing through on a separate lane outside of the building, staff sometimes has difficulty getting to the mechanical counting device and entering the numbers of vehicles or RVs they have interacted with.

The most useful data from these records are those that provide information on motor homes and travel trailers passing through the station. For 2010, the percentages of these recreational vehicles has ranged from about one and a half percent of the total vehicle traffic in January to about four and a half percent in August with an annual average of about three percent.

<b>Redwood Agriculture Inspection Station 2010</b> Traffic Reports - South Lane Only			
	RV travel trailer	Total Vehicles	Percent RV
January	512	30,517	1.68%
February	541	33,294	1.62%
March	904	41,159	2.20%
April	958	38,764	2.47%
May	1,486	51,815	2.87%
June	2,256	54,238	4.16%
July	3,834	80,190	4.78%
August	3,375	72,013	4.69%

Average 

3.06%
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*This station only records south bound traffic. If the number of RV's traveling north is the same as the number traveling south, it can be concluded that about six percent of the total traffic crossing the Oregon-California border are mobile homes and vehicles towing travel trailers.*



# Independent Survey Visual Traffic Observations

## Summary

This section provides the best indicators of recreation and tourist traffic which were obtained by direct observation during five randomly selected days in the month of August.

Passenger car & pickup.....	87%
Motorcycles .....	5%
Recreational vehicle.....	6%
Commerce .....	1%

Passenger cars and pickups are further subdivided  
2% with a rooftop cargo box  
3% towing trailers  
3% carrying recreation equipment

Recreational vehicles can be subdivided into three groups:

10% Camper  
50% Vehicles towing travel trailers  
30% Mobile homes with about one third having a vehicle in tow.

In all five days of traffic observations, the number of vehicles moving in north and south lanes were approximately the same. There was no predominant direction of traffic movement.

## **Introduction**

In the previous sections of this report, data from traffic surveys from California and Oregon have been helpful in providing a record of total traffic but have limited usefulness for determining the volume of tourist and recreation travel in the Highway 199 corridor. This section represents another approach to understanding tourist and recreation travel numbers through the use of visual surveys.

## **Method**

The observer sat by the roadside at the California-Oregon border where vehicle activity was recorded on tracking sheets designed for this survey.

## **Discussion**

This visual survey makes an attempt to count the number of vehicles carrying recreational equipment and quantify the different types of recreation equipment being carried. These records provide reliable indicators of recreation travel but this information should not be interpreted as defining the entire extent of recreation and tourist traffic on Highway 199. The reason why is explained below.

Some of the most popular recreational activities enjoyed by Americans do not require specialized or expensive equipment. According to the Forest Service's National Survey on Recreation and Environment (NSRE), the largest recreation survey in the United States, the number one recreational activity in America is walking followed closely by hiking. The NSRE also notes that the most popular place for recreational activities is near water such as beaches, lakes, and rivers where swimming and fishing are likely to be popular activities.

Another important reason for travel in this region can be found in surveys conducted at Oregon Caves National Monument and Rogue River - Siskiyou National Forest where visitors identified "viewing scenery" as their main reason for travel.

It is important to keep in mind that the Highway 199 corridor offers many things that are high motivators for recreation and tourist travel such as hikes through the redwood forest, strolls on the beach, rafting on the Rogue River, walking through Oregon Caves, swimming in the wild and scenic Illinois River, spectacular scenic landscapes of the Smith River National Recreation Area and Oregon coast, fishing at Lake Selmac, and picnicking at high elevation lakes in the region. Highway 199 is a powerful tourist corridor because it offers many things that are identified as the top motivators for tourist and recreation travel.

## **Future surveys**

These visual surveys were conducted from six in the morning to six in the evening. However, it was observed during these surveys that after six in the evening, traffic continued to be strong. In the future, summer surveys should be conducted from eight in the morning to eight in the evening.

## Traffic Subcategories

Traffic observations attempted to categorize vehicles into distinct travel groups. In some cases, each of these groups were subsequently subcategorized into groups that each define a sub-travel/recreation group. The following helps to explain each of these subgroups.

### Vehicles

This category includes automobiles, pickup trucks, and vans and made up about 92% of the total traffic crossing the Oregon - California border.

2% had cargo carriers

3% towed cargo trailers (travel trailers not included)

3% carried some type of recreation equipment (kayaks, bicycles, surfboards, etc)



*Cargo carrier*



*There were many different sizes and styles of trailers being towed by vehicles. Enclosed trailers like the two on the right were generally referred to as “tool” trailers in the survey and were among the most numerous of trailers being towed. Horse trailers (far left) often looked the same as tool trailers except for having windows.*

### Bus and Tour Vans

This category included any vehicle that are used for mass transportation and ranged from large coach style tour busses to nine passenger tour vans.

Only four coach style tour busses were noted during the five day survey. A shuttle bus was observed daily, usually going toward the coast in the morning and returning in the evening. Tour vans were more numerous but were also difficult to identify and it is likely some passed without being noted. About 4-5 school busses were observed with some going toward the coast in the morning and returning inland in the afternoon.



*Coach style tour bus*



*Shuttle bus*



*Tour van*

## Recreational Vehicles

Recreational vehicles were tracked in three different categories. Altogether they represented about 6% of total traffic crossing the Oregon - California border. This category was further subdivided into the following groups

50% travel trailers

10% Campers

40% Mobilehome

About one third of mobile homes were towing vehicles.

## Motorhomes



*Class A Motorhome*



*Class C Motorhome*



*Class B Motorhome*

## Travel Trailers



*Tent trailer*



*Travel trailer*

## Campers



*Camper*

## Subcategory breakdown list

Indicators of tourist or recreational travel are outlined in the list below and are based on data taken from roadside field notes during the five day survey. Note that data from four of the five days has been used in the list. The first day of the survey revealed several design flaws in the survey tracking sheets, which were redesigned for the subsequent survey days. The first-day survey provides an accurate count of vehicles but not a complete breakdown of subcategories. For example, the count of recreational vehicles (RV) is accurate but the number of different types of RVs (camper, travel trailer, coach) were not tracked until later in the day.

Camping equipment was sometimes identifiable and was partially tracked during these surveys. Camping equipment often included a combination of rolled up sleeping bags or tent bags along with ice chests and BBQ grilles piles in the backs of pickup trucks, trailers, or carrying racks on cars. In many cases, when several vehicles were passing in both directions at the same time, there was not adequate time to look closely at each vehicle that was carrying cargo to determine if it might be camping gear. For that reason, camping gear was noted when time allowed rather than systematically.

	TUESDAY August 3, 2010		FRIDAY August 6, 2010		WEDNESDAY August 11, 2010		SUNDAY August 15, 2010		Total
	North	South	North	South	North	South	North	South	
Auto total	1,226	1,266	1,547	1,780	1,366	1,291	1,994	1,719	12,189
Cargo box	34	36	30	41	30	30	38	36	275
Trailer	46	30	70	47	34	38	64	87	416
Bicycles	11	18	22	21	15	22	16	20	145
Boat	10	6	25	11	19	8	23	42	144
Canoe	1	0	2	4	0	0	1	0	8
Horse trailer	1	3	7	4	5	1	8	2	31
Jet ski	0	0	0	1	0	0	4	3	8
Kayak	8	3	5	7	1	5	5	3	37
Motorcycle	0	1	1	2	2	0	2	2	10
Quad / ATV	2	0	0	1	5	5	5	1	19
Surfboard	3	5	6	6	1	1	9	4	35
Tour van	0	0	2	2	1	1	3	3	12
Shuttle bus	1	1	1	1	2	2	1	1	10
Tour bus	1	1	0	0	0	0	1	1	4
School bus	1	1	0	0	0	0	2	0	4
Travel Trailer	50	35	82	76	32	43	79	92	489
Camper	9	6	24	10	13	11	10	19	102
RV	51	32	53	42	40	40	46	44	348
Veh in tow	23	10	12	10	20	11	21	11	118

*Note: Motorcycles listed in the table are those that were being carried on a vehicle or in a trailer. These were counted separately from the 613 motorcycles and their drivers that passed the survey site during this four-day survey period.*

# Highway 199 Vehicle Survey - Saturday July 24, 2010

Conducted at Oregon - California Border. Roger Brandt - Highway199.org

Survey period: 6:00AM - 6:00PM

SOUTH LANE						
Hour	Vehicle	RV	Motorcycle	Commerce	Bus	Hour Total
6:00	16			1		17
7:00	39					39
8:00	83	3	3	1		90
9:00	147	14	7	2		170
10:00	196	19	18	1	1	235
11:00	243	31	12	2		288
12:00	227	16	22			265
1:00	197	19	11	1		228
2:00	179	12	8			199
3:00	171	19	9			199
4:00	146	16	12			174
5:00	118	6	13	1	1	139
Total	1762	155	115	9	2	
	Vehicle	RV	Motorcycle	Commerce	Bus	

South Total  
2043

NORTH LANE						
Hour	Vehicle	RV	Motorcycle	Commerce	Bus	Hour Total
6:00	27		2	1		30
7:00	47	4	1			52
8:00	83	6	1	3		93
9:00	113	6	10	3		132
10:00	114	13	8	2	1	138
11:00	137	11	9	1	1	159
12:00	133	11	5	2		151
1:00	126	10	4	2		142
2:00	125	10	5	1		141
3:00	146	11	10	1		168
4:00	170	8	12	3		193
5:00	172	8	7			187
Total	1393	98	74	19	2	
	Vehicle	RV	Motorcycle	Commerce	Bus	

North Total  
1586

Total vehicles by category

3155	253	189	28	4
Vehicle	RV	Motorcycle	Commerce	Bus

Total both lanes  
3629

Highway 199 Vehicle Survey - Tuesday August 03, 2010  
 Conducted at Oregon - California Border. Roger Brandt - Highway199.org  
 Survey Period: 6:00AM to 6:00PM

SOUTH LANE						
Hour	Vehicle	RV	Motorcycle	Commerce	Bus	Hour Total
6:00	21			11		32
7:00	32		7	6		45
8:00	56	4		8	1	69
9:00	88	9	6	8	1	112
10:00	115	15	3	10		143
11:00	157	22	13	5		197
12:00	157	15	4	14		190
1:00	114	9	3	9		135
2:00	142	11	7	4		164
3:00	137	12	11	3		163
4:00	140	8	6	6		160
5:00	107	4	1	1	1	114
Total	1266	109	61	85	3	
	Vehicle	RV	Motorcycle	Commerce	Bus	

South Total 1524
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NORTH LANE						
Hour	Vehicle	RV	Motorcycle	Commerce	Bus	Hour Total
6:00	25			4		29
7:00	35	3	1	4		43
8:00	46	1	1	14		62
9:00	105	10	8	5	1	129
10:00	139	6	12	12		169
11:00	151	13	4	15		183
12:00	120	6	3	6		135
1:00	114	9	4	8		135
2:00	130	6	10	9		155
3:00	132	8	6	7		153
4:00	117	7	11	9	2	146
5:00	112	5	8	3	1	129
Total	1226	74	68	96	4	
	Vehicle	RV	Motorcycle	Commerce	Bus	

North Total 1468
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Total vehicles both lanes by category

2492	183	129	181	7
Vehicle	RV	Motorcycle	Commerce	Bus

Total both lanes 2992
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Highway 199 Vehicle Survey - Friday August 06, 2010  
 Conducted at Oregon - California Border. Roger Brandt - Highway199.org  
 Survey period: 6:00AM - 6:00PM

SOUTH LANE						
Hour	Vehicle	RV	Motorcycle	Commerce	Bus	Hour Total
6:00	20			2		22
7:00	29	1		5		35
8:00	57	3		8		68
9:00	102	7	6	6		121
10:00	161	22	10	9		202
11:00	194	18	1	3		216
12:00	189	22	6	5	1	223
1:00	267	22	6	6		301
2:00	186	18	3	4	1	212
3:00	212	17	10	3		242
4:00	176	15	3	6		200
5:00	187	14	4	4	1	210
Total	1780	159	49	61	3	
	Vehicle	RV	Motorcycle	Commerce	Bus	

South Total  
2052

NORTH LANE						
Hour	Vehicle	RV	Motorcycle	Commerce	Bus	Hour Total
6:00	26	1		7		34
7:00	34	2		7		43
8:00	75	4	4	5		88
9:00	128	8	4	5		145
10:00	150	14	11	12	1	188
11:00	167	16	3	12		198
12:00	151	23	12	7		193
1:00	192	14	7	12	1	226
2:00	158	14	4	10		186
3:00	190	19	19	4		232
4:00	145	5	11	5		166
5:00	131	8	7	2		148
Total	1547	128	82	88	2	
	Vehicle	RV	Motorcycle	Commerce	Bus	

North Total  
1847

Total vehicles by category

3327	287	131	149	5
Vehicle	RV	Motorcycle	Commerce	Bus

Day Total  
3899



Highway 199 Vehicle Survey - Wednesday August 11, 2010  
 Conducted at Oregon - California Border. Roger Brandt - Highway199.org  
 Survey period: 6:00AM - 6:00PM

SOUTH LANE						
Hour	Vehicle	RV	Motorcycle	Commerce	Bus	Hour Total
6:00	17			3		20
7:00	42			6		48
8:00	61		1	9		71
9:00	80	3	3	9	1	96
10:00	131	12	1	13		157
11:00	161	20	3	7		191
12:00	125	17	2	6		150
1:00	139	15	1	5		160
2:00	147	7	4	6		164
3:00	131	6	5	12		154
4:00	141	5	3	8		157
5:00	116	6	5	8		135
Total	1291	91	28	92	1	
	Vehicle	RV	Motorcycle	Commerce	Bus	

South Total  
1503

NORTH LANE						
Hour	Vehicle	RV	Motorcycle	Commerce	Bus	Hour Total
6:00	29	1		7		37
7:00	36	2		8		46
8:00	73	2		6		81
9:00	95	7	2	7		111
10:00	128	11	8	5	1	153
11:00	161	19	6	8		194
12:00	151	12	7	9		179
1:00	131	14	6	5		156
2:00	132	11	4	7		154
3:00	139	9	5	5		158
4:00	155	10	2	2		169
5:00	136	6	2	6	1	151
Total	1366	104	42	75	2	
	Vehicle	RV	Motorcycle	Commerce	Bus	

North Total  
1589

Total vehicles by category

2657	195	70	167	3
Vehicle	RV	Motorcycle	Commerce	Bus

Day Total  
3092

Highway 199 Vehicle Survey - Sunday August 15, 2010  
 Conducted at Oregon - California Border. Roger Brandt - Highway199.org  
 Survey period: 6:00AM - 6:00PM

SOUTH LANE						
Hour	Vehicle	RV	Motorcycle	Commerce	Bus	Hour Total
6:00	14					14
7:00	33	2		1		36
8:00	48	2	6	2		58
9:00	110	4	1	1		116
10:00	188	18	25	1		232
11:00	184	20	18		2	224
12:00	218	17	6	1		242
1:00	185	21	13	1		220
2:00	236	15	8	2		261
3:00	189	16	16	1		222
4:00	157	10	11		1	179
5:00	157	9	17	3	1	187
Total	1719	134	121	13	4	
	Vehicle	RV	Motorcycle	Commerce	Bus	

South Total  
1991

NORTH LANE						
Hour	Vehicle	RV	Motorcycle	Commerce	Bus	Hour Total
6:00	19	3				22
7:00	23		3			26
8:00	64	2	3			69
9:00	106	9	7	2	1	125
10:00	178	17	15			210
11:00	164	20	7		2	193
12:00	216	30	14	2		262
1:00	213	15	11	2	1	242
2:00	260	21	18	2		301
3:00	256	14	17			287
4:00	265	17	7	3		292
5:00	230	10	2			242
Total	1994	158	104	11	4	
	Vehicle	RV	Motorcycle	Commerce	Bus	

North Total  
2271

Total vehicles by category

3713	292	225	24	8
Vehicle	RV	Motorcycle	Commerce	Bus

Total both lanes  
4262

## Concluding Remarks

This report estimates that about one third of the total annual traffic on Highway 199 represents tourist and recreation travel. This number is very conservative for the following reasons.

The 30% estimate (see page 5) assumes that all the traffic counted at the Oregon-California border during January represents only commuter and routine commercial travel. It is more likely that a significant amount of the traffic during this time of year involves vehicles being used for recreation and leisure travel. For example, in the first part of January, many people are traveling home from visiting friends and relatives during the Christmas and New Years holiday. It is also likely that there are spikes of recreation and tourist travel on weekends, especially during the Martin Luther King weekend near the end of the month.

There are many recreational opportunities that residents in this region could enjoy during weekends in January. Residents on the coast might travel inland to enjoy winter sports at ski resorts while residents in the communities of southwest Oregon may travel to the coast to enjoy recreational activities like hiking on trails in the redwood forest or walking on the beach to look for driftwood and other things that winter storms wash ashore or collect agates after storm waves have removed sand and exposed rocks.

The winter also offers some of the year's most dramatic scenic opportunities. For example, this is when giant waves from winter storms pound the rocky Oregon coast creating the spectacular waterworks that are so often seen in calendar photographs and posters. It is very rare that dramatic displays like this are seen during summer months.

Other motivations for traveling during January might include attending sport events, concerts, plays, art shows, or to take advantage of post-Christmas sales. There are plenty of good reasons to travel in January

Considering all these factors, the traffic count in January more likely represents a significant amount of vehicles being used for tourist and recreation travel rather than exclusively commuter and commercial traffic. For this reason, it is more likely that the actual tourist and recreation travel on Highway 199 is closer to 50% of the total traffic. When you think about it, why else would someone be driving to the coast?

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October 3, 2010*



*The Chateau at Oregon Caves National Monument, Cave Junction.*