

TABLE 2

Chemawa IAMP Traffic Analysis Results: Freeways

ID #	Location	Segment Type	Facility [^]	Existing Conditions (2008)		Future Baseline (2031)	
				Mobility Standard	V/C Ratio	Mobility Standard	V/C Ratio
N1	NB I-5 Mainline South of Off-Ramp to Chemawa Road	Basic	Mainline	0.80	0.59	0.80	0.80
N2	NB Off-Ramp to Chemawa Road	Diverge	Ramp	0.80	0.20	0.80	0.40
			Mainline	0.80	0.53	0.80	0.68
N3	NB I-5 Mainline South of On-Ramp from OR 99E Business	Basic	Mainline	0.80	0.54	0.80	0.70
N4	NB On-Ramp from OR 99E Business/Salem Parkway	Merge	Ramp	0.80	0.60	0.80	0.84
			Mainline	0.80	0.61	0.80	0.84
N5	NB I-5 Mainline South of On-Ramp from Chemawa Road	Basic	Mainline	0.80	0.60	0.80	0.83
N6	NB On-Ramp from Chemawa Road	Merge	Ramp	0.80	0.61	0.80	0.79
			Mainline	0.80	0.64	0.80	0.85
N7	NB I-5 Mainline North of On-Ramp from Chemawa Road	Basic	Mainline	0.80	0.64	0.80	0.84
S1	SB I-5 Mainline North of Off-Ramp to Chemawa Road	Basic	Mainline	0.80	0.72	0.80	0.99
S2	SB Off-Ramp to Chemawa Road	Diverge	Ramp	0.80	0.30	0.80	0.33
			Mainline	0.80	0.63	0.80	0.89
S3	SB I-5 Mainline South of Off-Ramp to Chemawa Road	Basic	Mainline	0.80	0.63	0.80	0.89
S4	SB Off-Ramp to OR 99E Business	Diverge	Ramp	0.80	0.54	0.80	0.77
			Mainline	0.80	0.47	0.80	0.66
S5	SB I-5 Mainline South of Off-Ramp to OR 99E Business	Basic	Mainline	0.80	0.48	0.80	0.68
S6	SB On-Ramp from Chemawa Road	Merge	Ramp	0.80	0.65	0.80	0.96
			Mainline	0.80	0.61	0.80	0.89
S7	SB I-5 Mainline South of On-Ramp from Chemawa Road	Basic	Mainline	0.80	0.60	0.80	0.88

Notes:

Black highlighting indicates spacing does not meet standards.

[^] Mainline and Ramp v/c ratios reported at merge and diverge segments per ODOT traffic analysis guidelines