

## CHAPTER 6: FUTURE TRAFFIC VOLUME PROJECTIONS

When planning ahead to address the needs of our transportation network, it is important to project the level of traffic that we can anticipate during our planning period and beyond. Population growth plays a key role in determining the needs of a transportation system. Generally, an increase in population results in an increase in the use of transportation facilities, which in most cases means more vehicles on the roadways. For this reason, future population growth is often a good indicator of future increases in traffic volumes. To help paint this ‘picture,’ we have used population figures compiled by the U.S. Census Bureau, Portland State University Population Research Center, and projections developed by Marion County in coordination with the individual cities in Marion County.

Based on this information, County staff has developed projections of what the future traffic volume will be for the major roadways within Marion County in the year 2025. These project the anticipated demand for travel on each road assuming the roadway will have adequate capacity to handle this demand. We then identify locations where capacity problems are anticipated to develop during the 20-year timeframe of this plan, and these locations are described in Chapter 8.

### 6.1 POPULATION FORECAST

Marion County is required by Oregon Revised Statutes (ORS 195.036) to establish and maintain a population forecast for the entire county, in coordination with the local cities. This forecast is used in maintaining and updating comprehensive plans. As part of the Marion County Comprehensive Plan, 2020 population projections were developed in cooperation with local governments and adopted by the County in October 1998. The adopted 2020 projections utilized population information provided in the 1997 Office of Economic Analysis (OEA) long-range population forecast report for the state and counties, population estimates for cities and counties provided by the Portland State University Population Research Center, and the respective plans and studies of each of the cities. A conservative growth approach focusing on existing Urban Growth Boundary capacities contained in the existing comprehensive plans of the cities was utilized and adopted by the County.

Amendments to the adopted population projections are reviewed and adopted on a periodic basis, as new population data is made available. The City of Woodburn 2020 population projection was updated in November 2004 based on 2000 Census data, the 2004 OEA long-range population forecast report which incorporated 2000 Census data, and a population and employment projection study developed by the city. Marion County will again be addressing the population projections for all the cities and the unincorporated area of the county through a coordinated process to develop and adopt new 2025 or 2030 population projections for use in updating comprehensive plans.

In 1998, Marion County initiated a countywide Growth Management Project that resulted in the 2002 adoption of an Urban Growth Management Framework that is part of the Urbanization Element of the Marion County Comprehensive Plan. The Framework is a coordinated planning strategy that provides the county and cities with a guide when considering urban expansion needs and decisions in response to growth issues. It contains long-range 2050 population forecasts that can be used to begin considering planning issues beyond the standard 20-year horizons of local plans.

**Table 6-1** shows the population figures counted in the 2000 census and preliminary 2003 estimates from Portland State University for each city in Marion County, the unincorporated areas of the County, and the County as a whole. Also shown are the County's adopted 2020 projections and the Growth Management Framework 2050 long-range forecast for the population of each city, the unincorporated areas of the County, and the County as a whole.

**Table 6-1**  
**Population Projections for Marion County**

<b>CITY</b>	<b>2000 CENSUS</b>	<b>2003 PSU ANNUAL ESTIMATE (Preliminary)</b>	<b>2020 COUNTY FORECAST</b>	<b>2050 LONG-RANGE FORECAST</b>
Aumsville	3,003	3,050	5,010	8,000
Aurora	655	660	930	1,500
Detroit	262	250	535	605
Donald	608	620	1,050	2,200
Gates <sup>(1)</sup>	429	445	800	1,100
Gervais	2,009	2,110	2,168	3,572
Hubbard	2,483	2,700	3,105	3,300
Idahna <sup>(1)</sup>	147	145	230	250
Jefferson	2,487	2,480	2,895	3,700
Keizer	32,203	34,010	35,698	Incl. with Salem
Mill City <sup>(1)</sup>	312	295	420	426
Mt. Angel	3,121	3,700	4,365	4,755
St. Paul	354	390	475	475
Salem <sup>(1)</sup>	119,040	123,847	180,176	342,387 <sup>(2)</sup>
Scotts Mills	312	300	420	430
Silverton	7,414	7,980	9,965	13,500
Stayton	6,816	7,150	9,250	10,600
Sublimity	2,148	2,160	3,590	3,836
Turner	1,199	1,480	2,363	2,451
Woodburn	20,100	21,560	34,919	38,000
Unincorporated Urban <sup>(3)</sup>	29,501	29,810	250 <sup>(4)</sup>	1,000 <sup>(4)</sup>

CITY	2000 CENSUS	2003 PSU ANNUAL ESTIMATE (Preliminary)	2020 COUNTY FORECAST	2050 LONG-RANGE FORECAST
Rural <sup>(3)</sup>	50,231	50,758	60,967	58,313
<b>County Total</b>	<b>284,834</b>	<b>295,900</b>	<b>359,581</b>	<b>500,400</b>

- (1) Marion County portion only (Salem and Keizer forecasts coordinated with SKATS and are portion of entire Salem/Keizer area forecast total)
- (2) Includes Keizer
- (3) Estimated by County staff.
- (4) Most unincorporated urban population included in urban area projections.

## 6.2 FUTURE TRAFFIC PROJECTIONS

Future traffic volumes have been projected by County Staff for the year 2025. These projections are based on many factors, including:

- Population projections for the areas served by the road
- Anticipated growth of cities
- Anticipated growth of business traffic on the road
- Connections to recreation or tourist activities
- Directness of the route
- Character of the roadway
- Anticipated transportation trends
- Land development patterns

As a reference, **Figure 6-1** shows the existing traffic volumes on roadways in rural Marion County. This gives us a picture of the traffic volumes currently on the County road system today.

**Figure 6-2** shows projected future traffic volume demand on selected major rural roadways. The projected future traffic volumes have been used to identify roadway segments that could experience heavy traffic and unacceptable levels-of-service within the next 20 years if no improvements are made, such as transit improvements, Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies, or roadway improvements. As it is not possible to predict the growth of a region with complete accuracy, future traffic projections will need to be updated regularly as more accurate and updated information becomes available.

It is important to note that these projections are for future traffic volume demand. This is our estimate of the number of drivers who would want to use that roadway in the year 2025. This would be equivalent to the projected traffic volume on that road if an adequate supply of roadway capacity is available. In some cases, roadway expansion would have to occur before these volumes of traffic could actually travel on that road. If sufficient capacity is not available, drivers would likely divert to other routes. If these other routes are not available, or if they also lack available capacity, some drivers may choose to make the trip to a different location, not make the trip, or reduce their visits to or business in the region.

**Figure 6-3** shows the anticipated growth in traffic volume demand on key roadways in Marion County as a percentage of the current traffic volume on the road.

**Table 6-2** shows the projected future traffic volume demand for Arterials, Major Collectors, and Strategic Corridors in Rural Marion County, including State Highways. 1995 volumes are also listed for reference.

These traffic volume projections give us an idea of the demand that will be placed on our road system in 20 years, and helps us understand where capacity problems are anticipated to develop. Traffic volumes are anticipated to increase on virtually all roadways in Marion County, and some key corridors are expected to see large increases in traffic volume. In some cases, key roadways and intersections currently do not have enough capacity to handle the amount of traffic that will want to use that road.

**Table 6 – 2  
Projected Future Daily Traffic Volume Demand**

<b>Corridor</b>	<b>From</b>	<b>To</b>	<b>1995 Daily Volume</b>	<b>2004 Daily Volume</b>	<b>2025 Daily Projection</b>
Airport Rd	Ehlen Rd	Arndt Rd	2100	2600	3800
Arndt Rd	Oregon 551	Airport Rd	8200	12500	20000
Arndt Rd	Boones Ferry Rd	Oregon 551	2000	2400	3200
Aumsville Hwy	Salem	Witzel Rd	1800	2500	4000
Aumsville Hwy	Witzel Rd	Silver Falls Hwy	1700	1800	2800
Aumsville Hwy	Silver Falls Hwy	Aumsville	4200	4000	5200
Battle Creek Rd	Delaney Rd	Salem	1400	1700	2500
Brooklake Rd	Wheatland Rd	River Rd	2200	2500	3500
Brooklake Rd	River Rd	Huff Ave	7400	9300	15000
Brooklake Rd	Huff Ave	I-5	7000	12000	20000
Brooklake Rd	I-5	Oregon 99E	5800	8200	14000
Brush Creek Rd	Silverton Rd	Hazelgreen Rd	1300	1800	3000
Butteville Rd	Oregon 219	Donald	2300	2600	3600
Butteville Rd	Donald	Ehlen Rd	2300	2700	3800
Butteville Rd	Gervais	Oregon 219	2000	2600	4400
Cascade Hwy	Stayton	Oregon 22	8000	12500	20000
Cascade Hwy	Oregon 22	Sublimity	7200	9000	14000
Cascade Hwy	Sublimity	Triumph Rd	3700	3900	5000
Cascade Hwy	Triumph Rd	Oregon 214	3400	3600	4800
Cascade Hwy	Oregon 214	State St	2700	3400	4500
Cascade Hwy	State St	Sunnyview Rd	3100	3700	4800
Cascade Hwy	Sunnyview Rd	Kaufman Rd	3100	3700	4800

<b>Corridor</b>	<b>From</b>	<b>To</b>	<b>1995 Daily Volume</b>	<b>2004 Daily Volume</b>	<b>2025 Daily Projection</b>
Cascade Hwy	Kaufman Rd	Paradise Alley	3600	4600	6000
Cordon Rd	Caplinger Rd (Salem UGB)	State St	10900	14000	26000
Cordon Rd	State St	Center St	13700	17000	28000
Cordon Rd	Center St	Sunnyview Rd	12500	16000	27000
Cordon Rd	Sunnyview Rd	Silverton Rd	10400	14500	25000
Cordon Rd	Silverton Rd	Hayesville Dr	5400	8000	15000
Cordon Rd	Hayesville Dr	Kale St	4300	7000	13000
Cordon Rd	Kale St	Hazelgreen Rd	3700	6400	12000
Deer Park Rd	Culver Dr	Gaffin Rd	2000	2600	3800
Delaney Rd	Sunnyside Rd	I-5	1600	2600	4500
Delaney Rd	I-5	Battlecreek Rd	3000	3400	5500
Delaney Rd	Battlecreek Rd	Turner UGB	2450	2700	4500
Delaney Rd	Turner UGB	3rd Street	2900	3000	5000
Ehlen Rd	Donald Rd	Butteville Rd	3000	6600	14000
Ehlen Rd	Butteville Rd	Bents Ct	5000	8600	16000
Ehlen Rd	Bents Ct	I-5	5800	9800	20000
Ehlen Rd	I-5	Oregon 551	4100	7600	13000
Ehlen Rd	Oregon 551	Aurora UGB	4800	8300	13500
Gaffin Rd	Cordon Rd	Oregon 22	2800	3800	6000
Golf Club Rd	Oregon 22	Stayton UGB	9500	10000	16000
Hazelgreen Rd	Salem UGB	Cordon Rd	5600	6500	10000
Hazelgreen Rd	Cordon Rd	62nd Ave	4100	5400	8000
Hazelgreen Rd	62nd Ave	Howell Prairie Rd	3800	5000	7600
Hazelgreen Rd	Howell Prairie Rd	Shannon Rd	3100	3700	6500
Hazelgreen Rd	Shannon Rd	Brush Creek Rd	3400	4200	6500
Hazelgreen Rd	Brush Creek Rd	Mt. Angel Hwy	4300	5400	8000
Hazelgreen Rd	Mt. Angel Hwy	Silverton UGB	3100	3700	6500
Howell Prairie Rd	Oregon 214	Jordon Rd	500	700	1000

<b>Corridor</b>	<b>From</b>	<b>To</b>	<b>1995 Daily Volume</b>	<b>2004 Daily Volume</b>	<b>2025 Daily Projection</b>
Howell Prairie Rd	Jordon Rd	Macleay Rd	800	900	1300
Howell Prairie Rd	Macleay Rd	State St	1200	1400	2100
Howell Prairie Rd	State St	Sunnyview Rd	2000	2400	3200
Howell Prairie Rd	Sunnyview Rd	Kaufman Rd	2200	2600	3400
Howell Prairie Rd	Kaufman Rd	Silverton Rd	1500	2000	3000
Howell Prairie Rd	Silverton Rd	Hazelgreen Rd	1500	2300	3200
Howell Prairie Rd	Hazelgreen Rd	Labish Center Rd	1500	1700	2300
Howell Prairie Rd	Labish Center Rd	Waconda Rd	1200	1400	1800
Howell Prairie Rd	Waconda Rd	Mt. Angel-Gervais Rd	1100	1400	1800
Howell Prairie Rd	Mt. Angel-Gervais Rd	Monitor-McKee Rd	1500	1800	2400
Howell Prairie Rd	Monitor-McKee Rd	Oregon 99E	3000	3300	4500
Hylo Rd	Liberty Rd	Sunnyside Rd	1200	1700	2800
Jefferson-Marion Rd	Jefferson City Limits	Skelton Rd	2900	3000	4500
Jefferson-Marion Rd	Skelton Rd	Parrish Gap Rd	2500	2500	4000
Jefferson-Marion Rd	Parrish Gap Rd	Greens Bridge Rd	2100	2400	4000
Jefferson-Marion Rd	Greens Bridge Rd	Stayton Rd	2400	2500	4000
Jefferson-Scio Rd	Jefferson UGB	County Line	2500	2600	4000
Liberty Rd	Salem	Hylo Rd	3000	4000	6000
MacLeay Rd	Cordon Rd	Culver Dr	2800	3800	6000
MacLeay Rd	Culver Dr	62nd Ave	1400	1800	2800
Marion Rd	Stayton Rd	Mac Robbins Ln	1100	1100	1400
Marion Rd	Mac Robbins Ln	Darley Rd	1300	1300	1600
Marion Rd	Darley Rd	Shaff Rd	1700	1700	2100
Marion Rd	Shaff Rd	Bear Ln SE	2300	2000	2500
Marion Rd	Bear Ln SE	Mill Creek Rd	2600	2200	3500
Marion Rd	Mill Creek Rd	Turner UGB	4700	4300	6000
Matheny Rd	Ferry Landing	Wheatland Rd	1050	900	1100
Matheny Rd	Wheatland Rd	River Rd	690	800	1000

<b>Corridor</b>	<b>From</b>	<b>To</b>	<b>1995 Daily Volume</b>	<b>2004 Daily Volume</b>	<b>2025 Daily Projection</b>
McKay Rd	Oregon 219	French Prairie Rd	3700	6800	13500
McKay Rd	French Prairie Rd	Arbor Grove Rd	3100	6500	13200
Meridian Rd	Hobart Rd	Downs Rd	1700	2000	2800
Meridian Rd	Downs Rd	E. College Rd	2400	2600	3200
Meridian Rd	E. College Rd	Marquam Rd	1800	2000	2800
Meridian Rd	Marquam Rd	Woodburn-Monitor Rd	2000	2200	2800
Mill Creek Rd	Marion Rd	Aumsville	3100	2700	4200
Mill Creek Rd	Aumsville	Golf Club Rd	3700	3300	4500
Mt. Angel-Gervais Rd	Oregon 99E	Howell Prairie Rd	1400	2200	3300
Mt. Angel-Gervais Rd	Howell Prairie Rd	Mt. Angel	1300	1300	1800
Mt. Angel Hwy	Hazelgreen Rd	Mt. Angel	2500	3400	5500
Mt. Angel-Scotts Mills Rd	Meridian Rd	Oregon 213	2000	2200	2700
Mt. Angel-Scotts Mills Rd	Oregon 213	Scotts Mills	1600	1800	2300
North Fork Rd	Oregon 22	Pioneer Rd	1300	1500	2000
Orville Rd	South River Rd	Vitae Springs Rd	1300	1800	3000
River Rd	Keizer City Limits	Brooklake Rd	4900	5800	9500
River Rd	Brooklake Rd	Waconda Rd	4500	5100	8000
River Rd	Waconda Rd	French Prairie Rd	3900	4600	7200
River Rd	French Prairie Rd	Mahony Rd	2200	2500	4500
River Rd	Mahony Rd	Davidson Rd	2500	2800	4700
River Rd	Davidson Rd	St. Paul	2400	2600	4700
River Rd South	Independence Bridge	Orville Rd	3800	4700	6500
River Rd South	Orville Rd	Vitae Springs Rd	2400	2700	4000
River Rd South	Vitae Springs Rd	Sawmill Rd	2400	2800	4100
River Rd South	Sawmill Rd	Riverdale Rd	2500	2900	4200
River Rd South	Riverdale Rd	Salem	2900	3200	5000
Shaw Hwy	Aumsville	Oregon 22	3500	4500	8500
Shaw Hwy	Oregon 22	Brownell Rd	1200	1600	2200

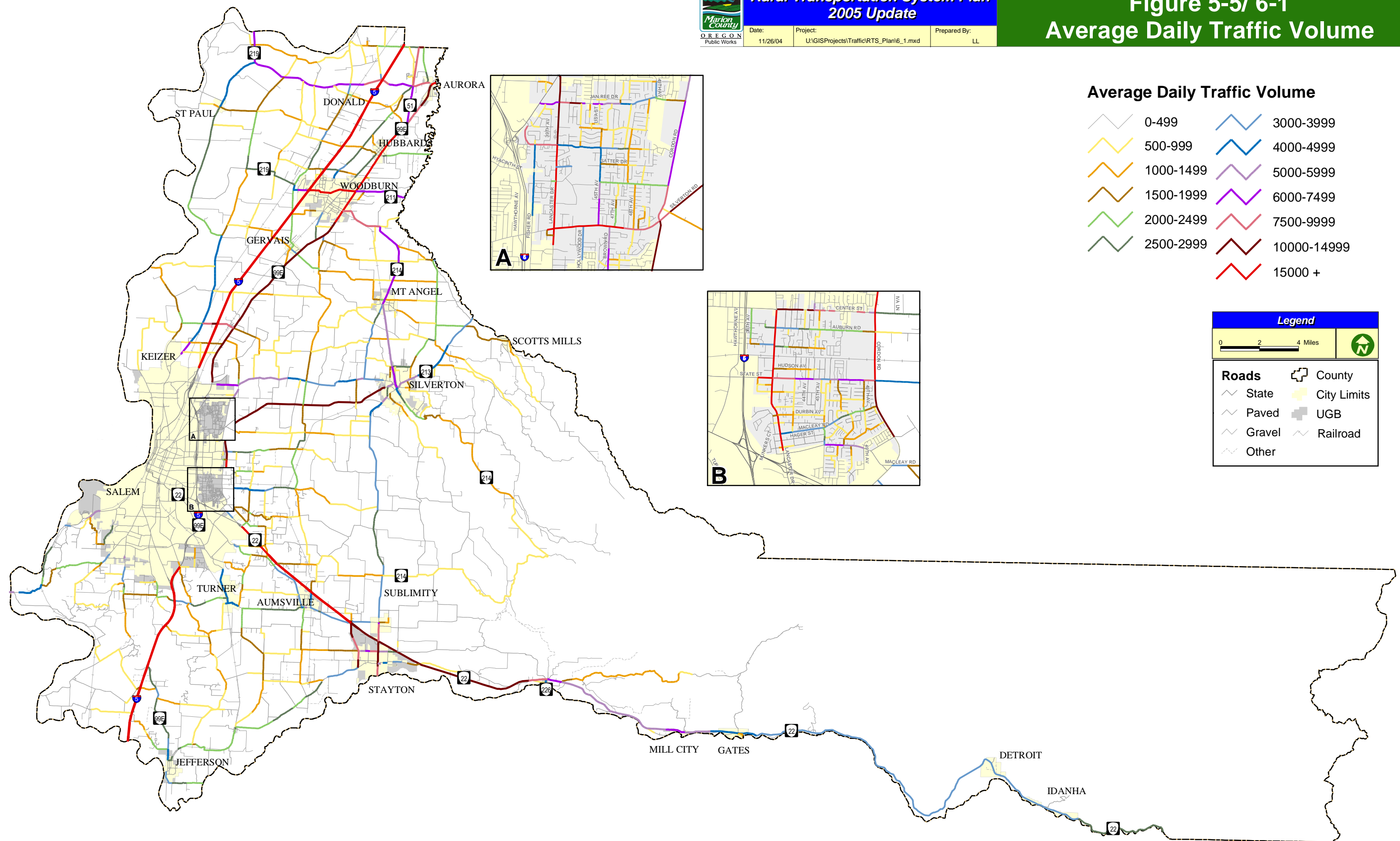
<b>Corridor</b>	<b>From</b>	<b>To</b>	<b>1995 Daily Volume</b>	<b>2004 Daily Volume</b>	<b>2025 Daily Projection</b>
Shaw Hwy	Brownell Rd	Oregon 214	900	1000	1300
Silverton Rd	Cordon Rd	72nd Ave	8900	11000	17500
Silverton Rd	72nd Ave	Howell Prairie Rd	8100	10500	17000
Silverton Rd	Howell Prairie Rd	Shannon Rd	8200	10500	17000
Silverton Rd	Shannon Rd	Brush Creek Rd	8100	10500	17000
Silverton Rd	Brush Creek Rd	Silverton	7800	9500	16000
Skyline Rd	Vitae Springs Rd	Salem	3200	3600	5000
State St	Cordon Rd	63rd Ave NE	3900	4700	6200
State St	63rd Ave NE	Howell Prairie Rd	2400	3300	4800
Stayton Rd	Jefferson-Marion Rd	Woodpecker Dr	2100	2300	3300
Stayton Rd	Woodpecker Dr	W Stayton Rd	2500	2700	3700
Stayton Rd	W Stayton Rd	Stayton	3300	3800	5400
Sublimity Rd	Golf Club Rd	Sublimity	2000	3400	6000
Sunnyside Rd	Delaney Rd	Salem	1800	2500	4000
Sunnyview Rd	Cordon Rd	Hampden Ln	2800	3200	4000
Sunnyview Rd	Hampden Ln	Howell Prairie Rd	1800	2200	3000
Talbot Rd	Buena Vista Rd	Marlatt Rd	200	200	240
Talbot Rd	Marlatt Rd	Jorgenson Rd	700	600	700
Talbot Rd	Jorgenson Rd	I-5	900	800	900
Talbot Rd	I-5	Jefferson Hwy	1300	1600	2400
Turner Rd	Turner City Limits	Salem	5100	5700	9000
Vitae Springs Rd	Orville Rd	Skyline Rd	1600	2100	3800
Wheatland Rd	Keizer	Brooklake Rd	1700	2000	2800
Wheatland Rd	Brooklake Rd	Ferry	2000	2200	2800
Whiskey Hill Rd	Hubbard	Clackamas County	1900	2600	4500
Woodburn-Monitor Rd	Oregon 214	Meridian Rd	1400	1500	2000
Woodburn-Monitor Rd	Meridian Rd	Clackamas County	2600	2800	3800
Yergen Rd	Arbor Grove Rd	Case Rd	3700	7400	14000



<b>Corridor</b>	<b>From</b>	<b>To</b>	<b>1995 Daily Volume</b>	<b>2004 Daily Volume</b>	<b>2025 Daily Projection</b>
Yergen Rd	Case Rd	Donald Rd	3700	7600	14500
Interstate 5	Linn County	Talbot Rd	50000	60100	100000
Interstate 5	Talbot Rd	Ankeny Hill Rd	50100	60300	100000
Interstate 5	Ankeny Hill Rd	Jefferson Hwy	49000	60300	100000
Interstate 5	Jefferson Hwy	Delaney Rd	50100	62000	104000
Interstate 5	Delaney Rd	Salem UGB	46900	58100	100000
Interstate 5	Salem UGB	Brooklake Rd	71000	85800	146000
Interstate 5	Brooklake Rd	Woodburn	68900	85300	146000
Interstate 5	Woodburn	Ehlen Rd	64600	84000	155000
Interstate 5	Ehlen Rd	Clackamas County	67400	86400	165000
Oregon 22	Salem UGB	Joseph St	19700	23600	42000
Oregon 22	Joseph St	Silver Falls Hwy	14400	22900	41000
Oregon 22	Silver Falls Hwy	Aumsville	14100	20500	39000
Oregon 22	Aumsville	Golf Club Rd	13800	20000	35000
Oregon 22	Golf Club Rd	Cascade Hwy	10600	13300	26000
Oregon 22	Cascade Hwy	Old Mehama Rd (west int)	10000	12000	18000
Oregon 22	Old Mehama Rd (west int)	Oregon 226	9000	10500	16000
Oregon 22	Oregon 226	North Fork Rd	7100	7900	11500
Oregon 22	North Fork Rd	Mill City	5300	6200	9500
Oregon 22	Mill City	Gates	4800	5000	7500
Oregon 22	Gates	Detroit	3800	4000	5800
Oregon 22	Detroit	Idanha	3100	3600	5000
Oregon 22	Idanha	Linn County	2800	3300	4600
Oregon 99E	Clackamas County	Ehlen Rd	13100	16000	28000
Oregon 99E	Ehlen Rd	Wilsonville-Hubbard Hwy	7500	9500	16000
Oregon 99E	Wilsonville-Hubbard Hwy	Hubbard	12600	16500	32000
Oregon 99E	Hubbard	Woodburn	12000	16000	30000
Oregon 99E	Woodburn	Boones Ferry Rd	10000	12000	17000

<b>Corridor</b>	<b>From</b>	<b>To</b>	<b>1995 Daily Volume</b>	<b>2004 Daily Volume</b>	<b>2025 Daily Projection</b>
Oregon 99E	Boones Ferry Rd	Mt. Angel-Gervais Rd	8500	11600	18000
Oregon 99E	Mt. Angel-Gervais Rd	Waconda Rd	7900	11000	16000
Oregon 99E	Waconda Rd	Brooklake Rd	8800	11000	16000
Oregon 99E	Brooklake Rd	Quail St	9500	10600	16500
Oregon 99E	Quail St	Chemawa Rd	10900	11700	16500
Oregon 211	Woodburn	Clackamas County	6200	7200	11000
Oregon 213	Clackamas County	Abiqua Rd	3000	3900	6200
Oregon 213	Abiqua Rd	Silverton	4000	5200	7800
Oregon 214	I-5	Oregon 99E	16000	19000	40000
Oregon 214	Oregon 99E	Elliot Prairie Rd	6500	7800	12500
Oregon 214	Elliot Prairie Rd	Mt. Angel	5900	6400	10000
Oregon 214	Mt. Angel	Silverton	5600	6200	9500
Oregon 214 (Silver Falls Hwy)	Oregon 22	Shaw Hwy	1250	1400	1800
Oregon 214 (Silver Falls Hwy)	Shaw Hwy	Cascade Hwy	650	800	1100
Oregon 214 (Silver Falls Hwy)	Cascade Hwy	Silver Falls Park	600	650	1000
Oregon 214 (Silver Falls Hwy)	Silver Falls Park	Drakes Rd	400	480	800
Oregon 214 (Silver Falls Hwy)	Drakes Rd	Forest Ridge Rd	1200	1400	2000
Oregon 214 (Silver Falls Hwy)	Forest Ridge Rd	Silverton	2400	2600	4000
Oregon 219	Yamhill County	Champoeg Rd	5900	8000	17000
Oregon 219	Champoeg Rd	McKay Rd	5700	7500	16000
Oregon 219	McKay Rd	St. Paul	2900	4100	7000
Oregon 219	St. Paul	French Prairie Rd	1800	2200	3200
Oregon 219	French Prairie Rd	Mahony Rd	2200	3100	5000
Oregon 219	Mahony Rd	Arbor Grove Rd	2200	2600	3500
Oregon 219	Arbor Grove Rd	Butteville Rd	2400	2800	3800
Oregon 219	Butteville Rd	I-5	6000	8100	24000
Oregon 226	Linn County	Oregon 22	4300	4900	7000
Wilsonville- Hubbard Hwy	Clackamas County	Ehlen Rd	6700	9600	18000

<b>Corridor</b>	<b>From</b>	<b>To</b>	<b>1995 Daily Volume</b>	<b>2004 Daily Volume</b>	<b>2025 Daily Projection</b>
Wilsonville-Hubbard Hwy	Ehlen Rd	Oregon 99E	5200	7800	17000
Jefferson Hwy	I-5	Ankeny Hill Rd	2000	2900	5000
Jefferson Hwy	Ankeny Hill Rd	Winter Creek Rd	2400	3400	5500
Jefferson Hwy	Winter Creek Rd	Talbot Rd	2000	3200	5500
Jefferson Hwy	Talbot Rd	Jefferson	4500	5000	8000



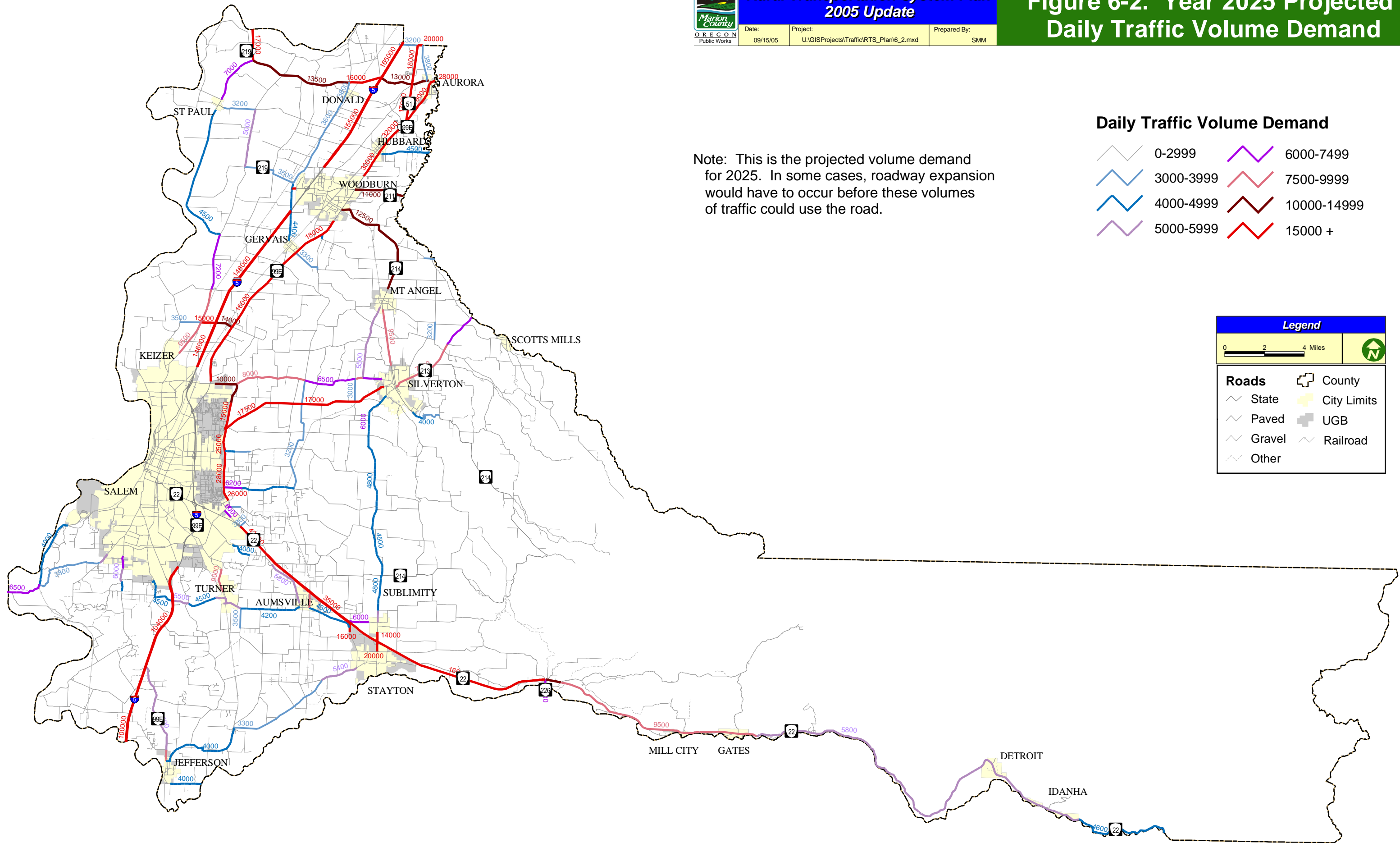
Average Daily Traffic Volume

- |  |           |  |             |
|--|-----------|--|-------------|
|  | 0-499     |  | 3000-3999   |
|  | 500-999   |  | 4000-4999   |
|  | 1000-1499 |  | 5000-5999   |
|  | 1500-1999 |  | 6000-7499   |
|  | 2000-2499 |  | 7500-9999   |
|  | 2500-2999 |  | 10000-14999 |
|  |           |  | 15000 +     |

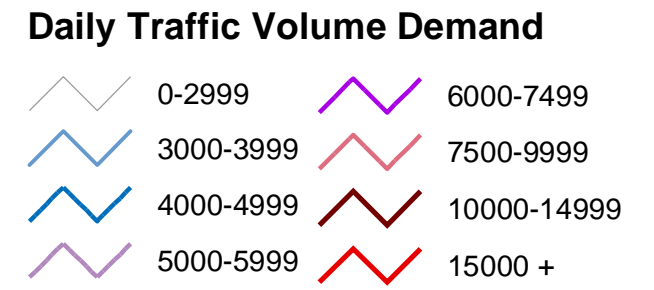
**Legend**

0 2 4 Miles

	<b>Roads</b>		County
	State		City Limits
	Paved		UGB
	Gravel		Railroad
	Other		



Note: This is the projected volume demand for 2025. In some cases, roadway expansion would have to occur before these volumes of traffic could use the road.



**Legend**

0 2 4 Miles

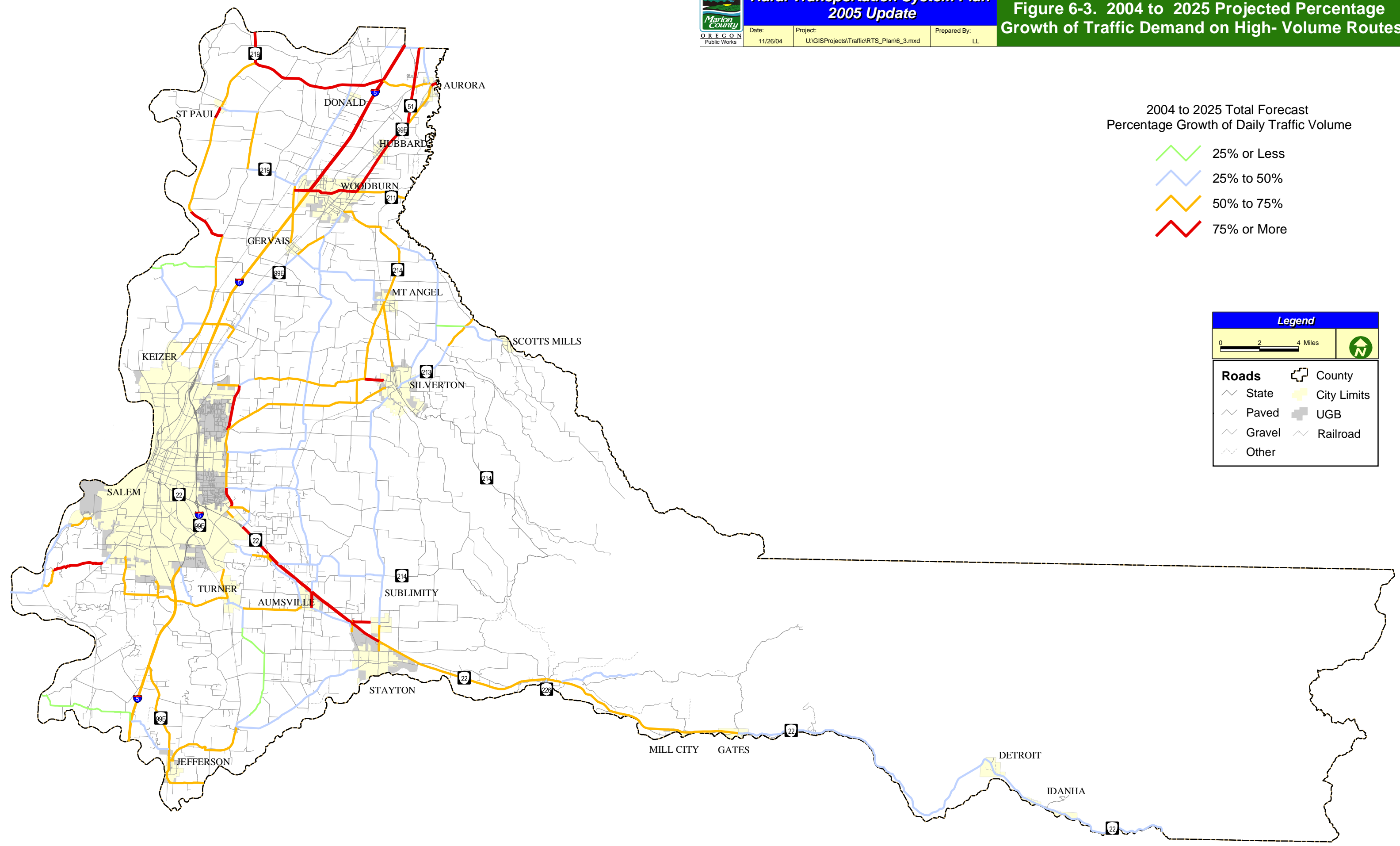
	<b>Roads</b>		County
	State		City Limits
	Paved		UGB
	Gravel		Railroad
	Other		







# Rural Transportation System Plan 2005 Update

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## Figure 6-3. 2004 to 2025 Projected Percentage Growth of Traffic Demand on High- Volume Routes











2004 to 2025 Total Forecast  
Percentage Growth of Daily Traffic Volume

-  25% or Less
-  25% to 50%
-  50% to 75%
-  75% or More

**Legend**

0 2 4 Miles 

 State	 County
 Paved	 City Limits
 Gravel	 UGB
 Other	 Railroad