

- **TRAFFIC VOLUME INTERVALS** - Chosen based on a review of Statewide bike maps, at least those that indicate what the ADT (average daily traffic volume) is. Most State maps have their ADT interval divisions set higher than this\*, so this map interval errs on the side of caution ("Low Traffic" classification lower than almost all State maps)
- **TRAFFIC VOLUME DATA** – For State Highways, ODoT maintains very detailed and up-to-date data. For local roads, the counties, and in a few instances cities, covered by the map were able to provide traffic volume data. On just a few occasions, data was not available for a road, but in almost every instance a reasonable inference could be made by the traffic data for roads feeding / deriving from it. County data was in some instances as old as 10 years, so lacking any current data the assumption is that volumes have not drastically changed in the interval.
- **SHOULDER DATA** – Mostly culled from the new (2010) ODoT State bike map, as well as the Polk/Marion County bike map. Other local maps do not indicate presence/absence of shoulder. Google Streetview was used in some instances to ascertain if there is a shoulder of useable (approx. 3') width. A considerable amount of shoulder data for county/local roads is missing, so lacking any evidence to the contrary the default assumption is no shoulder.
- **PAVED / UNPAVED ROADS** – Existing local bike maps, with checking via Google Maps (where possible/visible). Not all unpaved roads are shown.
- **ELEVATION / CLIMB ARROWS** – 300' feet of elevation gain was somewhat arbitrarily chosen as the "arrow worthy" interval. This seemed about right for not making the map too crowded with arrows, but it does miss some smaller climbs. DeLorme Topo software was used to generate an elevation profile, and determine the appropriate apportionment of arrows, as well as the elevation of the summit of the climb. In a few instances, exceedingly steep but sub-300' climbs are indicated. Likewise, a climb of over 300' stretched out over 3+ miles is generally not shown.
- **OTHER SOURCES** – Both the Benchmark and the DeLorme Atlases were used for reference. Camping information was derived from various agency websites.

*\*of the 8 state bike maps that indicate ADT, the average for the "Low Traffic" classification was under 1700 ADT, with a mean of under 1500 ADT.*