



Appendix E. Traffic Data

Traffic Data used for the Existing Conditions (2017) Noise Study
for the Peak Truck Hour
ODOT I-5 Rose Quarter Improvement Project

Roadway	Direction	Start point	End Point	Speeds	Total Volume	Cars #	Cars %	MT #	MT %	HT #	HT %	Bus #	Bus %	MC #	MC %
I-5 Northbound															
Interstate 5 NB	NB	1000 ft. S. of Burnside Bridge	I-5 on ramp from I-84 WB	50	2457	2050	83.4%	116	4.7%	246	10.0%	38	1.5%	7	0.3%
Interstate 5 NB	NB	I-5 on ramp from I-84 WB	Ramp to N Weidler St	50	3971	3313	83.4%	187	4.7%	397	10.0%	62	1.6%	12	0.3%
Interstate 5 NB	NB	Ramp to N Weidler St	N. Broadway on ramp to I-5 NB	50	3051	2545	83.4%	144	4.7%	305	10.0%	48	1.6%	9	0.3%
Interstate 5 NB	NB	N. Broadway on ramp to I-5 NB	Off ramp to I-405 NB	50	3705	3091	83.4%	175	4.7%	370	10.0%	58	1.6%	11	0.3%
Interstate 5 NB	NB	Off ramp to I-405 NB	Ramp to N Greeley Ave	50	2341	1953	83.4%	110	4.7%	234	10.0%	36	1.5%	7	0.3%
Interstate 5 NB	NB	Ramp to N Greeley Ave	1000 ft. north of study area	50	1802	1503	83.4%	85	4.7%	180	10.0%	28	1.6%	5	0.3%
I-5 Northbound Ramps															
Ramp to N Greeley Ave	NB	Exit from I-5	400 ft. W of I-5	35	672	561	83.5%	32	4.8%	67	10.0%	10	1.5%	2	0.3%
Ramp to I-405 NB	NB	Exit from I-5	400 ft. W of I-5	50	1364	1215	89.1%	44	3.2%	98	7.2%	6	0.4%	1	0.1%
I-5 on ramp from N Broadway St.	NB	Williams and Broadway	Ramp to I-405 NB	50	676	609	90.1%	37	5.5%	0	0.0%	30	4.4%	0	0.0%
I-5 off ramp to N Weidler St.	NB	Exit from I-5	N Weidler St	45	1072	1024	95.5%	32	3.0%	10	0.9%	7	0.7%	0	0.0%
I-5 NB on ramp from I-84 WB	NB	600 ft east of i-5 split on I-84	Merge with I-5	50	1410	1331	94.4%	33	2.3%	39	2.8%	6	0.4%	1	0.1%
Holiday off ramp from I-84 WB	NB	600 ft east of i-5 split on I-84	NE Holiday St	50	167	161	96.4%	2	1.2%	4	2.4%	0	0.0%	0	0.0%
I-5 Southbound															
Interstate 5 SB	SB	1000 ft. N of Greeley Ave	I-5 on ramp from N Greeley Ave	50	2478	2117	85.4%	125	5.0%	213	8.6%	13	0.5%	11	0.4%
Interstate 5 SB	SB	I-5 on ramp from N Greeley Ave	I-5 on ramp from I-405	50	3042	2599	85.4%	153	5.0%	262	8.6%	16	0.5%	13	0.4%
Interstate 5 SB	SB	I-5 on ramp from I-405	I-5 off ramp to Broadway Ave	50	3888	3322	85.4%	195	5.0%	335	8.6%	20	0.5%	16	0.4%
Interstate 5 SB	SB	I-5 off ramp to Broadway Ave	I-5 on ramp from N Wheeler Ave	50	3069	2622	85.4%	154	5.0%	264	8.6%	16	0.5%	13	0.4%
Interstate 5 SB	SB	I-5 on ramp from N Wheeler Ave	I-84 WB Off Ramp	50	3735	3191	85.4%	188	5.0%	322	8.6%	19	0.5%	16	0.4%
Interstate 5 SB	SB	I-84 WB Off Ramp	1000 ft south of I-84 off ramp	50	2377	2031	85.4%	119	5.0%	205	8.6%	12	0.5%	10	0.4%
I-5 Southbound Ramps															
I-5 SB on ramp from N Greeley Ave	SB	300 ft. west of I-5	I-5 SB	50	564	482	85.5%	28	5.0%	49	8.7%	3	0.5%	2	0.4%
I-5 SB on ramp from I-405	SB	300 ft. west of I-5	I-5 SB	50	926	809	87.4%	33	3.6%	73	7.9%	10	1.1%	0	0.0%
I-5 SB off ramp to N Broadway St	SB	Exit from I-5	N Broadway St	45	788	716	90.9%	38	4.8%	26	3.3%	8	1.0%	0	0.0%
I-5 SB on ramp from N Wheeler Ave	SB	Williams and Wheeler	I-5 SB	50	854	785	91.9%	36	4.2%	21	2.5%	11	1.3%	1	0.1%
I-5 SB ramp to I-84 EB	SB	I-84 EB off ramp	400 ft. east of I-5	50	1142	1055	92.4%	40	3.5%	39	3.4%	7	0.6%	1	0.1%

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for the Peak Truck Hour
ODOT I-5 Rose Quarter Improvement Project

Roadway	Direction	Start point	End Point	Speeds	Total Volume	Cars #	Cars %	MT #	MT %	HT #	HT %	Bus #	Bus %	MC #	MC %
Surface Streets															
N Kerby Ave	SB	N Graham St	N Russell St	25	108	94	87.0%	12	2.0%	2	1.9%	0	0.0%	0	0.0%
N Kerby Ave	NB	N Russell St	N Graham St	25	108	94	87.0%	12	2.0%	2	1.9%	0	0.0%	0	0.0%
N Russell St	WB	N Williams Ave	N Kerby Ave	25	150	140	93.3%	7	4.7%	3	2.0%	0	0.0%	0	0.0%
N Russell St	WB	N Kerby Ave	N Albina Ave	25	204	191	93.6%	11	5.4%	2	1.0%	0	0.0%	0	0.0%
N Russell St	EB	N Albina Ave	N Kerby Ave	25	150	136	90.7%	10	6.7%	4	2.7%	0	0.0%	0	0.0%
N Russell St	EB	N Kerby Ave	N Williams Ave	25	204	143	70.1%	54	26.5%	7	3.4%	0	0.0%	0	0.0%
N Flint Ave	SB	N Russell St	N Broadway St	25	216	201	93.1%	7	3.2%	4	1.9%	3	1.4%	0	0.0%
N Flint Ave	NB	N Broadway St	N Hancock St	25	65	61	93.8%	2	3.1%	1	1.5%	1	1.5%	0	0.0%
N Flint Ave	NB	N Hancock St	N Russell St	25	60	56	93.3%	2	3.3%	1	1.7%	1	1.7%	0	0.0%
N Vancouver Ave	SB	N Russell Ave	N Broadway St	25	341	308	90.3%	12	3.5%	8	2.3%	12	3.5%	1	0.3%
N Vancouver Ave	SB	N Broadway St	N Weidler St	25	1226	1140	93.0%	39	3.2%	26	2.1%	19	1.5%	2	0.2%
N Vancouver Ave	SB	N Weidler St	I-5 on ramp	25	906	831	91.7%	36	4.0%	13	1.4%	25	2.8%	1	0.1%
N Williams Ave	NB	N Hancock St	N Tillamook St	25	437	407	93.1%	15	3.4%	8	1.8%	6	1.4%	1	0.2%
N Williams Ave	NB	N Broadway St	N Hancock St	25	347	323	93.1%	12	3.5%	7	2.0%	5	1.4%	0	0.0%
N Williams Ave	NB	N Weidler St	N Broadway St	25	166	137	82.5%	12	7.2%	11	6.6%	6	3.6%	0	0.0%
N Williams Ave	NB	N Winning Way	N Weidler St	25	32	15	46.9%	2	6.3%	2	6.3%	13	40.6%	0	0.0%
N Hancock St	WB	NE Victoria Ave	150 ft. east of Williams	25	100	93	93.0%	3	3.0%	2	2.0%	1	1.0%	0	0.0%
N Hancock St	EB	150 ft. east of Williams	NE Victoria Ave	25	30	28	93.3%	1	3.3%	1	3.3%	0	0.0%	0	0.0%
NE Victoria Ave	NB	N Weidler St	N Broadway St	25	877	819	93.4%	37	4.2%	15	1.7%	6	0.7%	0	0.0%

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Roadway	Direction	Start point	End Point	Speeds	Total Volume	Cars #	Cars %	MT #	MT %	HT #	HT %	Bus #	Bus %	MC #	MC %
N Broadway Ave	WB	NE 6th Ave	NE 2nd Ave	30	1854	1728	93.2%	63	3.4%	35	1.9%	25	1.3%	2	0.1%
N Broadway Ave	WB	NE 2nd Ave	N Victoria Ave	30	1829	1705	93.2%	62	3.4%	35	1.9%	24	1.3%	2	0.1%
N Broadway Ave	WB	N Victoria Ave	N Williams Ave	30	1918	1814	94.6%	60	3.1%	25	1.3%	15	0.8%	4	0.2%
N Broadway Ave	WB	N Williams Ave	N Vancouver Ave	30	1147	1103	96.2%	21	1.8%	14	1.2%	7	0.6%	2	0.2%
N Broadway Ave	WB	N Vancouver Ave	N Interstate Ave	30	1071	1006	93.9%	33	3.1%	23	2.1%	8	0.7%	1	0.1%
N Broadway Ave	EB	N Larrabee Ave	End Benton NB turn lane	30	658	614	93.3%	22	3.3%	13	2.0%	9	1.4%	1	0.2%
N Broadway Ave	EB	End Benton NB turn lane	N Weidler St	30	663	618	93.2%	23	3.5%	13	2.0%	9	1.4%	1	0.2%
N Weidler St	EB	N Broadway St	NE Vancouver Ave	30	663	618	93.2%	23	3.5%	13	2.0%	9	1.4%	1	0.2%
N Weidler St	EB	N Vancouver St	N Williams Ave	30	995	927	93.2%	34	3.4%	19	1.9%	13	1.3%	1	0.1%
N Weidler St	EB	N Williams Ave	NE Victoria Ave	30	810	757	93.5%	30	3.7%	15	1.9%	7	0.9%	1	0.1%
N Weidler St	EB	NE Victoria Ave	N 2nd Ave	30	1265	1200	94.9%	38	3.0%	16	1.3%	10	0.8%	1	0.1%
N Weidler St	EB	N 2nd Ave	NE 6th Ave	30	1507	1405	93.2%	51	3.4%	29	1.9%	20	1.3%	2	0.1%
NE Multnomah St	WB	NE MLK Jr. Blvd	NE Wheeler Ave	25	427	398	93.2%	15	3.5%	8	1.9%	6	1.4%	1	0.2%
NE Multnomah St	EB	NE Wheeler Ave	NE MLK Jr. Blvd	25	105	98	93.3%	4	3.8%	2	1.9%	1	1.0%	0	0.0%

Traffic Data used for the Future (2045) No Build Alternative Noise Study
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I-5 Rose Quarter Improvement Project

Roadway	Direction	Start point	End Point	Speeds	Total Volume	Cars #	Cars %	MT #	MT %	HT #	HT %	Bus #	Bus %	MC #	MC %
I-5 Northbound															
Interstate 5 NB	NB	1000 ft. S. of Burnside Bridge	I-5 on ramp from I-84 WB	50	2630	2194	83.4%	124	4.7%	263	10.0%	41	1.6%	8	0.3%
Interstate 5 NB	NB	I-5 on ramp from I-84 WB	Ramp to N Weidler St	50	4432	3698	83.4%	209	4.7%	443	10.0%	69	1.6%	13	0.3%
Interstate 5 NB	NB	Ramp to N Weidler St	N. Broadway on ramp to I-5 NB	50	3093	2580	83.4%	146	4.7%	309	10.0%	48	1.6%	9	0.3%
Interstate 5 NB	NB	N. Broadway on ramp to I-5 NB	Off ramp to I-405 NB	50	3760	3137	83.4%	177	4.7%	376	10.0%	59	1.6%	11	0.3%
Interstate 5 NB	NB	Off ramp to I-405 NB	Ramp to N Greeley Ave	50	2425	2023	83.4%	114	4.7%	242	10.0%	38	1.6%	7	0.3%
Interstate 5 NB	NB	Ramp to N Greeley Ave	1000 ft. north of study area	50	1375	1147	83.4%	64	4.7%	137	10.0%	22	5.0%	4	0.3%
I-5 Northbound Ramps															
Ramp to N Greeley Ave	NB	Exit from I-5	400 ft. W of I-5	35	1050	876	83.4%	50	4.8%	105	10.0%	116	11.0%	3	0.3%
Ramp to I-405 NB	NB	Exit from I-5	400 ft. W of I-5	50	1335	1188	89.0%	43	3.2%	96	7.2%	2	0.1%	1	0.1%
I-5 on ramp from N Broadway St.	NB	Williams and Broadway	Ramp to I-405 NB	50	668	601	90.0%	37	5.5%	0	0.0%	29	4.3%	0	0.0%
I-5 off ramp to N Weidler St.	NB	Exit from I-5	N Weidler St	45	1339	1278	95.4%	40	3.0%	12	0.9%	9	0.7%	0	0.0%
I-5 NB on ramp from I-84 WB	NB	600 ft east of i-5 split on I-84	Merge with I-5	50	1802	1701	94.4%	42	2.3%	50	2.8%	8	0.4%	1	0.1%
Holiday off ramp from I-84 WB	NB	600 ft east of i-5 split on I-84	NE Holiday St	50	167	161	96.4%	2	1.2%	4	2.4%	0	0.0%	0	0.0%
I-5 Southbound															
Interstate 5 SB	SB	1000 ft. N of Greeley Ave	I-5 on ramp from N Greeley Ave	50	2278	1947	85.5%	114	5.0%	196	8.6%	11	0.5%	10	0.4%
Interstate 5 SB	SB	I-5 on ramp from N Greeley Ave	I-5 on ramp from I-405	50	3035	2593	85.4%	152	5.0%	261	8.6%	15	0.5%	13	0.4%
Interstate 5 SB	SB	I-5 on ramp from I-405	I-5 off ramp to Broadway Ave	50	4245	3627	85.4%	213	5.0%	366	8.6%	22	0.5%	18	0.4%
Interstate 5 SB	SB	I-5 off ramp to Broadway Ave	I-5 on ramp from N Wheeler Ave	50	3208	2741	85.4%	161	5.0%	276	8.6%	16	0.5%	13	0.4%
Interstate 5 SB	SB	I-5 on ramp from N Wheeler Ave	I-84 WB Off Ramp	50	4130	3528	85.4%	207	5.0%	356	8.6%	21	0.5%	17	0.4%
Interstate 5 SB	SB	I-84 WB Off Ramp	1000 ft south of I-84 off ramp	50	2652	2266	85.4%	133	5.0%	228	8.6%	14	0.5%	11	0.4%
I-5 Southbound Ramps															
I-5 SB on ramp from N Greeley Ave	SB	300 ft. west of I-5	I-5 SB	50	757	646	85.3%	38	5.0%	65	8.6%	4	0.5%	3	0.4%
I-5 SB on ramp from I-405	SB	300 ft. west of I-5	I-5 SB	50	1210	1058	87.4%	43	3.6%	95	7.9%	14	1.2%	0	0.0%
I-5 SB off ramp to N Broadway St	SB	Exit from I-5	N Broadway St	45	1037	942	90.8%	50	4.8%	35	3.4%	10	1.0%	0	0.0%
I-5 SB on ramp from N Wheeler Ave	SB	Williams and Wheeler	I-5 SB	50	921	847	92.0%	39	4.2%	23	2.5%	12	1.3%	1	0.1%
I-5 SB ramp to I-84 EB	SB	I-84 EB off ramp	400 ft. east of I-5	50	1477	1365	92.4%	51	3.5%	51	3.5%	10	0.7%	1	0.1%

Traffic Data used for the Future (2045) No Build Alternative Noise Study
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I-5 Rose Quarter Improvement Project

Roadway	Direction	Start point	End Point	Speeds	Total Volume	Cars #	Cars %	MT #	MT %	HT #	HT %	Bus #	Bus %	MC #	MC %
Surface Streets															
N Kerby Ave	SB	N Graham St	N Russell St	25	191	166	86.9%	21	2.0%	4	2.1%	0	0.0%	0	0.0%
N Kerby Ave	NB	N Russell St	N Graham St	25	191	166	86.9%	21	2.0%	4	2.1%	0	0.0%	0	0.0%
N Russell St	WB	N Williams Ave	N Kerby Ave	25	271	253	93.4%	13	4.8%	6	2.2%	0	0.0%	0	0.0%
N Russell St	WB	N Kerby Ave	N Albina Ave	25	167	160	95.8%	6	3.6%	1	0.6%	0	0.0%	0	0.0%
N Russell St	EB	N Albina Ave	N Kerby Ave	25	281	199	70.8%	75	26.7%	8	2.8%	0	0.0%	0	0.0%
N Russell St	EB	N Kerby Ave	N Williams Ave	25	195	137	70.3%	51	26.2%	7	3.6%	0	0.0%	0	0.0%
N Flint Ave	SB	N Russell St	N Hancock St	25	221	206	93.2%	8	3.6%	4	1.8%	3	1.4%	0	0.0%
N Flint Ave	SB	N Hancock St	N Broadway St	25	136	126	92.6%	5	3.7%	3	2.2%	2	1.5%	0	0.0%
N Flint Ave	NB	N Broadway St	N Hancock St	25	176	164	93.2%	6	3.4%	3	1.7%	2	1.1%	0	0.0%
N Flint Ave	NB	N Hancock St	N Russell St	25	116	108	93.1%	4	3.4%	2	1.7%	2	1.7%	0	0.0%
N Vancouver Ave	SB	N Russell Ave	N Broadway St	25	256	231	90.2%	9	3.5%	6	2.3%	9	3.5%	1	0.4%
N Vancouver Ave	SB	N Broadway St	N Weidler St	25	1668	1551	93.0%	53	3.2%	35	2.1%	26	1.6%	3	0.2%
N Vancouver Ave	SB	N Weidler St	I-5 on ramp	25	1015	931	91.7%	40	3.9%	15	1.5%	28	2.8%	1	0.1%
N Williams Ave	NB	N Hancock St	N Tillamook St	25	648	604	93.2%	22	3.4%	12	1.9%	9	1.4%	1	0.2%
N Williams Ave	NB	N Broadway St	N Hancock St	25	477	445	93.3%	16	3.4%	9	1.9%	6	1.3%	1	0.2%
N Williams Ave	NB	N Weidler St	N Broadway St	25	261	216	82.8%	19	7.3%	17	6.5%	9	3.4%	0	0.0%
N Williams Ave	NB	N Winning Way	N Weidler St	25	70	33	47.1%	4	5.7%	4	5.7%	29	41.4%	0	0.0%
N Hancock St	WB	NE Victoria Ave	150 ft. east of Williams	25	181	169	93.4%	6	3.3%	3	1.7%	2	1.1%	0	0.0%
N Hancock St	EB	150 ft. east of Williams	NE Victoria Ave	25	20	19	95.0%	1	5.0%	0	0.0%	0	0.0%	0	0.0%
NE Victoria Ave	NB	N Weidler St	N Broadway St	25	748	699	93.4%	32	4.3%	12	1.6%	5	0.7%	0	0.0%

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Roadway	Direction	Start point	End Point	Speeds	Total Volume	Cars #	Cars %	MT #	MT %	HT #	HT %	Bus #	Bus %	MC #	MC %
N Broadway Ave	WB	NE 6th Ave	NE 2nd Ave	30	1376	1283	93.2%	47	3.4%	26	1.9%	18	1.3%	2	0.1%
N Broadway Ave	WB	NE 2nd Ave	N Victoria Ave	30	1532	1428	93.2%	52	3.4%	29	1.9%	20	1.3%	2	0.1%
N Broadway Ave	WB	N Victoria Ave	N Williams Ave	30	2240	2119	94.6%	70	3.1%	29	1.3%	18	0.8%	5	0.2%
N Broadway Ave	WB	N Williams Ave	N Vancouver Ave	30	1271	1222	96.1%	23	1.8%	16	1.3%	8	0.6%	2	0.2%
N Broadway Ave	WB	N Vancouver Ave	N Interstate Ave	30	1000	939	93.9%	31	3.1%	21	2.1%	7	0.7%	1	0.1%
N Broadway Ave	EB	N Larrabee Ave	End Benton NB turn lane	30	668	623	93.3%	23	3.4%	13	1.9%	9	1.3%	1	0.1%
N Broadway Ave	EB	End Benton NB turn lane	N Weidler St	30	588	548	93.2%	20	3.4%	11	1.9%	8	1.4%	1	0.2%
N Weidler St	EB	N Broadway St	NE Vancouver Ave	30	588	548	93.2%	20	3.4%	11	1.9%	8	1.4%	1	0.2%
N Weidler St	EB	N Vancouver St	N Williams Ave	30	1241	1157	93.2%	42	3.4%	24	1.9%	16	1.3%	2	0.2%
N Weidler St	EB	N Williams Ave	NE Victoria Ave	30	1050	981	93.4%	39	3.7%	19	1.8%	9	0.9%	1	0.1%
N Weidler St	EB	NE Victoria Ave	N 2nd Ave	30	1813	1720	94.9%	54	3.0%	23	1.3%	14	0.8%	1	0.1%
N Weidler St	EB	N 2nd Ave	NE 6th Ave	30	1582	1475	93.2%	54	3.4%	30	1.9%	21	1.3%	2	0.1%
NE Multnomah St	WB	NE MLK Jr. Blvd	NE Wheeler Ave	25	347	323	93.1%	12	3.5%	7	2.0%	5	1.4%	1	0.3%
NE Multnomah St	EB	NE Wheeler Ave	NE MLK Jr. Blvd	25	296	276	93.2%	10	3.4%	6	2.0%	4	1.4%	0	0.0%

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Roadway	Direction	Start point	End Point	Speeds	Total Volume	Cars #	Cars %	MT #	MT %	HT #	HT %	Bus #	Bus %	MC #	MC %
I-5 Northbound															
Interstate 5 NB	NB	1000 ft. S. of Burnside Bridge	I-5 on ramp from I-84 WB	50	2964	2473	83.4%	140	4.7%	296	10.0%	46	1.6%	9	0.3%
Interstate 5 NB	NB	I-5 on ramp from I-84 WB	Ramp to N Weidler St	50	5282	4407	83.4%	249	4.7%	528	10.0%	82	1.6%	16	0.3%
Interstate 5 NB	NB	Ramp to N Weidler St	N. Broadway on ramp to I-5 NB	50	3653	3048	83.4%	172	4.7%	365	10.0%	57	1.6%	11	0.3%
Interstate 5 NB	NB	N. Broadway on ramp to I-5 NB	Off ramp to I-405 NB	50	4285	3575	83.4%	202	4.7%	428	10.0%	67	1.6%	13	0.3%
Interstate 5 NB	NB	Off ramp to I-405 NB	Ramp to N Greeley Ave	50	2768	2309	83.4%	131	4.7%	277	10.0%	43	1.6%	8	0.3%
Interstate 5 NB	NB	Ramp to N Greeley Ave	1000 ft. north of study area	50	1699	1392	81.9%	79	4.6%	167	9.8%	26	5.0%	5	0.3%
I-5 Northbound Ramps															
Ramp to N Greeley Ave	NB	Exit from I-5	400 ft. W of I-5	35	1099	917	83.4%	52	4.7%	110	10.0%	17	1.5%	3	0.3%
Ramp to I-405 NB	NB	Exit from I-5	400 ft. W of I-5	50	1517	1351	89.1%	49	3.2%	110	7.3%	3	0.2%	2	0.1%
I-5 on ramp from N Broadway St.	NB	Williams and Broadway	Ramp to I-405 NB	50	632	569	90.0%	35	5.5%	0	0.0%	28	4.4%	0	0.0%
I-5 off ramp to N Weidler St.	NB	Exit from I-5	N Weidler St	45	1629	1554	95.4%	48	2.9%	15	0.9%	11	0.7%	0	0.0%
I-5 NB on ramp from I-84 WB	NB	600 ft east of I-5 split on I-84	Merge with I-5	50	2318	2189	94.4%	54	2.3%	64	2.8%	11	0.5%	1	0.0%
Holiday off ramp from I-84 WB	NB	600 ft east of I-5 split on I-84	NE Holiday St	50	167	161	96.4%	2	1.2%	4	2.4%	0	0.0%	0	0.0%
I-5 Southbound															
Interstate 5 SB	SB	1000 ft. N of Greeley Ave	I-5 on ramp from N Greeley Ave	50	2438	1651	67.7%	122	5.0%	210	8.6%	12	0.5%	10	0.4%
Interstate 5 SB	SB	I-5 on ramp from N Greeley Ave	I-5 on ramp from I-405	50	3208	2741	85.4%	161	5.0%	276	8.6%	16	0.5%	13	0.4%
Interstate 5 SB	SB	I-5 on ramp from I-405	I-5 off ramp to Broadway Ave	50	4490	3836	85.4%	226	5.0%	387	8.6%	23	0.5%	19	0.4%
Interstate 5 SB	SB	I-5 off ramp to Broadway Ave	I-5 on ramp from N Wheeler Ave	50	3605	3080	85.4%	181	5.0%	310	8.6%	18	0.5%	15	0.4%
Interstate 5 SB	SB	I-5 on ramp from N Wheeler Ave	I-84 WB Off Ramp	50	4557	3893	85.4%	229	5.0%	392	8.6%	23	0.5%	19	0.4%
Interstate 5 SB	SB	I-84 WB Off Ramp	1000 ft south of I-84 off ramp	50	3026	2585	85.4%	152	5.0%	261	8.6%	15	0.5%	13	0.4%
I-5 Southbound Ramps															
I-5 SB on ramp from N Greeley Ave	SB	300 ft. west of I-5	I-5 SB	50	770	658	85.5%	39	5.1%	66	8.6%	4	0.5%	3	0.4%
I-5 SB on ramp from I-405	SB	300 ft. west of I-5	I-5 SB	50	1282	1120	87.4%	46	3.6%	101	7.9%	14	1.1%	0	0.0%
I-5 SB off ramp to N Broadway St	SB	Exit from I-5	N Broadway St	45	886	805	90.9%	43	4.9%	30	3.4%	9	1.0%	0	0.0%
I-5 SB on ramp from N Wheeler Ave	SB	Williams and Wheeler	I-5 SB	50	952	875	91.9%	40	4.2%	23	2.4%	12	1.3%	1	0.1%
I-5 SB ramp to I-84 EB	SB	I-84 EB off ramp	400 ft. east of I-5	50	1531	1414	92.4%	53	3.5%	53	3.5%	10	0.7%	1	0.1%

Traffic Data used for the Future (2045) Build Alternative Noise Study
for the Peak Truck Hour
I-5 Rose Quarter Improvement Project

Roadway	Direction	Start point	End Point	Speeds	Total Volume	Cars #	Cars %	MT #	MT %	HT #	HT %	Bus #	Bus %	MC #	MC %
Surface Streets															
N Kerby Ave	SB	N Graham St	N Russell St	25	191	166	86.9%	21	2.0%	4	2.1%	0	0.0%	0	0.0%
N Kerby Ave	NB	N Russell St	N Graham St	25	191	166	86.9%	21	2.0%	4	2.1%	0	0.0%	0	0.0%
N Russell St	WB	N Williams Ave	N Kerby Ave	25	271	253	93.4%	13	4.8%	6	2.2%	0	0.0%	0	0.0%
N Russell St	WB	N Kerby Ave	N Albina Ave	25	167	160	95.8%	21	12.6%	4	2.4%	0	0.0%	0	0.0%
N Russell St	EB	N Albina Ave	N Kerby Ave	25	281	199	70.8%	75	26.7%	8	2.8%	0	0.0%	0	0.0%
N Russell St	EB	N Kerby Ave	N Williams Ave	25	195	137	70.3%	51	26.2%	7	3.6%	0	0.0%	0	0.0%
N Flint Ave	SB	N Hancock St	N Broadway St	25	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N Flint Ave	NB	N Broadway St	N Hancock St	25	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N Vancouver Ave	SB	N Russell Ave	N Broadway St	25	301	272	90.4%	11	3.7%	7	2.3%	1	0.3%	1	0.3%
N Vancouver Ave	SB	N Broadway St	N Weidler St	25	1231	1144	92.9%	39	3.2%	26	2.1%	19	1.5%	2	0.2%
N Vancouver Ave	SB	N Weidler St	I-5 on ramp	25	236	217	91.9%	9	3.8%	3	1.3%	7	3.0%	0	0.0%
N Williams Ave	NB	N Hancock St	N Tillamook St	25	718	670	93.3%	25	3.5%	14	1.9%	7	1.0%	1	0.1%
N Williams Ave	NB	N Broadway St	N Hancock St	25	412	384	93.2%	14	3.4%	8	1.9%	5	1.2%	1	0.2%
N Williams Ave	NB	N Weidler St	N Broadway St	25	201	166	82.6%	15	7.5%	13	6.5%	7	3.5%	0	0.0%
N Williams Ave	NB	N Winning Way	N Weidler St	25	20	9	45.0%	1	0.0%	1	5.0%	8	40.0%	0	0.0%
Dixon-Hancock	WB	NE Victoria Ave	N Williams Ave	25	276	258	93.5%	9	3.3%	5	1.8%	4	1.4%	0	0.0%
Dixon-Hancock	WB	N Williams Ave	N Ross Ave	25	161	150	93.2%	5	3.1%	3	1.9%	2	1.2%	0	0.0%
Dixon-Hancock	EB	N Ross Ave	N Williams Ave	25	211	197	93.4%	7	3.3%	4	1.9%	3	1.4%	0	0.0%
Dixon-Hancock	EB	N Williams Ave	NE Victoria Ave	25	20	19	95.0%	1	5.0%	0	0.0%	0	0.0%	0	0.0%
NE Victoria Ave	NB	N Weidler St	N Broadway St	25	924	863	93.4%	39	4.2%	15	1.6%	7	0.8%	0	0.0%

Traffic Data used for the Future (2045) Build Alternative Noise Study
for the Peak Truck Hour
I-5 Rose Quarter Improvement Project

Roadway	Direction	Start point	End Point	Speeds	Total Volume	Cars #	Cars %	MT #	MT %	HT #	HT %	Bus #	Bus %	MC #	MC %
N Broadway Ave	WB	NE 6th Ave	NE 2nd Ave	30	1487	1386	93.2%	51	3.4%	28	1.9%	20	1.3%	2	0.1%
N Broadway Ave	WB	NE 2nd Ave	N Victoria Ave	30	1602	1494	93.3%	55	3.4%	31	1.9%	21	1.3%	2	0.1%
N Broadway Ave	WB	N Victoria Ave	N Williams Ave	30	2494	2357	94.5%	78	3.1%	32	1.3%	19	0.8%	5	0.2%
N Broadway Ave	WB	N Williams Ave	N Vancouver Ave	30	1005	966	96.1%	18	1.8%	12	1.2%	6	0.6%	2	0.2%
N Broadway Ave	WB	N Vancouver Ave	N Interstate Ave	30	954	897	94.0%	29	3.0%	20	2.1%	7	0.7%	1	0.1%
N Broadway Ave	EB	N Larrabee Ave	End Benton NB turn lane	30	638	595	93.3%	22	3.4%	12	1.9%	8	1.3%	1	0.2%
N Broadway Ave	EB	End Benton NB turn lane	N Weidler St	30	588	548	93.2%	20	3.4%	11	1.9%	8	1.4%	1	0.2%
N Weidler St	EB	N Broadway St	NE Vancouver Ave	30	588	548	93.2%	20	3.4%	11	1.9%	8	1.4%	1	0.2%
N Weidler St	EB	N Vancouver St	N Williams Ave	30	1582	1475	93.2%	54	3.4%	30	1.9%	21	1.3%	2	0.1%
N Weidler St	EB	N Williams Ave	NE Victoria Ave	30	889	831	93.5%	33	3.7%	16	1.8%	8	0.9%	1	0.1%
N Weidler St	EB	NE Victoria Ave	N 2nd Ave	30	1803	1711	94.9%	54	3.0%	23	1.3%	14	0.8%	1	0.1%
N Weidler St	EB	N 2nd Ave	NE 6th Ave	30	1698	1583	93.2%	58	3.4%	32	1.9%	23	1.4%	2	0.1%
NE Multnomah St	WB	NE MLK Jr. Blvd	NE Wheeler Ave	25	286	267	93.4%	10	3.5%	5	1.7%	4	1.4%	0	0.0%
NE Multnomah St	EB	NE Wheeler Ave	NE MLK Jr. Blvd	25	372	347	93.3%	13	3.5%	7	1.9%	5	1.3%	0	0.0%
Broadway/Wiedler I-5 SB on ramp	SB	NE Victoria Ave.	N. Weidler St.	25	563	525	93.3%	19	3.4%	11	2.0%	7	1.2%	1	0.2%
I-5 North Cover															
Interstate 5 SB	SB	North end of cover	South end of cover	50	3605	3080	85.4%	181	5.0%	310	8.6%	18	0.5%	15	0.4%
Interstate 5 NB	NB	South end of cover	North end of cover	50	3653	3048	83.4%	172	4.7%	365	10.0%	57	1.6%	11	0.3%
I-5 on ramp from N Broadway St.	NB	South end of cover	North end of cover	50	632	569	90.0%	35	5.5%	0	0.0%	28	4.4%	0	0.0%
I-5 South Cover															
Interstate 5 SB	SB	North end of cover	South end of cover	50	3605	3080	85.4%	181	5.0%	310	8.6%	18	0.5%	15	0.4%
Interstate 5 NB	NB	South end of cover	North end of cover	50	1016	3048	300.0%	172	16.9%	365	35.9%	57	5.6%	11	1.1%

**Future Build (2045) Truck and Traffic Peak Hour Volume Comparison
I-5 Rose Quarter Improvement Project**

Receiver	Peak Truck Hour	Peak Traffic Hour	Truck Traffic
R1	73	73	0
R2	70	69	1
R3	69	68	1
R4	73	72	1
R5	75	74	1
R6	67	67	0
R7	63	63	0
R8	72	72	0
R9	72	72	0
R10	73	73	0
R11	73	73	0
R12	74	74	0
R13	75	75	0
R14a	71	71	0
R14b	73	72	1
R14c	73	73	0
R14d	73	73	0
R14e	73	73	0
R15	58	57	1
R16	62	62	0
R17	66	66	0
R18a	61	60	1
R18b	63	62	1
R19a	70	69	1
R19b	73	72	1
R19c	74	74	0
R19d	74	74	0
R19e	75	74	1
R20	62	62	0
R21a	64	64	0
R21b	65	65	0
R21c	65	65	0
R21d	66	65	1
R21e	66	66	0
R21f	66	66	0
R21g	67	66	1
R21h	67	67	0
R21i	67	67	0
R21j	68	67	1
R21k	68	68	0
R21l	68	68	0
R21m	68	68	0
R22a	65	64	1
R22b	65	65	0
R22c	66	65	1
R22d	66	66	0
R22e	66	66	0
R22f	67	66	1
R22g	67	67	0
R22h	67	67	0

Receiver	Peak Truck Hour	Peak Traffic Hour	Truck Traffic
R22i	68	67	1
R22j	68	67	1
R22k	68	68	0
R22l	68	68	0
R22m	68	68	0
R23a	64	64	0
R23b	65	65	0
R23c	66	65	1
R23d	66	66	0
R23e	66	66	0
R23f	67	66	1
R23g	67	67	0
R23h	67	67	0
R23i	68	67	1
R23j	68	68	0
R23k	68	68	0
R23l	68	68	0
R23m	68	68	0
R24a	64	64	0
R24b	65	65	0
R24c	66	66	0
R24d	66	66	0
R24e	67	66	1
R24f	67	67	0
R24g	68	67	1
R24h	68	67	1
R24i	68	68	0
R24j	68	68	0
R24k	68	68	0
R24l	68	68	0
R24m	68	68	0
R25a	58	57	1
R25b	60	59	1
R25c	64	64	0
R25d	68	68	0
R26a	56	55	1
R26b	58	58	0
R26c	62	62	0
R26d	68	67	1
R27	64	64	0
R28a	75	74	1
R28b	76	75	1
R28c	76	75	1
R28d	75	75	0
R28e	75	75	0
R29	73	72	1
R30a	71	71	0
R30b	71	71	0
R30c	71	71	0
R30d	72	71	1