NOTICE OF PUBLIC MEETING & AGENDA
TRAFFIC SAFETY COMMISSION
6:00 PM, MONDAY, July 13, 2026
Newberg Public Safety Building
401 E Third Street
Denise Bacon Community Room
&
VIA Zoom

Join Zoom Webinar
https://us06web.zoom.us/j/89536547180
Phone: +1 669 900 6833
Webinar ID: 895 3654 7180

For Public Comment sign up in person at the meeting or online:
Public Comment Registration

Have questions or need clarification? Contact the City Recorder:
cityrecorder@newbergoregon.gov

To request documents in Spanish please email
trafficsafety@newbergoregon.gov

"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

I. CALL MEETING TO ORDER

II. ROLL CALL

Roger Kuhlman	Russell Johnson	Hunter Anderson
Natasha Luepke	Steven Hardgrove	Andrew Miller
James Keary	Wyle O'Neill	Toby Linhart (student)
Derek Carmon (Ex-officio)		

III. PLEDGE OF ALLEGIANCE

ACCOMMODATION OF PHYSICAL IMPAIRMENTS: In order to accommodate persons with physical impairments, please notify the Engineering Department of any special physical or language accommodations you may need as far in advance of the meeting as possible, and no later than two business days prior to the meeting. To request these arrangements, please contact the Engineering Department at (503) 537-1273. For TTY services please dial 711.

IV. PUBLIC COMMENTS

a. Written Public Comment #1 – Third at Main

I. Staff Note: This concern regarding a tree obscuring a stop sign at the intersection of Third and Main has been sent to Code Compliance to check for potential enforcement actions.

V. STAFF REPORTS & GENERAL INFORMATION

a. Police

b. Public Outreach - Traffic Safety Related

I. The main traffic safety notifications in May and June covered closures for road work, water valve replacements, and notification for implementation of the traffic cameras at Garfield and 1st St.

II. Also reshared information from other agencies to spread awareness about heat safety as it relates to vehicles (i.e. not leaving a child or pet in the car). Typical holiday DUII posts were also reshared around the Memorial Day holiday.

III. The City Interim Public Information Officer requests that the Traffic Safety Commission provide any specific messaging they wish to be distributed.

c. Engineering

I. Traffic Safety Active Issues Log

A. Status summary of progress made to date in 2026.

1) The number of items added to the Active Issues Log since January 2026 is 13.
2) The number of items completed since January 2026 is 12.
3) There are 4 outstanding items noted as Ongoing – Keller Study in Progress.
4) There are 9 outstanding items noted as Ongoing – On Work Plan for Keller Assistance
5) The number of outstanding items noted as Ongoing – Speed Data Needed is 2.
6) There are 5 items noted as “Received”.
7) The number of items noted as Keller Study Complete – Limited Decision in progress is 3.

B. Traffic Safety Issues Work Plan for Keller Assistance.

1) Current task assignments: Engineering Studies are in progress to review existing conditions, prepare initial evaluations and propose recommendations for:
   i. Mountainview at Alice Drive – completed.

1. Provided safety study to City Manager and City Engineering and property owner representatives for next steps. Possibility for interim pedestrian trail along property on the north side of Mountainview.

ii. E Third at Center and E Third at Meridian Street
1. Completed safety study provided to staff and City Engineer for next steps.

iii. Villa at Haworth
1. Initial draft provided to staff for review.

iv. N Villa at Laurel

C. GIS Analyst traffic related data collection
1) GIS continues to collect speed data and free flow traffic count data to aid in addressing speeding related concerns.

II. City of Newberg SS4A Comprehensive Safety Action Plan Grant Application
A. The City Manager has submitted a request for Federal SS4A Planning and Demonstration Grant funding to develop the City's first Comprehensive Safety Action Plan.
1) SS4A Grant Application Narrative

VI. NEW BUSINESS

a. Presentation / Discussion by the City Manager, Will Worthey.

I. SDC Presentation for TSC

A. Presentation

II. E Illinois Street Closure at N Main Street Discussion

A. Background Information

1) Transportation System Plan: Project I-14, pg. 65:

2) Traffic Safety Active Issues Log items: 2025-1229 Archive Log Excerpts

3) Initial Project website: N Main Street at Illinois Street (HWY 240) Intersection Study | Newberg Oregon

i. Open House #1 - Summary

ii. Existing Conditions Tech Memo - DRAFT

4) Revised Project website: N Main at Illinois (HWY 240) Intersection Study

5) Press Release: N Main at E Illinois To See Trial Closure

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B. Summary of complaints received after trial closure installed.

1) Summary of Complaints - E Illinois Trial Closure

i. Complaints Received - E Illinois at N Main Closure

C. Summary of feedback received for trial closure after receipt of property owner inquiry on status of closure.

1) Summary of Feedback - E Illinois Trial Closure

i. Feedback Received - E Illinois at N Main Closure

D. Considerations for Traffic Safety Commission Discussion

1) Additional Considerations for Traffic Safety Commission Discussion_2026-0709*

E. Summary of written public comments received for the 7/6/2026 meeting of the City Council – Illinois Street Closure Discussion

1) Summary of Comments Received - E Illinois Trial Closure

i. Comments Received – E Illinois at N Main Closure

1. Written Comment #1 2026-0706
2. Written Comment #2 2026-0706
3. Written Comment #3 2026-0706
4. Written Comment #4 2026-0706
5. Written Comment #5 2026-0706
6. Written Comment #6 2026-0706

F. In consideration of the Council decision on 7/6/2026 to end the trial closure of E Illinois Street, The City Manager is looking for recommendation from the Traffic Safety Commission for:

1) Alternate mitigation measures to improve safety at the E Illinois and N Main Intersection.

i. Implementable mitigation measures will need to be in the range of $10,000 to $20,000, or less, to stay within the current budget.

G. Written Public Comments

1) Written Public Comment #1 – E Illinois

2) Written Public Comment #2 – E Illinois*

*Indicates supplementary item

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VII. OLD BUSINESS

a. Review of the 2025 Traffic Safety Commission Work Plan.

VIII. STAFF COMMENTS

IX. COMMISSIONER COMMENTS

X. ADJOURNMENT October 12, 2026

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From: noreply@revize.com <noreply@revize.com>
Sent: Monday, July 6, 2026 12:10 PM
To: City Recorder <cityrecorder@newbergoregon.gov>
Cc: Emily Salsbury <Emily.Salsbury@newbergoregon.gov>
Subject: New Public Comment

Date = 2026-07-13
Meeting-Body = Traffic safety
Agenda-Item = Stop sign visibility impaired. Also general question about this issue more broadly throughout town.
Subject-Matter-to-Comment-On = At South 3rd and Main heading west on 3rd St the stop sign on SW corner becomes obscured by tree each summer.
Name = Daniel Taylor
Representing = Self
[redacted]
Contact-info-PRR-consent = may release
Public-Hearing- = Yes
public-comment-format = Virtual
Written-Comment =
Client IP = 2600:387:c:6d32::4

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Traffic Safety Commission
Active Issue Log - Progress Tracking Notes

6/22/2026

Number of Items added in 2025: 24
Number of Items completed in 2025: 20
Number of Items added in 2026: 13
Number of Items completed in 2026: 12

ACTIVE ISSUES LOG NOTES - STATUS SUMMARY AS OF JANUARY 2026

TIME PERIOD JANUARY 2025 THROUGH DECEMBER 2025

			TOTAL	City Jurisdiction
Number of Items noted as Resolved or No Further Action Taken	20	Percent completed	37%	48%
Number of Items noted as Ongoing - Keller Study In Progress	7			
Number of Items noted as Ongoing - On Work Plan for Keller Assistance	9			
Number of Items noted as Ongoing - Speed Data Needed	2			
Number of Items noted as Received	4	Percent outstanding	41%	52%
City Jurisdiction TOTAL	42			
Number of Items noted as in ODOT Jurisdiction - No Further Action Taken	*12*	Percent not City jurisdiction	22%	
TOTAL	54			

ACTIVE ISSUES LOG NOTES - STATUS SUMMARY AS OF MAY 2026

TIME PERIOD JANUARY 2026 THROUGH APRIL 2026

			TOTAL	City Jurisdiction
Number of Items noted as Resolved or No Further Action Taken	3	Percent completed	10%	10%
Number of Items noted as Ongoing - Keller Study In Progress	8			
Number of Items noted as Ongoing - On Work Plan for Keller Assistance	9			
Number of Items noted as Ongoing - Speed Data Needed	1			
Number of Items noted as Received	8	Percent outstanding	87%	90%
City Jurisdiction TOTAL	29			
Number of Items noted as in ODOT Jurisdiction - No Further Action Taken	*1*	Percent not City jurisdiction	3%	
TOTAL	30			

ACTIVE ISSUES LOG NOTES - STATUS SUMMARY AS OF JULY 2026

TIME PERIOD APRIL 2026 THROUGH JUNE 2026

			TOTAL	City Jurisdiction
Number of Items noted as Resolved or No Further Action Taken	11	Percent completed	31%	32%
Number of Items noted as Ongoing - Keller Study Complete, Limited Traffic Decision in progress.	3			
Number of Items noted as Ongoing - Keller Study In Progress	4			
Number of Items noted as Ongoing - On Work Plan for Keller Assistance	9			
Number of Items noted as Ongoing - Speed Data Needed	2			
Number of Items noted as Received	5	Percent outstanding	66%	68%
City Jurisdiction TOTAL	34			
Number of Items noted as in ODOT Jurisdiction - No Further Action Taken	*1*	Percent not City jurisdiction	3%	
TOTAL	35			

ACTIVE ISSUES LOG NOTES - STATUS SUMMARY AS OF OCTOBER 2026

TIME PERIOD JULY 2026 THROUGH SEPTEMBER 2025

			TOTAL	City Jurisdiction
Number of Items noted as Resolved or No Further Action Taken		Percent completed		
Number of Items noted as Ongoing - Keller Study In Progress				
Number of Items noted as Ongoing - On Work Plan for Keller Assistance				
Number of Items noted as Ongoing - Speed Data Needed				
Number of Items noted as Received		Percent outstanding		
City Jurisdiction TOTAL				
Number of Items noted as in ODOT Jurisdiction - No Further Action Taken		Percent not City jurisdiction		
TOTAL				

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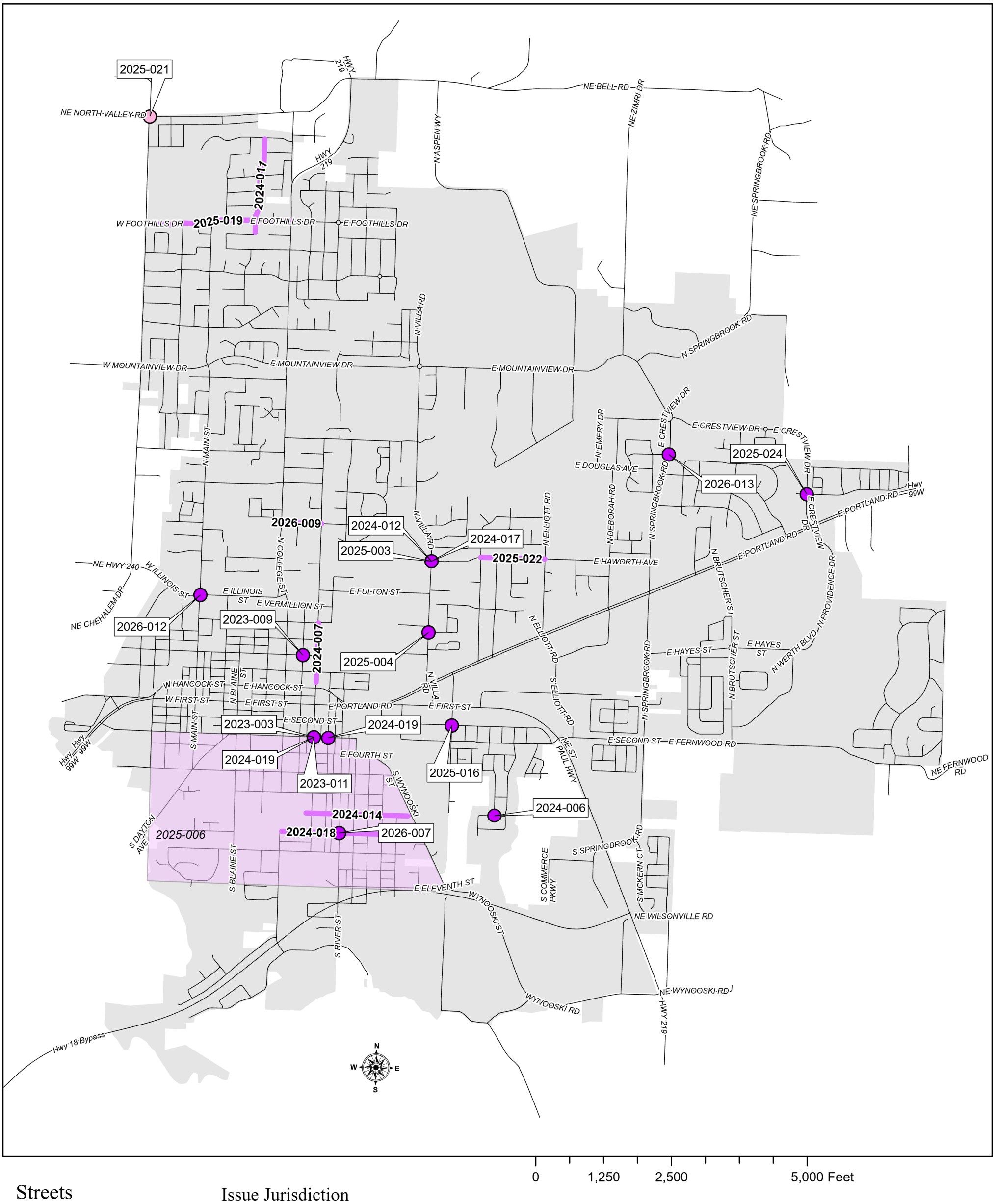
Traffic Safety Commission Active Issues

As of 6/23/2026



Streets

City Limits

Issue Jurisdiction

- City
- Yamhill County
- ODOT

Refer to the Traffic Safety commission Active Issues Log for Issue Description and Current Status

IMPORTANT NOTICE TO ALL USERS:

DISCLAIMER AND LIMITATION OF LIABILITY
This information is not guaranteed to be accurate and may contain errors and omissions. The City of Newberg provides NO WARRANTY AS TO THE MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE FOR ANY INFORMATION HEREIN.

This map is created from various data sources and is subject to change without notice. This map is intended for general planning purposes only.

City of Newberg

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Traffic Safety
Active Issues Log - City Jurisdiction

6/22/2026

Color	Jurisdiction		Comment
	City	Various resident expressed concerns	**Traffic Counts and/or other Study needed to confirm issues and identify options.** *See Note 1. Current tasks are Engineering Studies for E Third at Center (TSC Issue 2024-019), E Third at Meridian (TSC Issue 2023-003, 2023-011, 2024-019), N Villa at Laurel (TSC Issue 2025-004), N Villa at Haworth (TSC Issue 2024-017, 2025-003) and E Mountainview at N Alice (TSC Issue 2025-023).*
	NOTE 1: A Traffic Safety Issues Work Plan has been developed for assistance from Keller Associates to address outstanding items in the Active Issues Log. This work plan has been developed based on how long and how often a location and/or issue has been noted in the log combined with engineering judgement. Keller Work Plan Item numbers are not necessarily the order in which review will occur.		
NONE	City or as Noted	Various resident expressed concerns	**Issue has been received. Initial coordination has begun for data collection and/or potential enforcement action.**
	-	-	***New or updated Item.***
	-	-	***Item to be moved to Archive Log - No Further Action Taken.***

		Date Received	TSC Issue Number (Date-Number)	Issue Description	Comments	Status	Updated	Keller Work Plan Item	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
1	1	2/13/2023	2023-003	Traffic Safety Issue E 3rd St & S Meridian St Newberg, OR, 97132, USA A stop sign at this 4 way intersection would be/should be placed. There are cars commonly speeding by, accidents occurring and pedestrians nearly getting hit. This road is only two blocks from 99 and gets a lot of traffic. ---------- Traffic counts would need to be taken to determine if stop signs warranted. Scope received from Keller. Requested scope to be revised to focus on detemining if stop sign warrants are met.	Made through See Chick Fix. ***Should be noted that stopsigns are NOT a safe or effective means of slowing down traffic.** Revised Keller scope approved. Study in progress. **Initial draft received. Staff provided Keller with comments to address. Keller working on updated study.**	**Ongoing - Keller study complete. Limited Decision in Progress**	2/23/2023, 6/30/2025, 9/17/2025, 12/12/2025, 4/28/2026, **6/18/2026**	**2**	Ped Crossing, Stop Sign	Third	Meridian	
2	2	7/17/2023	2023-011	E 3rd St & Meridian A stop sign at this 4 way intersection would be/should be placed. There are cars commonly speeding by, accidents occurring and pedestrians nearly getting hit. This road is only two blocks from 99 and gets a lot of traffic ---------- Traffic counts would need to be taken to determine if stop signs warranted. Proposed work plan scope received from Keller. Requested scope to be revised to focus on detemining if stop sign warrants are met.	Submitted by See-Click Fix. ***Should be noted that stopsigns are NOT a safe or effective means of slowing down traffic.** Revised Keller scope approved. Study in progress. **Initial draft received. Staff provided Keller with comments to address. Keller working on updated study.**	**Ongoing - Keller study complete. Limited Decision in Progress**	6/30/2025, 9/17/2025, 12/12/2025, 4/28/2026, **6/18/2026**	**2**	Ped Crossing, Stop Sign	Third	Meridian	
3	3	12/6/2024	2024-019	Resident expressed concern with lack of stops signs at many intersections on the south side of town. Specific areas of concern are E Third at S Center and E Third at S Meridian. ---------- There are many areas of Newberg where intersections do not have stops signs in either direction. Most if not all of these do not meet the warrants for a stop sign. Looking into issue. Installation of stop signs are to be consistent with the stop sign policy within the stop sign policy packet available on the TSC webpage.	Traffic counts needed to see where stop signs are warranted. Proposed work plan scope received from Keller. Requested scope to be revised to focus on detemining if stop sign warrants are met. Revised Keller scope approved. Study in progress. **Initial draft received. Staff provided Keller with comments to address. Keller working on updated study.**	**Ongoing - Keller study complete. Limited Decision in Progress**	12/6/2024, 6/30/2025, 9/17/2025, 12/12/2025, 4/28/2026, **6/18/2026**	**2**	Stop Sign	E Third at S Center	E Third at S Meridian	
4	1	2/24/2025	2025-004	Resident express concern with residents trying to leave from Laurel onto Villa and having a very dangerous time navigating this intersection when school commuters park along Villa. Resident proposed adding in street pedestrian crossing sign and curb extensions at an existing marked crosswalk on the southern leg of this intersection. A site visit identified that there is existing yellow curb painting designating no parking areas along Villa and Laurel. The curb painting has faded. PW Maintenance is working to install no parking signs as an additional measure to clearly designate no parking in this area.	Need coordination with City Manager and City Engineer for assignment of resources to investigate possibility of making improvements at this intersection. Keller to advance recommendations memo for pedestrian crossing enhancements after Third at Merdian and Third at Center analysis. **Revised Keller scope approved. Study in progress.**	**Ongoing - Keller study in progress**	2/25/2025, 3/26/2025, 9/17/2025, 12/12/2025	**3**	Parking, speed, ped crossing	Villa	Laurel	
5	2	9/27/2024	2024-012	Resident submitted a Traffic Safety Issue Report form providing observations of a pedestrian safety issue at the intersection of N Villa Road and E Haworth Avenue. Also described issues of westbound cars on Haworth waiting for extended periods of time to turn south onto Villa. ---------- Multiple issues to be looked into. Missing sidewalks on the east side of Villa south of the intersection appear to be contributing to the issues and concerns.	Traffic counts needed to see if the addition of stop signs is warranted. Proposed work plan scope received from Keller. **Revised Keller scope approved. Study in progress. Initial draft received. Staff review of initial draft is in progress.**	**Ongoing - Keller study in progress**	9/30/2024, 12/6/2024, 9/16/2025, 12/12/2025, **6/18/2026**	**4**	Ped Crossing, Stop Sign	Villa	Haworth	

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Traffic Safety
Active Issues Log - City Jurisdiction

6/22/2026

Color	Jurisdiction		Comment
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		Date Received	TSC Issue Number (Date-Number)	Issue Description	Comments	Status	Updated	Keller Work Plan Item	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
6	3	10/28/2024	2024-017	Resident provided public comment at the TSC meeting regarding concerns with the Haworth at Villa intersection. Concerns included visibility issues at this tee intersection, the lack of stop signs on N Villa at this location, amount of pedestrian traffic at this location in the vicinity of George Fox University and CPRD's Aquatic and Fitness Center, and increased traffic anticipated from new development at north of E Mountainview Drive at N Villa Road. Believes that the addition of stops signs to make the intersection an all-way stop would help address the concerns. ---------- Multiple issues to be looked into. Missing sidewalks on the east side of Villa south of the intersection appear to be contributing to the issues and concerns.	Traffic counts needed to see if the addition of stop signs is warranted. Proposed work plan scope received from Keller. **Revised Keller scope approved. Study in progress. Initial draft received. Staff review of initial draft is in progress.**	**Ongoing - Keller study in progress**	12/6/2024, 9/16/2025, 12/12/2025, **6/18/2026**	**4**	Stop Sign	Villa	Haworth	
7	4	2/4/2025	2025-003	Resident expressed concern with the intersection of N Villa at E Haworth and why it is not a three-way stop. ---------- This concern is related to TSC Issue Numbers: 2024-17 and 2024-12. Completed coordination with City Manager and City Engineer for assignment of resources to investigate possibility of making this a three-way stop intersection.	Proposed work plan scope received from Keller. **Revised Keller scope approved. Study in progress. Initial draft received. Staff review of initial draft is in progress.**	**Ongoing - Keller study in progress**	2/7/2025, 9/16/2025, 12/12/2025, **6/18/2026**	**4**	Stop Sign	Villa	Haworth	

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8	1	8/8/2025	2025-016	NDPD requested no parking signage at all four corners of Second and Everest due to this being an intersection with poor visibility and cars parking too close to the intersection.	Review of issue and site investigation to be coordinated with Keller overall Work Plan	Ongoing - On Work Plan for Keller Assistance	8/8/2025	**5**	Parking	Second	Everest	
9	2	8/13/2024	2024-006	Resident at S Donna Drive and E Kennedy Drive inquired about having a stop sign installed at this intersection.	Installation of a stop sign is to be consistent with the stop sign policy within the stop sign policy packet available on the TSC webpage. Looking into issue. Review of issue and site investigation to be coordinated with Keller overall Work Plan	Ongoing - On Work Plan for Keller Assistance	8/19/2024, 9/17/2025	**6**	Stop Sign	Donna Drive	Kennedy Drive	
10	3	10/14/2024	2024-014	Resident expressed concerns with the lack of stops signs at intersections near E Seventh Street. There are many areas of Newberg where intersections do not have stops signs in either direction. Most if not all of these do not meet the warrants for a stop sign. Looking into issue.	Installation of stop signs are to be consistent with the stop sign policy within the stop sign policy packet available on the TSC webpage. Traffic counts needed to see where stop signs are warranted. Review of issue and site investigation to be coordinated with Keller overall Work Plan.	Ongoing - On Work Plan for Keller Assistance	12/6/2024, 6/30/2025, 9/17/2025	**7**	Stop Sign	E Seventh		
11	4	11/14/2024	2024-018	Resident on Eighth Street expressed concern with speeding on Eighth and the lack of stop signs in the area. There are many areas of Newberg where intersections do not have stops signs in either direction. Most if not all of these do not meet the warrants for a stop sign. Looking into issue.	Resident has expressed intent to submit a Stop Sign Request form. Installation of stop signs are to be consistent with the stop sign policy within the stop sign policy packet available on the TSC webpage. Traffic counts needed to see where stop signs are warranted. Review of issue and site investigation to be coordinated with Keller overall Work Plan.	Ongoing - On Work Plan for Keller Assistance	12/6/2024, 6/30/2025, 9/17/2025	**7**	Stop Sign	E Eighth		
12	5	3/5/2025	2025-006	Submitted via SeeClickFix: *"in the south side of town, please choose the thoroughfares and add stop signs to all the side streets. It's ridiculous to have no stop signs at so many intersections. You are risking some huge lawsuits in the future. Add stop signs north to south. Please consider designating west to East to be the thoroughfares."* Installation of stop signs are to be consistent with the stop sign policy within the stop sign policy packet available on the TSC webpage. Most if not all of these intersections are not expected to meet the warrants for a stop sign. Traffic counts are needed to see where stop signs are warranted.	TSC Staff Liaison provided access to SeeClickFix on 3/4/2025. This concern related to the number of uncontrolled intersections in the south side of town is noted in the TSC Active Issues Log as TSC Issue Number 2024-19. This concern is also related to TSC Issue Numbers 2024-18, 2024-14 and 2023-011. Coordination is ongoing with the City Manager and City Engineer for assignment of resources to investigate concerns and potential options. Review of issue and site investigation to be coordinated with Keller overall Work Plan	Ongoing - On Work Plan for Keller Assistance	3/5/2025, 9/17/2025	**7**	Stop Sign	South of Second between S Harrison and Wynooski.		

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13	6	5/23/2023	2023-009	This is an uncontrolled intersection feeding into GFU. We see a lot of on-street parking during school hours, University events, and Cultural Center events. Many visitors don't realize this is an uncontrolled intersection so speed through to get from College to Meridian (or vice versa). If there IS oncoming traffic, many people don't know the rules for uncontrolled intersections. The biggest issue is people often don't even slow down to look and we have a lot of pedestrian traffic from students and local events in addition to the traffic. For the last few years the best thing has been the awful condition of the road, which makes it uncomfortable to speed, to be honest. I doubt stop signs are the answer, but possibly yield signs or speed bumps would help	East Sherman Street and North Edwards Street Intersection--all between College Street and Meridan Street. Responded to inquiry to let them know that the issue has been logged in the TSC log. This location is anticipated to be reviewed in the fall when GFU is in session. Traffic counts would need to be taken to determine if stop signs warranted. Coordination is ongoing with the City Manager and City Engineer for assignment of resources to investigate concerns and potential options. **Review and site investigation to be coordinated with Keller overall Work Plan.**	Ongoing - On Work Plan for Keller Assistance	5/23/2023, 7/01/2024, 9/17/2025, 12/19/2025	**8**	Ped Crossing	Sherman	Edwards	
14	7	8/26/2024	2024-007	Resident on N Meridian near GFU expressed concerns with parking, traffic, speeding and pedestrian safety at intersections. ---------- Multiple issues and locations to be looked into.	Coordination is ongoing with the City Manager and City Engineer for assignment of resources to investigate concerns and potential options. **Review and site investigation to be coordinated with Keller overall Work Plan.**	Ongoing - On Work Plan for Keller Assistance	8/26/2024, 9/17/2025, 12/19/2025	**8**	Parking, Traffic, Speed, Ped Crossing	Meridian	Near GFU	
15	8	9/25/2024	2024-011	Resident expressed concern with speeding on N Morris Street. Requested installation of speed limit sign. ---------- Resident informed of Traffic Issue Report forms available on the TSC webpage. Looking into issue.	**Preparations being made to obtain speed and traffic count data in this area.** **Review and site investigation to be coordinated with Keller overall Work Plan.** **Speed data collected in May 2026. The combined 85% percentile free flow speed was found to be 26 mph and the combined 10 mph free flow pace was 17-26 mph.**	Ongoing - On Work Plan for Keller Assistance	9/25/2024, 9/16/2025, 12/19/2025, **6/18/2026**	**9**	Speed	Morris		
16	9	9/10/2025	2025-019	Resident expressed concern with increased speeding along Foothills Drive between NE Chehalem and College. Also made observation that there are not any 25 mph speed limit signs on the south side of Foothills between NE Chehalem and College. ---------- Informed resident that the lack of 25 mph speed limit signs along the south side of Foothills east of NE Chehalem is most likely due to a combination of the area being within a school zone and the number of other signs along this segment of roadway.	**Review and site investigation to be coordinated with Keller overall Work Plan.** **Preparations being made to obtain speed and traffic count data in this area.**	Ongoing - On Work Plan for Keller Assistance	9/11/2025, 12/19/2025	**10**	Speed	Foothills Drive	NE Chehalem to N College	

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Traffic Safety
Active Issues Log - City Jurisdiction

6/22/2026

	Color	Jurisdiction		Comment
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		NOTE 1: A Traffic Safety Issues Work Plan has been developed for assistance from Keller Associates to address outstanding items in the Active Issues Log. This work plan has been developed based on how long and how often a location and/or issue has been noted in the log combined with engineering judgement. Keller Work Plan Item numbers are not necessarily the order in which review will occur.		
	NONE	**City or as Noted**	**Various resident expressed concerns**	**Issue has been received. Initial coordination has begun for data collection and/or potential enforcement action.**
		-	-	***New or updated Item.***
		-	-	***Item to be moved to Archive Log - No Further Action Taken.***

		Date Received	TSC Issue Number (Date-Number)	Issue Description	Comments	Status	Updated	Keller Work Plan Item	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
17	1	11/19/2025	2025-022	Resident requested speed radar signs along Haworth bewteen Elliott and Sitka.	Resident informed of the traffic saftey report form available on the Traffic Safety Commission webpage. Preparations being made to obtain speed and traffic count data in this area.	Ongoing-Speed Data Needed	11/24/2025, 4/29/2026		Speed	Haworth	Elliot to Sitka	
21	2	5/5/2026	2026-009	Resident expressed concernswith traffic, speeding, visibility and pedestrians along Sierra Vista between N Meridian and N College. This segment of roadway is unimproved, missing curb/gutter, sidewalks, street lights etc.	**Review and site investigation to be coordinated with Keller overall Work Plan.** **Preparations being made to obtain speed and traffic count data in this area.**	**Ongoing-Speed Data Needed**	5/5/2026, **6/18/2026**		Traffic, Speed, Ped Crossing,	Sierra Vista	N Meridian to N College	
18	1	10/24/2025	2025-021	Resident expressed concern with intersection visibility at intersection of North Valey and Chehalem Drive. Requested removal of a street from the southeast corner of the intersection.	After coordination with the City Manager, Community Development Director, Public Works Director and the City Engineer it was detemined that an intersection sight distance analysis to determine if removal of the tree is warranted to meet intersection sight distance per AASHTO. Review and site investigation to be coordinated with Keller overall Work Plan.	Received	11/5/2025		Intersection Visibility Conflict with Street Tree	North Valley	Chehalem Drive	Yamhill County
19	2	12/17/2025	2025-024	Resident expressed concerns with vehicles not yielding for pedestrians within crosswalks at the E Crestview and Jory roundabout.	Informed resident that the concern had been sent to NDPD with a request to review the area for enforcement or other action. Also informed resident that this concern would be added to the Active Issues Log for investigation. Review and site investigation to be coordinated with Keller overall Work Plan.	Received	12/18/2025		Ped Crossing	E Crestview	E Jory	
20	3	4/15/2026	2026-007	Resident submitted a stop sign request form for stops signs on River Street at Eighth Street. Concerns expressed included traffic and speeds impacting pedestrian crossing of River Street.	Traffic counts needed to see where stop signs are warranted. Review and site investigation to be coordinated with Keller overall Work Plan.	Received	4/16/2026		Traffic, Speed, Ped Crossing	River Street		
22	4	6/3/2026	2026-012	Property owner expressed concern with the trial closure of E Illinois at N Main to the CM. 6/21/2026: A resident submitted an issue to SeeClickFix stating "*Closing access to Illinois St from Main St did not help the safety/traffic situation. This intersection should be opened up immediately - this is a major east-west route from Highway 219 to Highway 240 and should not be blocked. The two problems I ever saw there are 1) The left turn lane from 240 to Main St (coming from the west on 240 and turning left to go North on Main or previously also east on Illinois) is not wide enough and is poorly marked and has poor visibility because of the curve of the cars coming up Main St. 2) Coming south on Main Street and trying to continue south on Main St. requires a left turn onto Illinois at the point where it curves to become Main, which creates a lot of back up on Main and previously on Illinois.....*"	Related to TSC Issue numbers 2019-010 and 2024-16 which previously contributed to the City starting a project for a study of the intersection as identified in the TSP as Project I-14. This project was cancelled by the CM in April of 2024 due to changes in staffing and budget concerns.. *Initial Project: N Main Street at Illinois Street (HWY 240) Intersection Study | Newberg Oregon* The closure of E Illinois at N Main was installed at the direction of the CM in September 2025. *Revised Project: E Illinois Closure at N Main - Trial*	Received.	6/3/2026		Trial closure of a collector street between OR 219 (N College) and OR 240 (N Main/W Illinois)	E Illinois	N Main to N College	
23	5	6/17/2026	2026-013	Resident has expressed the following concern with Middlebrook Drive at N Springbrook Road in See ClickFix. *"People are accelerating very fast coming out of the traffic circle making it difficult for vehicles to turn left safely without being almost t-boned".*	Review and site investigation to be coordinated with Keller overall Work Plan.	Received	6/17/2026		Traffic, Speed	Middlebrook	N Springbrook	

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6/22/2026

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NONE	**City or as Noted**	**Various resident expressed concerns**	**Issue has been received. Initial coordination has begun for data collection and/or potential enforcement action.**
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		Date Received	TSC Issue Number (Date-Number)	Issue Description	Comments	Status	Updated	Keller Work Plan Item	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
24	1	3/3/2026	2026-005	Resident requested a mid-block crosswalk across Providence Drive adjacent to the Oregon Clinic, located on the west side of Providence Drive, for the purpose of accessing the Providence Medical Office Building, located on the east side of Proividence Drive. Informed resident of the existing marked mid-block crosswalk installed with the Providence Medical Office Building. The intent of this marked mid-block crosswalk is to provide a safe pedestrian crossing of N Providence Drive for accessing the Providence Medical Office Building from the west. Also directed resident to information on when and where it may be appropriate to install marked crosswalks available in the Marked Crosswalks Memo available on the Traffic Safety Commission webpage. Resident further expressed that people consder the existing marked midblock crossing inconvenient and crossing Providence	From review of the area and internal discussions with the City Engineer, Capital Engineering and NDPD staff, adding an additional marked mid-block crosswalk at the location described by the resident is not warranted based on available information and would not align with safety considerations for where it is appropriate to install a marked mid-block crosswalk. A potentially appropriate location for future consideration of an additional marked mid-block crosswalk would be in the vicinity of the Springbrook Meadows Community Center, 4061 E Hayes Street Unit 43. However, the lack of sidewalks on the west side of Providence Drive along this portion of the golf course property combined with the lack of a documented safety concern rather than a concern about convenience, and potential future impact to this area by Phase 2 of the Bypass, make it unfeasible for further consideration at this time. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken.	3/3/2026, 3/11/2026, 4/28/2026		Ped Crossing	N Providence Drive	Between HWY 99W and Werth Blvd.	
25	2	8/17/2025	2025-017	Resident expressed concern with speeding on Villa Road in area of Hess Creek Court. --- CM informed resident that Villa Road could be a candidate for automated speed enforcement cameras.	Speed data was collected between 2/4/2026 and 2/11/2026. The combined 85% percentile free flow speed was found to be 30 mph and the combined 10 mph free flow pace was 24-33 mph. The collected data does not indicate an immediate need for any further action. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken.	9/11/2025, 12/12/2025, 4/28/2026		Speed	Villa	Hess Creek Court	
26	3	9/9/2025	2025-018	Resident expressed Speeding Concern - N Villa between E Crestview and E Mountainview. --- Requested NDPD to review this area for potential enforcement action.	Speed data was collected between 12/30/2025 and 1/5/2026. The combined 85% percentile free flow speed was found to be 30 mph and the combined 10 mph free flow pace was 26-35 mph. The collected data does not indicate an immediate need for any further action. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken.	9/11/2025, 12/12/2025, 4/28/2026		Speed	Villa	Crestview to Mountainview	
27	4	12/8/2025	2025-023	Property owner submitted a Traffic Safety Issue Report form expressing concerns with the intersection of E Mountainview Drive and Alice Way associated with the east terminus of the shared use path constructed as a condition of approval for the Collina subdivsion and the lack of a shoulder or sidewalks along this portion of E Mountainview. Property owner requested closure of the crosswalk at this location. --- Informed property owner this would be added to the items for discussion with the City Engineer for review.	Review and site investigation to be coordinated with Keller overall Work Plan. CM authorized this to be elevated in priority do to elevated potential risk for pedestrians and bicyclists. Study in progress. Initial draft received. Staff review of initial draft is in progress. **Study complete. Study provided to CM and CE and Property Owner for next steps.** Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken.	12/12/2025, 4/28/2026, **6/18 2026**	**11**	Ped Crossing	E Mountainview	N Alice	

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28	5	1/12/2026	2026-001	Resident left voice message expressing concern with parking along Sitka Avenue north of E Haworth towards the High School. Issue described: cars parking along the curve creating a bottle neck. Asked for no parking areas similar to what exists farther down the street.	Attempted to contact resident to confirm observations and concerns. Waiting on response. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken.	2/20/2026, 4/28/2026, **6/18/2026**		Parking	Sitka Avenue north of E Haworth towards the High School.		
29	6	1/23/2026	2026-002	Resident expressed concern with parking along E Third Street between S Church and S Everest. Issues described included number of parked cars and trash collection bins blocking driveway entrances particularly on Fridays and Holidays. Resident also requested information on how to request/create No Parking Zones.	Informed resident of information on the TSC webpage including the Traffic Safety Issue Report Form and the Parking Change Request Policy Form . Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken.	2/20/2026, **6/18/2026**		Parking	E Third between S Church and S Everest		
30	7	2/25/2026	2026-003	Resident submitted a Traffic Safety Issue Report form expressing concerns with speeding on Aquarius Boulevard east of Springbrook Road.	This concern is similar to that associated with TSC Issue Number 2025-015. Speed data was collected between 8/5/2025 and 8/12/2025. The combined 85% percentile free flow speed was found to be 25 mph and the combined 10 mph free flow pace was 17-26 mph. While the collected data does not indicate an immediate need for any further action, this location, and others, are expected to be reviewed periodically for future speed data collection and possibly investigation of other options to address speeding concerns. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken.	3/2/2026, **6/18/2026**		Speed	Aquarius		
31	8	4/9/2026	2026-006	Resident of The Oaks at Springbrook expressed concerns with speed and heavy traffic through neighborhood from Hayes to Brutscher past Glady Park. Asked for no through traffic signs and potetially speed bumps. --- NDPD Captain has requested a conversation with the resident.	Update from NDPD - TBD Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken.	4/9/2026, 4/16/2026, **6/18/2026**		Traffic, Speed	The Oaks at Springbrook	Hayes to Brutscher	
32	9	4/17/2026	2026-008	Resident contacted the Public Work Director requesting a stop sign at Sixth and Meridian.	Message left with resident requesting clarification on reason for request for stop sign. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken.	4/28/2026, **6/18/2026**		Stop Sign	Sixth	Meridian	
33	10	5/7/2026	2026-010	Resident expressed concern with speeding and parking along Willakensie Street.	Requested NDPD to monitor this area for potential enforcement action. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken.	5/7/2026, **6/18/2026**		Speed, Parking	Willakenzie	E Crestview to Benjamin	
34	11	5/11/2026	2026-011	Resident expressed concern with traffic and speeding along N Villa between E Mountainview and E Crestview.	Provided resident with results of speed data collected between 12/30/2025 and 1/5/2026. The combined 85% percentile free flow speed was found to be 30 mph, and the combined 10 mph free flow pace was 26-35 mph. The collected data does not indicate an immediate need for any further action by engineering. NDPD requested to continue to monitor this area and to provide any observations from the traffic team. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken.	5/11/2026, **6/18/2026**		Traffic, Speed	N Villa	E Mountainview to E Crestview	

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6/22/2026

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35	1	3/3/2026	2026-004	Resident left voice message expressing concern with corner of E Columbia and N College (Highway 219). In a follow up conversation resident described south bound vehicles on HWY 219 speeding around corner onto Columbia Drive.	Informed resident that HWY 219 is under ODOT jurisdiction. Also informed resident of the AskODOT website and recommended contacting NDPD with any specifics related to the speeding concerns. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken - ODOT Jurrisdiction	3/10/2026, 4/29/2026		Traffic	E Columbia	N College / HWY 219	ODOT

CITY OF NEWBERG SS4A COMPREHENSIVE SAFETY ACTION PLAN
Application Narrative for DOT FY 2026 Safe Streets and Roads for All Funding

1. Project Overview and Purpose

The City of Newberg is requesting $320,000 in Federal SS4A Planning and Demonstration Grant funding to develop its first Comprehensive Safety Action Plan (CSAP). The City will provide the required non-federal match, for a total project estimate of $400,000. Newberg is a growing small city with a roadway network that includes residential streets, neighborhood collectors, and corridors serving schools, local destinations, and pedestrian activity.

The City currently relies on public input and an active Traffic Safety Commission (TSC) to identify roadway safety concerns; however, limited staff capacity constrain the City's ability to conduct targeted safety investigations and proactive, systemwide safety analysis. As a result, there is a backlog of concerns to investigate, and responses have largely been reactive and location-specific.

This project will combine targeted safety analysis, network-level screening of roadway and pedestrian conditions, and temporary demonstration activities to support a comprehensive, systemic approach to safety planning. Together, these activities will enable the City to create a road map for improving roadway safety citywide; establishing clear priorities, evidence-based strategies, and a framework focused on preventing fatal and serious injury crashes. The proposed work directly supports the SS4A program's goal of reducing roadway fatalities and serious injuries for all users.

2. Safety Context and Need

Newberg's roadway safety challenges reflect common patterns seen in small and mid-sized communities. Speeding and lack of accessible, visible pedestrian crossings are frequent concerns on neighborhood corridors where roadway design and operating speeds are often inconsistent with surrounding land use and pedestrian activity. Newberg is also home to George Fox University, which contributes to concentrated pedestrian activity, peak traffic periods, and increased multimodal interactions in areas surrounding the campus and adjacent neighborhoods.

According to the State of Oregon Office of Highway Safety crash data, over a five-year period (2020–2024), 36 serious injuries and 1 fatality occurred on Newberg roadways, underscoring the need for a proactive approach focused on preventing the most severe outcomes. While crash history provides important insight into overall safety trends, crash-based screening methods tend to emphasize higher-volume roadways where crashes are more frequent, potentially overlooking lower-volume streets and pedestrian environments where fewer crashes occur but the risk of severe injury remains high.

In addition, infrastructure conditions such as missing or discontinuous sidewalks, constrained curb ramps, wide travel lanes, and unclear crossing geometry can elevate risk even in the absence of a documented crash history. These conditions highlight the need for a systemic, network-based approach that considers roadway design, speed environment, and pedestrian accessibility together. This planning effort will allow Newberg to identify systemic risk factors and establish clear, defensible priorities for safety investment.

3. Proposed Planning and Demonstration Activities

3.1 Action Plan Development – Scope of Work ($275,000)

SS4A funds will support development of the City of Newberg's CSAP through a coordinated planning process that meets the requirements of a qualified Safety Action Plan. The CSAP will cover the City's entire jurisdiction and all relevant road users.

The CSAP will be informed by systemic safety analysis that combines targeted safety analysis with network-level screening to identify roadway safety risks across the city. Targeted analysis will review available crash and speed data to understand trends, overrepresented crash types, and recurring safety concerns. Current efforts reflected in the TSC active issues log will be leveraged in this CSAP as previously community identified areas of concern. In parallel, the City will conduct LiDAR-based

network screening of roadway and pedestrian infrastructure characteristics that influence safety outcomes, including roadway width and cross-section, speed environment, sidewalk continuity, crossing geometry, and accessibility constraints. This combined approach will allow the City to identify locations and contexts with elevated risk, including areas where crash history alone may not fully capture exposure or severity risk. In addition, the CSAP will include:

- Leadership commitment and safety goal setting
- A multidisciplinary task force or committee structure to guide plan development
- Community engagement to integrate public input and TSC efforts into safety priorities
- Strategy development focused on evidence-based, context-appropriate safety solutions
- Project prioritization to identify cost-effective, high-impact, SS4A-eligible projects
- Policy and process review, with recommendations to better support safety outcomes
- Progress tracking and transparency

3.2 Supplemental Planning Activities – Scope of Work ($25,000)
Supplemental planning will include development of MUTCD compliant and Safe System–aligned policy guidance for speed management and STOP control treatments. These policies will address recurring citizen complaints from the TSC by establishing consistent decision frameworks across roadway contexts and will directly inform strategies, priorities, and implementation guidance included in the CSAP.

3.3 Demonstration Activities (Speed Management) - Scope of Work ($100,000)
The City will conduct temporary speed management demonstration activities to test the effectiveness of different treatments in reducing vehicle speeds in representative roadway contexts. These demonstrations will address safety concerns related to excessive speeds on residential streets, neighborhood corridors, and areas with pedestrian activity.
Demonstration treatments may include portable radar speed feedback signs, temporary speed cushions, temporary medians, temporary curb extensions, and temporary MUTCD-compliant striping. All treatments will be temporary, fully removable, and used to inform the action plan and strategy selection.
Demonstration Schedule

- Site selection and Procurement: Months 1-2
- Environmental Compliance (as applicable): Month 3
- Temporary Installation and Pilot Period: Months 4–10
- Removal and evaluation: Months 11-12

Demonstration results will be evaluated using measured before and after speed data and public feedback. Findings will be documented and used to inform CSAP strategy recommendations and prioritization, supporting future SS4A-eligible implementation projects.

4. Alignment with the Safe System Approach
The proposed planning and demonstration activities align with the Safe System approach by emphasizing system design over individual behavior. The project focuses on managing vehicle speeds to reduce kinetic energy, identifying roadway and pedestrian infrastructure conditions that influence crash severity, and prioritizing strategies that protect vulnerable road users. By combining systemic safety analysis with temporary speed management demonstrations, the City will identify design-based solutions that anticipate human mistakes and reduce the likelihood of fatal and serious injury outcomes.

5. Expected Outcomes and Use of Results
This project will result in an adopted SS4A compliant Comprehensive Safety Action Plan that establishes a data-driven framework for identifying and prioritizing high-impact safety strategies. Deliverables will also include updated policy guidance for speed management and intersection signing, documented findings from demonstration activities, and a prioritized list of SS4A-eligible strategies and projects. Together, these outcomes will position the City to advance future implementation efforts and pursue future funding focused on reducing fatal and serious injury crashes.

A Quick Look at SDCs & Transportation SDC Reserves

For the Traffic Safety Commission

City of Newberg

What are System Development Charges (SDCs)

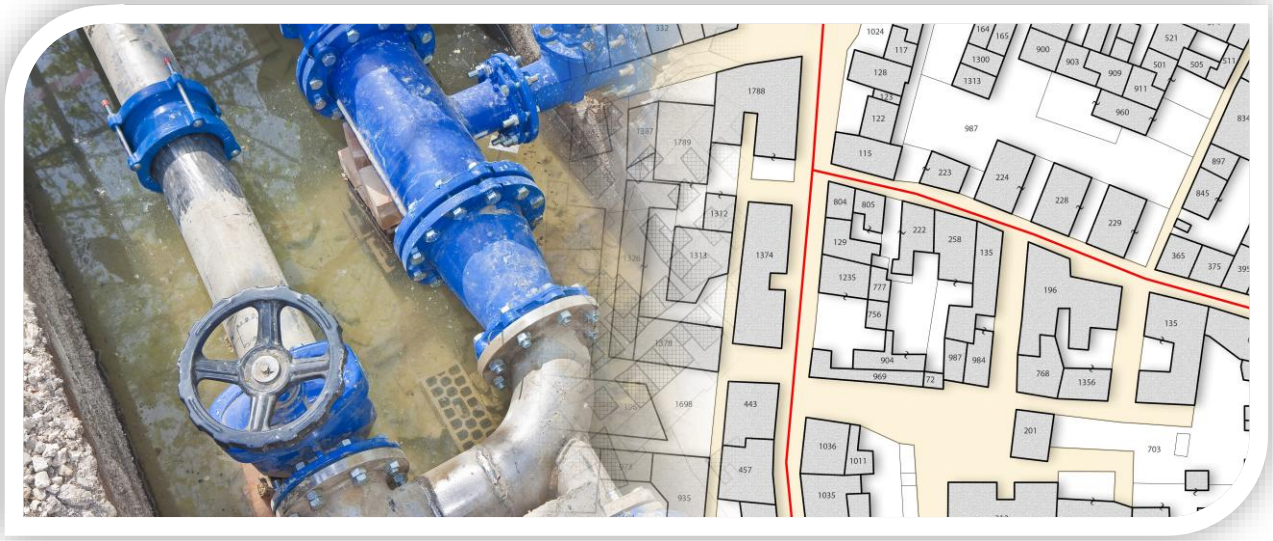
- SDCs are one-time charges, not ongoing rates. Paid at the time of development.
- SDCs are available for water, wastewater, stormwater, transportation, and parks.
- SDCs are for capital only, in both their calculation and in their use.
- SDCs include both existing and future (planned) infrastructure cost components.
- SDCs are for “system” facilities, not “local” facilities.

ORS 223.297-314, known as the *SDC Act*, provides "a uniform framework for the imposition of system development charges by governmental units" and establishes "that the charges may be used only for capital improvements."

These have been state regulated since 1989, as usual cities in Oregon can only collect and operate SDC programs as set forth by the state.

Types of Newberg SDCs

- Water
- Wastewater
- Stormwater
- Transportation

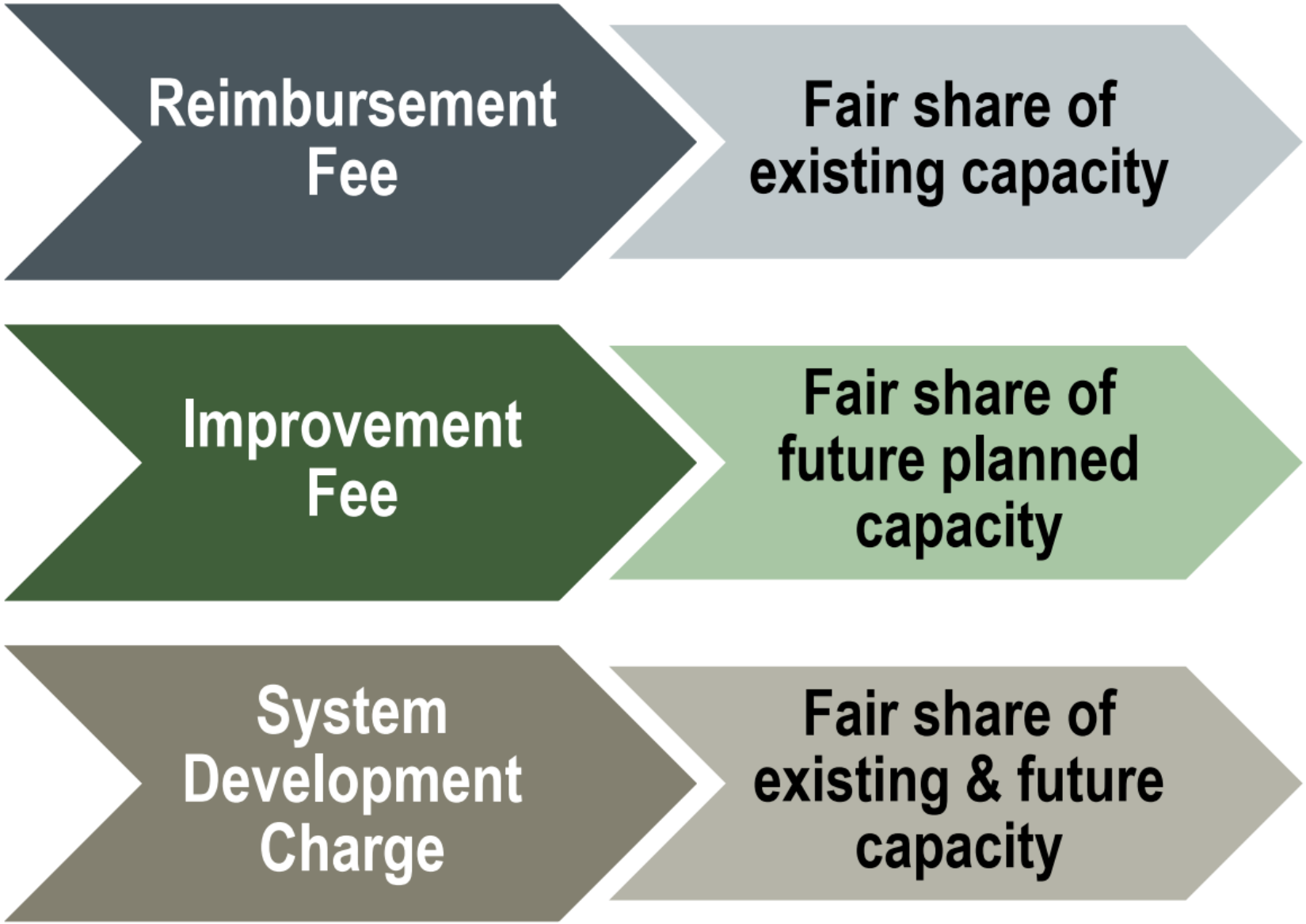


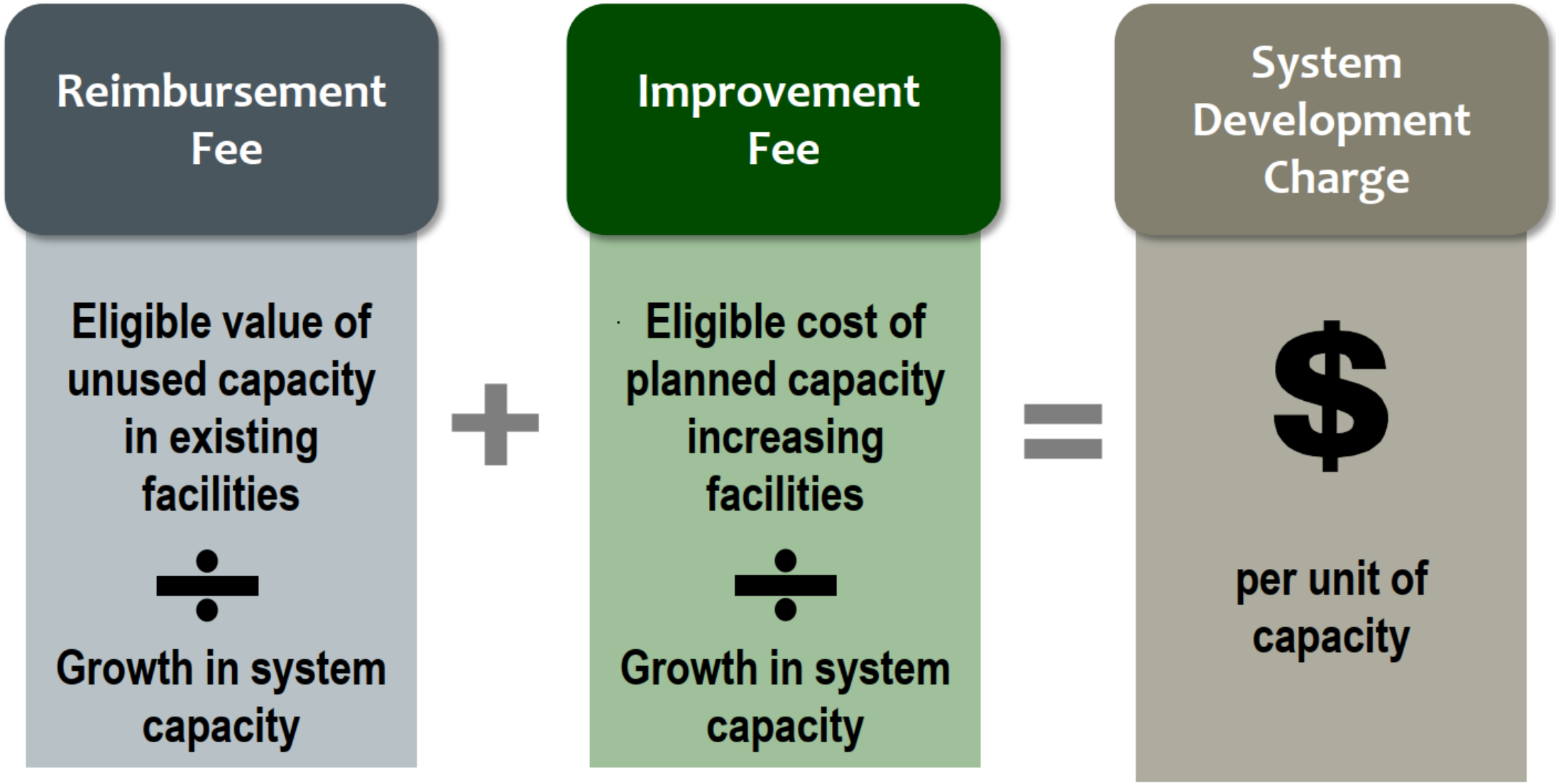
Why assess SDCs and what are they used for?

SDCs help pay for existing and planned infrastructure to serve the development.

SDCs are one method of financing infrastructure to respond to growth.

It’s worth noting that they can seldom pay for the whole cost of a capital project – only covering the “system expansion” portion. In the current list we see percentages of 30% - 40% of total cost eligibility.


Reimbursement Fee
Fair share of existing capacity
Improvement Fee
Fair share of future planned capacity
System Development Charge
Fair share of existing & future capacity


Reimbursement Fee
Eligible value of unused capacity in existing facilities
÷
Growth in system capacity
+
Improvement Fee
Eligible cost of planned capacity increasing facilities
÷
Growth in system capacity
=
System Development Charge
$
per unit of capacity

Here is an example of some current projects from the CIP list on the next slide I will show their SDC eligibility.

Wastewater Capital Improvements Project List

Sewer System Financial Plan

	Inflated TOTAL	Escalation Rate	Budget FY 2026	FY 2027	FY 2028	FY 2029
CIP Expenditure	**$47,550,624**		**$ 5,200,042**	**$ 5,200,042**	**$ 25,082,606**	**$ 1,150,000**
Project Name						
Inflow & Infiltration (I&I) Projects	$7,000,000	0.0%	500,000	500,000	1,000,000	1,000,000
Maintenance Yard	$190,690	0.0%	95,345	95,345		
Pipe Replacement	$1,357,753	3.5%	150,000	150,000	150,000	150,000
Capital Project Reserve	$2,418,372	3.5%				
I & I Report	$342,000	0.0%	171,000	171,000		
Oxidation Ditches	$32,500,000	0.0%	4,283,697	4,283,697	23,932,606	
	$0	3.5%				

Project	SDC Eligibility
Inflow & Infiltration	Zero this will not increase capacity
Maintenance Yard	21%
Pipe Replacement	Zero this will not increase capacity
Capital Project Reserve	Zero this will not increase capacity
I & I Report	50%
Oxidation Ditches	70 – 80% depending on element

Here is an example of some transportation projects from the CIP list on the next slide I will show their SDC eligibility.

TRANSPORTATION SDC CAPITAL PROJECT LIST - 2024

Adopted by Council on 2/20/2024 with Ordinance No. 2024-2922.

	Project		Cost Estimate	Comments
E08*	Villa Rd Extension	Construct Villa Rd from Mountainview Dr to Aspen Way and construct to major collector standards with sidewalks and bike lanes.	$2,835,000.00	*Developer use of SDC credits anticipated for both sides.*
E11b*	Mountainview Dr Arterial Improvement	Reconstruct Mountainview Dr between Alice Way and Aspen Way to minor arterial standards. Include bike lanes and sidewalks on both sides.	$1,404,000.00	*Developer use of SDC credits anticipated for north side.*
S22*	River St Collector Improvements	Reconstruct to major collector street standards between 1st St and Rogers Landing Rd to include sidewalks and bicycle lanes on each side of River St.	$3,105,000.00	*City / Urban Revewal District project.*
I04*	Villa/Haworth Intersection Improvements	Add southbound left turn lane and northbound right turn lane on Villa to improve safety and operations. Monitor for control upgrade	$320,000.00	*Intersection Safety Study by Keller in progress.*
P03*	1st St Sidewalks	From UGB to Ore 99W	$74,250.00	*Potential City sidewalk infill/upgrade project.*
P08*	9th St Sidewalks	From Blaine St to River St	$66,150.00	*Potential City sidewalk infill/upgrade project.*
P12*	11th St Sidewalks	From River St to Wynooski St	$59,400.00	*Potential City sidewalk infill/upgrade project.*
P15*	Meridian St Sidewalks	From Hancock Street to 2nd Street	$45,900.00	*Potential City sidewalk infill/upgrade project.*
P23*	Meridian St Sidewalks	From Crestview Dr to Fulton St	$133,650.00	*Potential City sidewalk infill/upgrade project.*

Project	SDC Eligibility
Villa Rd Extension, E08	100%
Mountainview Dr Arterial Improvement, E11b	37.24%
River St Collector Improvements, S22	35.06%
Villa/Haworth Intersection Improvements, I04	28.28%
1st St Sidewalks, P03	70.18%
9th St Sidewalks, P08	57.38%
11th St Sidewalks, P12	33.95%
Meridian St Sidewalks, P15	19.48%
Meridian St Sidewalks, P23	33.95%

So that's it for this overview!

Remember I am not an engineer and only seldom play one on TV.

Questions?

Background Information – Main/Illinois (HYW 240)

6/25/2026

Background information from information available on the City of Newberg website.

Transportation System Plan

- **Project I-4**

Table 6: Transportation Improvement Projects (continued)

Project #	Project Name	Project Description	Project Lead	Total Cost (2016)	Funding
		Intersection Projects			
I11	Vittoria Way/OR 99W Intersection Improvement	Modify intersection to restrict turning movements to RIRO	ODOT	$27,000	Likely
I12*	Crestview Dr/OR 99W Intersection Improvement	Traffic signal modification to add north leg of Crestview when extended to north.	Developer	$380,000	Likely
I13*	Everest Rd/1st St Intersection Improvements	Traffic Signal and left turn lanes on all approaches. Additional improvements may be needed at the adjacent intersection of 1st/Villa in order ensure mobility along OR 219, including modify control and/or turn restrictions.	ODOT	$735,000	Likely
I14*	Main St/ Illinois St	Perform special study to determine appropriate intersection improvements to address future safety and mobility needs triggered by future growth. Possible alternatives include traffic signal, roundabout, or four-way stop control. Realignment of the intersection may be required; alternatively, closure of either the north or east approach may be considered.	City	$500,000	Likely

Traffic Safety Active Issues Log Items

- **Miscellaneous concerns including speeding, noise, difficulties with turns onto / from Main and Illinois, and vehicles blocking intersection.**

City Engineer's Office
Tel: 503.537.1273
www.newbergoregon.gov

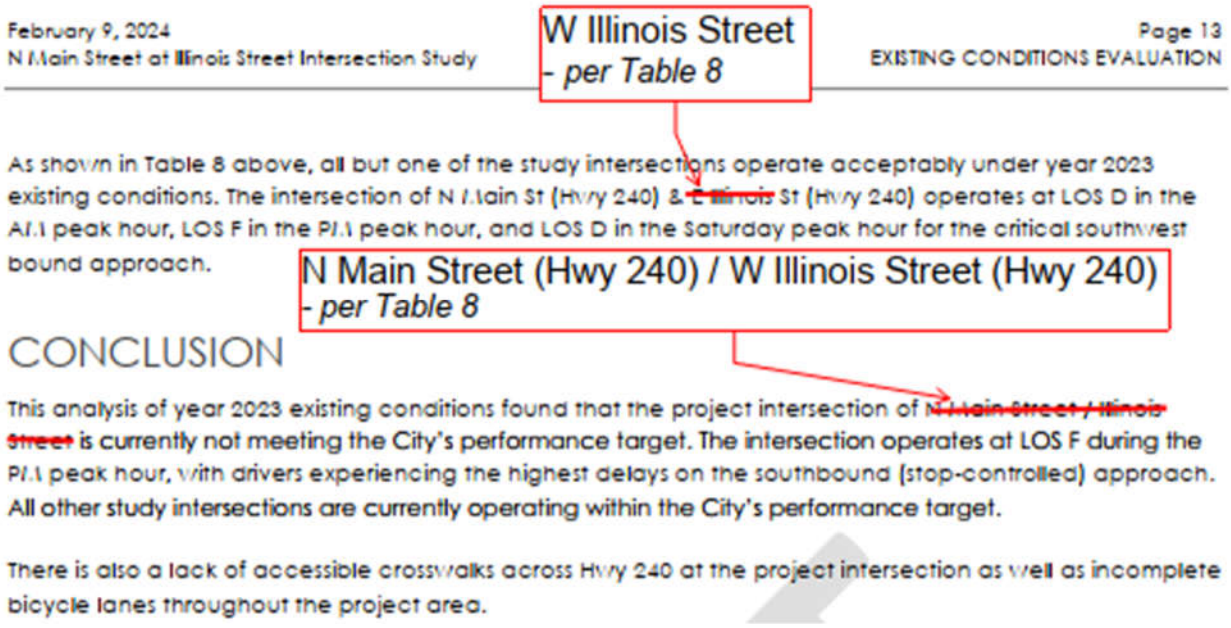
Traffic Safety Commission
Archive Log - No Further Action Taken

Color	Jurisdiction	General Location Street/Highway	Comment
	No Further Action Taken	Various	No Further Action Taken

	Date Received	TSC Issue Number (Date-Number)	Issue Description	Comments	Status	Updated	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
	10/5/2017	2017-015	Concerns and questions regarding: speeding, signage, engine braking noise violations along Illinois St. near City limits.	Looking into issues including coordination with ODOT. Intends to attend future TSC meeting. Associated with concern raised by other residents. Provided resident with information from ODOT regarding process to request unmuffled engine breaking signage. Coordinated with NDPD for setup of radar trailer and speed/noise enforcement.	No Further Action Taken		Traffic and Speed	Illinois / OR 240	Main	ODOT - OR 240
	11/13/2017	2017-021	Concern with speeding and noise on Illinois St near City limits. Requested speed survey.	Looking into issues, including coordination with ODOT for requesting installation of No Engine Braking signage. Associated with concern raised by Randy Higley. Provided Randy with information from ODOT regarding process to request unmuffled engine breaking signage. Coordinated with NDPD for setup of radar trailer and speed/noise enforcement.	No Further Action Taken		Traffic and Speed	Illinois / OR 240	Main	ODOT - OR 240
1	5/10/2019	2019-010	Resident expressed concern with cars intending to make right turns from E Illinois (WB) onto N Main (NB) are passing cars on the right that are waiting to make left turns from E Illinois (WB) onto N Main (SB), often without out stopping.	Informed resident about the future intersection study (FY 20/21) Waiting on update from the City Manager. CM worked with Public Works Maintenance for Trial Closure of E Illinois at N Main. Public outreach included notification on the city website. Closure occured on 9/15/2025.	No Further Action - City Manager Led Item	5/10/2019, 6/30/2025, 9/16/2025	Traffic	Illinois	N Main	ODOT - OR 240 and City
2	10/28/2024	2024-016	Resident provided public comment at the TSC meeting regarding concerns with the Illinois/N Main/ Highway 240 intersection included multiple difficulties when travelling through the intersection. These included vehicles entering and then blocking the intersection when waiting to turn. Believes that the addition of signs or markings noting not to block the intersection would help address the concerns.	A previous planned project had been cancelled due to the lack of road funds and that the City Manager had indicated that he expects this intersection to be addressed in the future. Waiting on update from the City Manager. CM worked with Public Works Maintenance for Trial Closure of E Illinois at N Main. Public outreach included notification on the city website. Closure occured on 9/15/2025.	No Further Action - City Manager Led Item	12/6/2024, 6/30/2025, 9/16/2025	Traffic	N Main / Highway 240	Illinois	ODOT - OR 240and City

Initial Project: N Main Street at Illinois Street (Hwy 240) Intersection Study

- **Full broad scope intersection study to define issues / constraints, and to identify options for a community supported preferred alternative.**
  - **One Open House held on October 25, 2023**
    - **At least 46 people attended with 20 submitting a comment form.**
  - **Draft Existing Conditions Technical Memo prepared February 2024**
    - **Staff has identified a two typographical errors on Page 13 of draft existing conditions technical memo.**



February 9, 2024
N Main Street at Illinois Street Intersection Study

W Illinois Street
- *per Table 8*

Page 13
EXISTING CONDITIONS EVALUATION

As shown in Table 8 above, all but one of the study intersections operate acceptably under year 2023 existing conditions. The intersection of N Main St (Hwy 240) & E Illinois St (Hwy 240) operates at LOS D in the AM peak hour, LOS F in the PM peak hour, and LOS D in the Saturday peak hour for the critical southwest bound approach.

N Main Street (Hwy 240) / W Illinois Street (Hwy 240)
- *per Table 8*

CONCLUSION

This analysis of year 2023 existing conditions found that the project intersection of ~~N Main Street / Illinois Street~~ is currently not meeting the City's performance target. The intersection operates at LOS F during the PM peak hour, with drivers experiencing the highest delays on the southbound (stop-controlled) approach. All other study intersections are currently operating within the City's performance target.

There is also a lack of accessible crosswalks across Hwy 240 at the project intersection as well as incomplete bicycle lanes throughout the project area.

- **The broad scope intersection study project cancelled in March 2024 due to staffing changes and budget concerns.**

Figure 1. Project Location (Image source: Google Earth)

Revised Project: N Main at Illinois (Hwy 240) Intersection Study

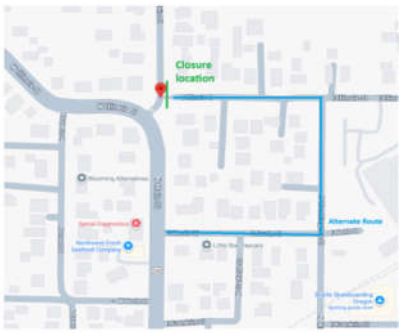
- **Trial Closure of E Illinois Street at N Main Street.**
  - **Press Release for trial closure issued August 20, 2025 and posted on the City website.**

City of Newberg

Home Government Residents Visitors Business How Do I ?

N MAIN AT E ILLINOIS TO SEE TRIAL CLOSURE

(NEWBERG, OR) – The intersection of N Main Street and E Illinois Street will close to vehicle traffic beginning September 15, 2025. This trial closure is intended to reduce the risk of injury to both motorists and pedestrians.



City of Newberg Public Works staff will install traffic bollards to block vehicle access. Pedestrians and cyclists will still be able to pass through and alternate routes are available for emergency services such as police and fire.

This intersection has long been a safety concern, with numerous community complaints about traffic flow. Previous improvement options ranged from minor adjustments to more complex redesigns. However, a key challenge has been the connection between Highway 240, Main and Illinois Streets. The highway, maintained by the Oregon Department of Transportation (ODOT), creates a near blind corner when merging onto Main Street, resulting in multiple near-miss incidents over the years.

Following several community listening sessions, the City determined that the most immediate and cost-effective solution is to close E Illinois Street at N Main Street to vehicle traffic. This measure will remain in place while longer-term safety improvements are evaluated.

Reader boards have been placed near the intersection to alert drivers, and additional signage will soon be installed to indicate the dead end. Navigation apps such as Google Maps, Waze, and Apple Maps are also being updated to reflect the closure.

***

Questions? Contact City Manager Will Worthey at will.worthey@newbergoregon.gov

City of Newberg

FOR IMMEDIATE RELEASE:
August 20, 2025

Contact: Will Worthey
Will.worthey@newbergoregon.gov

N MAIN AND ILLINOIS TO SEE TRIAL CLOSURE

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ROAD
CLOSED
STOP
STOP

Table 6: Transportation Improvement Projects (continued)

Project #	Project Name	Project Description	Project Lead	Total Cost (2016)	Funding
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		Total (All Intersection Projects)		**$5,167,000**	
		Total (Likely Intersection Projects)		**$5,167,000**	
		Total (Aspirational Intersection Projects)		**$0**	

Note: * indicates project that would add capacity to the transportation system

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Traffic Safety Commission
Archive Log - No Further Action Taken

Color	Jurisdiction	General Location Street/Highway	Comment
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14	11/13/2017	2017-021	Concern with speeding and noise on Ilinois St near City limits. Requested speed survey.	Looking into issues, including coordination with ODOT for requesting installation of No Engine Braking signage. Associated with concern raised by Randy Higley. Provided Randy with information from ODOT regarding process to request unmuffled engine breaking signage. Coordinated with NDPD for setup of radar trailer and speed/noise enforcement.	No Further Action Taken		Traffic and Speed	Illinois / OR 240	Main	ODOT - OR 240
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We're N

City Home Contact Us

City of Newberg

N Main Street at Illinois Street (HWY 240) Intersection Study

Project Type:
Capital Project

Project Status: Approved and Inactive

Location:
N Main Street
Newberg, OR 97132
See map: Google Maps

Project Manager:

Will Worthey, City Manager, City of Newberg

email: **Will.Worthey@newbergoregon.gov**

CURRENT STATUS:

Due to ongoing changes in staffing and budget concerns, the City Manager has provided direction to cancel the N Main at Illinois (HWY 240) Intersection Study project. The City Manager plans to take a different and simpler approach to this project.

OVERVIEW, *Updated 4/08/2024*:

The project will study how to improve safety and mobility at the N Main Street and Illinois Street intersection. It has a history of collisions, close calls, and mobility concerns.

In 2006, N Main Street at Illinois Street was realigned from a skewed angle to a 90-degree intersection. This forced traffic on Highway 240 to slow before turning right onto city streets, however, the City aims to further improve the intersection.

The study area for this project is the intersection of the following streets:

City of Newberg jurisdiction

- N Main Street north of Illinois Street
- E Illinois Street east of N Main Street

ODOT jurisdiction

- N Main Street (Highway 240) south of Illinois Street
- W Illinois Street (Highway 240) west of N Main Street

This project is named I-14 in the Transportation System Plan (TSP).

A graphic showing the study area, the intersection of N Main Street at Illinois Street

PURPOSE:

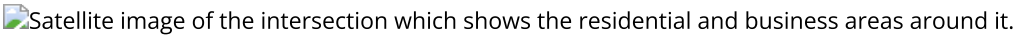
This project will study how to improve the intersection's safety and mobility.

The first step will be to identify and confirm issues and constraints. This will include public outreach and involvement.

PROJECT TIMELINE *(subject to change), Updated 04/08/2024*:

- Consultant contract award: 6/20/2023, **Council Resolution No. 2023-3860**
  - *March 2024: Due to ongoing changes in staffing and budget concerns, the City Manager provided direction to cancel the N Main at Illinois (HWY 240) Intersection Study project. The City Manager plans to take a different and simpler approach to this project.*

- Data collection
  - Survey field work - anticipated start: September 2023
  - Traffic data collection – September 2023
  - Arborist (Tree) Survey – September 2023
- Public outreach
  - Open House #1: Join us to talk about the intersection of N Main and Illinois Street (Hwy 240)! We are looking for ways to make it safer for everyone.
    - Wednesday October 25, 2023. Drop in anytime between 5-7 p.m! The Chehalem Cultural Center Ballroom, 415 E Sheridan Street.
    - **Open House #1 - Click Here to read the summary.**
  - Open House #2 - *TBD*


Satellite image of the intersection which shows the residential and business areas around it.

Documents about the project are posted below:

- Project area map
- Project Survey Notification Letter
- Open House #1 Postcard
- Open House #1 - Summary

STATUS UPDATES

April 8, 2024 - Due to ongoing changes in staffing and budget concerns, the City Manager has provided direction to cancel the N Main at Illinois (HWY 240) Intersection Study project. The City Manager plans to take a different and simpler approach to this project.

October 5/2023 - Postcard notification for the N Main Street at Illinois (HWY 240) Intersection Study open house on 10/25/2023 mailed to property owners and residents in the general area of this project.

Open House: Wednesday October 25, 2023. Drop in anytime between 5-7 p.m! The Chehalem Cultural Center, 415 E Sheridan Street.

August 31, 2023 - Initial outreach and project survey notification letter mailed to property owners and residents in the general area of this project.

Files:

Project Study Area Map (190 KB)

Open House #1 Postcard (113 KB)

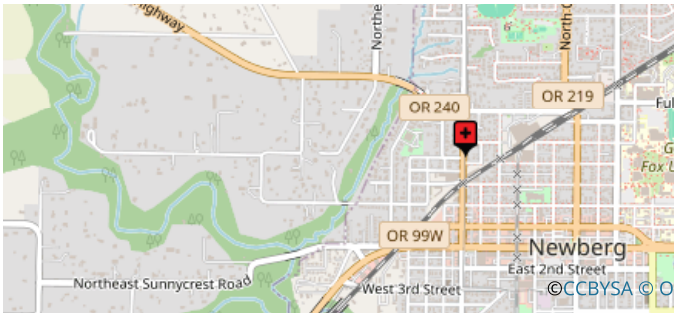
Project Survey Notification Letter (308 KB)

Project Survey Notification Letter - Spanish (317 KB)

Open House #1 - Summary (6 MB)

North Main at Illinois Study Area - Satellite view (538 KB)

Draft Existing Conditions Memo - Main at Illinois_2024-02-09 (9 MB)



Return to Projects

Engineering

WE WANT TO HEAR FROM YOU!

We would like your feedback if you have recently interacted with Community Development staff (Planning, Building, and Engineering). We invite you to take a short survey by clicking **HERE**.

- Temporarily Relocated -
2301 NE Wynooski Road (Admin. Office)
Newberg, OR 97132

503-537-1273 Phone
503-537-1277 Fax

engineering@newbergoregon.gov

About Engineering

Bids & RFPs

Current Projects

Documents

Engineering Permits

Erosion Control & Sedimentation Permit Application

Geographic Information System (GIS)

Services

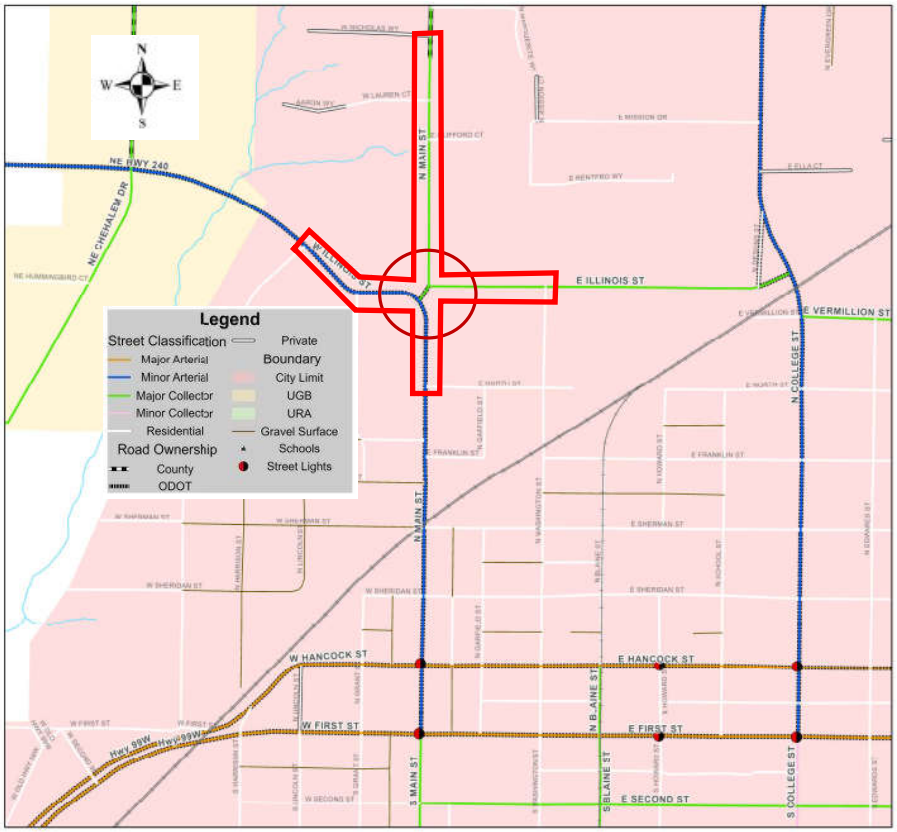
Stormwater Management

Traffic Safety Commission

Water Conservation

Project Vicinity Map and Study Area

N Main Street and Illinois Street (HWY 240) Intersection Study



The study area for this project is the intersection of the following street:

City of Newberg jurisdiction

- N Main Street, Major Collector north of Illinois Street
- E Illinois Street, Major Collector east of N Main Street

ODOT jurisdiction

- N Main Street (Highway 240), Minor Arterial south of Illinois Street,
- W Illinois Street (Highway 240), Minor Arterial west of N Main Street

This project is named I-14 in the Transportation System Plan (TSP).

N MAIN STREET AT ILLINOIS STREET (HWY40) INTERSECTION STUDY

City of Newberg

OPEN HOUSE #1 - SUMMARY

Prepared by JLA Public Involvement
for the City of Newberg on October 27, 2023

Purpose and Process

An open house was held on October 25, 2023 to introduce the intersection study to the community. The project team asked community members for their observations and experiences at the intersection. Open house attendees were able to post comments on the display map, share ideas for modifying the intersection on maps, fill out comment forms, and speak with project staff. Project staff let attendees know they could apply to be on an Ad-Hoc Committee for the study.

Displays included: What is this study?, Project Schedule, Committee Overview, Existing Walking and Biking Map, Aerial Map, Crash and Traffic Data.

Logistics

- **Date:** Wednesday, October 25, 2023, 5-7 p.m.
- **Location:** Chehalem Cultural Center, 415 East Sheridan in Newberg
- **Project team in attendance:** Brett Musick (Newberg), Eza Gaigalas, Tony Roos, Caleb Cox (Kittelson), Stacy Zurcher, Kristen Kibler (JLA)
- **Attendance:** at least **46** people attended the event, and 20 of those submitted a comment form.

Outreach

- Approximately **600 postcards** were mailed to addresses near the intersection and addresses of people who own property near the intersection but don't live there.
- The project page on the City of Newberg **website** promoted the open house, as well as a "What's New" post on the city homepage.

- A post was made on the City of Newberg **Facebook** page with details of the event, which received **326 post engagements**.
- A similar post to **Nextdoor** received **448 impressions**.
- **Emails** were sent to the project interested parties list of **6 recipients**.

Feedback Summary

Who we heard from

Forty-six (46) people signed in to the open house. Many talked with project team members. Of the 20 attendees who submitted comment forms, 16 live near the project intersection. 10 own property, two (2) marked that they work near the area, one saying they are a general contractor with clients in the area. One (1) other said they travel through the area frequently but typically try to avoid this intersection.

How people use the intersection

Most attendees drive a personal vehicle through the intersection (17). Half (10) also walk through the intersection regularly. Two wrote that they drive a work vehicle through the intersection, and two (2) ride their bikes.

For future use of the intersection, 16 attendees said they would like to continue to be able to drive through this intersection. Some said they would like to be able to bike or walk through the intersection for commuting (8) and many indicated they would like to be able to bike or walk for recreation (15).

Comments

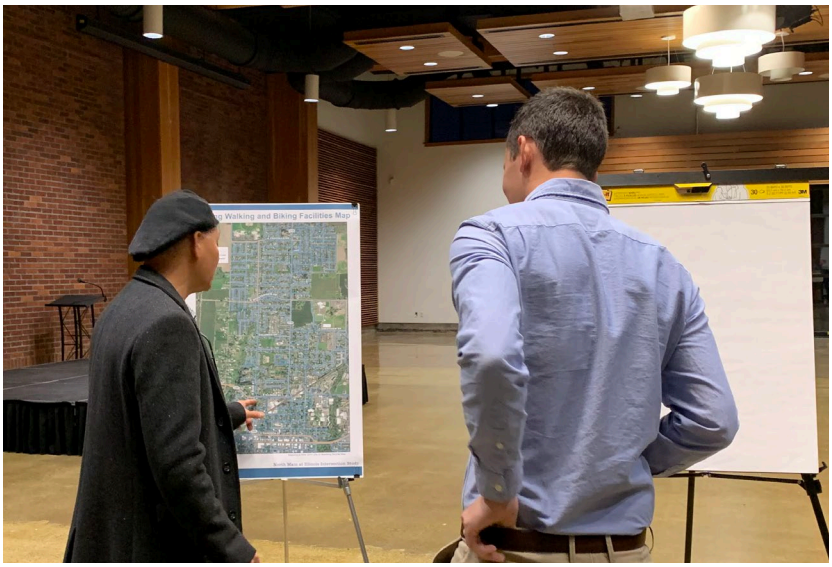
Most attendees mentioned the intersection **doesn't feel safe**, either as a driver or for pedestrians.

Many mentioned that there is **heavy traffic** at this intersection that causes disruptions and conflicts between drivers.

Several said they try to **avoid the intersection** when possible or plan their outings for off-peak times. Some use N College Street as an alternate route.

Reducing speeds and traffic was stated by many as an overall goal for the intersection. Several single car crashes into residential properties have been a result of high speeds on the curves.

Many brought up the lack of sidewalks or requested **increased safety for people walking or biking** (9). Some also brought up bike lanes or crosswalks, especially for children using the route or needing to cross Hwy 240 (4).



- Specifically for travel to downtown or to Crater Elementary
- From E Crestview to Hwy 99
- Needs lighting

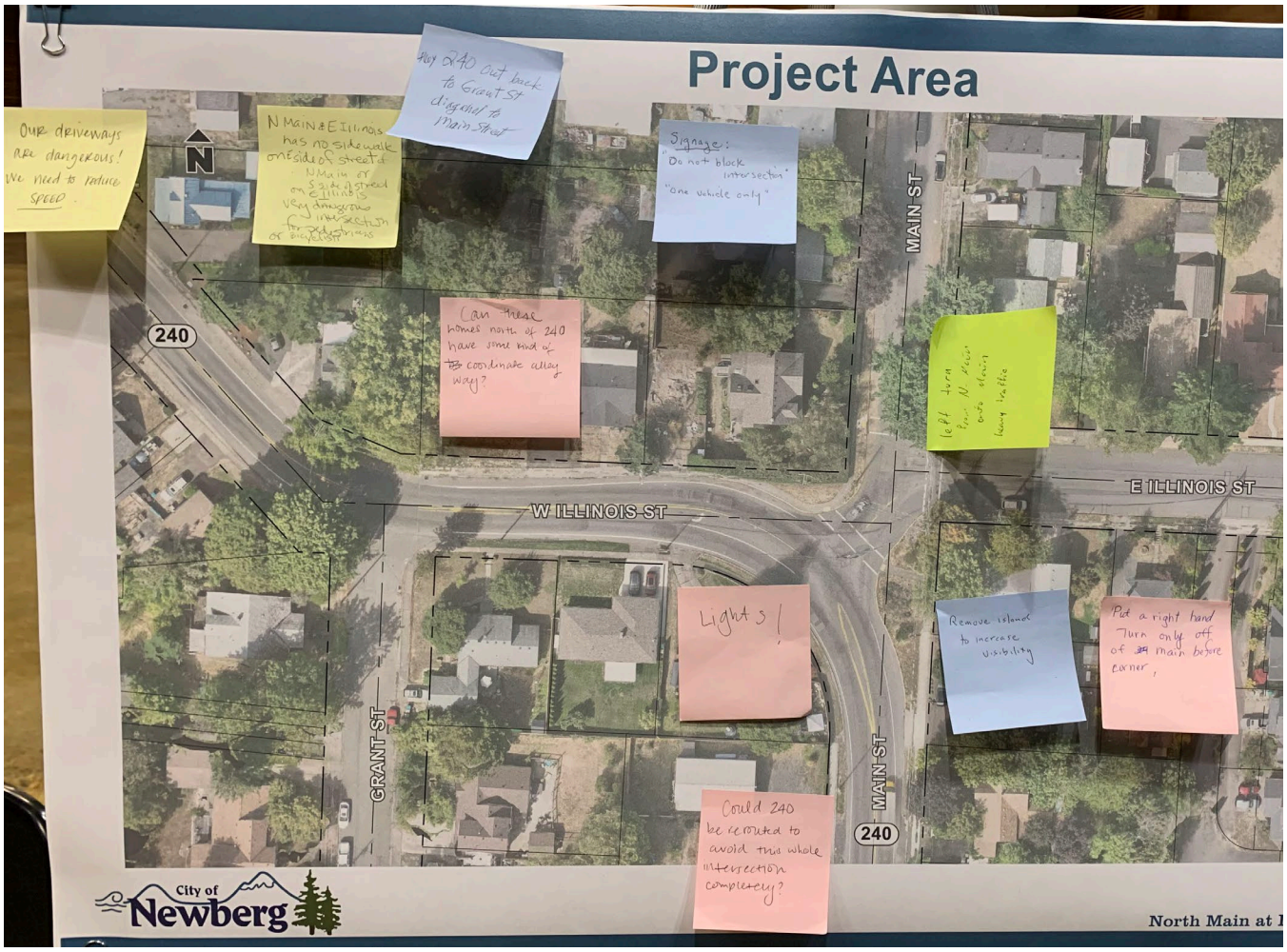
Some additional concerns brought up:

- Left turns from E Illinois St to N Main St are difficult to make, as well as left turns off of Hwy 240.
- Most crashes tend to be late at night from South bound traffic on Hwy 240 coming to the first corner at high speeds (rumble strips and better lighting were suggested).
- Near misses have been witnessed by traffic heading West/North from the stop sign and speeding to merge with traffic, then not being prepared for the curve.
- Need overall system and route updates to serve the adjoining areas and disperse traffic.
- Cars from Illinois block the intersection for those going south on Main.
- There is limited visibility on Hwy 240.
- Driveways on the intersection feel dangerous.
- Vehicles regularly drive through crosswalks without noticing pedestrians waiting.
- Vehicles queue in the middle of the intersection, blocking traffic trying to travel NB on N Main St.
- There is no curb west of 110 W Illinois and drainage issues on this block can cause the sidewalk to be flooded.

Suggestions provided:

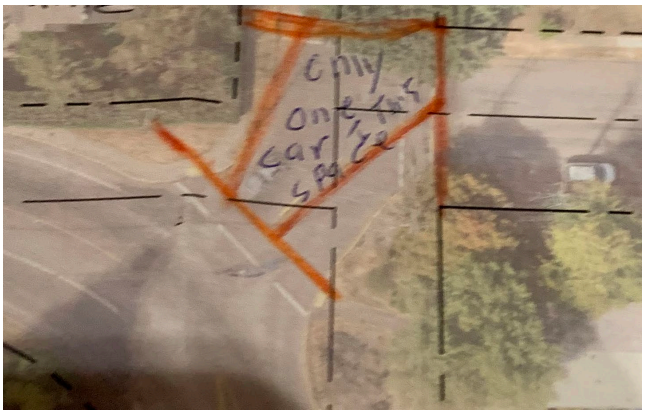
- Move Hwy 240 back to Grant street before the curve, connect diagonally to Main street
- Sign for “Do Not Block Traffic” and “One Vehicle Only”
- Add an alley for driveway access from N Main St for homes facing Hwy 240 on the north
- Need stoplight at the intersection
- Make it a T intersection with a stoplight
- Widen intersection
- Center island
- Narrow street
- Speed bumps on E Illinois Street
- Close end of Illinois at Main
- Add turn lanes or right turn only lane

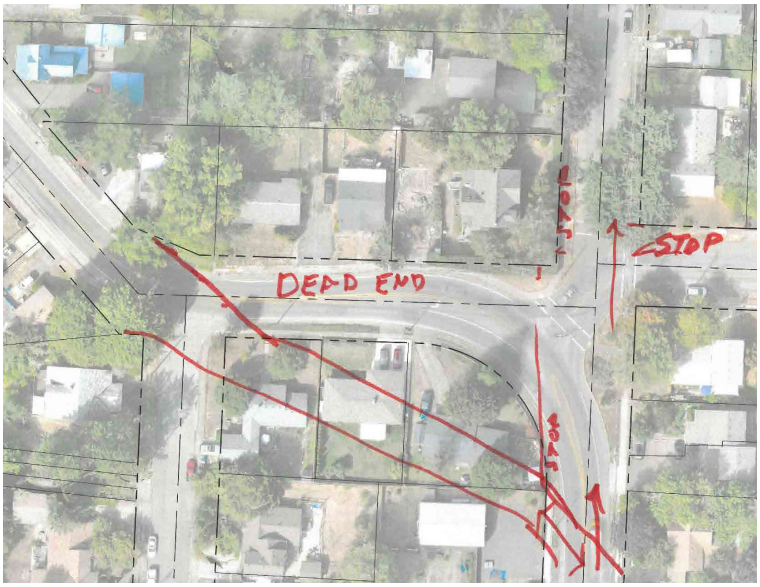
- Re-route Hwy 240 to avoid this intersection
- Remove island (south of intersection) to increase visibility
- Add hatched striping at the intersection to indicate that one should not block the intersection
- Restrict certain turn movements to limit traffic through the intersection (Possibly restrict EB left, or right-in right-out only to access Hwy 240)
- Realign E Illinois to meet up with W Illinois and create a more conventional 4-leg intersection.
- Narrow E Illinois Street to slow speeds
- Install a roundabout

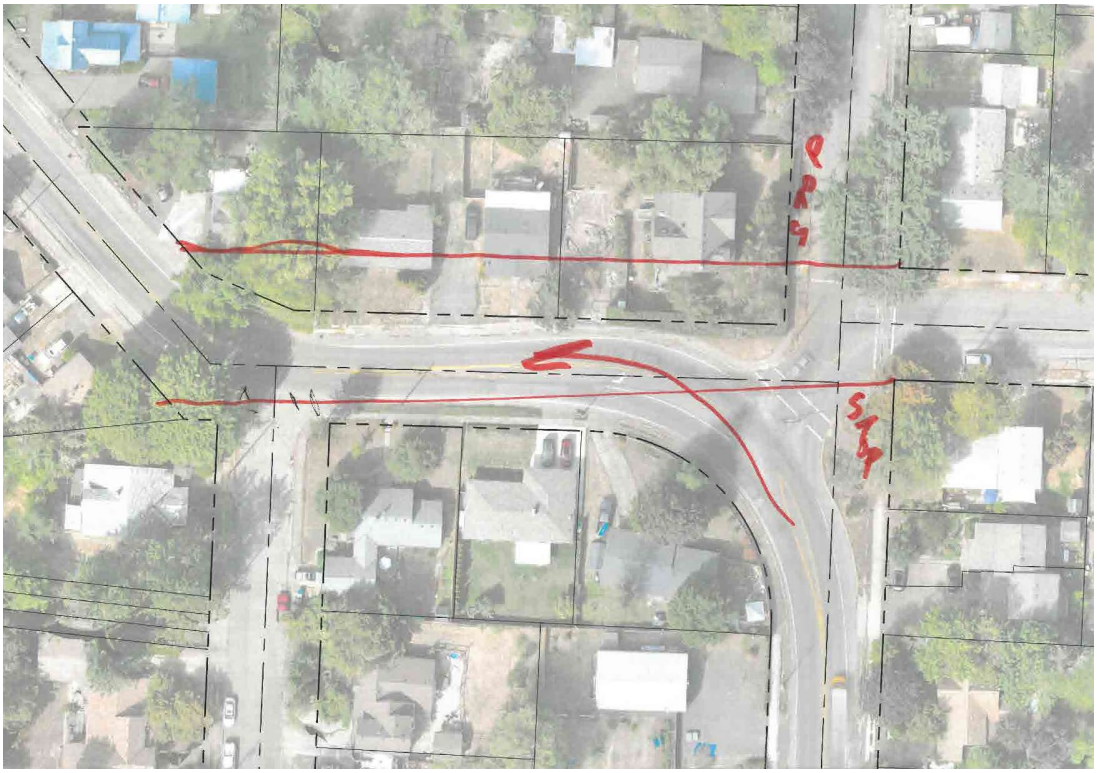


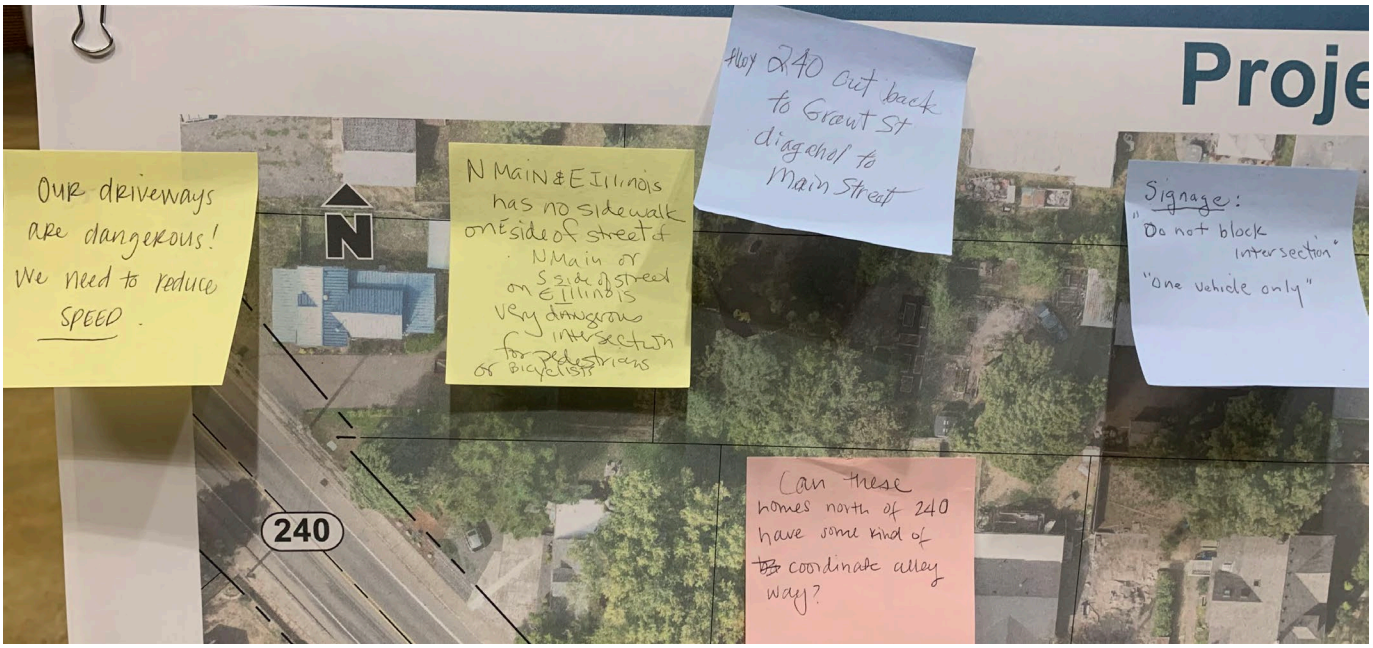
APPENDIX A: ORIGINAL FEEDBACK

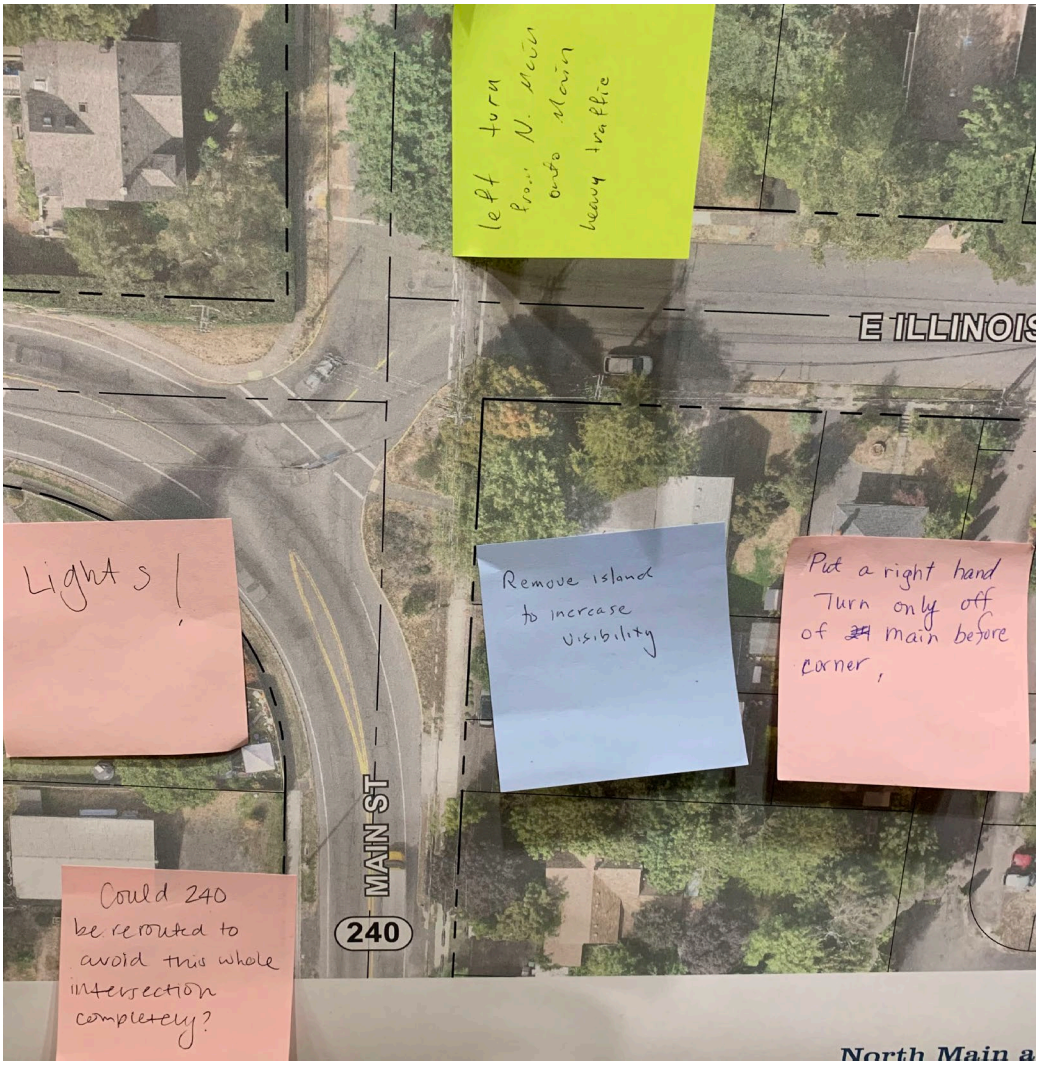
Original comment forms and comment maps. Personal identifying information has been cropped.








Proje
Our driveways are dangerous! We need to reduce SPEED.
N Main & E Illinois has no sidewalk on E side of street & N Main or S side of street on E Illinois very dangerous intersection for pedestrians or bicyclists
Alley 240 out back to Grant St diagonal to Main Street
Signage:
"Do not block intersection"
"One vehicle only"
N
240
Can these homes north of 240 have some kind of coordinate alley way?


left turn from N. Main onto Main heavy traffic
E ILLINOIS
Lights!
Remove island to increase visibility
Put a right hand Turn only off of Main before corner,
MAIN ST
240
Could 240 be rerouted to avoid this whole intersection completely?
North Main a

What is your connection to the intersection? *(select all that apply)*

- ☐ I live near the intersection
- ☐ I work near the intersection
- ☒ I own property near the intersection
- ☐ I don't live or work near the intersection but I travel through it regularly
- ☐ Other _____

How do you and your family use this intersection? *(select all that apply)*

- ☒ I drive a personal vehicle through the intersection daily/weekly
- ☐ I drive a work vehicle through the intersection daily/weekly
- ☐ I bike through the intersection daily/weekly
- ☐ I walk through the intersection daily/weekly
- ☐ Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- ☐ Driving
- ☐ Biking or walking for commuting
- ☐ Biking or walking for recreation
- ☐ Other SAFETY - flow thru or 290 HERE

What is your connection to the intersection? *(select all that apply)*

- ☐ I live near the intersection
- ☑ I work near the intersection
- ☐ I own property near the intersection
- ☐ I don't live or work near the intersection but I travel through it regularly
- ☑ Other General Contractor with clients impacted by this area

How do you and your family use this intersection? *(select all that apply)*

- ☑ I drive a personal vehicle through the intersection daily/weekly
- ☑ I drive a work vehicle through the intersection daily/weekly
- ☐ I bike through the intersection daily/weekly
- ☐ I walk through the intersection daily/weekly
- ☐ Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- ☑ Driving
- ☐ Biking or walking for commuting
- ☐ Biking or walking for recreation
- ☐ Other _____

Do you have additional comments for the project team about this intersection?

- Re locate the 240 tie in further down the road.
- Make it a "T" intersection with a light.

What is your connection to the intersection? *(select all that apply)*

- [x] I live near the intersection
- [ ] I work near the intersection
- [x] I own property near the intersection
- [ ] I don't live or work near the intersection but I travel through it regularly
- [ ] Other _____

How do you and your family use this intersection? *(select all that apply)*

- [x] I drive a personal vehicle through the intersection daily/weekly
- [ ] I drive a work vehicle through the intersection daily/weekly
- [ ] I bike through the intersection daily/weekly
- [x] I walk through the intersection daily/weekly
- [ ] Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- [x] Driving
- [ ] Biking or walking for commuting
- [x] Biking or walking for recreation
- [ ] Other _____

What is your connection to the intersection? *(select all that apply)*

- [x] I live near the intersection
- [ ] I work near the intersection
- [ ] I own property near the intersection
- [ ] I don't live or work near the intersection but I travel through it regularly
- [ ] Other _____

How do you and your family use this intersection? *(select all that apply)*

- [x] I drive a personal vehicle through the intersection daily/weekly
- [ ] I drive a work vehicle through the intersection daily/weekly
- [ ] I bike through the intersection daily/weekly
- [x] I walk through the intersection daily/weekly
- [ ] Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- [x] Driving
- [x] Biking or walking for commuting
- [x] Biking or walking for recreation
- [ ] Other _____

What is your connection to the intersection? *(select all that apply)*

- ☐ I live near the intersection
- ☐ I work near the intersection
- ☐ I own property near the intersection
- ☑ I don't live or work near the intersection but I travel through it regularly
- ☐ Other _____

How do you and your family use this intersection? *(select all that apply)*

- ☐ I drive a personal vehicle through the intersection daily/weekly
- ☐ I drive a work vehicle through the intersection daily/weekly
- ☐ I bike through the intersection daily/weekly
- ☐ I walk through the intersection daily/weekly
- ☐ Other I avoid driving on Main + use College, but I like to walk to downtown + come down Main to the intersection

How would you like to use this intersection in the future? *(select all that apply)*

- ☐ Driving
- ☐ Biking or walking for commuting
- ☑ Biking or walking for recreation
- ☐ Other _____

Do you have additional comments for the project team about this intersection?

Please consider solutions that make this intersection and the blocks leading up to the intersection safer for pedestrians. At the Main + Illinois corner there are only sidewalks on one side of the street

What is your connection to the intersection? *(select all that apply)*

- [x] I live near the intersection
- [ ] I work near the intersection
- [ ] I own property near the intersection
- [ ] I don't live or work near the intersection but I travel through it regularly
- [ ] Other _____

How do you and your family use this intersection? *(select all that apply)*

- [x] I drive a personal vehicle through the intersection daily/weekly
- [ ] I drive a work vehicle through the intersection daily/weekly
- [ ] I bike through the intersection daily/weekly
- [ ] I walk through the intersection daily/weekly
- [ ] Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- [x] Driving
- [x] Biking or walking for commuting
- [x] Biking or walking for recreation
- [ ] Other _____

Do you have additional comments for the project team about this intersection?

Currently, cars pulling forward from Illinois block the intersection for cars on N. Main — (heading south)
It's very hard to see cars coming on the highway (240)

What is your connection to the intersection? *(select all that apply)*

- [x] I live near the intersection
- [ ] I work near the intersection
- [x] I own property near the intersection
- [ ] I don't live or work near the intersection but I travel through it regularly
- [ ] Other _____

How do you and your family use this intersection? *(select all that apply)*

- [x] I drive a personal vehicle through the intersection daily/weekly
- [ ] I drive a work vehicle through the intersection daily/weekly
- [ ] I bike through the intersection daily/weekly
- [x] I walk through the intersection daily/weekly
- [ ] Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- [x] Driving
- [ ] Biking or walking for commuting
- [x] Biking or walking for recreation
- [ ] Other _____

What is your connection to the intersection? *(select all that apply)*

- [x] I live near the intersection
- [ ] I work near the intersection
- [x] I own property near the intersection
- [ ] I don't live or work near the intersection but I travel through it regularly
- [ ] Other _____

How do you and your family use this intersection? *(select all that apply)*

- [x] I drive a personal vehicle through the intersection daily/weekly
- [ ] I drive a work vehicle through the intersection daily/weekly
- [ ] I bike through the intersection daily/weekly
- [x] I walk through the intersection daily/weekly
- [ ] Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- [x] Driving
- [ ] Biking or walking for commuting
- [x] Biking or walking for recreation
- [ ] Other _____

What is your connection to the intersection? *(select all that apply)*

- ☒ I live near the intersection
- ☒ I work near the intersection
- ☑ I own property near the intersection
- ☐ I don't live or work near the intersection but I travel through it regularly
- ☐ Other _____

How do you and your family use this intersection? *(select all that apply)*

- ☒ I drive a personal vehicle through the intersection daily/weekly
- ☐ I drive a work vehicle through the intersection daily/weekly
- ☒ I bike through the intersection daily/weekly
- ☒ I walk through the intersection daily/weekly
- ☐ Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- ☒ Driving
- ☒ Biking or walking for commuting
- ☒ Biking or walking for recreation
- ☐ Other _____

Do you have additional comments for the project team about this intersection?

I LIVE ON THE CORNER OF GRANT + ILLINOIS AND PEOPLE HAVE ONLY HIT OUR INTERSECTION BETWEEN MIDNIGHT + SIX AM. HAVING RUMBLE STRIPS TO WAKE PEOPLE UP COULD REALLY HELP

What is your connection to the intersection? *(select all that apply)*

- ☒ I live near the intersection
- ☐ I work near the intersection
- ☐ I own property near the intersection
- ☐ I don't live or work near the intersection but I travel through it regularly
- ☐ Other _____

How do you and your family use this intersection? *(select all that apply)*

- ☒ I drive a personal vehicle through the intersection daily/weekly
- ☐ I drive a work vehicle through the intersection daily/weekly
- ☐ I bike through the intersection daily/weekly
- ☐ I walk through the intersection daily/weekly
- ☐ Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- ☒ Driving
- ☐ Biking or walking for commuting
- ☐ Biking or walking for recreation
- ☐ Other _____

Do you have additional comments for the project team about this intersection?

S. Sidewalks, too, please.

What is your connection to the intersection? *(select all that apply)*

- ☐ I live near the intersection
- ☐ I work near the intersection
- ☒ I own property near the intersection
- ☐ I don't live or work near the intersection but I travel through it regularly
- ☐ Other _____

How do you and your family use this intersection? *(select all that apply)*

- ☐ I drive a personal vehicle through the intersection daily/weekly
- ☐ I drive a work vehicle through the intersection daily/weekly
- ☐ I bike through the intersection daily/weekly
- ☐ I walk through the intersection daily/weekly
- ☒ Other I don't - I avoid it - go around it

How would you like to use this intersection in the future? *(select all that apply)*

- ☐ Driving
- ☐ Biking or walking for commuting
- ☒ Biking or walking for recreation
- ☐ Other Add Sidewalks -

Do you have additional comments for the project team about this intersection?

Widen the intersection - Add turn lanes to lessen the back up (main & Illinois)

What is your connection to the intersection? *(select all that apply)*

- [x] I live near the intersection
- [ ] I work near the intersection
- [x] I own property near the intersection
- [ ] I don't live or work near the intersection but I travel through it regularly
- [ ] Other _____

How do you and your family use this intersection? *(select all that apply)*

- [x] I drive a personal vehicle through the intersection daily/weekly
- [ ] I drive a work vehicle through the intersection daily/weekly
- [ ] I bike through the intersection daily/weekly
- [x] I walk through the intersection daily/weekly
- [ ] Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- [x] Driving
- [ ] Biking or walking for commuting
- [x] Biking or walking for recreation
- [ ] Other _____

What is your connection to the intersection? *(select all that apply)*

- ☑ I live near the intersection
- ☐ I work near the intersection
- ☐ I own property near the intersection
- ☐ I don't live or work near the intersection but I travel through it regularly
- ☐ Other My kids bike Mountainview to [redacted] town

or bike lanes!

NO consistent sidewalks down N. Main = huge problem for kids

How do you and your family use this intersection? *(select all that apply)*

- ☑ I drive a personal vehicle through the intersection daily/weekly
- ☐ I drive a work vehicle through the intersection daily/weekly
- ☐ I bike through the intersection daily/weekly
- ☑ I walk through the intersection daily/weekly
- ☐ Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- ☑ Driving
- ☑ Biking or walking for commuting
- ☑ Biking or walking for recreation
- ☐ Other _____

Do you have additional comments for the project team about this intersection?

Please make it slow & think ~~about~~ ahead to N. Main. In an age with parents constantly fighting the pull of kids being inside & on screens, help us by making it possible & safe for them to play & travel outside = bike lanes & sidewalks from Crater Elementary to town (97)!!

What is your connection to the intersection? *(select all that apply)*

- ☑ I live near the intersection
- ☐ I work near the intersection
- ☐ I own property near the intersection
- ☐ I don't live or work near the intersection but I travel through it regularly
- ☐ Other _____

How do you and your family use this intersection? *(select all that apply)*

- ☑ I drive a personal vehicle through the intersection daily/weekly
- ☐ I drive a work vehicle through the intersection daily/weekly
- ☐ I bike through the intersection daily/weekly
- ☑ I walk through the intersection daily/weekly
- ☐ Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- ☑ Driving
- ☐ Biking or walking for commuting
- ☑ Biking or walking for recreation
- ☐ Other _____

Do you have additional comments for the project team about this intersection?

Interested in a solution that optimizes safety & decreases traffic. We feel strongly that our hedge provides safety & beauty to the intersection

What is your connection to the intersection? *(select all that apply)*

- [x] I live near the intersection
- [ ] I work near the intersection
- [ ] I own property near the intersection
- [ ] I don't live or work near the intersection but I travel through it regularly
- [ ] Other _____

How do you and your family use this intersection? *(select all that apply)*

- [x] I drive a personal vehicle through the intersection daily/weekly
- [ ] I drive a work vehicle through the intersection daily/weekly
- [ ] I bike through the intersection daily/weekly
- [ ] I walk through the intersection daily/weekly
- [ ] Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- [x] Driving
- [x] Biking or walking for commuting
- [x] Biking or walking for recreation
- [ ] Other _____

Do you have additional comments for the project team about this intersection?

I would love to have a more pedestrian & bike access from the neighborhoods on N. Main to the downtown area. The whole Street & intersection is very pedestrian inaccessible.

What is your connection to the intersection? *(select all that apply)*

- [x] I live near the intersection
- [ ] I work near the intersection
- [ ] I own property near the intersection
- [ ] I don't live or work near the intersection but I travel through it regularly
- [ ] Other _____

How do you and your family use this intersection? *(select all that apply)*

- [x] I drive a personal vehicle through the intersection daily/weekly
- [ ] I drive a work vehicle through the intersection daily/weekly
- [ ] I bike through the intersection daily/weekly
- [ ] I walk through the intersection daily/weekly
- [ ] Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- [ ] Driving
- [ ] Biking or walking for commuting
- [ ] Biking or walking for recreation
- [ ] Other ~~Anything that~~ SLOWS down the traffic on Illinois

Do you have additional comments for the project team about this intersection?

- mid-lane islands & trees
- narrowing street
- speed humps
- closing the end of ~~the~~ Illinois St @ Main

What is your connection to the intersection? *(select all that apply)*

- [x] I live near the intersection
- [ ] I work near the intersection
- [ ] I own property near the intersection
- [ ] I don't live or work near the intersection but I travel through it regularly
- [ ] Other _____

How do you and your family use this intersection? *(select all that apply)*

- [x] I drive a personal vehicle through the intersection daily/weekly
- [ ] I drive a work vehicle through the intersection daily/weekly
- [ ] I bike through the intersection daily/weekly
- [ ] I walk through the intersection daily/weekly
- [ ] Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- [x] Driving
- [ ] Biking or walking for commuting
- [ ] Biking or walking for recreation
- [ ] Other _____

Do you have additional comments for the project team about this intersection?

- turning left onto main, I have been frequently been near missed from a car not waiting for me to turn. Which I have right away.
- It is scary to see pedestrains wanting to cross in that area

What is your connection to the intersection? *(select all that apply)*

- [x] I live near the intersection
- [ ] I work near the intersection
- [x] I own property near the intersection
- [ ] I don't live or work near the intersection but I travel through it regularly
- [ ] Other _____

How do you and your family use this intersection? *(select all that apply)*

- [ ] I drive a personal vehicle through the intersection daily/weekly
- [ ] I drive a work vehicle through the intersection daily/weekly
- [ ] I bike through the intersection daily/weekly
- [ ] I walk through the intersection daily/weekly
- [x] Other My family and I are occasional users of the subject intersection.

How would you like to use this intersection in the future? *(select all that apply)*

- [x] Driving
- [x] Biking or walking for commuting
- [x] Biking or walking for recreation
- [ ] Other _____

Do you have additional comments for the project team about this intersection?

The subject intersection does not feel safe for motorists and pedestrians. We need a better transportation route system, to service the adjoining area while keeping our community safe. We may need to look way outside of this intersection to stem the volume of vehicles converging at the intersection especially at peak hours.

What is your connection to the intersection? *(select all that apply)*

- [x] I live near the intersection
- [ ] I work near the intersection
- [x] I own property near the intersection
- [ ] I don't live or work near the intersection but I travel through it regularly
- [ ] Other _____

How do you and your family use this intersection? *(select all that apply)*

- [x] I drive a personal vehicle through the intersection daily/weekly
- [ ] I drive a work vehicle through the intersection daily/weekly
- [ ] I bike through the intersection daily/weekly
- [ ] I walk through the intersection daily/weekly
- [ ] Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- [x] Driving
- [ ] Biking or walking for commuting
- [x] Biking or walking for recreation
- [ ] Other _____

What is your connection to the intersection? *(select all that apply)*

- [x] I live near the intersection
- [ ] I work near the intersection
- [x] I own property near the intersection
- [ ] I don't live or work near the intersection but I travel through it regularly
- [ ] Other _____

How do you and your family use this intersection? *(select all that apply)*

- [x] I drive a personal vehicle through the intersection daily/weekly
- [x] I drive a work vehicle through the intersection daily/weekly
- [x] I bike through the intersection daily/weekly
- [x] I walk through the intersection daily/weekly
- [ ] Other _____

How would you like to use this intersection in the future? *(select all that apply)*

- [x] Driving
- [x] Biking or walking for commuting
- [x] Biking or walking for recreation
- [ ] Other _____

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

Technical Memorandum

February 9, 2024 Project# 28544

To: Brett Musick, PE
City of Newberg
414 E 1st St
Newberg, OR 97132

From: Caleb Cox, PE, Tony Roos, PE, Wade Scarbrough, PE, Matthew Hagen

RE: N Main Street at Illinois Street Intersection Study – Existing Conditions

DRAFT

INTRODUCTION

The City of Newberg has commenced a project to enhance safety and operational performance at the intersection of N Main Street and Illinois Street. This memorandum evaluates the existing conditions at the project intersection as well as several key intersections and road segments within the project influence area.

INTERSECTION CONTEXT

The intersection of N Main Street and E Illinois Street is located adjacent to Highway (Hwy) 240 with the southern leg of the intersection providing a short connection to the Highway 240 and N Main Street intersection. These two intersections operate as one intersection due to their proximity to each other.

Highway 240 serves traffic connecting Highway 99W and Newberg to the towns of Yamhill, Carlton, and Gaston. Figure 1 below shows the project intersection area.

Figure 1. Project Location (Image source: Google Earth)

TRANSPORTATION SYSTEM OVERVIEW

The intersection of N Main Street and Illinois Street serves both local and regional traffic, and any modifications to the traffic pattern will need to be understood within the context of the surrounding transportation network. Therefore, this study evaluates conditions at several key intersections including:

- N Main Street and E Columbia Drive
- N Main Street and E Pinehurst Drive
- N College Street (Hwy 219) and E Pinehurst Drive
- N College Street (Hwy 219) and Deskins Street
- N College Street (Hwy 219) and E Illinois Street
- Deskins Street and E Illinois Street
- N Washington Street and E Illinois Street
- N Main Street and E Illinois Street
- N Main Street (Hwy 240) and W Illinois Street (Hwy 240)
- N Main Street (Hwy 240) and E North Street

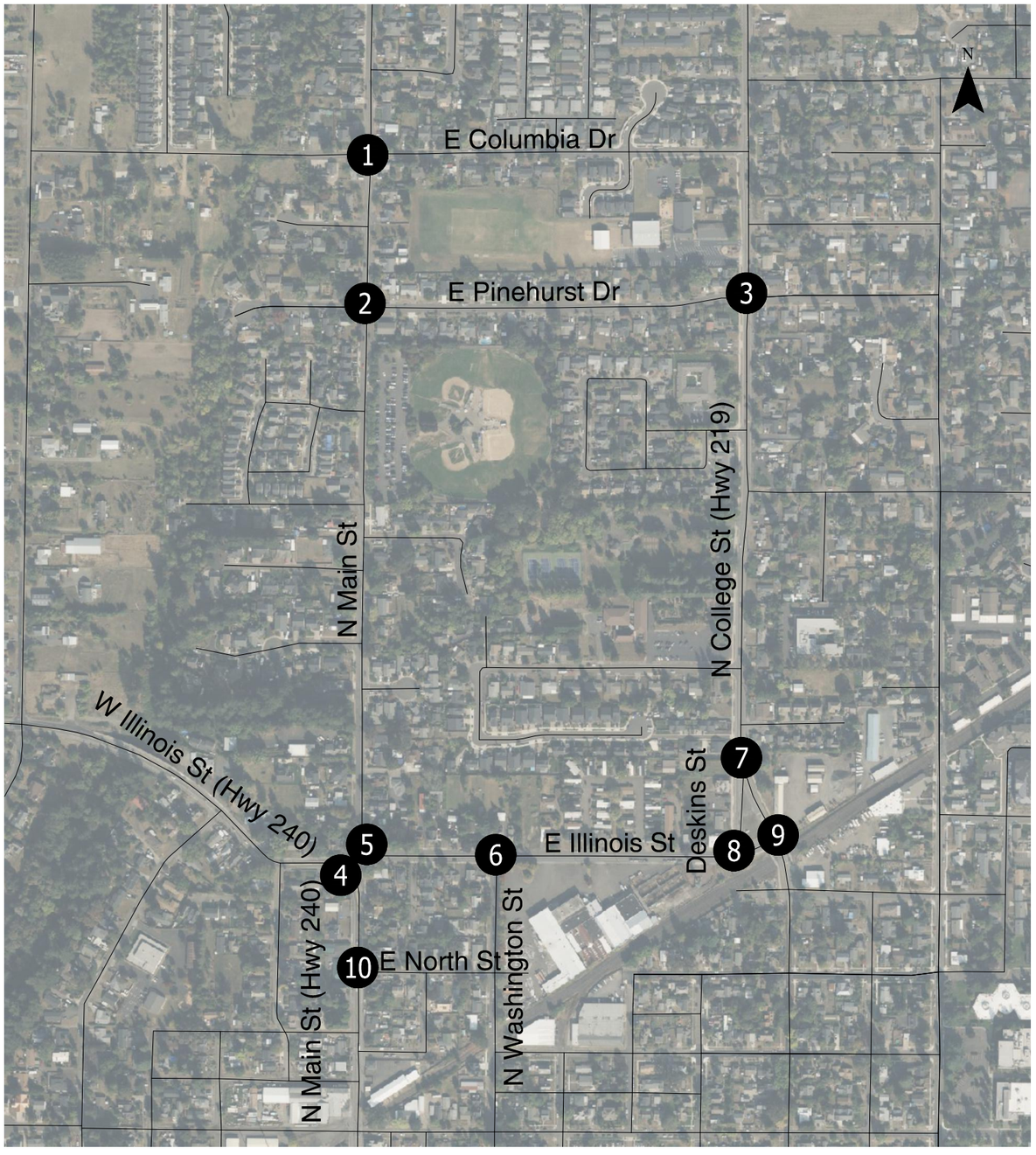
As displayed in figure 2, all the study intersections are unsignalized, with stop signs controlling traffic movements on one or more approaches. The N Main Street / E Illinois Street intersection has stop controlled approaches for southbound N Main Street and westbound E Illinois Street while the northwest approach is uncontrolled. The intersection of N Main Street and W Illinois Street (Hwy 240) has stop control on the southbound approach, while the northbound and westbound (Hwy 240) approaches are uncontrolled.

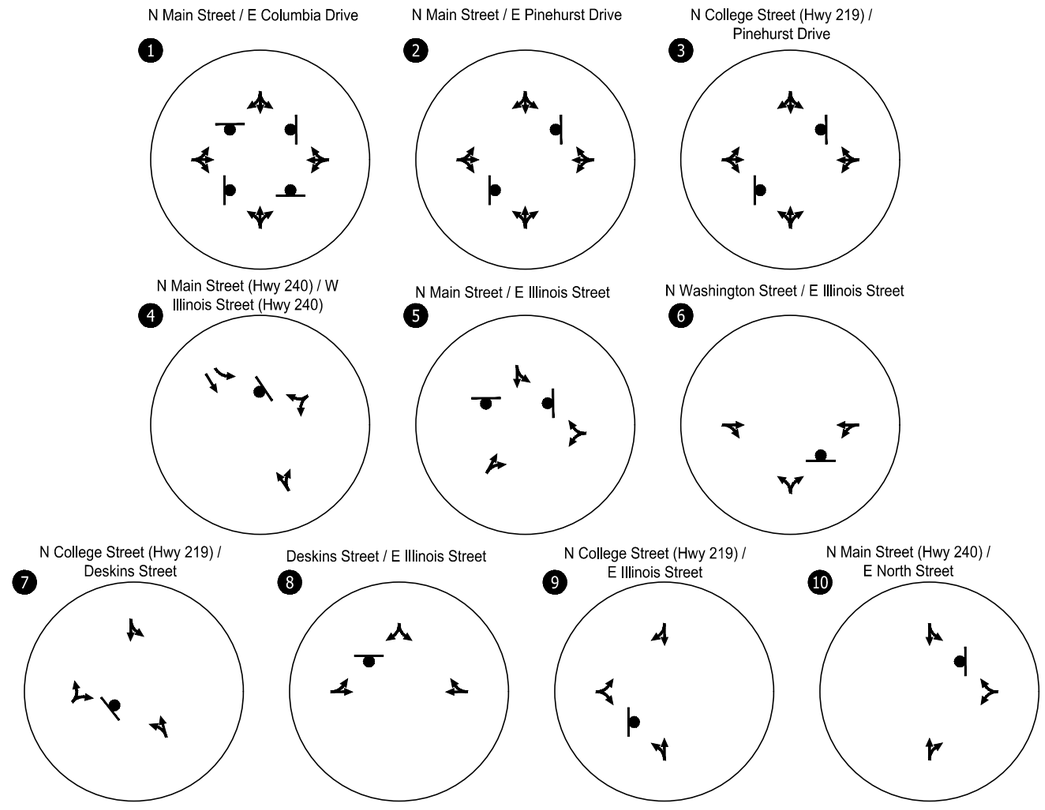
Table 1 below shows the study area's roadway characteristics.

Table 1. Project Area Roadway Characteristics

Roadway	Lanes	Facility's Jurisdiction	Function Classification[1]	Speed Limit	Sidewalk Presence	Bicycle Facility Presence	On-Street Parking
N Main Street	2	City of Newberg	Major Collector	25	Partial	No	Partial
E Illinois Street	2	City of Newberg	Major Collector	25	Partial	No	Yes
E Columbia Drive	2	City of Newberg	Minor Collector	25[2]	Partial	No	Yes
E Pinehurst Drive	2	City of Newberg	Local / Residential	25	Yes	No	Yes
N College Street (Hwy 219)	2	ODOT	Minor Arterial	25-35	Partial	Partial	Partial
Deskins Street	2	City of Newberg	Local / Residential	25[2]	Partial	Partial	Partial
N Washington Street	2	City of Newberg	Local / Residential	25[2]	Yes	No	Yes
Hwy 240 (W Illinois Street and N Main Street)	2	ODOT	Minor Arterial	25	Yes	Partial	No
E North Street	2	City of Newberg	Local / Residential	25[2]	Yes	No	Yes

[1]City of Newberg Functional Classification Map, Transportation System Plan (Reference 1)
[2]Assumed speed limit based on functional classification of the roadway.





Stop Sign

Existing Year 2023 Lane Configuration and Traffic Control Devices
Newberg, OR

Figure 2

KITTELSON & ASSOCIATES

H:\28\28544 - N Main at Illinois Intersection Study\report\figs\28544_Existing Conditions.dwg Feb 08, 2024 - 9:36am - mhagen Layout Tab: Existing LC-TC

EXISTING CONDITIONS EVALUATION

This section analyzes the existing conditions of the study area, including vehicular operations, pedestrian and bicycle facilities, crash data, and safety analysis.

TRAFFIC VOLUMES

Vehicular turning volume counts were collected at nine of the study intersections in September 2023 during the weekday morning (7:00-9:00 AM) and evening (4:00-6:00 PM) peak periods:

Figure 3 and Figure 4 show the existing year 2023 volumes for the weekday AM and PM peak hours respectively.

Additionally, traffic count data was collected during the Saturday midday (11:00 AM-1:00 PM) time period at four study intersections to understand potential traffic impacts from sporting events at Jaquith park located on N Main Street. Saturday counts at the four study intersections and are shown in Figure 5.

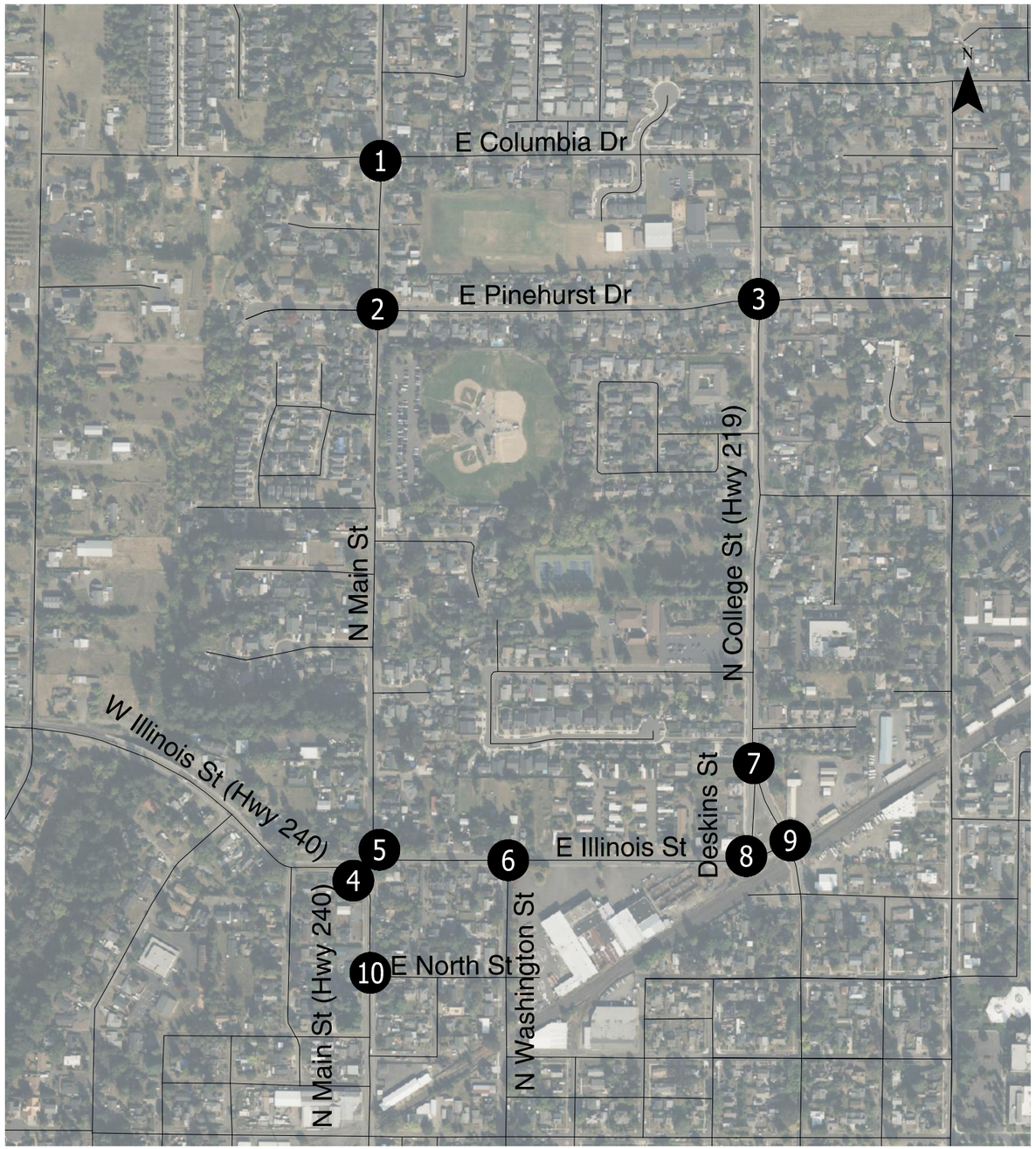
Daily traffic volumes were also collected for the four legs of the project intersection in September 2023. The intersection leg volumes are summarized in Table 2 below for a typical mid-week day (Tuesday-Thursday).

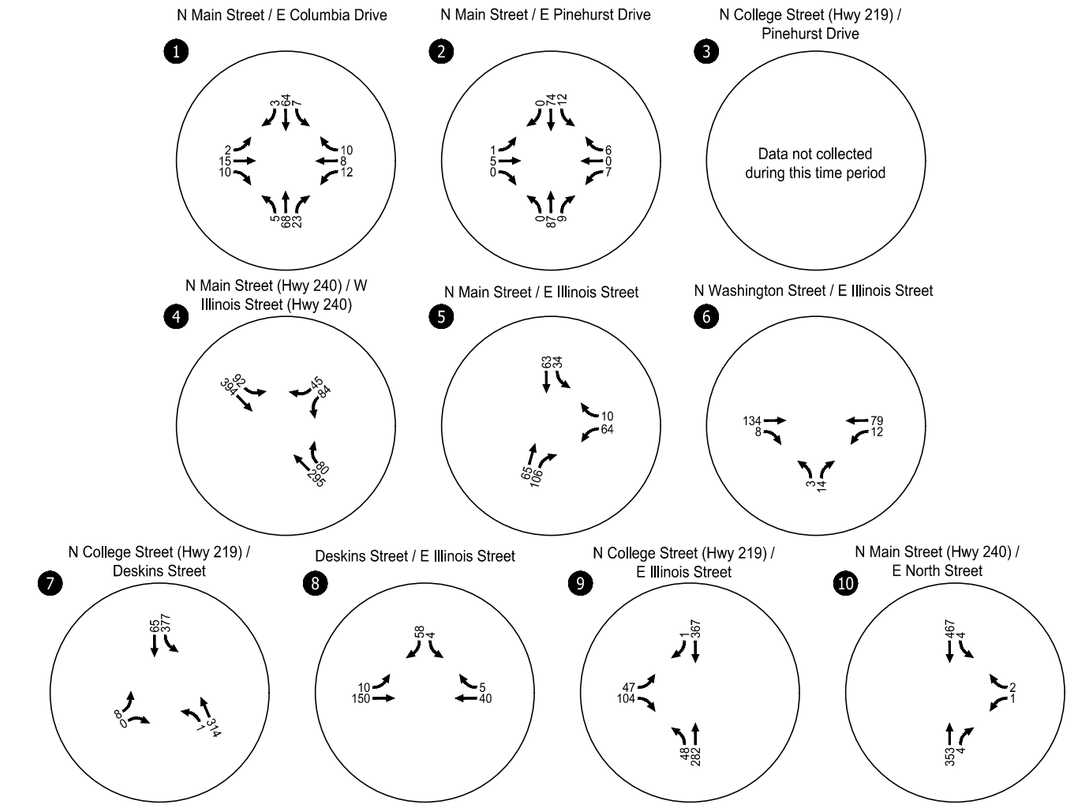
Table 2. Daily Traffic Volumes

Project Intersection Leg	Bi-Directional Traffic Volume
N Main Street (btwn E Clifford Court and E Illinois Street)	2,331
N Main Street (Hwy 240) (btwn W Illinois Street and E North Street)	11,603
E Illinois Street (btwn N Main Street and N Washington Street)	2,539
W Illinois Street (Hwy 240) (btwn N Grant Street and N Main Street)	10,346

Attachment "A" contains the collected traffic counts.

DRAFT





Existing Year 2023 Traffic Volumes
AM Peak Hour
Newberg, OR

Figure
3

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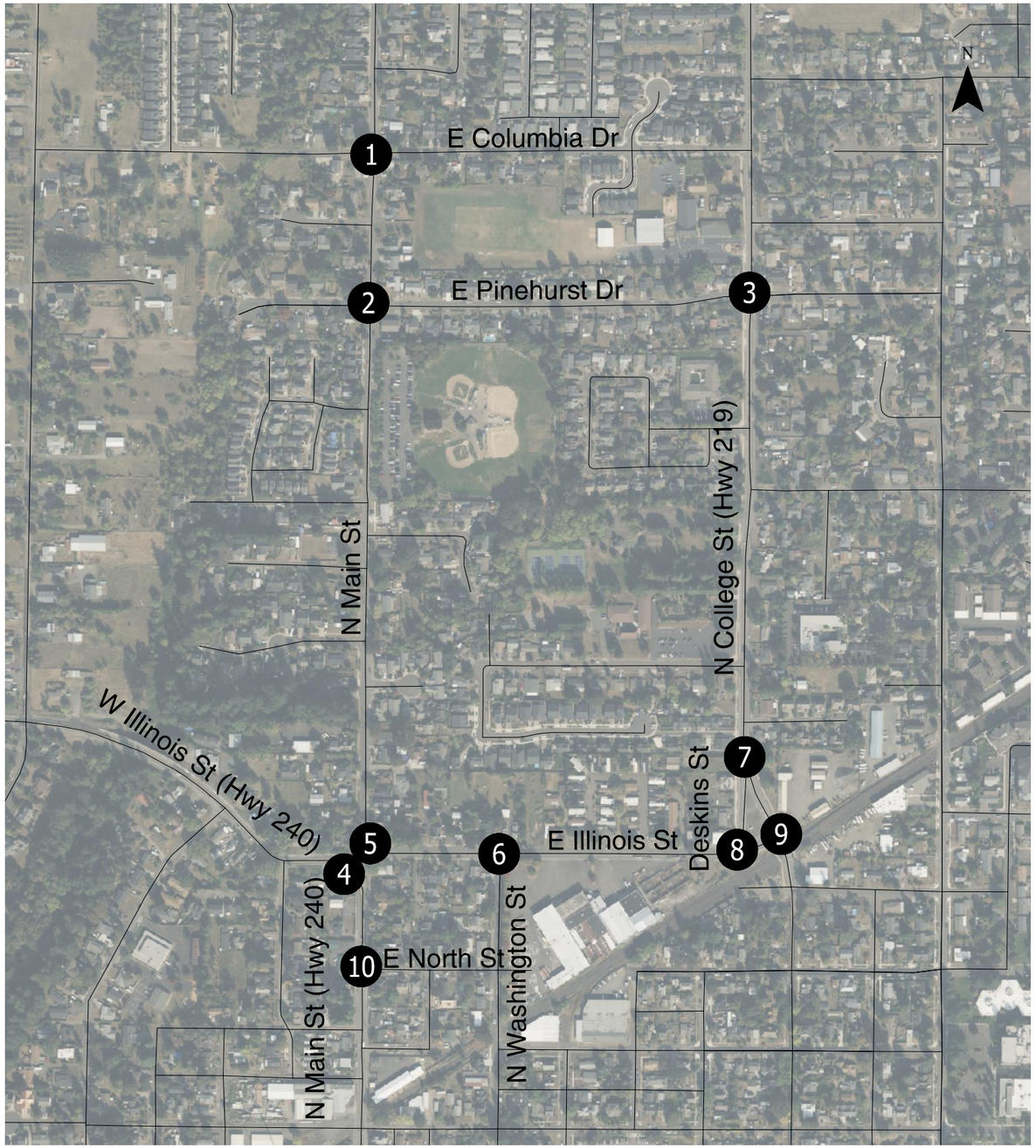
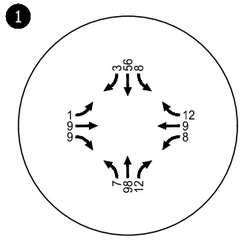
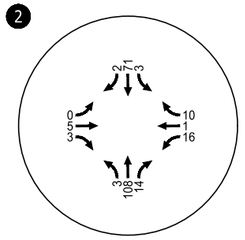


N Main Street / E Columbia Drive



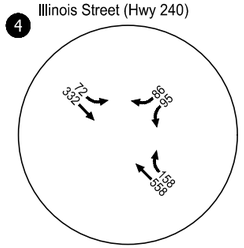
N Main Street / E Pinehurst Drive



N College Street (Hwy 219) / Pinehurst Drive

Data not collected during this time period

N Main Street (Hwy 240) / W Illinois Street (Hwy 240)



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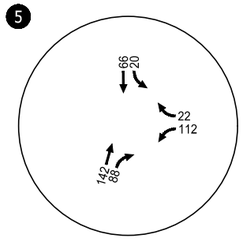
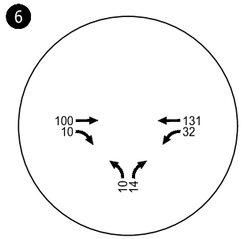
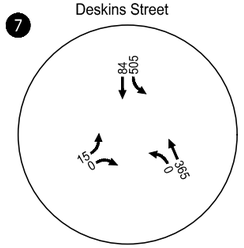


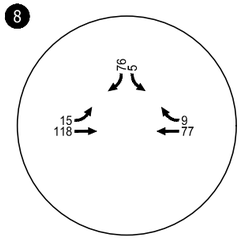
N Washington Street / E Illinois Street



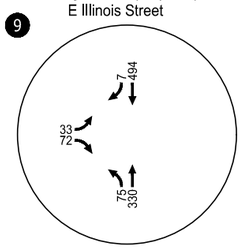
N College Street (Hwy 219) / Deskins Street



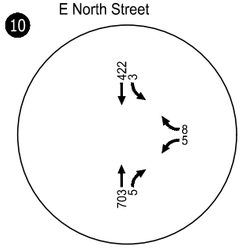
Deskins Street / E Illinois Street



N College Street (Hwy 219) / E Illinois Street



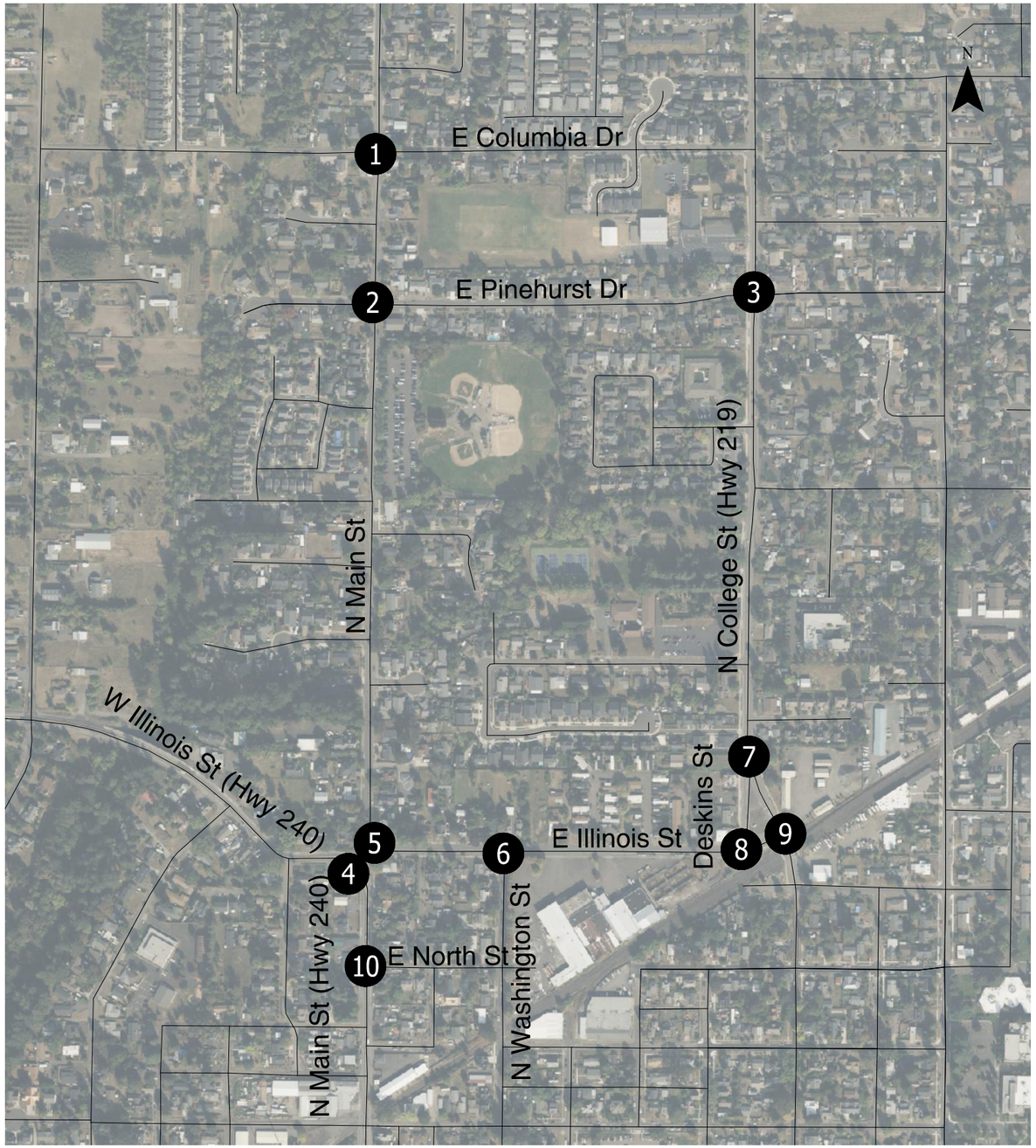
N Main Street (Hwy 240) / E North Street

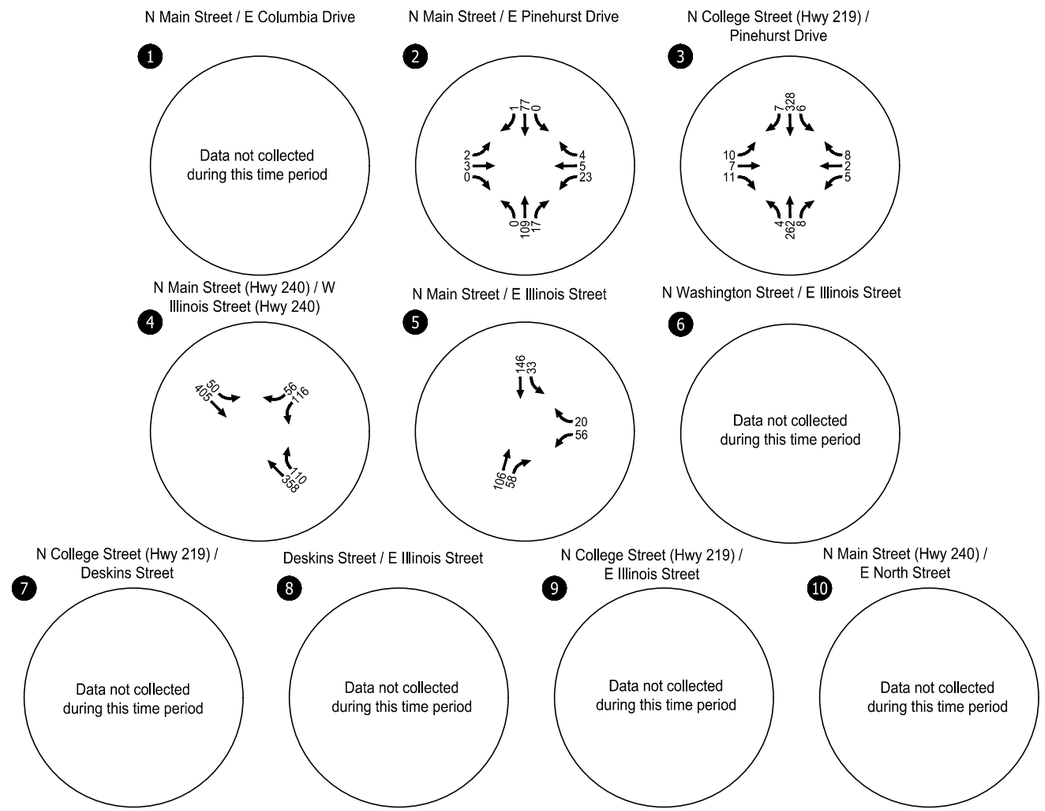


Existing Year 2023 Traffic Volumes
PM Peak Hour
Newberg, OR

Figure
4

KITTELSON & ASSOCIATES





Existing Year 2023 Traffic Volumes
SAT Peak Hour
Newberg, OR

Figure
5

H:\28\28544 - N Main at Illinois Intersection Study\report\figs\28544_Existing Conditions.dwg Feb 05, 2024 - 11:02am - mhagen Layout Tab: Existing SAT Volumes

PEDESTRIAN AND BICYCLE DATA

Table 3 summarizes the recorded pedestrian and bicycle counts at the combined project intersection of N Main Street / Illinois Street. There are no crosswalks currently across Hwy 240 and bike lanes are not fully complete in the intersection area. As shown in the table, the highest pedestrian and bicycle volumes were recorded during the Saturday midday period.

Table 3. Pedestrian and Bicycle Data

Time Period	Pedestrian Volume	Bicycle Volume
AM Peak Hour	10	6
PM Peak Hour	1	2
SAT Peak Hour	17	6

Attachment "A" contains the collected pedestrian and bicycle counts within the traffic count sheets.

VEHICLE CLASSIFICATION DATA

Table 4 summarizes the recorded heavy vehicle percentages captured from traffic counts in September 2023 over a one-week period for the roadway segments connected to the N Main Street / Illinois Street intersection. As shown below, the highest heavy vehicle percentages recorded were on N Main Street (Hwy 240) between W Illinois Street and E North Street.

Table 4. Vehicle Classification Data

Roadway	Heavy Vehicle Percentage[1]
N Main Street (btwn E Clifford Court and E Illinois Street) – NB	1.7%
N Main Street (btwn E Clifford Court and E Illinois Street) – SB	1.8%
N Main Street (Hwy 240) (btwn W Illinois Street and E North Street) – NB	5.7%
N Main Street (Hwy 240) (btwn W Illinois Street and E North Street) – SB	8.0%
E Illinois Street (btwn N Main Street and N Washington Street) – EB	1.9%
E Illinois Street (btwn N Main Street and N Washington Street) – WB	1.3%
W Illinois Street (Hwy 240) (btwn N Grant Street and N Main Street) – EB	5.1%
W Illinois Street (Hwy 240) (btwn N Grant Street and N Main Street) – WB	5.1%

[1]Heavy vehicle percent assumed to include buses and vehicles with 3 or more axles.

Attachment "A" contains the collected vehicle classification data with the traffic count sheets.

SPEED DATA

Table 5 summarizes measured speed data captured from traffic counts in September 2023 over a one-week period for the roadway segments connected to the N Main Street / Illinois Street intersection. As shown in the table, the measured 85th percentile speeds tend to be slightly higher than the posted speeds in the study area.

Table 5. Speed Data

Roadway	Direction	Speed Limit (MPH[1])	85th Percentile (MPH[1])
N Main Street (btwn E Clifford Court and E Illinois Street)	NB	25	30
	SB	25	30
N Main Street (Hwy 240) (btwn W Illinois Street and E North Street)	NB	25	28
	SB	25	31
E Illinois Street (btwn N Main Street and N Washington Street)	EB	25	29
	WB	25	30
W Illinois Street (Hwy 240) (btwn N Grant Street and N Main Street)	EB	25	25
	WB	25	28

[1]MPH stands for miles per hour.

Attachment "B" includes the collected speed data sheets.

CRASH DATA

Kittelson obtained crash data for the study intersections through the Oregon Department of Transportation (ODOT) self-service online database. The crash history was provided for January 2017 through December 2021. Tables 6 and 7 summarize the crash data over these 5 years for intersection and segment crashes, respectively. As shown, the most common crash types were rear-end and turning crashes. All crashes recorded were either property damage only or injury crashes. At the project intersection, seven crashes have been recorded with a crash rate of 0.29 crashes per million entering vehicles. Within ODOT's Analysis Procedures Manual (Reference 2), the 90th percentile crash rate performance standard is used to compare intersections against 500 other studied intersections and thus has developed the highest 10th percentile for crash rates that should be flagged for further analysis. Assuming a four-legged stop-controlled intersection in an urban setting, the 90th percentile crash rate is 0.408 which is greater than the recorded crash rate of 0.29 crashes per million entering vehicles for the project intersection.

Attachment "C" includes the crash data received from ODOT's self-service tool.

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Table 6. Crash Summary Study Intersections

Intersection	Crash Type					Crash Severity		Total
	Rear-End	Fixed Object	Turning	Angle	Other	PDO	Injury	
N Main Street / E Columbia Street	-	-	-	-	-	-	-	**0**
N Main Street / E Pinehurst Drive	-	-	-	-	-	-	-	**0**
N College Street (Hwy 219) / E Pinehurst Drive	1	-	-	-	-	-	1	**1**
N Main Street / Illinois Street *(Combined Project Intersection)*	1	1	3	1	1	4	3	**7**
N Washington Street / E Illinois Street	-	1	-	-	-	-	1	**1**
Deskins Street / N College Street (Hwy 219)	-	-	-	-	-	-	-	**0**
Deskins Street / E Illinois Street	-	-	-	-	-	-	-	**0**
N College Street (Hwy 219) / E Illinois Street	-	-	2	-	-	1	1	**2**
N Main Street (Hwy 240) / E North Street	-	-	-	-	-	-	-	**0**
Total	**2**	**2**	**5**	**1**	**1**	**5**	**6**	**11**

Table 7. Crash Summary Study Area Segments

Intersection	Crash Type				Crash Severity		Total
	Rear-End	Fixed Object	Turning	Side Swipe	PDO	Injury	
N Main Street (E Columbia Drive to E Illinois Street)	1	-	-	1	-	2	2
E Pinehurst Drive (N Main Street to N College Street (Hwy 219))	-	-	-	-	-	-	0
Hwy 240 (N Morton Street to E North Street)	5	2	-	-	4	3	7
E Illinois Street (N Main Street to N College Street)	-	-	1	-	1	-	1
Deskins Street (N College Street to E Illinois Street)	-	-	-	-	-	-	0
Total	**6**	**2**	**1**	**1**	**5**	**5**	**10**

In addition, Oregon Department of Transportation's Safety Priority Index System (SPIS) lists Hwy 240 at N Main Street as a safety priority corridor in the top 15% of highway links from the most recent report in 2021 (Reference 3).

EXISTING TRAFFIC OPERATIONS

This section summarizes the operational performance of the study intersections under existing conditions. The operational performance relates the ability of the intersection to serve the flow of traffic.

APPLICABLE OPERATING STANDARDS

Analysis Methodology

The intersection operations analyses described in this report were performed in accordance with the procedures stated in the Highway Capacity Manual 6th Edition (HCM 6th) (Reference 4) using Synchro 11 software, with the exception of overall intersection level of service which was calculated using Synchro 11 with the 2000 Highway Capacity Manual (HCM 2000) (Reference 5).

Intersection Performance Measures

Several performance measures are used to assess the overall quality of the travel experience through an intersection or roadway segment as it is perceived by the traveler. A brief description of each performance measure is provided below.

Level of service (LOS) has been the most commonly used performance measure. LOS uses an "A" to "F" ranking based on the average control delay experienced by motorists. LOS "A" conditions show very low vehicle delay times (10 seconds or less), while LOS "F" conditions have high delay times (over 80 seconds per vehicle at a signalized intersection).

Level of service for signalized intersections is based on a weighted average per-vehicle control delay for the intersection while the analyses for two-way stop-controlled intersections are based on the delay at minor approaches and the major street left-turn movements. No delay is assumed on the major street through movements; levels of service and volume-to-capacity ratios are only calculated for each minor street lane.

Volume-to-capacity ratio (v/c) compares the volume of traffic to the theoretical capacity of the facility to accommodate traffic. A v/c ratio of 1.0 indicates an intersection is operating at capacity. A v/c ratio over 1.0 indicates the intersection's capacity is exceeded, meaning that the vehicle may have to wait more than one signal cycle length at a signalized intersection before moving through the intersection.

All intersection evaluations in this study used the peak 15-minute flow rates occurring at each study intersection during each of the peak hour analysis periods. Using the peak 15-minute flow rates ensures that the analysis is based on worst-case conditions. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour.

Operational Standards

The operational standards that are relevant for this analysis are as follows:

- City of Newberg: LOS D or better.
- ODOT (District Highways (Hwy 240) with posted speed 35MPH or less): v/c ratio of 0.95 or less.
- ODOT (Statewide Highways (Hwy 219) with posted speed 35MPH or less): v/c ratio of 0.90 or less.

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OPERATIONAL ANALYSIS RESULTS

Table 8 below summarizes the AM peak hour, PM peak hour, and Saturday midday traffic operations results. Not all intersections were counted for each analyzed time period. The Saturday midday conditions were evaluated to understand the effects of Jaquith Park activities on a typical Saturday, and therefore, the four key intersections near Jaquith park were analyzed.

Attachment "D" includes the detailed traffic operations worksheets for each of the study intersections.

Table 8. Year 2023 Existing Traffic Operations

No.	Intersection	Intersection Control	Mobility Target	Lane Group	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
					V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
1	N Main Street / E Columbia Drive[2]	AWSC	LOS D	NBLTR	0.14	A	7.7	0.16	A	7.8	-	-	-
				EBLTR	0.05	A	8.3	0.03	A	7.3	-	-	-
				WBLTR	0.05	A	7.6	0.04	A	7.6	-	-	-
				SBLTR	0.11	A	7.7	0.10	A	7.8	-	-	-
2	N Main Street / E Pinehurst Drive	TWSC	LOS D	NBLTR	0.00	A	0.0	0.01	A	7.7	-	-	-
				EBLTR	0.01	B	10.4	0.01	B	10.2	0.02	B	11.6
				WBLTR	0.02	A	9.6	0.04	B	10.0	0.10	B	11.7
				SBLTR	0.01	A	7.4	0.01	A	7.5	-	-	-
3	N College Street (Hwy 219) / E Pinehurst Drive[1]	TWSC	v/c 0.90 / LOS D	NBLTR	-	-	-	-	-	-	0.01	A	8.0
				EBLTR	-	-	-	-	-	-	0.07	B	13.7
				WBLTR	-	-	-	-	-	-	0.03	B	12.6
				SBLTR	-	-	-	-	-	-	0.01	A	7.8
4	W Illinois Street (Hwy 240) / N Main Street (Hwy 240)	TWSC	v/c 0.95 / LOS D	NWTR	-	-	-	-	-	-	-	-	-
				SELT	0.09	A	8.5	0.09	A	9.7	0.05	A	8.6
				SWLR	***0.49***	***D***	***28.1***	***0.78***	***F***	***55.1***	***0.61***	***D***	***32.6***
5	N Main Street / E Illinois Street	TWSC	LOS D	NWLR	0.06	A	3.1	0.10	A	4.9	0.08	A	5.0
				WBLR	0.19	B	13.9	0.36	C	18.0	0.26	C	18.0
				SBLR	0.16	B	10.3	0.12	A	10.0	0.26	B	10.3
6	N Washington Street / E Illinois Street[2]	TWSC	LOS D	NBLR	0.03	A	9.7	0.04	A	9.8	-	-	-
				EBTR	-	-	-	-	-	-	-	-	-
				WBLT	0.01	A	7.7	0.03	A	7.6	-	-	-
7	N College Street (Hwy 219) / Deskins Street[2]	TWSC	v/c 0.90 / LOS D	NBLT	0.01	A	8.4	-	-	-	-	-	-
				EBTR	0.03	C	16.3	0.06	C	19.9	-	-	-
				SBTR	-	-	-	-	-	-	-	-	-
8	Deskins Street / E Illinois Street[2]	TWSC	LOS D	EBLT	0.01	A	7.3	0.01	A	7.4	-	-	-
				WBTR	-	-	-	-	-	-	-	-	-
				SBLR	0.08	A	9.0	0.10	A	9.3	-	-	-
9	N College Street (Hwy 219) / E Illinois Street[2]	TWSC	v/c 0.90 / LOS D	NBLT	0.05	A	8.4	0.08	A	8.8	-	-	-
				EBLR	0.40	C	18.2	0.31	C	19.1	-	-	-
				SBTR	-	-	-	-	-	-	-	-	-
10	Main Street (Hwy 240) / E North Street[2]	TWSC	v/c 0.95 / LOS D	NBTR	-	-	-	-	-	-	-	-	-
				WBLR	0.01	B	14.4	0.05	C	18.5	-	-	-
				SBLT	0.01	A	8.1	0.01	A	9.2	-	-	-

V/C ratio is defined as vehicle-to-capacity ratio, which calculates the number of vehicles divided by the capacity of the intersection during the peak 15 minutes of the peak hour. LOS stands for Level of Service. Delay is reported in seconds per vehicle. Cells in the table above that are **bolded**, *italicized*, and highlighted indicate a lane group operating below the jurisdictional standards.
[1]Intersection turning movement counts were not collected for the AM and PM peak hours. [2]Intersection turning movement counts were not collected for the SAT peak hour.

DRAFT

As shown in Table 8 above, all but one of the study intersections operate acceptably under year 2023 existing conditions. The intersection of N Main St (Hwy 240) & E Illinois St (Hwy 240) operates at LOS D in the AM peak hour, LOS F in the PM peak hour, and LOS D in the Saturday peak hour for the critical southwest bound approach.

CONCLUSION

This analysis of year 2023 existing conditions found that the project intersection of N Main Street / Illinois Street is currently not meeting the City's performance target. The intersection operates at LOS F during the PM peak hour, with drivers experiencing the highest delays on the southbound (stop-controlled) approach. All other study intersections are currently operating within the City's performance target.

There is also a lack of accessible crosswalks across Hwy 240 at the project intersection as well as incomplete bicycle lanes throughout the project area.

Next steps in the project will include preparing design alternatives for the N Main Street / Illinois Street intersection and evaluating no-build and build scenarios under future year 2043 traffic conditions.

REFERENCES

1. City of Newberg. *Transportation System Plan.* December 2016.
2. Oregon Department of Transportation. *Analysis Procedures Manual.* Updated September 2019.
3. Oregon Department of Transportation. *Safety Priority Index System.* 2021.
4. Transportation Research Board. *Highway Capacity Manual, 6th Edition*. April 2016.
5. Transportation Research Board. *Highway Capacity Manual 2000*. 2000.

ATTACHMENTS

A. Traffic Counts
B. Speed Data
C. Crash Data
D. Existing Year 2023 Traffic Operations Worksheets

DRAFT

Attachment A
Traffic Counts

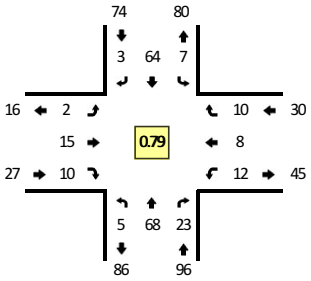
Type of peak hour being reported: Intersection Peak

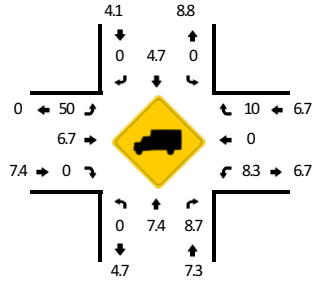
Method for determining peak hour: Total Entering Volume

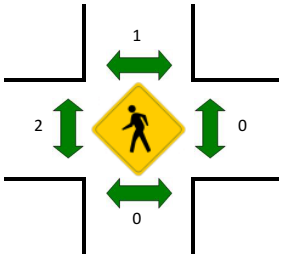
LOCATION: N Main St -- E Columbia Dr
CITY/STATE: Newberg, OR

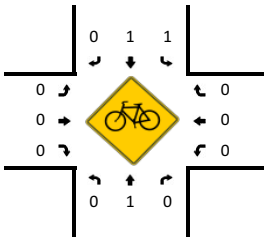
QC JOB #: 16302701
DATE: Thu, Sep 14 2023

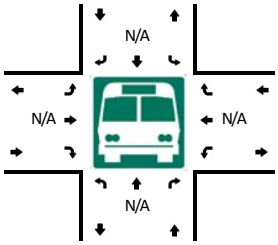
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

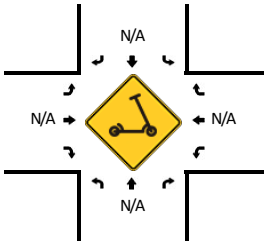












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				E Columbia Dr (Eastbound)				E Columbia Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	5	1	0	1	6	0	0	0	0	0	0	1	0	2	0	16	
7:05 AM	2	5	0	0	0	2	0	0	0	0	0	0	1	1	0	0	11	
7:10 AM	0	3	0	0	0	3	0	0	0	0	2	0	0	0	0	0	8	
7:15 AM	0	1	1	0	1	5	0	0	0	0	1	0	2	0	0	0	11	
7:20 AM	1	6	1	0	0	3	0	0	0	0	0	0	0	0	1	0	12	
7:25 AM	0	10	0	0	0	2	0	0	0	1	0	0	0	2	1	0	16	
7:30 AM	1	9	1	0	0	4	1	0	0	2	1	0	0	0	3	0	22	
7:35 AM	0	2	5	0	0	8	0	0	0	0	2	0	3	1	0	0	21	
7:40 AM	0	4	1	0	3	13	0	0	0	3	2	0	2	0	1	0	29	
7:45 AM	1	4	1	0	1	9	0	0	1	2	0	0	1	1	0	0	21	
7:50 AM	0	7	2	0	1	1	0	0	0	2	0	0	1	0	0	0	14	
7:55 AM	0	8	4	0	0	2	1	0	0	0	1	0	1	1	1	0	19	200
8:00 AM	1	9	3	0	0	6	0	0	0	2	0	0	1	0	0	0	22	206
8:05 AM	0	7	0	0	1	3	1	0	0	0	0	0	1	2	0	0	15	210
8:10 AM	1	5	2	0	0	8	0	0	0	1	1	0	0	1	1	0	20	222
8:15 AM	1	5	2	0	0	3	0	0	0	1	0	0	1	1	1	0	15	226
8:20 AM	0	2	1	0	1	3	0	0	0	1	3	0	0	0	1	0	12	226
8:25 AM	0	6	1	0	0	4	0	0	1	1	0	0	1	1	2	0	17	227
8:30 AM	0	4	0	0	1	3	0	0	1	0	1	0	0	0	0	0	10	215
8:35 AM	0	2	0	0	0	1	0	0	1	1	0	0	1	1	0	0	7	201
8:40 AM	0	1	1	0	1	2	0	0	0	1	0	0	0	1	0	0	7	179
8:45 AM	0	3	1	0	1	3	1	0	0	0	0	0	0	2	0	0	11	169
8:50 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	160
8:55 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	144

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	60	28	0	12	100	4	0	0	20	20	0	20	4	16	0	288
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				4				4				0			8
Bicycles	0	0	0		4	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

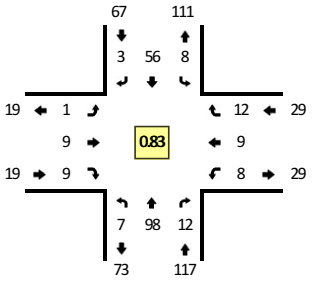
Type of peak hour being reported: Intersection Peak

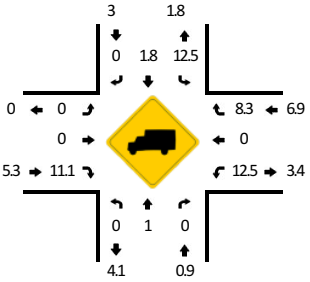
Method for determining peak hour: Total Entering Volume

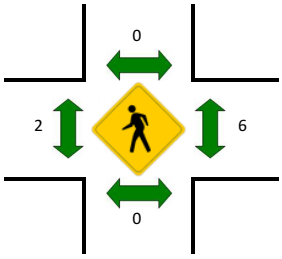
LOCATION: N Main St -- E Columbia Dr
CITY/STATE: Newberg, OR

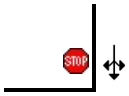
QC JOB #: 16302702
DATE: Thu, Sep 14 2023

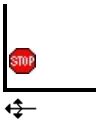
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

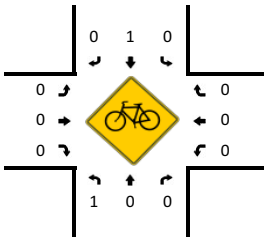


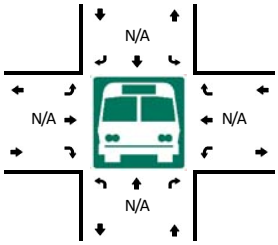


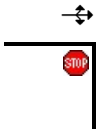


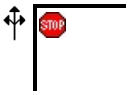


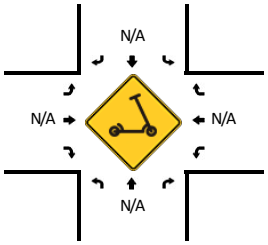












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				E Columbia Dr (Eastbound)				E Columbia Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	3	1	0	1	2	0	0	0	2	0	0	2	0	1	0	12	
4:05 PM	1	3	0	0	1	1	1	0	0	0	0	0	1	0	1	0	9	
4:10 PM	0	2	1	0	0	2	0	0	0	0	1	0	0	1	1	0	8	
4:15 PM	1	5	1	0	0	0	0	0	0	0	0	0	1	1	0	0	9	
4:20 PM	0	4	1	0	1	7	0	0	0	0	0	0	0	0	3	0	16	
4:25 PM	0	9	0	0	1	7	0	0	0	1	2	0	1	0	0	0	21	
4:30 PM	0	8	2	0	1	3	0	0	0	1	0	0	2	0	1	0	18	
4:35 PM	2	5	0	0	1	6	0	0	0	2	0	0	0	0	2	0	18	
4:40 PM	1	7	2	0	0	4	1	0	0	1	1	0	0	1	0	0	18	
4:45 PM	0	9	1	0	1	6	0	0	0	0	1	0	1	0	0	0	19	
4:50 PM	0	6	2	0	0	0	0	0	0	0	1	0	0	2	2	0	13	
4:55 PM	0	9	1	0	1	3	1	0	1	0	0	0	1	0	1	0	18	179
5:00 PM	0	6	1	0	1	4	0	0	0	1	0	0	0	1	1	0	15	182
5:05 PM	1	13	0	0	2	5	0	0	0	1	2	0	0	2	2	0	28	201
5:10 PM	1	6	1	0	0	10	0	0	0	1	1	0	0	2	2	0	24	217
5:15 PM	0	11	1	0	0	2	0	0	0	1	0	0	2	1	0	0	18	226
5:20 PM	2	9	1	0	0	6	1	0	0	0	1	0	1	0	1	0	22	232
5:25 PM	0	4	1	0	1	3	0	0	0	0	1	0	0	1	0	0	11	222
5:30 PM	0	8	0	0	2	6	0	0	0	0	0	0	0	0	0	0	16	220
5:35 PM	0	8	2	0	1	4	0	0	0	0	0	0	2	0	0	0	17	219
5:40 PM	1	6	2	0	0	2	3	0	0	0	2	0	0	0	1	0	17	218
5:45 PM	0	4	1	0	0	2	0	0	1	1	0	0	0	1	1	0	11	210
5:50 PM	1	13	0	0	0	5	1	0	0	1	0	0	0	1	0	0	22	219
5:55 PM	0	5	2	0	0	6	0	0	0	0	0	0	0	0	1	0	14	215

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	120	8	0	8	68	0	0	0	12	12	0	8	20	16	0	280
Heavy Trucks	0	4	0		0	4	0		0	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				8				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

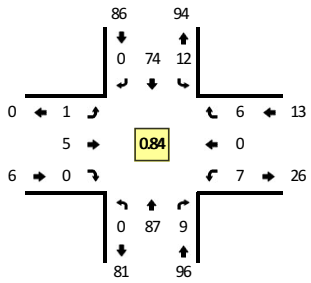
Type of peak hour being reported: Intersection Peak

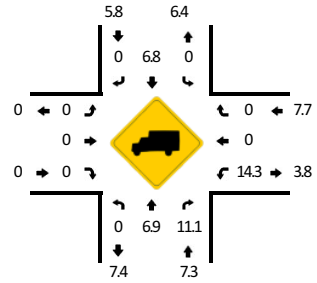
Method for determining peak hour: Total Entering Volume

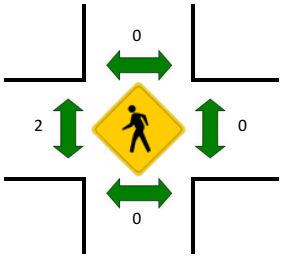
LOCATION: N Main St -- E Pinehurst Dr
CITY/STATE: Newberg, OR

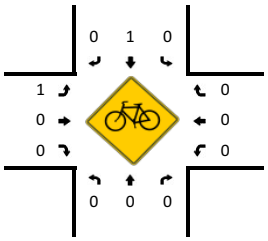
QC JOB #: 16302703
DATE: Thu, Sep 14 2023

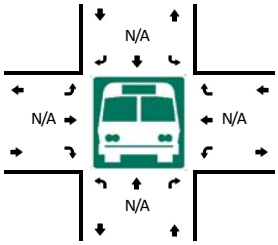
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

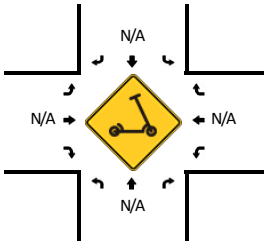












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				E Pinehurst Dr (Eastbound)				E Pinehurst Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	7	0	0	1	5	0	0	0	0	0	0	0	0	0	0	13	
7:05 AM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8	
7:10 AM	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0	0	7	
7:15 AM	0	2	0	0	0	6	0	0	0	0	0	0	1	1	0	0	10	
7:20 AM	0	5	1	0	0	5	0	0	0	1	0	0	0	0	2	0	14	
7:25 AM	0	9	0	0	2	1	0	0	0	1	0	0	0	0	0	0	13	
7:30 AM	0	9	1	0	2	5	0	0	0	0	0	0	0	0	0	0	17	
7:35 AM	0	3	0	0	2	9	0	0	0	1	0	0	1	0	0	0	16	
7:40 AM	0	5	0	0	3	13	0	0	0	0	0	0	0	0	0	0	21	
7:45 AM	0	8	1	0	1	12	0	0	0	0	0	0	0	0	1	0	23	
7:50 AM	0	7	1	0	0	1	0	0	0	1	0	0	1	0	2	0	13	
7:55 AM	0	12	1	0	0	5	0	0	0	0	0	0	2	0	0	0	20	175
8:00 AM	0	8	3	0	0	7	0	0	1	0	0	0	1	0	0	0	20	182
8:05 AM	0	9	0	0	1	4	0	0	0	0	0	0	0	0	1	0	15	189
8:10 AM	0	5	0	0	0	9	0	0	0	1	0	0	1	0	0	0	16	198
8:15 AM	0	7	1	0	1	3	0	0	0	0	0	0	1	0	0	0	13	201
8:20 AM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	5	192
8:25 AM	0	4	0	0	1	4	0	0	1	0	0	0	0	0	1	0	11	190
8:30 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8	181
8:35 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	170
8:40 AM	0	2	0	0	0	2	0	0	0	0	0	0	3	0	0	0	7	156
8:45 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	138
8:50 AM	1	1	1	0	0	4	0	0	0	1	0	0	0	1	1	0	10	135
8:55 AM	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5	120

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	64	4	0	24	136	0	0	0	4	0	0	4	0	4	0	240
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

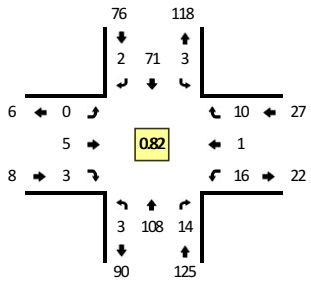
Type of peak hour being reported: Intersection Peak

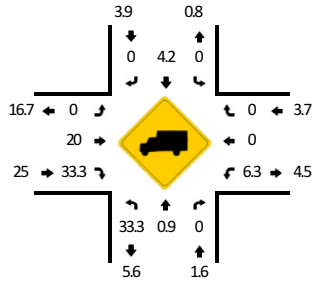
Method for determining peak hour: Total Entering Volume

LOCATION: N Main St -- E Pinehurst Dr
CITY/STATE: Newberg, OR

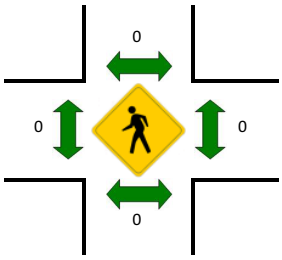
QC JOB #: 16302704
DATE: Thu, Sep 14 2023

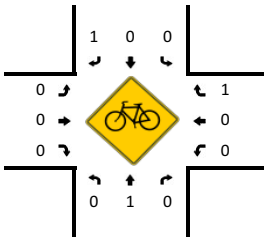
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

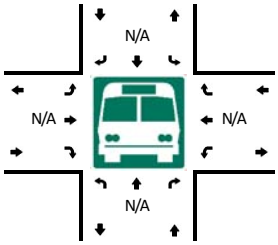


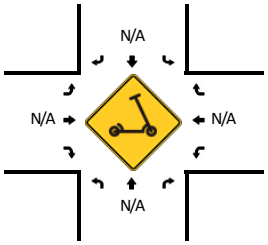


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				E Pinehurst Dr (Eastbound)				E Pinehurst Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	5	0	0	0	3	0	0	0	0	1	0	0	0	0	0	9	
4:05 PM	0	4	1	0	0	2	0	0	0	0	0	0	0	1	0	0	8	
4:10 PM	0	2	1	0	0	4	0	0	0	0	0	0	0	0	1	0	8	
4:15 PM	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10	
4:20 PM	0	5	1	0	1	7	0	0	0	0	0	0	0	1	0	0	15	
4:25 PM	0	8	0	0	0	9	0	0	0	1	0	0	0	0	1	0	19	
4:30 PM	1	10	1	0	0	6	0	0	0	0	0	0	1	0	0	0	19	
4:35 PM	0	7	1	0	0	6	1	0	0	0	2	0	1	0	1	0	19	
4:40 PM	0	9	0	0	0	6	0	0	0	0	0	0	1	0	0	0	16	
4:45 PM	0	7	2	0	1	6	0	0	0	0	0	0	0	0	3	0	19	
4:50 PM	0	8	1	0	1	2	0	0	0	0	0	0	0	0	2	0	14	
4:55 PM	0	10	2	0	0	3	0	0	0	0	0	0	1	0	0	0	16	172
5:00 PM	0	9	1	0	0	4	0	0	0	1	0	0	3	1	1	0	20	183
5:05 PM	0	11	2	0	0	6	0	0	0	1	0	0	2	0	0	0	22	197
5:10 PM	1	6	1	0	0	11	0	0	0	1	0	0	4	0	1	0	25	214
5:15 PM	1	12	3	0	0	5	0	0	0	1	1	0	1	0	0	0	24	228
5:20 PM	0	11	0	0	1	7	1	0	0	0	0	0	2	0	1	0	23	236
5:25 PM	0	6	1	0	0	4	0	0	0	0	0	0	0	0	0	0	11	228
5:30 PM	0	8	2	0	0	6	0	0	0	0	0	0	2	0	0	0	18	227
5:35 PM	1	10	2	0	0	6	0	0	0	0	0	0	1	0	0	0	20	228
5:40 PM	0	7	0	0	0	4	0	0	0	0	0	0	2	0	2	0	15	227
5:45 PM	0	4	2	0	0	1	1	0	0	0	0	0	1	0	2	0	11	219
5:50 PM	0	15	1	0	1	4	1	0	0	0	0	0	0	0	0	0	22	227
5:55 PM	0	7	1	0	0	6	0	0	0	0	0	0	2	1	2	0	19	230

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	116	16	0	4	92	4	0	0	8	4	0	28	0	8	0	288
Heavy Trucks	4	0	0		0	4	0		0	4	0		0	0	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

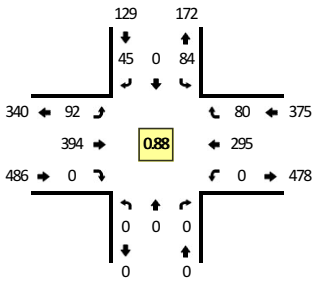
Type of peak hour being reported: Intersection Peak

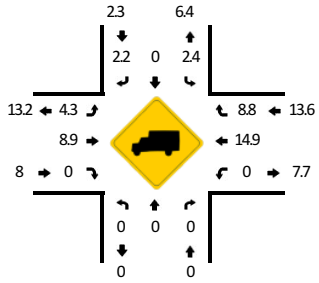
Method for determining peak hour: Total Entering Volume

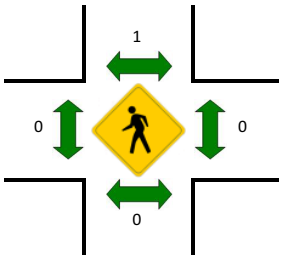
LOCATION: N Main St -- Hwy 240
CITY/STATE: Newberg, OR

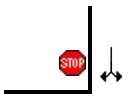
QC JOB #: 16302705
DATE: Thu, Sep 14 2023

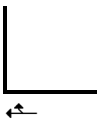
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

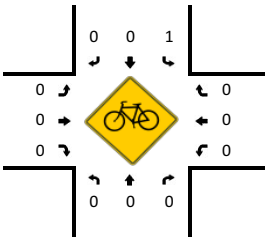


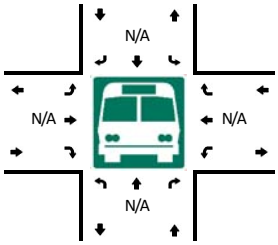


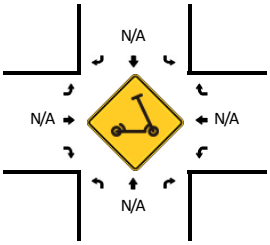












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Hwy 240 (Eastbound)				Hwy 240 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	7	0	3	0	3	19	0	0	0	25	7	0	64	
7:05 AM	0	0	0	0	4	0	1	0	2	31	0	0	0	18	4	0	60	
7:10 AM	0	0	0	0	3	0	2	0	2	38	0	0	0	14	5	0	64	
7:15 AM	0	0	0	0	5	0	1	0	3	32	0	0	0	22	3	0	66	
7:20 AM	0	0	0	0	10	0	1	0	4	32	0	0	0	14	3	0	64	
7:25 AM	0	0	0	0	6	0	0	0	6	33	0	0	0	13	6	0	64	
7:30 AM	0	0	0	0	5	0	2	0	4	25	0	0	0	18	5	0	59	
7:35 AM	0	0	0	0	12	0	5	0	4	39	0	0	0	29	4	0	93	
7:40 AM	0	0	0	0	6	0	3	0	13	29	0	0	0	29	1	0	81	
7:45 AM	0	0	0	0	13	0	7	0	10	36	0	0	0	24	4	0	94	
7:50 AM	0	0	0	0	4	0	1	0	12	33	0	0	0	32	10	0	92	
7:55 AM	0	0	0	0	5	0	7	0	12	28	0	0	0	25	17	0	94	895
8:00 AM	0	0	0	0	7	0	2	0	13	32	0	0	0	20	8	0	82	913
8:05 AM	0	0	0	0	9	0	3	0	9	38	0	0	0	37	10	0	106	959
8:10 AM	0	0	0	0	6	0	7	0	2	31	0	0	0	28	9	0	83	978
8:15 AM	0	0	0	0	5	0	3	0	5	32	0	0	0	18	3	0	66	978
8:20 AM	0	0	0	0	5	0	3	0	5	22	0	0	0	15	4	0	54	968
8:25 AM	0	0	0	0	6	0	2	0	2	44	0	0	0	17	4	0	75	979
8:30 AM	0	0	0	0	6	0	2	0	5	30	0	0	0	21	6	0	70	990
8:35 AM	0	0	0	0	5	0	2	0	4	27	0	0	0	23	2	0	63	960
8:40 AM	0	0	0	0	4	0	1	0	5	21	0	0	0	25	5	0	61	940
8:45 AM	0	0	0	0	5	0	2	0	5	24	0	0	0	27	7	0	70	916
8:50 AM	0	0	0	0	11	0	2	0	5	22	0	0	0	24	4	0	68	892
8:55 AM	0	0	0	0	5	0	2	0	8	28	0	0	0	27	5	0	75	873

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	84	0	48	0	136	392	0	0	0	328	140	0	1128
Heavy Trucks	0	0	0		0	0	0		8	48	0		0	64	16		136
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

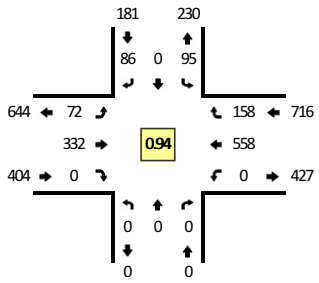
Type of peak hour being reported: Intersection Peak

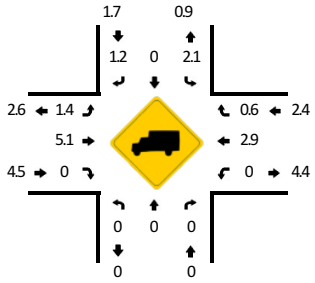
Method for determining peak hour: Total Entering Volume

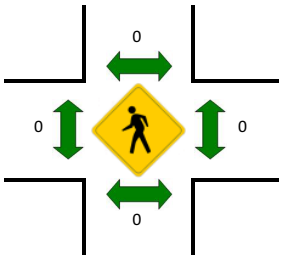
LOCATION: N Main St -- Hwy 240
CITY/STATE: Newberg, OR

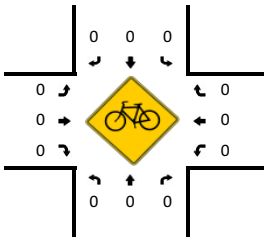
QC JOB #: 16302706
DATE: Thu, Sep 14 2023

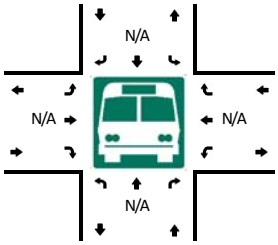
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

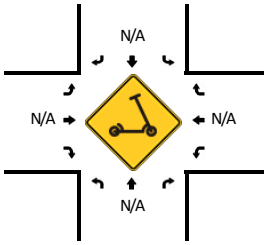












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Hwy 240 (Eastbound)				Hwy 240 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	3	0	3	0	2	26	0	0	0	35	9	0	78	
4:05 PM	0	0	0	0	13	0	7	0	10	29	0	0	0	37	6	0	102	
4:10 PM	0	0	0	0	4	0	7	0	0	32	0	0	0	49	8	0	100	
4:15 PM	0	0	0	0	4	0	5	0	7	35	0	0	0	39	10	0	100	
4:20 PM	0	0	0	0	4	0	4	0	2	30	0	0	0	46	13	0	99	
4:25 PM	0	0	0	0	11	0	4	0	3	32	0	0	0	44	12	0	106	
4:30 PM	0	0	0	0	8	0	9	0	7	25	0	0	0	44	13	0	106	
4:35 PM	0	0	0	0	9	0	9	0	6	19	0	0	0	47	11	0	101	
4:40 PM	0	0	0	0	4	0	4	0	4	39	0	0	0	52	11	0	114	
4:45 PM	0	0	0	0	10	0	6	0	3	27	0	0	0	49	11	0	106	
4:50 PM	0	0	0	0	5	0	6	0	11	29	0	0	0	46	13	0	110	
4:55 PM	0	0	0	0	4	0	2	0	11	17	0	0	0	40	12	0	86	1208
5:00 PM	0	0	0	0	8	0	8	0	4	26	0	0	0	50	17	0	113	1243
5:05 PM	0	0	0	0	6	0	9	0	5	32	0	0	0	54	13	0	119	1260
5:10 PM	0	0	0	0	9	0	11	0	2	24	0	0	0	51	12	0	109	1269
5:15 PM	0	0	0	0	8	0	7	0	10	28	0	0	0	48	16	0	117	1286
5:20 PM	0	0	0	0	13	0	11	0	6	34	0	0	0	33	17	0	114	1301
5:25 PM	0	0	0	0	5	0	8	0	3	33	0	0	0	43	11	0	103	1298
5:30 PM	0	0	0	0	8	0	4	0	4	27	0	0	0	35	20	0	98	1290
5:35 PM	0	0	0	0	10	0	3	0	3	17	0	0	0	45	15	0	93	1282
5:40 PM	0	0	0	0	8	0	5	0	4	25	0	0	0	33	14	0	89	1257
5:45 PM	0	0	0	0	3	0	4	0	7	42	0	0	0	45	11	0	112	1263
5:50 PM	0	0	0	0	12	0	7	0	1	29	0	0	0	44	10	0	103	1256
5:55 PM	0	0	0	0	10	0	5	0	4	26	0	0	0	34	10	0	89	1259

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	92	0	108	0	68	336	0	0	0	612	164	0	1380
Heavy Trucks	0	0	0		8	0	0		4	20	0		0	8	0		40
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

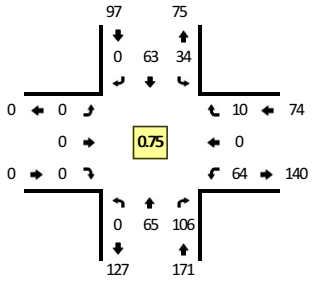
Type of peak hour being reported: Intersection Peak

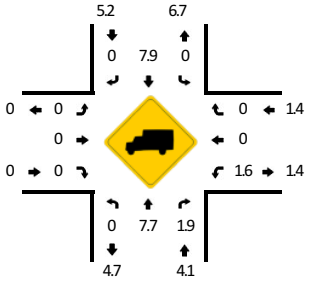
Method for determining peak hour: Total Entering Volume

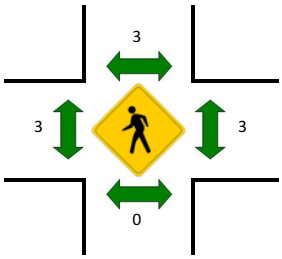
LOCATION: N Main St -- E Illinois St
CITY/STATE: Newberg, OR

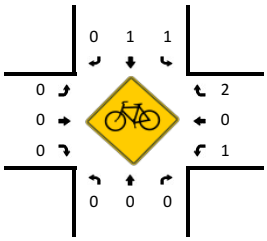
QC JOB #: 16302707
DATE: Thu, Sep 14 2023

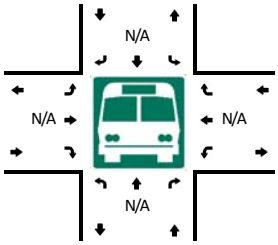
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

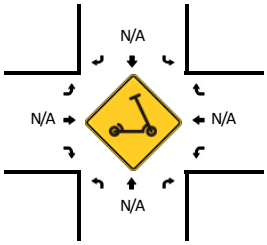












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	5	5	0	2	5	0	0	0	0	0	0	5	0	0	0	22	
7:05 AM	0	1	5	0	1	3	0	0	0	0	0	0	2	0	0	0	12	
7:10 AM	0	2	5	0	4	3	0	0	0	0	0	0	2	0	1	0	17	
7:15 AM	0	1	5	0	4	6	0	0	0	0	0	0	2	0	0	0	18	
7:20 AM	0	4	3	0	3	6	0	0	0	0	0	0	3	0	0	0	19	
7:25 AM	0	6	6	0	1	3	0	0	0	0	0	0	6	0	0	0	22	
7:30 AM	0	7	2	0	2	2	0	0	0	0	0	0	3	0	4	0	20	
7:35 AM	0	2	6	0	2	8	0	0	0	0	0	0	9	0	1	0	28	
7:40 AM	0	2	11	0	1	7	0	0	0	0	0	0	4	0	0	0	25	
7:45 AM	0	4	11	0	6	12	0	0	0	0	0	0	5	0	1	0	39	
7:50 AM	0	5	16	0	2	2	0	0	0	0	0	0	4	0	0	0	29	
7:55 AM	0	12	18	0	2	3	0	0	0	0	0	0	8	0	3	0	46	297
8:00 AM	0	9	12	0	4	5	0	0	0	0	0	0	5	0	0	0	35	310
8:05 AM	0	7	11	0	3	4	0	0	0	0	0	0	8	0	0	0	33	331
8:10 AM	0	6	5	0	4	5	0	0	0	0	0	0	7	0	1	0	28	342
8:15 AM	0	4	4	0	0	4	0	0	0	0	0	0	5	0	1	0	18	342
8:20 AM	0	1	8	0	0	2	0	0	0	0	0	0	5	0	2	0	18	341
8:25 AM	0	4	2	0	0	4	0	0	0	0	0	0	5	0	0	0	15	334
8:30 AM	0	5	6	0	2	2	0	0	0	0	0	0	6	0	1	0	22	336
8:35 AM	0	2	4	0	0	4	0	0	0	0	0	0	3	0	0	0	13	321
8:40 AM	0	4	6	0	3	2	0	0	0	0	0	0	2	0	0	0	17	313
8:45 AM	0	5	7	0	1	2	0	0	0	0	0	0	5	0	0	0	20	294
8:50 AM	0	2	7	0	1	6	0	0	0	0	0	0	9	0	1	0	26	291
8:55 AM	0	3	9	0	3	2	0	0	0	0	0	0	5	0	1	0	23	268

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	84	180	0	40	68	0	0	0	0	0	0	68	0	16	0	456
Heavy Trucks	0	0	8		0	8	0		0	0	0		4	0	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments: No stop sign for the NB approach.

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

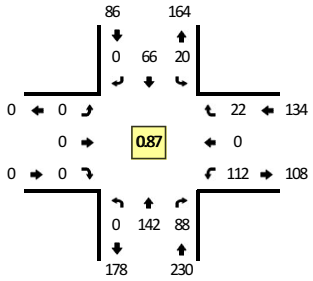
Type of peak hour being reported: Intersection Peak

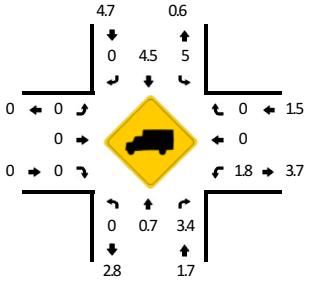
Method for determining peak hour: Total Entering Volume

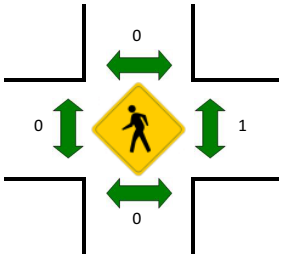
LOCATION: N Main St -- E Illinois St
CITY/STATE: Newberg, OR

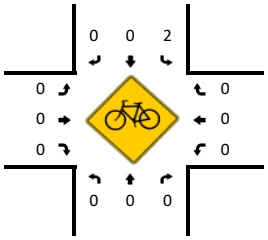
QC JOB #: 16302708
DATE: Thu, Sep 14 2023

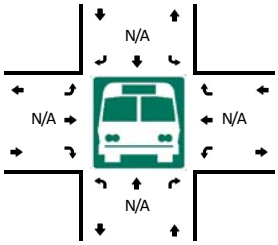
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

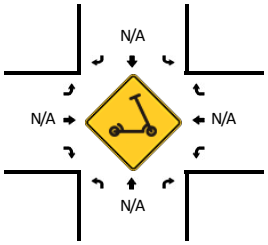












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	7	4	0	1	4	0	0	0	0	0	0	2	0	0	0	18	
4:05 PM	0	7	8	0	1	6	0	0	0	0	0	0	16	0	3	0	41	
4:10 PM	0	5	2	0	2	3	0	0	0	0	0	0	8	0	2	0	22	
4:15 PM	0	10	6	0	0	1	0	0	0	0	0	0	6	0	0	0	23	
4:20 PM	0	10	6	0	2	4	0	0	0	0	0	0	5	0	2	0	29	
4:25 PM	0	11	5	0	1	7	0	0	0	0	0	0	10	0	2	0	36	
4:30 PM	0	13	6	0	2	6	0	0	0	0	0	0	12	0	4	0	43	
4:35 PM	0	9	8	0	0	7	0	0	0	0	0	0	7	0	2	0	33	
4:40 PM	0	10	5	0	2	3	0	0	0	0	0	0	6	0	2	0	28	
4:45 PM	0	9	5	0	2	7	0	0	0	0	0	0	9	0	3	0	35	
4:50 PM	0	12	14	0	1	1	0	0	0	0	0	0	9	0	0	0	37	
4:55 PM	0	10	13	0	1	2	0	0	0	0	0	0	4	0	2	0	32	377
5:00 PM	0	15	6	0	2	4	0	0	0	0	0	0	13	0	1	0	41	400
5:05 PM	0	13	4	0	3	7	0	0	0	0	0	0	7	0	1	0	35	394
5:10 PM	0	11	4	0	3	10	0	0	0	0	0	0	12	0	0	0	40	412
5:15 PM	0	15	10	0	1	4	0	0	0	0	0	0	10	0	3	0	43	432
5:20 PM	0	14	8	0	2	8	0	0	0	0	0	0	13	0	2	0	47	450
5:25 PM	0	7	6	0	1	4	0	0	0	0	0	0	11	0	1	0	30	444
5:30 PM	0	17	8	0	0	7	0	0	0	0	0	0	6	0	4	0	42	443
5:35 PM	0	16	3	0	3	7	0	0	0	0	0	0	3	0	1	0	33	443
5:40 PM	0	9	8	0	0	7	0	0	0	0	0	0	7	0	1	0	32	447
5:45 PM	0	10	8	0	0	2	0	0	0	0	0	0	6	0	0	0	26	438
5:50 PM	0	9	2	0	2	5	0	0	0	0	0	0	12	0	0	0	30	431
5:55 PM	0	7	7	0	1	7	0	0	0	0	0	0	10	0	0	0	32	431

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	160	88	0	24	88	0	0	0	0	0	0	140	0	20	0	520
Heavy Trucks	0	0	8		0	8	0		0	0	0		4	0	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments: No stop sign for the NB approach.

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

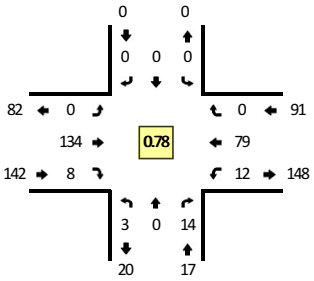
Type of peak hour being reported: Intersection Peak

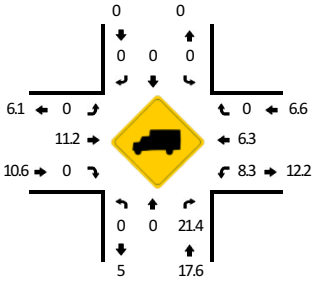
Method for determining peak hour: Total Entering Volume

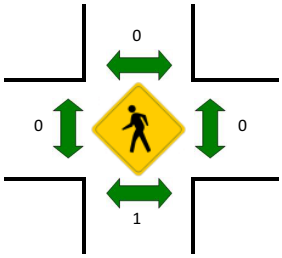
LOCATION: N Washington St -- E Illinois St
CITY/STATE: Newberg, OR

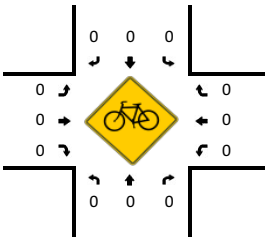
QC JOB #: 16302709
DATE: Thu, Sep 14 2023

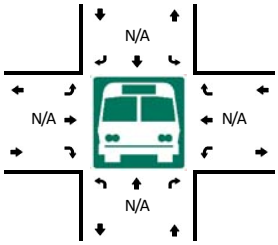
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

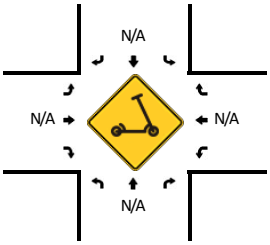












5-Min Count Period Beginning At	N Washington St (Northbound)				N Washington St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	1	0	0	0	0	0	0	6	0	0	0	5	0	0	12	
7:05 AM	0	0	0	0	0	0	0	0	0	7	1	0	2	2	0	0	12	
7:10 AM	0	0	3	0	0	0	0	0	0	9	0	0	1	2	0	0	15	
7:15 AM	0	0	0	1	0	0	0	0	0	8	2	0	3	2	0	0	16	
7:20 AM	0	0	0	0	0	0	0	0	0	8	1	0	0	3	0	0	12	
7:25 AM	0	0	2	0	0	0	0	0	0	7	0	0	0	5	0	0	14	
7:30 AM	1	0	0	0	0	0	0	0	0	3	1	0	0	6	0	0	11	
7:35 AM	0	0	4	0	0	0	0	0	0	8	0	0	1	9	0	0	22	
7:40 AM	0	0	1	0	0	0	0	0	0	12	0	0	0	5	0	0	18	
7:45 AM	1	0	1	0	0	0	0	0	0	14	3	0	0	6	0	0	25	
7:50 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	2	0	0	19	
7:55 AM	1	0	0	0	0	0	0	0	0	20	1	0	0	10	0	0	32	208
8:00 AM	0	0	0	0	0	0	0	0	0	17	0	0	2	5	0	0	24	220
8:05 AM	0	0	0	0	0	0	0	0	0	15	1	0	0	8	0	0	24	232
8:10 AM	1	0	1	0	0	0	0	0	0	9	2	0	3	8	0	0	24	241
8:15 AM	0	0	4	0	0	0	0	0	0	3	0	0	2	6	0	0	15	240
8:20 AM	0	0	2	0	0	0	0	0	0	8	0	0	0	7	0	0	17	245
8:25 AM	0	0	1	0	0	0	0	0	0	4	0	0	1	6	0	0	12	243
8:30 AM	0	0	0	0	0	0	0	0	0	7	1	0	3	7	0	0	18	250
8:35 AM	0	0	0	0	0	0	0	0	0	4	0	0	1	4	0	0	9	237
8:40 AM	0	0	0	0	0	0	0	0	0	7	1	0	0	3	0	0	11	230
8:45 AM	0	0	0	0	0	0	0	0	0	8	0	0	1	5	0	0	14	219
8:50 AM	0	0	0	0	0	0	0	0	0	8	0	0	1	9	0	0	18	218
8:55 AM	0	0	3	0	0	0	0	0	0	13	0	0	0	8	0	0	24	210

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	0	0	0	0	0	0	0	208	8	0	8	92	0	0	320
Heavy Trucks	0	0	0		0	0	0		0	32	0		0	0	0		32
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

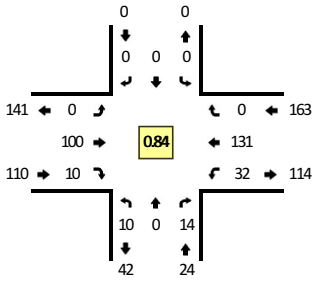
Type of peak hour being reported: Intersection Peak

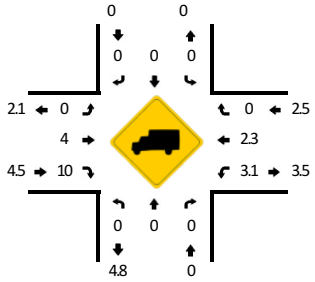
Method for determining peak hour: Total Entering Volume

LOCATION: N Washington St -- E Illinois St
CITY/STATE: Newberg, OR

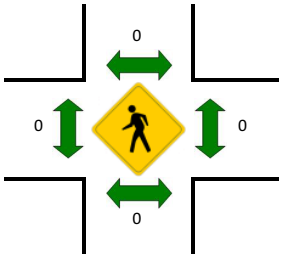
QC JOB #: 16302710
DATE: Thu, Sep 14 2023

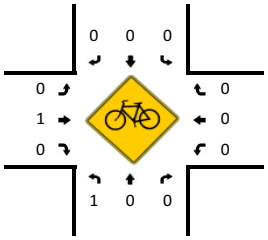
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

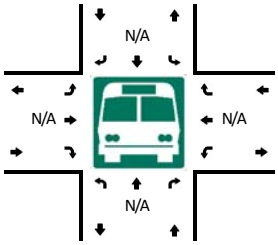


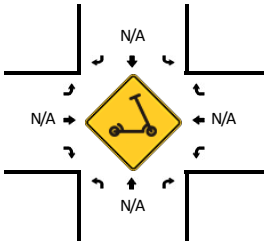


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	N Washington St (Northbound)				N Washington St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	0	0	0	0	0	0	0	5	0	0	2	2	0	0	10	
4:05 PM	0	0	0	0	0	0	0	0	0	8	0	0	3	19	0	0	30	
4:10 PM	1	0	0	0	0	0	0	0	0	4	1	0	4	10	0	0	20	
4:15 PM	0	0	0	0	0	0	0	0	0	6	1	0	1	6	0	0	14	
4:20 PM	1	0	3	0	0	0	0	0	0	6	1	0	3	9	0	0	23	
4:25 PM	0	0	1	0	0	0	0	0	0	5	0	0	3	11	0	0	20	
4:30 PM	4	0	0	0	0	0	0	0	0	7	0	0	1	14	0	0	26	
4:35 PM	0	0	1	0	0	0	0	0	0	9	0	0	5	10	0	0	25	
4:40 PM	2	0	1	0	0	0	0	0	0	6	1	0	1	7	0	0	18	
4:45 PM	1	0	2	0	0	0	0	0	0	6	0	0	2	10	0	0	21	
4:50 PM	0	0	1	0	0	0	0	0	0	14	0	0	2	11	0	0	28	
4:55 PM	1	0	2	0	0	0	0	0	0	15	0	0	2	5	0	0	25	260
5:00 PM	2	0	0	0	0	0	0	0	0	6	2	0	4	13	0	0	27	277
5:05 PM	0	0	1	0	0	0	0	0	0	8	1	0	2	7	0	0	19	266
5:10 PM	0	0	0	0	0	0	0	0	0	4	2	0	1	13	0	0	20	266
5:15 PM	0	0	3	0	0	0	0	0	0	10	1	0	3	18	0	0	35	287
5:20 PM	0	0	2	0	0	0	0	0	0	9	2	0	2	10	0	0	25	289
5:25 PM	0	0	1	0	0	0	0	0	0	6	1	0	7	13	0	0	28	297
5:30 PM	3	0	0	0	0	0	0	0	0	9	0	0	0	7	0	0	19	290
5:35 PM	0	0	2	0	0	0	0	0	0	5	1	0	3	7	0	0	18	283
5:40 PM	0	0	0	0	0	0	0	0	0	9	0	0	1	7	0	0	17	282
5:45 PM	0	0	0	0	0	0	0	0	0	9	0	0	2	10	0	0	21	282
5:50 PM	0	0	1	0	0	0	0	0	0	2	1	0	3	9	0	0	16	270
5:55 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	12	0	0	21	266

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	24	0	0	0	0	0	0	100	16	0	48	164	0	0	352
Heavy Trucks	0	0	0		0	0	0		0	4	0		4	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

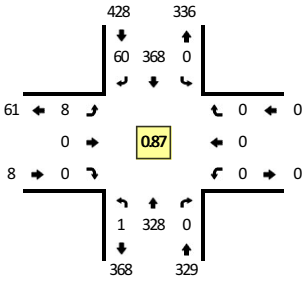
Type of peak hour being reported: Intersection Peak

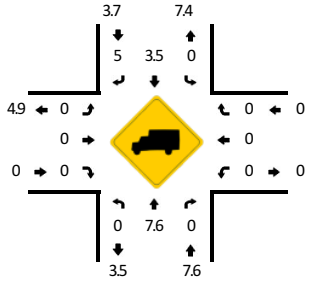
Method for determining peak hour: Total Entering Volume

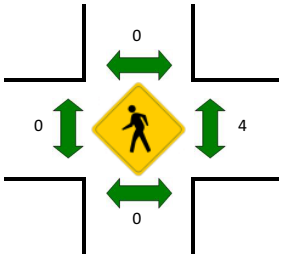
LOCATION: N College St -- Deskins St
CITY/STATE: Newberg, OR

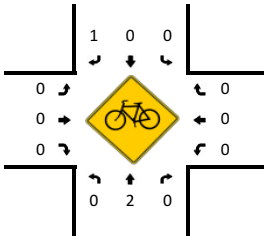
QC JOB #: 16302711
DATE: Thu, Sep 14 2023

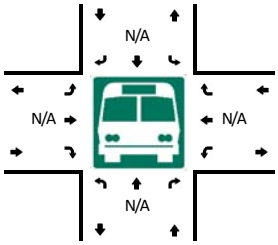
Peak-Hour: 7:25 AM -- 8:25 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

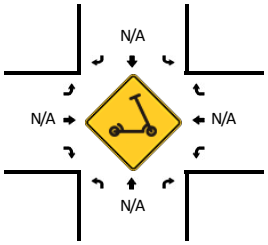












5-Min Count Period Beginning At	N College St (Northbound)				N College St (Southbound)				Deskins St (Eastbound)				Deskins St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	20	0	0	0	26	2	0	1	0	1	0	0	0	0	0	50	
7:05 AM	0	12	0	0	0	22	5	0	0	0	0	0	0	0	0	0	39	
7:10 AM	0	18	0	0	0	16	4	0	1	0	0	0	0	0	0	0	39	
7:15 AM	0	25	0	0	0	24	4	0	0	0	0	0	0	0	0	0	53	
7:20 AM	0	19	0	0	0	24	3	0	0	0	0	0	0	0	0	0	46	
7:25 AM	0	28	0	0	0	23	3	0	0	0	0	0	0	0	0	0	54	
7:30 AM	0	16	0	0	0	36	7	0	1	0	0	0	0	0	0	0	60	
7:35 AM	0	29	0	0	0	23	5	0	0	0	0	0	0	0	0	0	57	
7:40 AM	0	23	0	0	0	33	7	0	0	0	0	0	0	0	0	0	63	
7:45 AM	0	42	0	0	0	32	4	0	2	0	0	0	0	0	0	0	80	
7:50 AM	0	35	0	0	0	35	3	0	1	0	0	0	0	0	0	0	74	
7:55 AM	0	27	0	0	0	32	7	0	0	0	0	0	0	0	0	0	66	681
8:00 AM	1	26	0	0	0	39	8	0	0	0	0	0	0	0	0	0	74	705
8:05 AM	0	33	0	0	0	25	5	0	1	0	0	0	0	0	0	0	64	730
8:10 AM	0	23	0	0	0	29	5	0	2	0	0	0	0	0	0	0	59	750
8:15 AM	0	18	0	0	0	39	3	0	0	0	0	0	0	0	0	0	60	757
8:20 AM	0	28	0	0	0	22	3	0	1	0	0	0	0	0	0	0	54	765
8:25 AM	0	14	0	0	0	32	8	0	0	0	0	0	0	0	0	0	54	765
8:30 AM	0	19	0	0	0	21	8	0	1	0	0	0	0	0	0	0	49	754
8:35 AM	0	10	0	0	0	18	4	0	1	0	0	0	0	0	0	0	33	730
8:40 AM	0	24	0	0	0	13	2	0	0	0	0	0	0	0	0	0	39	706
8:45 AM	0	21	0	0	0	29	6	0	1	0	0	0	0	0	0	0	57	683
8:50 AM	0	12	0	0	0	27	10	0	2	0	0	0	0	0	0	0	51	660
8:55 AM	1	19	0	0	0	11	4	0	0	0	0	0	0	0	0	0	35	629

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	416	0	0	0	396	56	0	12	0	0	0	0	0	0	0	880
Heavy Trucks	0	32	0		0	4	8		0	0	0		0	0	0		44
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

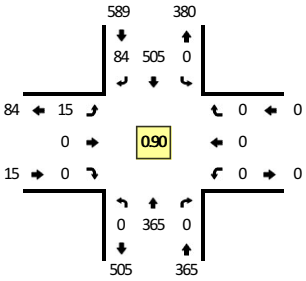
Type of peak hour being reported: Intersection Peak

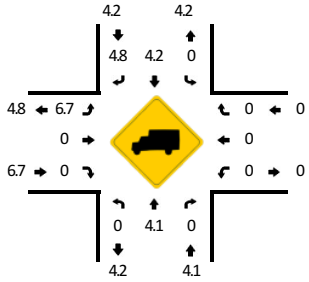
Method for determining peak hour: Total Entering Volume

LOCATION: N College St -- Deskins St
CITY/STATE: Newberg, OR

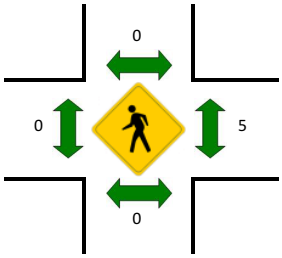
QC JOB #: 16302712
DATE: Thu, Sep 14 2023

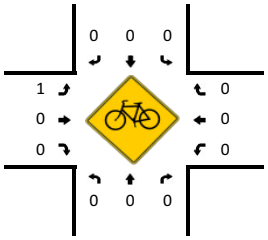
Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:05 PM -- 4:20 PM

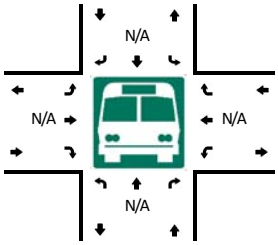


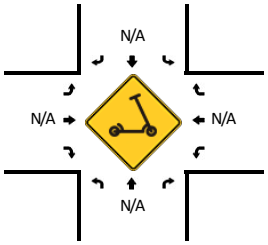


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	N College St (Northbound)				N College St (Southbound)				Deskins St (Eastbound)				Deskins St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	25	0	0	0	33	1	0	2	0	0	0	0	0	0	0	61	
4:05 PM	0	33	0	0	0	51	16	0	0	0	0	0	0	0	0	0	100	
4:10 PM	0	24	0	0	0	48	7	0	2	0	0	0	0	0	0	0	81	
4:15 PM	0	36	0	0	0	49	3	0	0	0	0	0	0	0	0	0	88	
4:20 PM	0	27	0	0	0	43	8	0	0	0	0	0	0	0	0	0	78	
4:25 PM	0	32	0	0	0	58	6	0	2	0	0	0	0	0	0	0	98	
4:30 PM	0	30	0	0	0	39	7	0	1	0	0	0	0	0	0	0	77	
4:35 PM	0	29	0	0	0	45	9	0	1	0	0	0	0	0	0	0	84	
4:40 PM	0	26	0	0	0	41	5	0	2	0	0	0	0	0	0	0	74	
4:45 PM	0	32	0	0	0	40	7	0	1	0	0	0	0	0	0	0	80	
4:50 PM	0	34	0	0	0	23	6	0	1	0	0	0	0	0	0	0	64	
4:55 PM	0	22	0	0	0	38	8	0	3	0	0	0	0	0	0	0	71	956
5:00 PM	0	40	0	0	0	30	2	0	2	0	0	0	0	0	0	0	74	969
5:05 PM	0	29	0	0	0	55	4	0	1	0	0	0	0	0	0	0	89	958
5:10 PM	0	31	0	0	0	30	9	0	0	0	0	0	0	0	0	0	70	947
5:15 PM	0	35	0	0	0	35	9	0	3	0	0	0	0	0	0	0	82	941
5:20 PM	0	33	0	0	0	25	8	0	1	0	0	0	0	0	0	0	67	930
5:25 PM	0	38	0	0	0	31	11	0	1	0	0	0	0	0	0	0	81	913
5:30 PM	0	28	0	0	0	56	2	0	1	0	0	0	0	0	0	0	87	923
5:35 PM	0	35	0	0	0	30	6	0	1	0	0	0	0	0	0	0	72	911
5:40 PM	0	43	0	0	0	32	4	0	0	0	0	0	0	0	0	0	79	916
5:45 PM	0	28	0	0	0	34	8	0	1	0	0	0	0	0	0	0	71	907
5:50 PM	0	26	0	0	0	21	5	0	0	0	0	0	0	0	0	0	52	895
5:55 PM	0	27	0	0	0	25	9	0	1	0	0	0	0	0	0	0	62	886

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	372	0	0	0	592	104	0	8	0	0	0	0	0	0	0	1076
Heavy Trucks	0	12	0		0	28	12		4	0	0		0	0	0		56
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

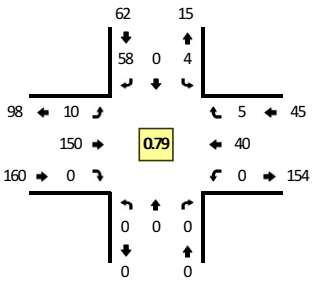
Type of peak hour being reported: Intersection Peak

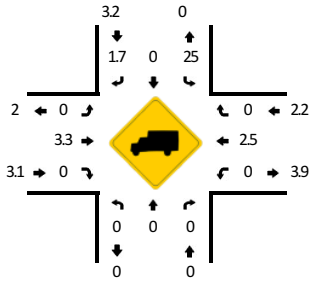
Method for determining peak hour: Total Entering Volume

LOCATION: Deskins St -- E Illinois St
CITY/STATE: Newberg, OR

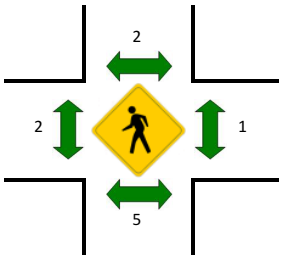
QC JOB #: 16302713
DATE: Thu, Sep 14 2023

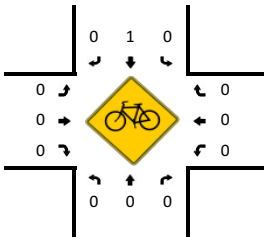
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

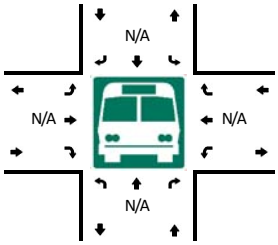


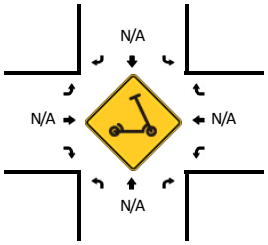


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	Deskins St (Northbound)				Deskins St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	2	0	1	10	0	0	0	2	0	0	15	
7:05 AM	0	0	0	0	1	0	3	0	0	4	0	0	0	0	0	0	8	
7:10 AM	0	0	0	0	0	0	3	0	3	8	0	0	0	2	0	0	16	
7:15 AM	0	0	0	0	0	0	4	0	0	9	0	0	0	4	0	0	17	
7:20 AM	0	0	0	0	0	0	3	0	0	8	0	0	0	0	0	0	11	
7:25 AM	0	0	0	0	0	0	3	0	0	9	0	0	0	3	1	0	16	
7:30 AM	0	0	0	0	0	0	7	0	1	3	0	0	0	4	1	0	16	
7:35 AM	0	0	0	0	0	0	5	0	0	9	0	0	0	5	1	0	20	
7:40 AM	0	0	0	0	0	0	5	0	0	15	0	0	0	1	0	0	21	
7:45 AM	0	0	0	0	0	0	3	0	2	14	0	0	0	3	1	0	23	
7:50 AM	0	0	0	0	0	0	3	0	0	20	0	0	0	0	1	0	24	
7:55 AM	0	0	0	0	0	0	4	0	0	18	0	0	0	4	0	0	26	213
8:00 AM	0	0	0	0	2	0	9	0	0	18	0	0	0	2	1	0	32	230
8:05 AM	0	0	0	0	1	0	4	0	1	17	0	0	0	3	1	0	27	249
8:10 AM	0	0	0	0	0	0	4	0	3	11	0	0	0	7	0	0	25	258
8:15 AM	0	0	0	0	0	0	3	0	2	7	0	0	0	5	0	0	17	258
8:20 AM	0	0	0	0	1	0	3	0	1	8	0	0	0	6	0	0	19	266
8:25 AM	0	0	0	0	0	0	7	0	1	6	0	0	0	2	0	0	16	266
8:30 AM	0	0	0	0	0	0	8	0	0	7	0	0	0	2	0	0	17	267
8:35 AM	0	0	0	0	0	0	4	0	1	5	0	0	0	0	0	0	10	257
8:40 AM	0	0	0	0	0	0	2	0	0	6	0	0	0	2	1	0	11	247
8:45 AM	0	0	0	0	0	0	5	0	0	7	0	0	0	1	0	0	13	237
8:50 AM	0	0	0	0	0	0	9	0	1	10	0	0	0	2	0	0	22	235
8:55 AM	0	0	0	0	0	0	4	0	0	17	0	0	0	2	0	0	23	232

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	12	0	68	0	4	212	0	0	0	36	8	0	340
Heavy Trucks	0	0	0		4	0	0		0	4	0		0	0	0		8
Buses																	
Pedestrians		12				4				4				0			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

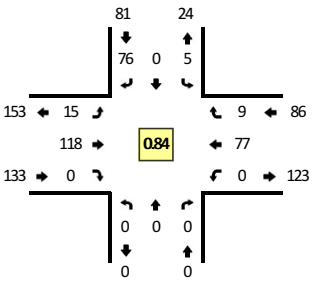
Type of peak hour being reported: Intersection Peak

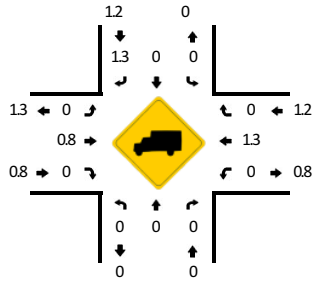
Method for determining peak hour: Total Entering Volume

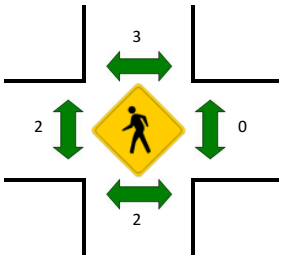
LOCATION: Deskins St -- E Illinois St
CITY/STATE: Newberg, OR

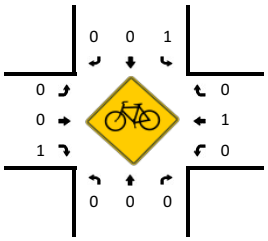
QC JOB #: 16302714
DATE: Thu, Sep 14 2023

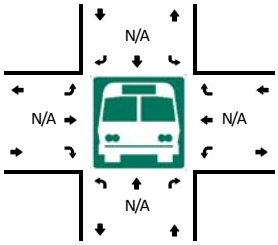
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

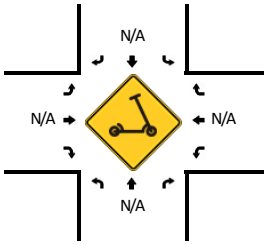












5-Min Count Period Beginning At	Deskins St (Northbound)				Deskins St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	1	0	1	6	0	0	0	1	0	0	9	
4:05 PM	0	0	0	0	0	0	14	0	0	8	0	0	0	9	0	0	31	
4:10 PM	0	0	0	0	0	0	6	0	1	5	0	0	0	6	0	0	18	
4:15 PM	0	0	0	0	0	0	3	0	0	7	0	0	0	4	0	0	14	
4:20 PM	0	0	0	0	0	0	7	0	1	7	0	0	0	7	0	0	22	
4:25 PM	0	0	0	0	0	0	5	0	2	6	0	0	0	11	1	0	25	
4:30 PM	0	0	0	0	1	0	6	0	0	8	0	0	0	4	0	0	19	
4:35 PM	0	0	0	0	1	0	9	0	1	10	0	0	0	6	2	0	29	
4:40 PM	0	0	0	0	0	0	4	0	2	8	0	0	0	4	1	0	19	
4:45 PM	0	0	0	0	1	0	5	0	0	8	0	0	0	6	1	0	21	
4:50 PM	0	0	0	0	0	0	6	0	2	13	0	0	0	7	0	0	28	
4:55 PM	0	0	0	0	0	0	6	0	4	15	0	0	0	5	0	0	30	265
5:00 PM	0	0	0	0	0	0	2	0	0	11	0	0	0	10	1	0	24	280
5:05 PM	0	0	0	0	1	0	3	0	1	7	0	0	0	7	0	0	19	268
5:10 PM	0	0	0	0	0	0	7	0	1	7	0	0	0	6	1	0	22	272
5:15 PM	0	0	0	0	0	0	9	0	3	11	0	0	0	10	1	0	34	292
5:20 PM	0	0	0	0	0	0	9	0	0	12	0	0	0	6	0	0	27	297
5:25 PM	0	0	0	0	1	0	10	0	1	8	0	0	0	6	2	0	28	300
5:30 PM	0	0	0	0	1	0	1	0	0	9	0	0	0	5	2	0	18	299
5:35 PM	0	0	0	0	0	0	6	0	1	8	0	0	0	5	0	0	20	290
5:40 PM	0	0	0	0	0	0	4	0	0	10	0	0	0	2	1	0	17	288
5:45 PM	0	0	0	0	0	0	8	0	1	7	0	0	0	4	0	0	20	287
5:50 PM	0	0	0	0	0	0	5	0	1	3	0	0	0	5	1	0	15	274
5:55 PM	0	0	0	0	0	0	10	0	0	8	0	0	0	4	0	0	22	266

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	0	112	0	16	124	0	0	0	88	12	0	356
Heavy Trucks	0	0	0		0	0	4		0	0	0		0	0	0		4
Buses																	
Pedestrians		4				0				4				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

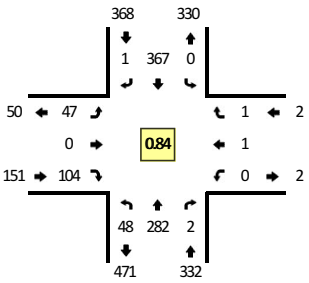
Report generated on 9/22/2023 3:17 PM

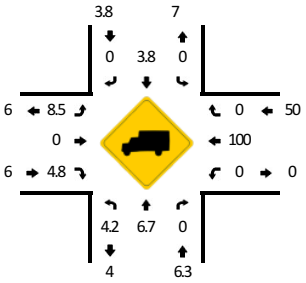
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

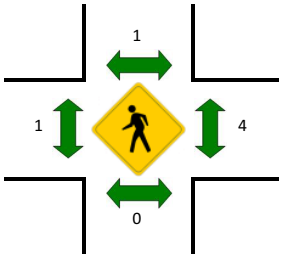
LOCATION: N College St -- E Illinois St | **QC JOB #:** 16302715
CITY/STATE: Newberg, OR | **DATE:** Thu, Sep 14 2023

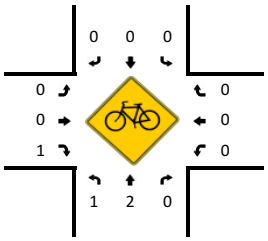
Peak-Hour: 7:25 AM -- 8:25 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

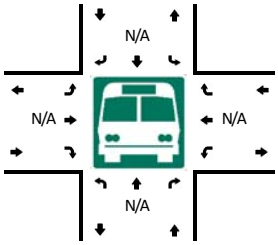


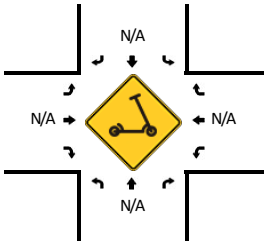


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	N College St (Northbound)				N College St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	16	0	0	0	26	0	0	4	0	5	0	0	0	0	0	53	
7:05 AM	0	12	0	0	0	23	0	0	0	0	6	0	0	0	0	0	41	
7:10 AM	2	15	0	0	0	16	0	0	3	0	5	0	0	0	0	0	41	
7:15 AM	4	25	0	0	0	23	0	0	2	0	7	0	0	0	0	0	61	
7:20 AM	0	18	0	0	0	24	0	0	2	0	6	0	0	0	0	0	50	
7:25 AM	4	22	0	0	0	24	0	0	6	0	2	0	0	0	0	0	58	
7:30 AM	5	15	0	0	0	35	0	0	1	0	3	0	0	0	0	0	59	
7:35 AM	6	24	0	0	0	24	0	0	5	0	4	0	0	0	0	0	63	
7:40 AM	1	19	0	0	0	33	0	0	4	0	11	0	0	0	0	0	68	
7:45 AM	4	37	0	0	0	32	0	0	5	0	7	0	0	0	0	0	85	
7:50 AM	1	30	0	0	0	35	0	0	6	0	14	0	0	0	0	0	86	
7:55 AM	3	25	0	0	0	31	1	0	1	0	16	0	0	0	0	0	77	742
8:00 AM	3	25	1	0	0	39	0	0	3	0	19	0	0	0	0	0	90	779
8:05 AM	4	25	0	0	0	24	0	0	7	0	9	0	0	0	0	0	69	807
8:10 AM	6	20	0	0	0	29	0	0	3	0	7	0	0	1	0	0	66	832
8:15 AM	6	16	0	0	0	39	0	0	2	0	7	0	0	0	0	0	70	841
8:20 AM	5	24	1	0	0	22	0	0	4	0	5	0	0	0	1	0	62	853
8:25 AM	2	12	0	0	0	33	0	0	2	0	4	0	0	0	0	0	53	848
8:30 AM	2	15	0	0	0	21	0	0	3	0	4	0	0	0	0	0	45	834
8:35 AM	0	7	0	0	0	18	0	0	3	0	2	0	0	0	0	0	30	801
8:40 AM	3	23	0	0	0	12	0	0	2	0	4	0	0	0	0	0	44	777
8:45 AM	1	18	0	0	0	30	0	0	2	0	5	0	0	0	0	0	56	748
8:50 AM	2	9	0	0	0	27	0	0	3	0	7	0	0	0	0	0	48	710
8:55 AM	2	16	0	0	0	11	0	0	4	0	11	0	0	0	0	0	44	677

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	320	4	0	0	420	4	0	40	0	196	0	0	0	0	0	1012
Heavy Trucks	0	24	0		0	12	0		4	0	12		0	0	0		52
Buses																	
Pedestrians		0				4				4				4			12
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

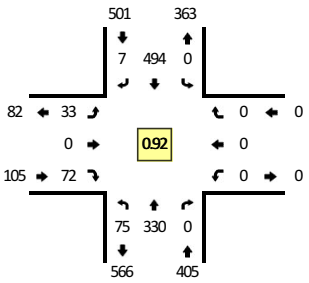
Type of peak hour being reported: Intersection Peak

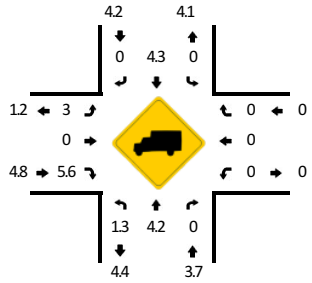
Method for determining peak hour: Total Entering Volume

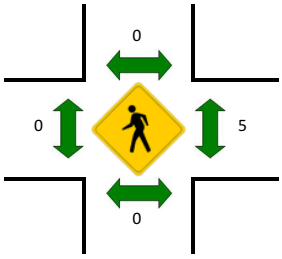
LOCATION: N College St -- E Illinois St
CITY/STATE: Newberg, OR

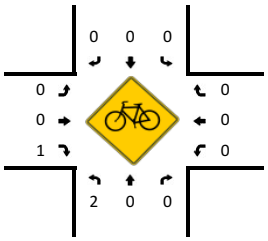
QC JOB #: 16302716
DATE: Thu, Sep 14 2023

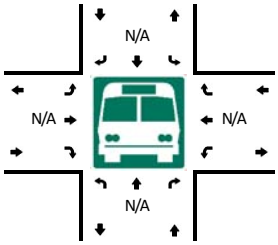
Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

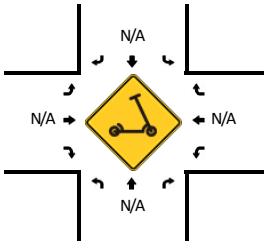












5-Min Count Period Beginning At	N College St (Northbound)				N College St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	24	0	0	0	34	0	0	2	0	4	0	0	0	0	0	65	
4:05 PM	7	28	0	0	0	48	2	0	4	0	4	0	0	0	0	0	93	
4:10 PM	5	23	0	0	0	48	1	0	1	0	4	0	0	0	0	0	82	
4:15 PM	4	34	0	0	0	49	0	0	3	0	4	0	0	0	0	0	94	
4:20 PM	7	25	0	0	0	42	0	0	1	0	3	0	0	0	0	0	78	
4:25 PM	9	29	0	0	0	57	0	0	3	0	5	0	0	0	0	0	103	
4:30 PM	4	30	0	0	0	39	0	0	1	0	8	0	0	0	0	0	82	
4:35 PM	7	24	0	0	0	41	1	0	2	0	6	0	0	0	0	0	81	
4:40 PM	3	25	0	0	0	41	2	0	3	0	5	0	0	0	0	0	79	
4:45 PM	7	27	0	0	0	41	0	0	3	0	6	0	0	0	0	0	84	
4:50 PM	6	30	0	0	0	21	1	0	4	0	9	0	0	0	0	0	71	
4:55 PM	5	18	0	0	0	38	0	0	4	0	11	0	0	0	0	0	76	988
5:00 PM	11	37	0	0	0	29	0	0	4	0	7	0	0	0	0	0	88	1011
5:05 PM	6	24	0	0	0	53	1	0	4	0	4	0	0	0	0	0	92	1010
5:10 PM	7	27	0	0	0	32	0	0	4	0	4	0	0	0	0	0	74	1002
5:15 PM	11	33	0	0	0	35	0	0	3	0	7	0	0	0	0	0	89	997
5:20 PM	5	32	0	0	0	23	1	0	1	0	9	0	0	0	0	0	71	990
5:25 PM	8	28	0	0	0	32	0	0	9	0	3	0	0	0	0	0	80	967
5:30 PM	7	27	0	0	0	55	0	0	3	0	5	0	0	0	0	0	97	982
5:35 PM	5	27	0	0	0	31	0	0	6	0	4	0	0	0	0	0	73	974
5:40 PM	3	38	0	0	0	32	0	0	5	0	5	0	0	0	0	0	83	978
5:45 PM	4	25	0	0	0	34	0	0	4	0	2	0	0	0	0	0	69	963
5:50 PM	6	23	0	0	0	21	0	0	2	0	2	0	0	0	0	0	54	946
5:55 PM	4	25	0	0	0	24	0	0	3	0	4	0	0	0	0	0	60	930

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	352	0	0	0	592	0	0	28	0	48	0	0	0	0	0	1100
Heavy Trucks	0	12	0		0	32	0		0	0	8		0	0	0		52
Buses																	
Pedestrians		0				0				0				8			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

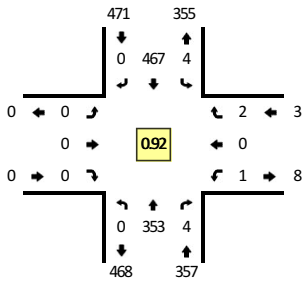
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

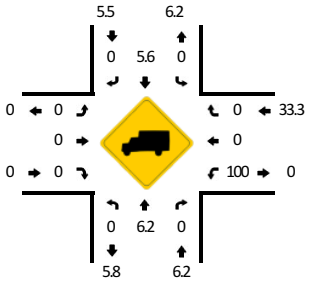
LOCATION: Hwy 240/N Main St -- E North St
CITY/STATE: Newberg, OR

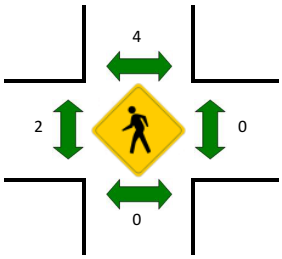
QC JOB #: 16302717
DATE: Thu, Sep 14 2023

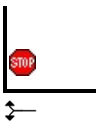
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

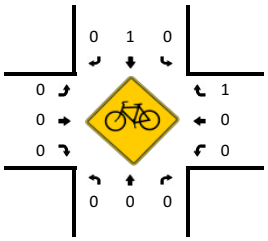


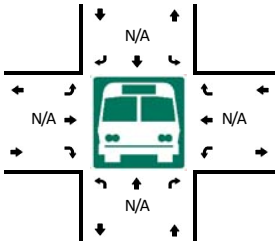
TRUE DATA TO IMPROVE MOBILITY

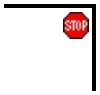


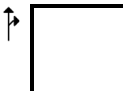


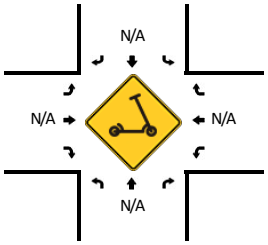












5-Min Count Period Beginning At	Hwy 240/N Main St (Northbound)				Hwy 240/N Main St (Southbound)				E North St (Eastbound)				E North St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	33	0	0	0	26	0	0	0	0	0	0	0	0	0	0	59	
7:05 AM	0	22	0	0	0	35	0	0	0	0	0	0	0	0	0	0	57	
7:10 AM	0	19	0	0	0	40	0	0	0	0	0	0	0	0	0	0	59	
7:15 AM	0	25	0	0	0	37	0	0	0	0	0	0	0	0	0	0	62	
7:20 AM	0	16	1	0	0	43	0	0	0	0	0	0	1	0	1	0	62	
7:25 AM	0	18	0	0	0	38	0	0	0	0	0	0	0	0	0	0	56	
7:30 AM	0	23	0	0	0	30	0	0	0	0	0	0	0	0	1	0	54	
7:35 AM	0	30	1	0	0	50	0	0	0	0	0	0	0	0	0	0	81	
7:40 AM	0	30	0	0	1	34	0	0	0	0	0	0	1	0	0	0	66	
7:45 AM	0	23	0	0	0	50	0	0	0	0	0	0	0	0	0	0	73	
7:50 AM	0	42	1	0	0	35	0	0	0	0	0	0	0	0	0	0	78	
7:55 AM	0	40	0	0	0	31	0	0	0	0	0	0	0	0	0	0	71	778
8:00 AM	0	26	0	0	0	39	0	0	0	0	0	0	0	0	0	0	65	784
8:05 AM	0	41	1	0	1	47	0	0	0	0	0	0	0	0	1	0	91	818
8:10 AM	0	34	0	0	0	34	0	0	0	0	0	0	0	0	1	0	69	828
8:15 AM	0	21	1	0	0	37	0	0	0	0	0	0	0	0	0	0	59	825
8:20 AM	0	18	0	0	0	26	0	0	0	0	0	0	0	0	0	0	44	807
8:25 AM	0	22	0	0	1	49	0	0	0	0	0	0	0	0	0	0	72	823
8:30 AM	0	26	0	0	1	35	0	0	0	0	0	0	0	0	0	0	62	831
8:35 AM	0	25	0	0	0	32	0	0	0	0	0	0	0	0	0	0	57	807
8:40 AM	0	31	0	0	1	25	0	0	0	0	0	0	0	0	0	0	57	798
8:45 AM	0	34	0	0	0	29	0	0	0	0	0	0	0	0	0	0	63	788
8:50 AM	0	30	0	0	0	31	0	0	0	0	0	0	0	0	0	0	61	771
8:55 AM	0	29	1	0	0	36	0	0	0	0	0	0	0	0	1	0	67	767

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	428	4	0	4	468	0	0	0	0	0	0	0	0	4	0	908
Heavy Trucks	0	28	0		0	28	0		0	0	0		0	0	0		56
Buses																	
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	4		4
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

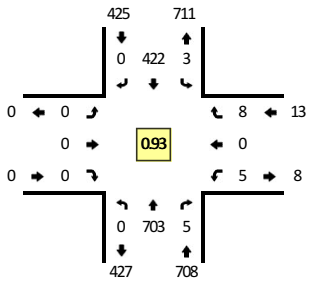
Type of peak hour being reported: Intersection Peak

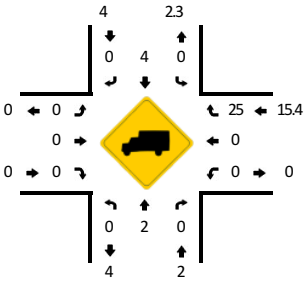
Method for determining peak hour: Total Entering Volume

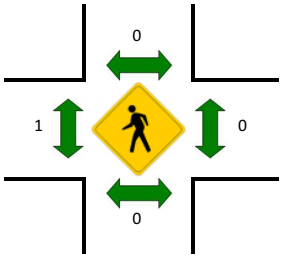
LOCATION: Hwy 240/N Main St -- E North St
CITY/STATE: Newberg, OR

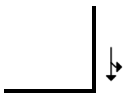
QC JOB #: 16302718
DATE: Thu, Sep 14 2023

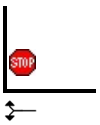
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

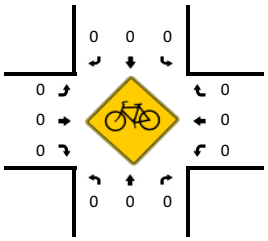


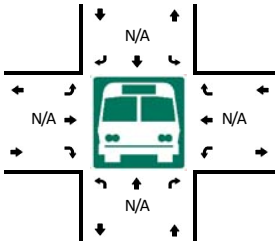


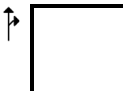


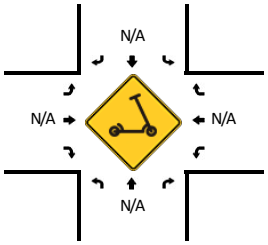












5-Min Count Period Beginning At	Hwy 240/N Main St (Northbound)				Hwy 240/N Main St (Southbound)				E North St (Eastbound)				E North St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	42	0	0	0	30	0	0	0	0	0	0	0	0	0	0	72	
4:05 PM	0	44	0	0	0	43	0	0	0	0	0	0	1	0	0	0	88	
4:10 PM	0	55	0	0	0	34	0	0	0	0	0	0	0	0	0	0	89	
4:15 PM	0	50	0	0	0	36	0	0	0	0	0	0	0	0	0	0	86	
4:20 PM	0	59	1	0	0	33	0	0	0	0	0	0	0	0	0	0	93	
4:25 PM	0	55	0	0	0	44	0	0	0	0	0	0	0	0	0	0	99	
4:30 PM	0	54	0	0	0	33	0	0	0	0	0	0	0	0	1	0	88	
4:35 PM	0	57	2	0	0	29	0	0	0	0	0	0	0	0	1	0	89	
4:40 PM	0	62	0	0	0	42	0	0	0	0	0	0	0	0	1	0	105	
4:45 PM	0	61	0	0	0	36	0	0	0	0	0	0	0	0	0	0	97	
4:50 PM	0	55	0	0	0	33	0	0	0	0	0	0	0	0	0	0	88	
4:55 PM	0	56	2	0	1	22	0	0	0	0	0	0	1	0	0	0	82	1076
5:00 PM	0	66	0	0	1	30	0	0	0	0	0	0	2	0	1	0	100	1104
5:05 PM	0	62	0	0	0	42	0	0	0	0	0	0	1	0	2	0	107	1123
5:10 PM	0	66	1	0	0	32	0	0	0	0	0	0	1	0	1	0	101	1135
5:15 PM	0	61	0	0	1	34	0	0	0	0	0	0	0	0	0	0	96	1145
5:20 PM	0	48	0	0	0	45	0	0	0	0	0	0	0	0	1	0	94	1146
5:25 PM	0	55	0	0	0	39	0	0	0	0	0	0	1	0	1	0	96	1143
5:30 PM	0	52	0	0	0	37	0	0	0	0	0	0	0	0	0	0	89	1144
5:35 PM	0	60	0	0	0	26	0	0	0	0	0	0	0	0	0	0	86	1141
5:40 PM	0	44	0	0	0	33	0	0	0	0	0	0	0	0	0	0	77	1113
5:45 PM	0	57	0	0	0	42	0	0	0	0	0	0	0	0	0	0	99	1115
5:50 PM	0	47	1	0	0	43	0	0	0	0	0	0	0	0	1	0	92	1119
5:55 PM	0	44	0	0	0	35	0	0	0	0	0	0	0	0	0	0	79	1116

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	776	4	0	4	416	0	0	0	0	0	0	16	0	16	0	1232
Heavy Trucks	0	12	0		0	20	0		0	0	0		0	0	8		40
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

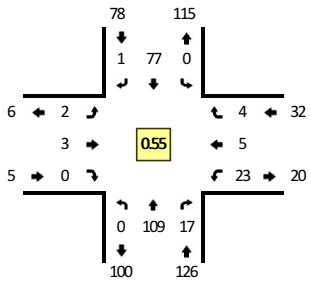
Type of peak hour being reported: Intersection Peak

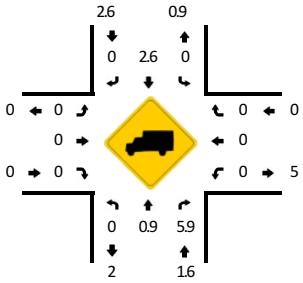
Method for determining peak hour: Total Entering Volume

LOCATION: N Main St -- E Pinehurst Dr
CITY/STATE: Newberg, OR

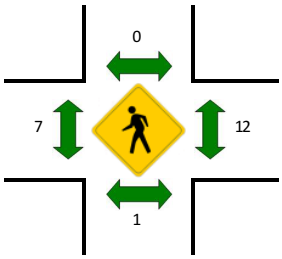
QC JOB #: 16302719
DATE: Sat, Sep 16 2023

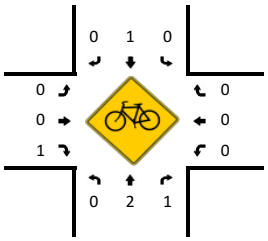
Peak-Hour: 11:00 AM -- 12:00 PM
Peak 15-Min: 11:00 AM -- 11:15 AM

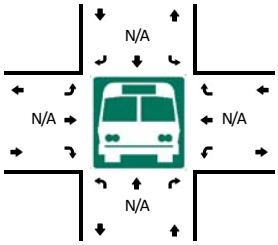


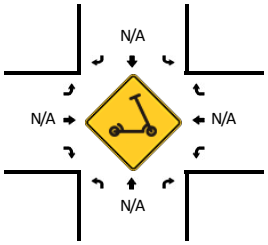


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				E Pinehurst Dr (Eastbound)				E Pinehurst Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	17	3	0	0	15	0	0	1	1	0	0	7	1	0	0	45	
11:05 AM	0	18	5	0	0	13	0	0	0	0	0	0	6	0	0	0	42	
11:10 AM	0	10	2	0	0	5	0	0	0	0	0	0	5	0	0	0	22	
11:15 AM	0	17	1	0	0	6	1	0	0	1	0	0	0	0	3	0	29	
11:20 AM	0	5	2	0	0	8	0	0	0	0	0	0	0	0	0	0	15	
11:25 AM	0	6	1	0	0	3	0	0	0	0	0	0	1	0	0	0	11	
11:30 AM	0	2	0	0	0	3	0	0	0	0	0	0	1	1	0	0	7	
11:35 AM	0	6	0	0	0	8	0	0	0	0	0	0	0	1	0	0	15	
11:40 AM	0	3	2	0	0	4	0	0	1	0	0	0	1	0	1	0	12	
11:45 AM	0	6	0	0	0	5	0	0	0	0	0	0	0	2	0	0	13	
11:50 AM	0	10	0	0	0	4	0	0	0	1	0	0	0	0	0	0	15	
11:55 AM	0	9	1	0	0	3	0	0	0	0	0	0	2	0	0	0	15	241
12:00 PM	0	8	1	0	0	3	1	0	0	0	1	0	1	0	0	0	15	211
12:05 PM	0	5	0	0	0	7	0	0	0	0	1	0	0	0	0	0	13	182
12:10 PM	0	4	0	0	0	5	0	0	0	0	0	0	1	0	0	0	10	170
12:15 PM	1	9	1	0	1	3	0	0	0	0	0	0	0	0	0	0	15	156
12:20 PM	0	17	4	0	1	7	0	0	0	0	0	0	1	0	0	0	30	171
12:25 PM	1	21	5	0	0	1	0	0	1	0	0	0	0	0	0	0	29	189
12:30 PM	0	10	4	0	1	5	0	0	0	0	0	0	2	0	0	0	22	204
12:35 PM	0	8	1	0	1	2	0	0	0	0	0	0	0	0	0	0	12	201
12:40 PM	0	5	1	0	1	4	0	0	0	0	0	0	0	0	0	0	11	200
12:45 PM	0	6	0	0	0	5	0	0	0	0	0	0	1	0	2	0	14	201
12:50 PM	0	6	0	0	0	3	0	0	0	0	1	0	2	1	0	0	13	199
12:55 PM	0	7	4	0	0	4	0	0	0	0	1	0	0	1	0	0	17	201

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	180	40	0	0	132	0	0	4	4	0	0	72	4	0	0	436
Heavy Trucks	0	0	0		0	8	0		0	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				16				28			44
Bicycles	0	0	0		0	0	0		0	0	4		0	0	0		4
Scooters																	

Comments:

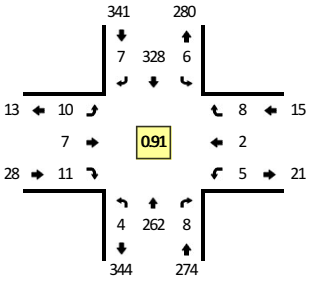
Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

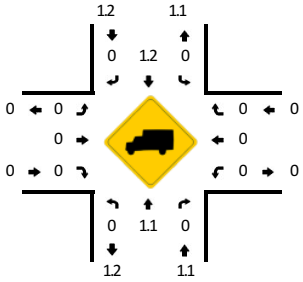
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

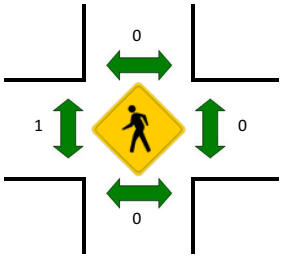
LOCATION: N College St -- E Pinehurst Dr | **QC JOB #:** 16302720
CITY/STATE: Newberg, OR | **DATE:** Sat, Sep 16 2023

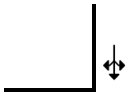
Peak-Hour: 11:45 AM -- 12:45 PM
Peak 15-Min: 12:20 PM -- 12:35 PM

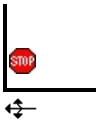


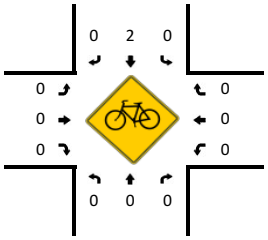
TRUE DATA TO IMPROVE MOBILITY

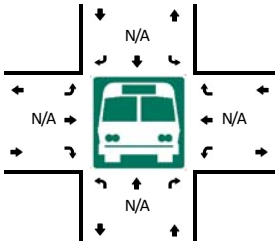


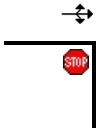


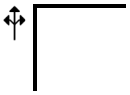


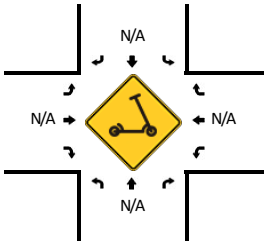












5-Min Count Period Beginning At	N College St (Northbound)				N College St (Southbound)				E Pinehurst Dr (Eastbound)				E Pinehurst Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	2	19	0	0	0	24	5	0	0	2	2	0	1	0	0	0	55	
11:05 AM	1	22	3	0	0	34	3	0	2	0	3	0	0	1	1	0	70	
11:10 AM	2	23	1	0	1	24	2	0	1	1	3	0	0	1	0	0	59	
11:15 AM	1	16	0	0	0	25	0	0	0	0	4	0	0	1	1	0	48	
11:20 AM	0	20	0	0	1	18	0	0	2	0	2	0	0	0	0	0	43	
11:25 AM	0	19	1	0	0	27	0	0	1	0	0	0	1	0	0	0	49	
11:30 AM	1	20	0	0	1	31	1	0	0	0	0	0	1	0	0	0	55	
11:35 AM	0	21	0	0	1	20	1	0	1	0	1	0	0	1	0	0	46	
11:40 AM	2	18	0	0	0	30	2	0	1	0	2	0	1	0	1	0	57	
11:45 AM	0	24	1	0	0	25	0	0	0	0	1	0	0	1	1	0	53	
11:50 AM	1	21	0	0	0	34	0	0	0	1	0	0	1	0	1	0	59	
11:55 AM	0	24	0	0	1	25	1	0	1	0	0	0	0	0	1	0	53	647
12:00 PM	0	21	0	0	1	27	2	0	1	0	0	0	0	0	0	0	52	644
12:05 PM	0	19	1	0	0	31	0	0	0	1	0	0	0	0	1	0	53	627
12:10 PM	0	18	2	0	0	17	1	0	1	0	1	0	0	0	2	0	42	610
12:15 PM	2	19	1	0	0	28	1	0	0	1	0	0	1	0	0	0	53	615
12:20 PM	1	20	1	0	1	21	0	0	3	0	1	0	0	0	0	0	48	620
12:25 PM	0	27	0	0	0	37	1	0	1	3	2	0	0	0	0	0	71	642
12:30 PM	0	21	0	0	2	32	1	0	1	0	3	0	2	0	0	0	62	649
12:35 PM	0	20	1	0	0	24	0	0	1	0	0	0	1	0	1	0	48	651
12:40 PM	0	28	1	0	1	27	0	0	1	1	3	0	0	1	1	0	64	658
12:45 PM	1	13	1	0	1	24	0	0	0	1	0	0	0	0	0	0	41	646
12:50 PM	1	18	1	0	0	32	0	0	0	0	0	0	0	2	1	0	55	642
12:55 PM	2	20	1	0	1	28	0	0	1	1	1	0	0	0	1	0	56	645

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	272	4	0	12	360	8	0	20	12	24	0	8	0	0	0	724
Heavy Trucks	0	4	0		0	4	0		0	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

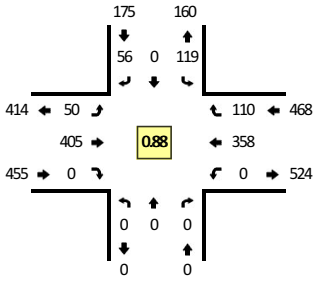
Type of peak hour being reported: Intersection Peak

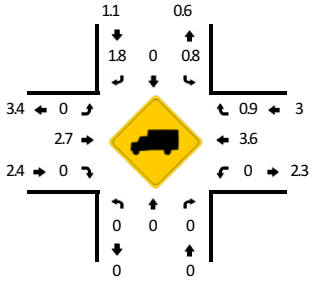
Method for determining peak hour: Total Entering Volume

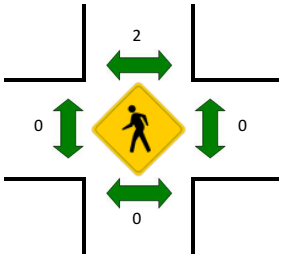
LOCATION: N Main St -- Hwy 240
CITY/STATE: Newberg, OR

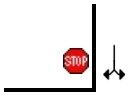
QC JOB #: 16302721
DATE: Sat, Sep 16 2023

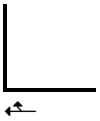
Peak-Hour: 11:35 AM -- 12:35 PM
Peak 15-Min: 12:20 PM -- 12:35 PM

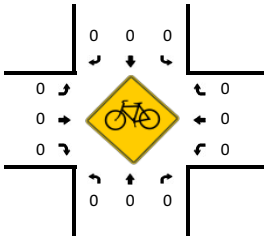


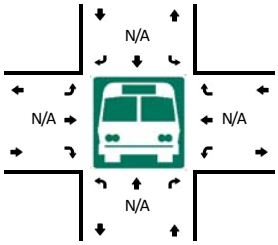


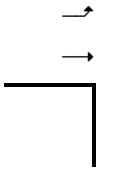


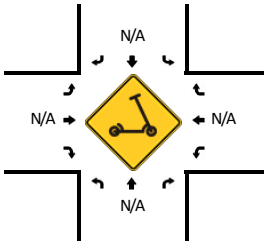












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Hwy 240 (Eastbound)				Hwy 240 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	0	0	0	13	0	2	0	3	29	0	0	0	35	16	0	98	
11:05 AM	0	0	0	0	17	0	5	0	6	25	0	0	0	30	8	0	91	
11:10 AM	0	0	0	0	19	0	3	0	7	26	0	0	0	21	9	0	85	
11:15 AM	0	0	0	0	25	0	5	0	4	27	0	0	0	13	9	0	83	
11:20 AM	0	0	0	0	20	0	4	0	2	33	0	0	0	23	7	0	89	
11:25 AM	0	0	0	0	16	0	4	0	2	34	0	0	0	23	16	0	95	
11:30 AM	0	0	0	0	7	0	4	0	2	36	0	0	0	28	5	0	82	
11:35 AM	0	0	0	0	6	0	7	0	7	42	0	0	0	31	9	0	102	
11:40 AM	0	0	0	0	9	0	4	0	6	52	0	0	0	31	5	0	107	
11:45 AM	0	0	0	0	4	0	6	0	7	36	0	0	0	37	6	0	96	
11:50 AM	0	0	0	0	7	0	1	0	4	30	0	0	0	29	12	0	83	
11:55 AM	0	0	0	0	13	0	4	0	3	29	0	0	0	27	8	0	84	1095
12:00 PM	0	0	0	0	12	0	2	0	3	25	0	0	0	23	7	0	72	1069
12:05 PM	0	0	0	0	11	0	3	0	4	33	0	0	0	30	9	0	90	1068
12:10 PM	0	0	0	0	8	0	0	0	2	27	0	0	0	28	14	0	79	1062
12:15 PM	0	0	0	0	7	0	5	0	0	21	0	0	0	27	13	0	73	1052
12:20 PM	0	0	0	0	7	0	8	0	7	32	0	0	0	32	12	0	98	1061
12:25 PM	0	0	0	0	14	0	8	0	6	39	0	0	0	38	9	0	114	1080
12:30 PM	0	0	0	0	21	0	8	0	1	39	0	0	0	25	6	0	100	1098
12:35 PM	0	0	0	0	15	0	5	0	4	19	0	0	0	33	6	0	82	1078
12:40 PM	0	0	0	0	13	0	8	0	3	26	0	0	0	39	5	0	94	1065
12:45 PM	0	0	0	0	6	0	1	0	3	39	0	0	0	27	12	0	88	1057
12:50 PM	0	0	0	0	10	0	6	0	3	34	0	0	0	31	7	0	91	1065
12:55 PM	0	0	0	0	8	0	1	0	5	26	0	0	0	30	6	0	76	1057

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	168	0	96	0	56	440	0	0	0	380	108	0	1248
Heavy Trucks	0	0	0		0	0	0		0	24	0		0	8	0		32
Buses																	
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

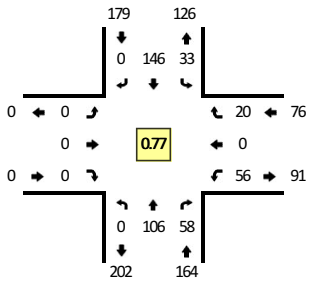
Type of peak hour being reported: Intersection Peak

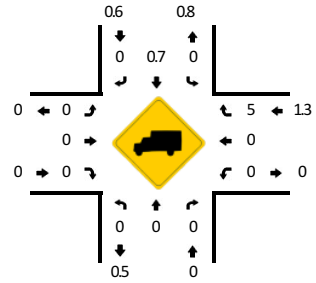
Method for determining peak hour: Total Entering Volume

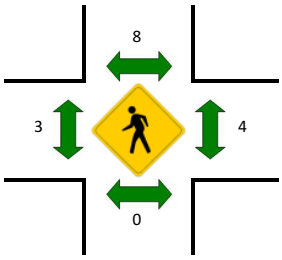
LOCATION: N Main St -- E Illinois St
CITY/STATE: Newberg, OR

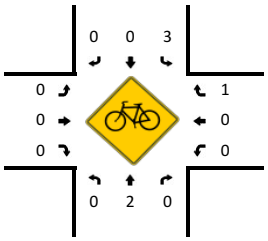
QC JOB #: 16302722
DATE: Sat, Sep 16 2023

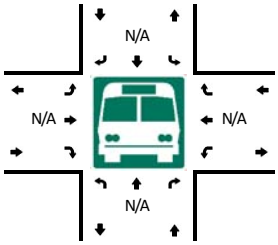
Peak-Hour: 11:00 AM -- 12:00 PM
Peak 15-Min: 11:05 AM -- 11:20 AM

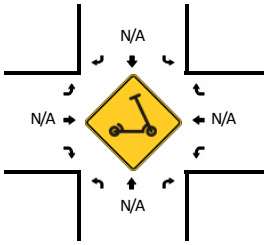












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	15	4	0	5	12	0	0	0	0	0	0	4	0	1	0	41	
11:05 AM	0	9	5	0	5	15	0	0	0	0	0	0	9	0	0	0	43	
11:10 AM	0	9	7	0	5	19	0	0	0	0	0	0	1	0	3	0	44	
11:15 AM	0	10	2	0	3	26	0	0	0	0	0	0	4	0	4	0	49	
11:20 AM	0	7	3	0	3	20	0	0	0	0	0	0	4	0	1	0	38	
11:25 AM	0	13	3	0	2	12	0	0	0	0	0	0	7	0	0	0	37	
11:30 AM	0	6	2	0	0	6	0	0	0	0	0	0	4	0	1	0	19	
11:35 AM	0	8	7	0	0	6	0	0	0	0	0	0	8	0	2	0	31	
11:40 AM	0	5	8	0	2	7	0	0	0	0	0	0	3	0	0	0	25	
11:45 AM	0	8	6	0	3	5	0	0	0	0	0	0	5	0	0	0	27	
11:50 AM	0	8	8	0	2	6	0	0	0	0	0	0	3	0	7	0	34	
11:55 AM	0	8	3	0	3	12	0	0	0	0	0	0	4	0	1	0	31	419
12:00 PM	0	7	4	0	2	13	0	0	0	0	0	0	1	0	1	0	28	406
12:05 PM	0	7	6	0	4	10	0	0	0	0	0	0	5	0	0	0	32	395
12:10 PM	0	10	6	0	0	7	0	0	0	0	0	0	0	0	0	0	23	374
12:15 PM	0	9	3	0	0	6	0	0	0	0	0	0	5	0	2	0	25	350
12:20 PM	0	10	7	0	1	13	0	0	0	0	0	0	5	0	3	0	39	351
12:25 PM	0	13	5	0	7	10	0	0	0	0	0	0	11	0	2	0	48	362
12:30 PM	0	4	3	0	10	20	0	0	0	0	0	0	10	0	0	0	47	390
12:35 PM	0	5	5	0	5	15	0	0	0	0	0	0	4	0	1	0	35	394
12:40 PM	0	3	5	0	1	10	0	0	0	0	0	0	10	0	0	0	29	398
12:45 PM	0	6	9	0	3	4	0	0	0	0	0	0	3	0	1	0	26	397
12:50 PM	0	5	5	0	0	7	0	0	0	0	0	0	9	0	0	0	26	389
12:55 PM	0	7	3	0	0	6	0	0	0	0	0	0	3	0	2	0	21	379

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	112	56	0	52	240	0	0	0	0	0	0	56	0	28	0	544
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				16				12				12			40
Bicycles	0	4	0		4	0	0		0	0	0		0	0	0		8
Scooters																	

Comments: No stop sign for the NB approach.

Report generated on 9/22/2023 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of report: Tube Count - Volume Data

LOCATION: HWY 240 btwn Grant St and Main St | **QC JOB #:** 16302726

SPECIFIC LOCATION: | **DIRECTION:** EB, WB

CITY/STATE: Newberg, OR | **DATE:** Sep 12 2023 - Sep 18 2023

Start Time	Mon	Tue 12 Sep 23	Wed 13 Sep 23	Thu 14 Sep 23	Fri 15 Sep 23	Average Weekday Hourly Traffic	Sat 16 Sep 23	Sun 17 Sep 23	Average Week Hourly Traffic	Average Week Profile
12:00 AM		18	24	23	24	22	55	68	35	
01:00 AM		14	19	16	24	18	40	28	24	
02:00 AM		19	28	22	17	22	20	23	22	
03:00 AM		33	35	38	32	35	34	19	32	
04:00 AM		106	100	102	77	96	36	33	76	
05:00 AM		281	293	313	254	285	152	112	234	
06:00 AM		579	585	550	490	551	254	175	439	
07:00 AM		**649**	632	665	661	652	306	212	521	
08:00 AM		619	**696**	**684**	**675**	**669**	438	323	573	
09:00 AM		599	666	579	565	602	534	505	575	
10:00 AM		542	557	581	601	570	616	558	576	
11:00 AM		572	607	617	620	604	**719**	**671**	**634**	
12:00 PM		562	536	688	642	607	763	706	650	
01:00 PM		615	579	638	688	630	710	**754**	664	
02:00 PM		603	685	735	751	694	760	639	696	
03:00 PM		774	**896**	860	**918**	862	**796**	613	**810**	
04:00 PM		**887**	868	**912**	873	**885**	722	582	807	
05:00 PM		865	884	903	809	865	751	598	802	
06:00 PM		584	618	620	690	628	583	454	592	
07:00 PM		378	412	454	464	427	456	373	423	
08:00 PM		330	308	338	344	330	413	309	340	
09:00 PM		192	181	193	252	205	314	174	218	
10:00 PM		107	105	127	176	129	198	76	132	
11:00 PM		34	42	61	98	59	134	51	70	
Day Total		9962	10356	10719	10745	10447	9804	8056	9945	
% Weekday Average		95.4%	99.1%	102.6%	102.9%					
% Week Average		100.2%	104.1%	107.8%	108%	105%	98.6%	81%		
AM Peak Volume		7:00 AM 649	8:00 AM 696	8:00 AM 684	8:00 AM 675	8:00 AM 669	11:00 AM 719	11:00 AM 671	11:00 AM 634	
PM Peak Volume		4:00 PM 887	3:00 PM 896	4:00 PM 912	3:00 PM 918	4:00 PM 885	3:00 PM 796	1:00 PM 754	3:00 PM 810	

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Start Time	Mon 18 Sep 23	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	25					25			25	
01:00 AM	22					22			22	
02:00 AM	18					18			18	
03:00 AM	46					46			46	
04:00 AM	117					117			117	
05:00 AM	290					290			290	
06:00 AM	591					591			591	
07:00 AM	**666**					**666**			**666**	
08:00 AM	605					605			605	
09:00 AM	569					569			569	
10:00 AM	528					528			528	
11:00 AM	552					552			552	
12:00 PM	622					622			622	
01:00 PM	620					620			620	
02:00 PM	619					619			619	
03:00 PM	812					812			812	
04:00 PM	**907**					**907**			**907**	
05:00 PM	832					832			832	
06:00 PM	558					558			558	
07:00 PM	373					373			373	
08:00 PM	292					292			292	
09:00 PM	194					194			194	
10:00 PM	101					101			101	
11:00 PM	39					39			39	
Day Total	9998					9998			9998	
% Weekday Average	100%									
% Week Average	100%					100%				
AM Peak Volume	7:00 AM 666					7:00 AM 666			7:00 AM 666	
PM Peak Volume	4:00 PM 907					4:00 PM 907			4:00 PM 907	

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Start Time	Mon	Tue 12 Sep 23	Wed 13 Sep 23	Thu 14 Sep 23	Fri 15 Sep 23	Average Weekday Hourly Traffic	Sat 16 Sep 23	Sun 17 Sep 23	Average Week Hourly Traffic	Average Week Profile
12:00 AM		2	10	6	8	7	13	16	9	
01:00 AM		7	4	4	3	5	4	8	5	
02:00 AM		9	5	4	6	6	9	4	6	
03:00 AM		0	1	4	3	2	3	5	3	
04:00 AM		48	44	48	11	38	11	15	30	
05:00 AM		45	54	52	29	45	10	10	33	
06:00 AM		112	88	107	106	103	17	24	76	
07:00 AM		**189**	138	**185**	**184**	174	48	48	132	
08:00 AM		168	**192**	182	184	**182**	114	57	**150**	
09:00 AM		130	190	110	131	140	132	124	136	
10:00 AM		109	112	119	107	112	**181**	138	128	
11:00 AM		132	144	130	150	139	168	**150**	146	
12:00 PM		127	133	156	124	135	**170**	**173**	147	
01:00 PM		136	121	146	148	138	143	173	145	
02:00 PM		166	170	180	188	176	149	145	166	
03:00 PM		**229**	**246**	205	**242**	**231**	141	128	**199**	
04:00 PM		209	211	214	202	209	139	133	185	
05:00 PM		226	205	**222**	205	215	162	148	195	
06:00 PM		171	167	190	155	171	130	116	155	
07:00 PM		118	121	123	104	117	81	100	108	
08:00 PM		84	79	103	76	86	68	62	79	
09:00 PM		36	51	57	52	49	45	37	46	
10:00 PM		30	28	26	28	28	30	15	26	
11:00 PM		9	18	19	20	17	29	12	18	
Day Total		2492	2532	2592	2466	2525	1997	1841	2323	
% Weekday Average		98.7%	100.3%	102.7%	97.7%					
% Week Average		107.3%	109%	111.6%	106.2%	108.7%	86%	79.3%		
AM Peak Volume		7:00 AM 189	8:00 AM 192	7:00 AM 185	7:00 AM 184	8:00 AM 182	10:00 AM 181	11:00 AM 150	8:00 AM 150	
PM Peak Volume		3:00 PM 229	3:00 PM 246	5:00 PM 222	3:00 PM 242	3:00 PM 231	12:00 PM 170	12:00 PM 173	3:00 PM 199	

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Start Time	Mon 18 Sep 23	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	9					9			9	
01:00 AM	4					4			4	
02:00 AM	3					3			3	
03:00 AM	2					2			2	
04:00 AM	52					52			52	
05:00 AM	51					51			51	
06:00 AM	102					102			102	
07:00 AM	**190**					**190**			**190**	
08:00 AM	168					168			168	
09:00 AM	123					123			123	
10:00 AM	115					115			115	
11:00 AM	138					138			138	
12:00 PM	143					143			143	
01:00 PM	150					150			150	
02:00 PM	159					159			159	
03:00 PM	**220**					**220**			**220**	
04:00 PM	219					219			219	
05:00 PM	189					189			189	
06:00 PM	142					142			142	
07:00 PM	115					115			115	
08:00 PM	67					67			67	
09:00 PM	52					52			52	
10:00 PM	19					19			19	
11:00 PM	5					5			5	
Day Total	2437					2437			2437	
% Weekday Average	100%									
% Week Average	100%					100%				
AM Peak Volume	7:00 AM 190					7:00 AM 190			7:00 AM 190	
PM Peak Volume	3:00 PM 220					3:00 PM 220			3:00 PM 220	

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: HWY 240 btwn Illinois St and North St **QC JOB #:** 16302725

SPECIFIC LOCATION: **DIRECTION:** NB, SB

CITY/STATE: Newberg, OR **DATE:** Sep 12 2023 - Sep 18 2023

Start Time	Mon	Tue 12 Sep 23	Wed 13 Sep 23	Thu 14 Sep 23	Fri 15 Sep 23	Average Weekday Hourly Traffic	Sat 16 Sep 23	Sun 17 Sep 23	Average Week Hourly Traffic	Average Week Profile
12:00 AM		17	27	22	29	24	54	84	39	
01:00 AM		20	18	17	26	20	43	31	26	
02:00 AM		21	34	26	21	26	28	26	26	
03:00 AM		36	36	41	35	37	37	25	35	
04:00 AM		121	125	120	79	111	36	30	85	
05:00 AM		309	311	341	266	307	156	115	250	
06:00 AM		629	623	599	565	604	288	204	485	
07:00 AM		**740**	718	**778**	700	**734**	366	301	601	
08:00 AM		677	**759**	721	**744**	725	561	381	641	
09:00 AM		692	676	607	680	664	718	596	662	
10:00 AM		599	631	663	676	642	799	643	669	
11:00 AM		637	666	719	735	689	**902**	**808**	**745**	
12:00 PM		625	662	770	755	703	**903**	795	752	
01:00 PM		645	684	751	738	705	853	**885**	759	
02:00 PM		734	773	783	849	785	867	776	797	
03:00 PM		856	**1035**	935	955	945	833	732	891	
04:00 PM		917	932	937	986	943	783	721	879	
05:00 PM		**946**	1023	**994**	**990**	**988**	854	724	**922**	
06:00 PM		718	787	712	766	746	645	550	696	
07:00 PM		511	479	544	581	529	534	468	520	
08:00 PM		365	371	392	412	385	475	360	396	
09:00 PM		222	213	219	288	236	381	205	255	
10:00 PM		112	105	137	197	138	224	93	145	
11:00 PM		30	51	63	115	65	153	54	78	
Day Total		11179	11739	11891	12188	11751	11493	9607	11354	
% Weekday Average		95.1%	99.9%	101.2%	103.7%					
% Week Average		98.5%	103.4%	104.7%	107.3%	103.5%	101.2%	84.6%		
AM Peak Volume		7:00 AM 740	8:00 AM 759	7:00 AM 778	8:00 AM 744	7:00 AM 734	11:00 AM 902	11:00 AM 808	11:00 AM 745	
PM Peak Volume		5:00 PM 946	3:00 PM 1035	5:00 PM 994	5:00 PM 990	5:00 PM 988	12:00 PM 903	1:00 PM 885	5:00 PM 922	

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Start Time	Mon 18 Sep 23	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	29					29			29	
01:00 AM	27					27			27	
02:00 AM	17					17			17	
03:00 AM	46					46			46	
04:00 AM	131					131			131	
05:00 AM	321					321			321	
06:00 AM	643					643			643	
07:00 AM	**725**					**725**			**725**	
08:00 AM	690					690			690	
09:00 AM	654					654			654	
10:00 AM	611					611			611	
11:00 AM	685					685			685	
12:00 PM	665					665			665	
01:00 PM	648					648			648	
02:00 PM	729					729			729	
03:00 PM	951					951			951	
04:00 PM	**963**					**963**			**963**	
05:00 PM	930					930			930	
06:00 PM	675					675			675	
07:00 PM	428					428			428	
08:00 PM	354					354			354	
09:00 PM	212					212			212	
10:00 PM	119					119			119	
11:00 PM	46					46			46	
Day Total	11299					11299			11299	
% Weekday Average	100%									
% Week Average	100%					100%				
AM Peak Volume	7:00 AM 725					7:00 AM 725			7:00 AM 725	
PM Peak Volume	4:00 PM 963					4:00 PM 963			4:00 PM 963	

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: N Main St btwn Clifford Ct and Illinois St **QC JOB #:** 16302723

SPECIFIC LOCATION: **DIRECTION:** NB, SB

CITY/STATE: Newberg, OR **DATE:** Sep 12 2023 - Sep 18 2023

Start Time	Mon	Tue 12 Sep 23	Wed 13 Sep 23	Thu 14 Sep 23	Fri 15 Sep 23	Average Weekday Hourly Traffic	Sat 16 Sep 23	Sun 17 Sep 23	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1	5	0	9	4	6	24	8	
01:00 AM		3	1	0	3	2	5	5	3	
02:00 AM		3	4	2	3	3	6	6	4	
03:00 AM		3	4	2	1	3	4	5	3	
04:00 AM		5	10	13	5	8	5	4	7	
05:00 AM		25	25	28	15	23	9	10	19	
06:00 AM		68	52	65	74	65	35	34	55	
07:00 AM		**154**	121	**146**	132	138	60	111	121	
08:00 AM		138	**164**	120	137	**140**	217	93	145	
09:00 AM		134	127	90	109	115	237	149	141	
10:00 AM		122	109	116	135	121	286	164	155	
11:00 AM		123	127	124	**146**	130	**289**	**221**	**172**	
12:00 PM		132	116	129	136	128	**207**	219	157	
01:00 PM		132	134	139	151	139	206	**253**	169	
02:00 PM		144	158	143	166	153	185	194	165	
03:00 PM		192	211	171	190	191	146	150	177	
04:00 PM		219	239	195	189	211	169	181	199	
05:00 PM		**261**	**278**	**249**	**252**	**260**	154	220	**236**	
06:00 PM		187	245	183	141	189	157	127	173	
07:00 PM		145	146	115	136	136	94	116	125	
08:00 PM		81	78	96	90	86	81	71	83	
09:00 PM		55	50	51	61	54	73	36	54	
10:00 PM		20	13	23	28	21	35	21	23	
11:00 PM		7	15	8	22	13	27	12	15	
Day Total		2354	2432	2208	2331	2333	2693	2426	2409	
% Weekday Average		100.9%	104.2%	94.6%	99.9%					
% Week Average		97.7%	101%	91.7%	96.8%	96.8%	111.8%	100.7%		
AM Peak Volume		7:00 AM 154	8:00 AM 164	7:00 AM 146	11:00 AM 146	8:00 AM 140	11:00 AM 289	11:00 AM 221	11:00 AM 172	
PM Peak Volume		5:00 PM 261	5:00 PM 278	5:00 PM 249	5:00 PM 252	5:00 PM 260	12:00 PM 207	1:00 PM 253	5:00 PM 236	

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Start Time	Mon 18 Sep 23	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	3					3			3	
01:00 AM	5					5			5	
02:00 AM	1					1			1	
03:00 AM	1					1			1	
04:00 AM	10					10			10	
05:00 AM	25					25			25	
06:00 AM	67					67			67	
07:00 AM	**156**					**156**			**156**	
08:00 AM	118					118			118	
09:00 AM	121					121			121	
10:00 AM	114					114			114	
11:00 AM	110					110			110	
12:00 PM	105					105			105	
01:00 PM	136					136			136	
02:00 PM	129					129			129	
03:00 PM	160					160			160	
04:00 PM	**205**					**205**			**205**	
05:00 PM	197					197			197	
06:00 PM	189					189			189	
07:00 PM	96					96			96	
08:00 PM	61					61			61	
09:00 PM	58					58			58	
10:00 PM	22					22			22	
11:00 PM	7					7			7	
Day Total	2096					2096			2096	
% Weekday Average	100%									
% Week Average	100%					100%				
AM Peak Volume	7:00 AM 156					7:00 AM 156			7:00 AM 156	
PM Peak Volume	4:00 PM 205					4:00 PM 205			4:00 PM 205	

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
04:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
05:00 AM	**1**	13	5	0	1	0	0	0	0	0	0	0	0	0	20
06:00 AM	0	24	15	0	6	0	0	0	0	0	0	0	0	0	45
07:00 AM	1	**51**	17	**2**	**13**	0	0	1	0	0	0	0	0	0	**85**
08:00 AM	0	44	**18**	0	11	**2**	0	1	**1**	0	0	0	0	**2**	79
09:00 AM	0	41	16	1	10	0	0	**4**	0	0	0	0	0	2	74
10:00 AM	0	40	13	0	9	0	0	0	0	0	0	0	0	1	63
11:00 AM	0	30	12	1	7	0	0	4	0	0	0	0	0	0	54
12:00 PM	1	31	15	**1**	9	0	0	0	0	0	0	0	0	1	58
01:00 PM	**2**	29	14	0	9	0	0	0	0	0	0	0	0	1	55
02:00 PM	0	30	21	1	10	0	0	**2**	0	0	0	0	0	2	66
03:00 PM	0	**52**	22	1	12	0	0	2	0	0	0	0	0	2	91
04:00 PM	0	45	18	0	**13**	0	0	1	0	0	0	0	0	2	79
05:00 PM	1	52	25	1	7	0	0	1	0	0	0	0	0	**5**	**92**
06:00 PM	1	51	**26**	0	6	0	0	0	0	0	0	0	0	0	84
07:00 PM	0	33	13	1	8	0	0	0	0	0	0	0	0	0	55
08:00 PM	0	20	10	0	4	0	0	0	0	0	0	0	0	1	35
09:00 PM	0	20	3	0	3	0	0	0	0	0	0	0	0	1	27
10:00 PM	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	7	615	272	9	140	2	0	16	1	0	0	0	0	20	1082
Percent	0.6%	56.8%	25.1%	0.8%	12.9%	0.2%	0%	1.5%	0.1%	0%	0%	0%	0%	1.8%	
ADT 1082															
AM Peak	5:00 AM	7:00 AM	8:00 AM	7:00 AM	7:00 AM	8:00 AM	12:00 AM	9:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM	7:00 AM
Volume	1	51	18	2	13	2	0	4	1	0	0	0	0	2	85
PM Peak	1:00 PM	3:00 PM	6:00 PM	12:00 PM	4:00 PM	12:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM	5:00 PM
Volume	2	52	26	1	13	0	0	2	0	0	0	0	0	5	92

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00 AM	0	3	4	0	2	0	0	0	0	0	0	0	0	0	9
05:00 AM	0	14	3	0	2	0	0	0	0	0	0	0	0	0	19
06:00 AM	0	20	7	0	3	0	0	0	0	0	0	0	0	1	31
07:00 AM	1	42	12	0	18	0	0	0	0	0	0	0	0	0	73
08:00 AM	0	49	22	2	9	0	0	3	0	0	0	0	0	3	88
09:00 AM	0	36	19	0	7	0	0	0	0	0	0	0	0	1	63
10:00 AM	0	38	10	0	7	0	0	0	0	0	0	0	0	0	55
11:00 AM	0	32	11	0	8	0	0	0	0	0	0	0	0	1	52
12:00 PM	1	33	11	0	6	0	0	1	0	0	0	0	0	0	52
01:00 PM	1	36	13	1	6	0	0	2	0	0	0	0	0	0	59
02:00 PM	1	45	17	1	5	0	1	0	0	0	0	0	0	1	71
03:00 PM	1	41	27	2	14	0	0	1	0	0	0	0	0	4	90
04:00 PM	1	38	17	0	8	0	0	1	0	0	0	0	0	1	66
05:00 PM	3	52	18	0	7	0	0	1	0	0	0	0	0	10	91
06:00 PM	2	92	28	0	10	0	0	0	0	0	0	0	0	3	135
07:00 PM	3	30	10	0	8	0	0	0	0	0	0	0	0	3	54
08:00 PM	3	15	7	0	2	0	0	0	0	0	0	0	0	0	27
09:00 PM	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16
10:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	5	1	0	2	0	0	0	0	0	0	0	0	0	8
Day Total	17	636	241	6	128	0	1	9	0	0	0	0	0	28	1066
Percent	1.6%	59.7%	22.6%	0.6%	12%	0%	0.1%	0.8%	0%	0%	0%	0%	0%	2.6%	
ADT 1066															
AM Peak	7:00 AM	8:00 AM	8:00 AM	8:00 AM	7:00 AM	12:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM	8:00 AM
Volume	1	49	22	2	18	0	0	3	0	0	0	0	0	3	88
PM Peak	5:00 PM	6:00 PM	6:00 PM	3:00 PM	3:00 PM	12:00 PM	2:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM	6:00 PM
Volume	3	92	28	2	14	0	1	2	0	0	0	0	0	10	135

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 14 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
03:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00 AM	0	1	5	0	3	0	0	0	0	0	0	0	0	0	9
05:00 AM	0	10	4	0	5	0	0	0	0	0	0	0	0	0	19
06:00 AM	0	22	10	0	8	0	0	1	0	0	0	0	0	0	41
07:00 AM	**1**	**61**	9	**2**	**12**	0	0	0	0	0	0	0	0	0	**85**
08:00 AM	0	36	11	1	7	0	0	**3**	0	0	0	0	0	2	60
09:00 AM	0	29	13	0	5	0	0	0	0	0	0	0	0	1	48
10:00 AM	0	43	**16**	0	8	0	0	1	0	0	0	0	0	0	68
11:00 AM	0	28	13	0	3	0	0	1	0	0	0	0	0	**3**	48
12:00 PM	0	27	12	1	5	0	0	0	0	0	0	0	0	2	47
01:00 PM	1	33	12	0	6	0	0	**1**	0	0	0	0	0	0	53
02:00 PM	0	23	15	1	10	0	0	1	0	0	0	0	0	1	51
03:00 PM	1	43	**21**	**2**	8	0	0	0	0	0	0	0	0	1	76
04:00 PM	0	43	15	0	3	0	0	0	0	0	0	0	0	4	65
05:00 PM	0	54	19	0	**11**	0	0	0	**1**	0	0	0	0	4	**89**
06:00 PM	0	**57**	16	0	10	0	0	0	0	0	0	0	0	0	83
07:00 PM	**2**	27	12	0	3	0	0	1	0	0	0	0	0	4	49
08:00 PM	0	30	2	0	3	0	0	0	0	0	0	0	0	0	35
09:00 PM	0	15	4	0	1	0	0	0	0	0	0	0	0	**6**	26
10:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	2	0	1	0	0	1	0	0	0	0	0	0	4
Day Total	5	587	213	7	114	0	0	10	1	0	0	0	0	28	965
Percent	0.5%	60.8%	22.1%	0.7%	11.8%	0%	0%	1%	0.1%	0%	0%	0%	0%	2.9%	
ADT 965															
AM Peak	7:00 AM	7:00 AM	10:00 AM	7:00 AM	7:00 AM	12:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	7:00 AM
Volume	1	61	16	2	12	0	0	3	0	0	0	0	0	3	85
PM Peak	7:00 PM	6:00 PM	3:00 PM	3:00 PM	5:00 PM	12:00 PM	12:00 PM	1:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	9:00 PM	5:00 PM
Volume	2	57	21	2	11	0	0	1	1	0	0	0	0	6	89

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 15 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
01:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
05:00 AM	0	8	1	0	2	0	0	0	0	0	0	0	0	0	11
06:00 AM	0	28	11	0	9	0	0	0	0	0	0	0	0	0	48
07:00 AM	0	**48**	**19**	**2**	9	0	0	1	0	0	0	0	0	0	79
08:00 AM	0	48	12	1	8	0	0	**2**	0	0	0	0	0	1	72
09:00 AM	0	40	7	0	11	0	0	0	0	0	0	0	0	0	58
10:00 AM	0	44	13	1	**14**	0	0	1	0	0	0	0	0	**3**	76
11:00 AM	**1**	46	16	1	14	0	0	2	0	0	0	0	0	2	**82**
12:00 PM	0	37	17	0	8	0	0	2	0	0	0	0	0	2	66
01:00 PM	0	36	21	1	7	0	0	1	0	0	0	0	0	0	66
02:00 PM	0	29	21	1	9	0	0	2	0	0	0	0	0	2	64
03:00 PM	0	37	20	**2**	9	0	0	**3**	0	0	0	0	0	1	72
04:00 PM	**2**	37	17	0	9	0	0	2	0	0	0	0	0	1	68
05:00 PM	0	**66**	**24**	0	8	**1**	0	2	0	0	0	0	0	**7**	**108**
06:00 PM	0	33	16	0	**10**	1	0	0	0	0	0	0	0	1	61
07:00 PM	0	28	15	0	6	0	0	0	0	0	0	0	0	0	49
08:00 PM	0	21	5	0	3	0	0	0	0	0	0	0	0	1	30
09:00 PM	0	12	8	0	4	0	0	0	0	0	0	0	0	0	24
10:00 PM	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
Day Total	3	616	250	9	144	2	0	18	0	0	0	0	0	21	1063
Percent	0.3%	57.9%	23.5%	0.8%	13.5%	0.2%	0%	1.7%	0%	0%	0%	0%	0%	2%	
ADT 1063															
AM Peak	11:00 AM	7:00 AM	7:00 AM	7:00 AM	10:00 AM	12:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	10:00 AM	11:00 AM
Volume	1	48	19	2	14	0	0	2	0	0	0	0	0	3	82
PM Peak	4:00 PM	5:00 PM	5:00 PM	3:00 PM	6:00 PM	5:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM	5:00 PM
Volume	2	66	24	2	10	1	0	3	0	0	0	0	0	7	108

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 16 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
05:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
06:00 AM	0	12	3	0	3	0	0	0	0	0	0	0	0	0	18
07:00 AM	0	25	12	0	5	0	0	1	0	0	0	0	0	0	43
08:00 AM	0	35	26	0	7	0	0	1	0	0	0	0	0	1	70
09:00 AM	0	49	19	0	9	0	0	1	0	0	0	0	0	**4**	82
10:00 AM	0	85	35	0	16	**1**	0	1	0	0	0	0	0	3	141
11:00 AM	**2**	**96**	**45**	0	**19**	0	0	**3**	0	0	0	0	0	4	**169**
12:00 PM	3	**60**	**37**	**1**	9	**1**	0	0	0	0	0	0	0	**13**	**124**
01:00 PM	0	42	28	0	11	1	0	0	0	0	0	0	0	1	83
02:00 PM	0	47	20	0	**19**	0	0	0	0	0	0	0	0	3	89
03:00 PM	0	27	16	0	8	0	0	0	0	0	0	0	0	3	54
04:00 PM	2	48	13	0	12	0	0	0	0	0	0	0	0	2	77
05:00 PM	2	40	17	0	4	0	0	0	0	0	0	0	0	2	65
06:00 PM	**4**	51	19	0	5	0	0	0	0	0	0	0	0	1	80
07:00 PM	0	20	6	0	5	0	0	**1**	0	0	0	0	0	0	32
08:00 PM	0	17	4	0	4	0	0	0	0	0	0	0	0	1	26
09:00 PM	1	22	8	0	1	0	0	0	0	0	0	0	0	0	32
10:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
Day Total	14	705	314	1	138	3	0	8	0	0	0	0	0	38	1221
Percent	1.1%	57.7%	25.7%	0.1%	11.3%	0.2%	0%	0.7%	0%	0%	0%	0%	0%	3.1%	
ADT 1221															
AM Peak	11:00 AM	11:00 AM	11:00 AM	12:00 AM	11:00 AM	10:00 AM	12:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM	11:00 AM
Volume	2	96	45	0	19	1	0	3	0	0	0	0	0	4	169
PM Peak	6:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	7:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM
Volume	4	60	37	1	19	1	0	1	0	0	0	0	0	13	124

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 17 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
02:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
05:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
06:00 AM	0	8	3	0	2	0	0	0	0	0	0	0	0	1	14
07:00 AM	**1**	27	11	0	6	0	0	0	0	0	0	0	0	1	46
08:00 AM	0	27	12	0	1	0	0	0	0	0	0	0	0	1	41
09:00 AM	0	**58**	13	0	11	0	0	0	0	0	0	0	0	1	83
10:00 AM	0	48	17	0	5	0	0	**1**	0	0	0	0	0	0	71
11:00 AM	0	51	**33**	0	**16**	0	0	1	0	0	0	0	0	**2**	**103**
12:00 PM	**1**	45	18	0	9	0	0	0	0	0	0	0	0	3	76
01:00 PM	1	**85**	27	0	13	0	0	0	0	0	0	0	0	2	**128**
02:00 PM	0	51	23	0	**20**	0	0	1	0	0	0	0	0	3	98
03:00 PM	1	34	14	0	7	0	0	**2**	0	0	0	0	0	1	59
04:00 PM	0	55	17	0	12	0	0	0	0	0	0	0	0	0	84
05:00 PM	0	67	**28**	0	13	0	0	1	0	0	0	0	0	**5**	114
06:00 PM	0	34	14	0	5	0	0	0	0	0	0	0	0	1	54
07:00 PM	0	31	10	0	3	0	0	0	0	0	0	0	0	0	44
08:00 PM	1	14	7	0	2	0	0	0	0	0	0	0	0	0	24
09:00 PM	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
10:00 PM	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
Day Total	5	669	257	0	129	0	0	6	0	0	0	0	0	21	1087
Percent	0.5%	61.5%	23.6%	0%	11.9%	0%	0%	0.6%	0%	0%	0%	0%	0%	1.9%	
ADT 1087															
AM Peak	7:00 AM	9:00 AM	11:00 AM	12:00 AM	11:00 AM	12:00 AM	12:00 AM	10:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	11:00 AM
Volume	1	58	33	0	16	0	0	1	0	0	0	0	0	2	103
PM Peak	12:00 PM	1:00 PM	5:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM	1:00 PM
Volume	1	85	28	0	20	0	0	2	0	0	0	0	0	5	128

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 18 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
05:00 AM	0	13	2	0	4	0	0	0	0	0	0	0	0	0	19
06:00 AM	0	27	13	0	9	0	0	0	0	0	0	0	0	0	49
07:00 AM	**1**	**48**	**19**	**2**	**11**	0	0	0	0	0	0	0	0	**4**	**85**
08:00 AM	0	36	14	1	8	0	0	0	0	0	0	0	0	0	59
09:00 AM	0	37	11	0	10	0	0	**2**	0	0	0	0	0	0	60
10:00 AM	0	34	13	1	4	0	0	0	0	0	0	0	0	0	52
11:00 AM	1	31	10	1	5	0	0	2	0	0	0	0	0	1	51
12:00 PM	0	28	9	0	10	0	0	0	0	0	0	0	0	0	47
01:00 PM	0	31	6	0	4	0	0	**1**	0	0	0	0	0	0	42
02:00 PM	**1**	32	12	1	6	0	0	1	0	0	0	0	0	3	56
03:00 PM	1	36	13	**2**	10	**2**	0	1	**1**	0	0	0	0	3	69
04:00 PM	0	47	17	0	8	0	0	0	0	0	0	0	0	**6**	78
05:00 PM	0	36	17	0	10	0	0	0	0	0	0	0	0	1	64
06:00 PM	1	**52**	**22**	0	**11**	0	0	0	0	0	0	0	0	1	**87**
07:00 PM	0	21	10	0	6	0	0	0	0	0	0	0	0	0	37
08:00 PM	0	13	4	0	4	0	0	1	0	0	0	0	0	0	22
09:00 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
10:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
Day Total	5	557	199	8	124	2	0	8	1	0	0	0	0	19	923
Percent	0.5%	60.3%	21.6%	0.9%	13.4%	0.2%	0%	0.9%	0.1%	0%	0%	0%	0%	2.1%	
ADT 923															
AM Peak	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	12:00 AM	12:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM	7:00 AM
Volume	1	48	19	2	11	0	0	2	0	0	0	0	0	4	85
PM Peak	2:00 PM	6:00 PM	6:00 PM	3:00 PM	6:00 PM	3:00 PM	12:00 PM	1:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	6:00 PM
Volume	1	52	22	2	11	2	0	1	1	0	0	0	0	6	87

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	56	4385	1746	40	917	9	1	75	3	0	0	0	0	175	7407
Percent	0.8%	59.2%	23.6%	0.5%	12.4%	0.1%	0%	1%	0%	0%	0%	0%	0%	2.4%	
ADT 1058															

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
06:00 AM	0	13	7	0	1	0	0	2	0	0	0	0	0	0	23
07:00 AM	**1**	**42**	16	2	7	0	0	1	0	0	0	0	0	0	**69**
08:00 AM	0	27	12	**3**	**10**	0	0	**3**	0	0	0	0	0	4	59
09:00 AM	0	22	**19**	0	10	0	0	1	0	0	0	0	0	**8**	60
10:00 AM	0	35	13	1	7	**2**	0	0	0	0	0	0	0	1	59
11:00 AM	0	37	19	1	9	0	0	1	0	0	0	0	0	2	69
12:00 PM	0	38	21	0	12	**1**	0	0	0	0	0	0	0	2	74
01:00 PM	0	40	20	0	13	0	0	1	0	0	0	0	0	3	77
02:00 PM	0	32	22	**5**	15	0	0	**2**	**1**	0	0	0	0	1	78
03:00 PM	0	63	17	1	16	0	0	0	0	0	0	0	0	4	101
04:00 PM	0	66	**52**	1	13	1	0	2	0	0	0	0	0	**5**	140
05:00 PM	**2**	**97**	41	0	**23**	1	0	0	0	0	0	0	0	5	**169**
06:00 PM	0	66	26	0	7	0	0	0	0	0	0	0	0	4	103
07:00 PM	0	57	18	0	12	0	0	0	0	0	0	0	0	3	90
08:00 PM	0	26	13	0	7	0	0	0	0	0	0	0	0	0	46
09:00 PM	0	18	7	0	2	0	0	0	0	0	0	0	0	1	28
10:00 PM	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
Day Total	3	696	330	14	167	5	0	13	1	0	0	0	0	43	1272
Percent	0.2%	54.7%	25.9%	1.1%	13.1%	0.4%	0%	1%	0.1%	0%	0%	0%	0%	3.4%	
ADT 1272															
AM Peak	7:00 AM	7:00 AM	9:00 AM	8:00 AM	8:00 AM	10:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM	7:00 AM
Volume	1	42	19	3	10	2	0	3	0	0	0	0	0	8	69
PM Peak	5:00 PM	5:00 PM	4:00 PM	2:00 PM	5:00 PM	12:00 PM	12:00 PM	2:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	5:00 PM
Volume	2	97	52	5	23	1	0	2	1	0	0	0	0	5	169

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
03:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
06:00 AM	0	13	5	0	1	0	0	1	0	0	0	0	0	1	21
07:00 AM	0	36	6	0	5	0	0	1	0	0	0	0	0	0	48
08:00 AM	0	36	**24**	0	5	0	0	**4**	0	0	0	0	0	**7**	**76**
09:00 AM	0	29	18	**4**	9	0	0	1	0	0	0	0	0	3	64
10:00 AM	0	26	15	0	8	0	0	1	0	0	0	0	0	4	54
11:00 AM	0	**40**	19	1	**11**	0	0	3	0	0	0	0	0	1	75
12:00 PM	1	37	20	0	5	0	0	0	0	0	0	0	0	1	64
01:00 PM	1	40	19	0	12	0	0	**1**	0	0	0	0	0	2	75
02:00 PM	0	47	21	**3**	13	0	0	1	0	0	0	0	0	2	87
03:00 PM	1	68	30	1	16	0	0	1	0	0	0	0	0	4	121
04:00 PM	1	88	**57**	0	**20**	0	0	0	0	0	0	0	0	**7**	173
05:00 PM	**3**	**118**	39	0	19	**2**	0	0	0	0	0	0	0	6	**187**
06:00 PM	0	77	19	0	11	0	0	1	0	0	0	0	0	2	110
07:00 PM	2	56	14	0	16	0	0	0	0	0	0	0	0	4	92
08:00 PM	1	32	10	0	7	0	0	1	0	0	0	0	0	0	51
09:00 PM	0	18	13	0	2	0	0	0	0	0	0	0	0	1	34
10:00 PM	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	5	0	0	2	0	0	0	0	0	0	0	0	0	7
Day Total	10	783	337	9	164	2	0	16	0	0	0	0	0	45	1366
Percent	0.7%	57.3%	24.7%	0.7%	12%	0.1%	0%	1.2%	0%	0%	0%	0%	0%	3.3%	
ADT 1366															
AM Peak	12:00 AM	11:00 AM	8:00 AM	9:00 AM	11:00 AM	12:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM	8:00 AM
Volume	0	40	24	4	11	0	0	4	0	0	0	0	0	7	76
PM Peak	5:00 PM	5:00 PM	4:00 PM	2:00 PM	4:00 PM	5:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	5:00 PM
Volume	3	118	57	3	20	2	0	1	0	0	0	0	0	7	187

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 14 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
05:00 AM	0	3	6	0	0	0	0	0	0	0	0	0	0	0	9
06:00 AM	0	12	5	0	4	0	0	0	0	0	0	0	0	3	24
07:00 AM	0	43	12	1	4	0	0	1	0	0	0	0	0	0	61
08:00 AM	0	31	11	**3**	10	0	0	1	0	0	0	0	0	**4**	60
09:00 AM	0	18	14	0	5	**1**	0	**2**	0	0	0	0	0	2	42
10:00 AM	0	22	13	0	**11**	0	0	1	0	0	0	0	0	1	48
11:00 AM	0	**47**	**16**	1	11	0	0	0	0	0	0	0	0	1	**76**
12:00 PM	0	50	19	0	11	0	0	1	0	0	0	0	0	1	82
01:00 PM	0	48	18	0	18	0	0	1	0	0	0	0	0	1	86
02:00 PM	0	58	14	**3**	15	0	0	0	0	0	0	0	0	2	92
03:00 PM	0	43	30	1	17	0	0	0	0	0	0	0	0	4	95
04:00 PM	0	72	40	0	11	**1**	0	0	0	0	0	0	0	**6**	130
05:00 PM	**2**	**88**	**41**	0	**22**	0	0	**2**	0	0	0	0	0	5	**160**
06:00 PM	1	60	22	0	13	0	0	0	0	0	0	0	0	4	100
07:00 PM	0	39	15	0	10	0	0	0	0	0	0	0	0	2	66
08:00 PM	1	45	7	0	5	0	0	2	0	0	0	0	0	1	61
09:00 PM	0	15	6	0	4	0	0	0	0	0	0	0	0	0	25
10:00 PM	0	8	8	0	2	0	0	0	0	0	0	0	0	0	18
11:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	1	4
Day Total	4	705	300	9	174	2	0	11	0	0	0	0	0	38	1243
Percent	0.3%	56.7%	24.1%	0.7%	14%	0.2%	0%	0.9%	0%	0%	0%	0%	0%	3.1%	
ADT 1243															
AM Peak	12:00 AM	11:00 AM	11:00 AM	8:00 AM	10:00 AM	9:00 AM	12:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM	11:00 AM
Volume	0	47	16	3	11	1	0	2	0	0	0	0	0	4	76
PM Peak	5:00 PM	5:00 PM	5:00 PM	2:00 PM	5:00 PM	4:00 PM	12:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	5:00 PM
Volume	2	88	41	3	22	1	0	2	0	0	0	0	0	6	160

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 15 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
06:00 AM	0	19	4	0	3	0	0	0	0	0	0	0	0	0	26
07:00 AM	0	33	9	1	5	0	0	**3**	0	0	0	0	0	2	53
08:00 AM	**2**	**35**	**16**	**4**	8	0	0	0	0	0	0	0	0	0	**65**
09:00 AM	0	23	9	0	**13**	0	0	3	0	0	0	0	0	3	51
10:00 AM	0	35	14	1	7	0	0	1	0	0	0	0	0	1	59
11:00 AM	0	31	16	0	12	0	0	0	0	0	0	0	0	**5**	64
12:00 PM	0	40	19	0	7	0	0	**3**	0	0	0	0	0	1	70
01:00 PM	0	43	25	0	14	0	0	1	0	0	0	0	0	2	85
02:00 PM	0	52	19	**2**	**18**	0	0	3	0	0	0	0	0	**8**	102
03:00 PM	0	74	23	1	14	0	0	2	0	0	0	0	0	4	118
04:00 PM	0	64	30	0	17	**1**	0	3	0	0	0	0	0	6	121
05:00 PM	0	**91**	**32**	0	14	0	0	1	0	0	0	0	0	6	**144**
06:00 PM	0	43	22	0	11	0	0	1	0	0	0	0	0	3	80
07:00 PM	**1**	54	18	0	12	0	0	1	0	0	0	0	0	1	87
08:00 PM	0	36	19	0	4	0	0	0	0	0	0	0	0	1	60
09:00 PM	0	23	9	0	5	0	0	0	0	0	0	0	0	0	37
10:00 PM	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
11:00 PM	0	11	5	0	1	0	0	0	0	0	0	0	0	0	17
Day Total	3	728	296	9	166	1	0	22	0	0	0	0	0	43	1268
Percent	0.2%	57.4%	23.3%	0.7%	13.1%	0.1%	0%	1.7%	0%	0%	0%	0%	0%	3.4%	
ADT 1268															
AM Peak	8:00 AM	8:00 AM	8:00 AM	8:00 AM	9:00 AM	12:00 AM	12:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	8:00 AM
Volume	2	35	16	4	13	0	0	3	0	0	0	0	0	5	65
PM Peak	7:00 PM	5:00 PM	5:00 PM	2:00 PM	2:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM	5:00 PM
Volume	1	91	32	2	18	1	0	3	0	0	0	0	0	8	144

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 16 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
01:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
06:00 AM	0	9	5	0	3	0	0	0	0	0	0	0	0	0	17
07:00 AM	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
08:00 AM	0	85	35	0	**24**	0	0	1	0	0	0	0	0	2	147
09:00 AM	**1**	**87**	**48**	0	14	0	0	1	0	0	0	0	0	4	**155**
10:00 AM	1	80	37	0	15	0	0	**2**	0	0	0	0	0	**10**	145
11:00 AM	0	66	33	0	15	**1**	0	1	0	0	0	0	0	4	120
12:00 PM	0	43	21	0	8	1	0	**2**	0	0	0	0	0	**8**	83
01:00 PM	1	**63**	**42**	0	**12**	0	0	0	0	0	0	0	0	5	**123**
02:00 PM	0	57	25	0	12	0	0	0	0	0	0	0	0	2	96
03:00 PM	**2**	48	22	0	12	1	0	1	0	0	0	0	0	6	92
04:00 PM	1	52	25	0	11	0	0	1	0	0	0	0	0	2	92
05:00 PM	1	57	16	0	8	**2**	0	0	0	0	0	0	0	5	89
06:00 PM	1	51	18	0	5	1	0	0	0	0	0	0	0	1	77
07:00 PM	0	44	12	0	4	0	0	1	0	0	0	0	0	1	62
08:00 PM	1	35	11	0	8	0	0	0	0	0	0	0	0	0	55
09:00 PM	0	23	10	0	6	0	0	0	0	0	0	0	0	2	41
10:00 PM	0	19	3	0	2	0	0	0	0	0	0	0	0	0	24
11:00 PM	0	13	5	0	1	0	0	0	0	0	0	0	0	0	19
Day Total	9	856	377	0	162	6	0	10	0	0	0	0	0	52	1472
Percent	0.6%	58.2%	25.6%	0%	11%	0.4%	0%	0.7%	0%	0%	0%	0%	0%	3.5%	
ADT 1472															
AM Peak	9:00 AM	9:00 AM	9:00 AM	12:00 AM	8:00 AM	11:00 AM	12:00 AM	10:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	10:00 AM	9:00 AM
Volume	1	87	48	0	24	1	0	2	0	0	0	0	0	10	155
PM Peak	3:00 PM	1:00 PM	1:00 PM	12:00 PM	1:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM
Volume	2	63	42	0	12	2	0	2	0	0	0	0	0	8	123

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 17 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	13	5	0	1	0	0	0	0	0	0	0	0	0	19
01:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
03:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
06:00 AM	0	11	5	0	3	0	0	0	0	0	0	0	0	1	20
07:00 AM	0	34	21	0	9	0	0	0	0	0	0	0	0	1	65
08:00 AM	0	25	13	0	13	0	0	0	0	0	0	0	0	1	52
09:00 AM	**1**	31	17	0	13	0	0	**1**	0	0	0	0	0	3	66
10:00 AM	0	53	**26**	0	13	0	0	1	0	0	0	0	0	0	93
11:00 AM	0	**72**	22	**1**	**18**	0	0	1	0	0	0	0	0	**4**	**118**
12:00 PM	1	**82**	**32**	0	**19**	0	0	0	0	0	0	0	0	**9**	**143**
01:00 PM	0	79	31	0	11	0	0	**1**	0	0	0	0	0	3	125
02:00 PM	1	52	18	0	19	0	0	0	0	0	0	0	0	6	96
03:00 PM	0	54	24	0	11	0	0	0	0	0	0	0	0	2	91
04:00 PM	0	64	20	0	12	0	0	1	0	0	0	0	0	0	97
05:00 PM	**3**	61	26	0	10	0	0	0	0	0	0	0	0	6	106
06:00 PM	0	49	18	0	3	0	0	0	0	0	0	0	0	3	73
07:00 PM	1	46	12	0	12	0	0	0	0	0	0	0	0	1	72
08:00 PM	0	28	13	0	5	0	0	0	0	0	0	0	0	1	47
09:00 PM	0	14	5	0	1	0	0	0	0	0	0	0	0	1	21
10:00 PM	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
Day Total	7	793	316	1	175	0	0	5	0	0	0	0	0	42	1339
Percent	0.5%	59.2%	23.6%	0.1%	13.1%	0%	0%	0.4%	0%	0%	0%	0%	0%	3.1%	
ADT 1339															
AM Peak	9:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM	12:00 AM	12:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	11:00 AM
Volume	1	72	26	1	18	0	0	1	0	0	0	0	0	4	118
PM Peak	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM
Volume	3	82	32	0	19	0	0	1	0	0	0	0	0	9	143

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 18 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
06:00 AM	0	9	5	0	4	0	0	0	0	0	0	0	0	0	18
07:00 AM	0	**42**	**19**	0	6	0	0	**2**	0	0	0	0	0	2	**71**
08:00 AM	0	35	13	**3**	7	0	0	1	0	0	0	0	0	0	59
09:00 AM	0	27	12	0	**16**	0	0	2	0	0	0	0	0	**4**	61
10:00 AM	0	34	17	0	7	0	0	1	0	0	0	0	0	3	62
11:00 AM	0	35	12	0	7	0	0	2	0	0	0	0	0	3	59
12:00 PM	0	32	14	0	12	0	0	0	0	0	0	0	0	0	58
01:00 PM	0	59	12	0	16	0	0	**2**	0	0	0	0	0	5	94
02:00 PM	0	42	14	**3**	10	0	0	0	**1**	0	0	0	0	3	73
03:00 PM	0	57	13	1	14	**2**	0	0	0	0	0	0	0	4	91
04:00 PM	0	69	**37**	0	15	0	0	0	0	0	0	0	0	**6**	127
05:00 PM	0	**78**	31	0	**19**	0	0	0	0	0	0	0	0	5	**133**
06:00 PM	**1**	62	25	0	11	0	0	0	0	0	0	0	0	3	102
07:00 PM	0	40	12	0	6	0	0	0	0	0	0	0	0	1	59
08:00 PM	0	28	6	0	5	0	0	0	0	0	0	0	0	0	39
09:00 PM	0	24	5	0	7	0	0	0	0	0	0	0	0	0	36
10:00 PM	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	1	691	258	7	163	2	0	10	1	0	0	0	0	40	1173
Percent	0.1%	58.9%	22%	0.6%	13.9%	0.2%	0%	0.9%	0.1%	0%	0%	0%	0%	3.4%	
ADT 1173															
AM Peak	12:00 AM	7:00 AM	7:00 AM	8:00 AM	9:00 AM	12:00 AM	12:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM	7:00 AM
Volume	0	42	19	3	16	0	0	2	0	0	0	0	0	4	71
PM Peak	6:00 PM	5:00 PM	4:00 PM	2:00 PM	5:00 PM	3:00 PM	12:00 PM	1:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	5:00 PM
Volume	1	78	37	3	19	2	0	2	1	0	0	0	0	6	133

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	37	5252	2214	49	1171	18	0	87	2	0	0	0	0	303	9133
Percent	0.4%	57.5%	24.2%	0.5%	12.8%	0.2%	0%	1%	0%	0%	0%	0%	0%	3.3%	
ADT 1304															

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
02:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
06:00 AM	0	18	11	0	0	0	0	**1**	0	0	0	0	0	2	32
07:00 AM	0	35	10	**1**	8	**1**	0	0	0	0	0	0	0	2	57
08:00 AM	0	30	**18**	0	9	0	0	0	0	0	0	0	0	1	58
09:00 AM	0	31	15	0	**11**	0	0	1	0	0	0	0	0	**4**	**62**
10:00 AM	0	31	12	0	8	0	0	1	0	0	0	0	0	1	53
11:00 AM	0	**40**	13	1	7	0	0	0	0	0	0	0	0	0	61
12:00 PM	0	36	19	0	7	**2**	0	0	0	0	0	0	0	1	65
01:00 PM	0	46	13	0	7	0	0	1	0	0	0	0	0	3	70
02:00 PM	0	53	21	0	9	0	0	**5**	0	0	0	0	0	3	91
03:00 PM	0	67	29	0	8	0	0	0	0	0	0	0	0	**10**	114
04:00 PM	0	62	**36**	0	**15**	0	0	1	0	0	0	0	0	2	116
05:00 PM	0	**84**	25	0	15	0	0	2	0	0	0	0	0	5	**131**
06:00 PM	**1**	57	20	**1**	9	0	0	0	0	0	0	0	0	3	91
07:00 PM	0	44	15	0	8	0	0	0	0	0	0	0	0	0	67
08:00 PM	0	29	12	0	9	0	0	0	0	0	0	0	0	2	52
09:00 PM	0	16	3	0	3	0	0	0	0	0	0	0	0	1	23
10:00 PM	0	12	5	0	2	0	0	0	0	0	0	0	0	0	19
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
Day Total	1	709	283	3	138	3	0	12	0	0	0	0	0	40	1189
Percent	0.1%	59.6%	23.8%	0.3%	11.6%	0.3%	0%	1%	0%	0%	0%	0%	0%	3.4%	
ADT 1189															
AM Peak	12:00 AM	11:00 AM	8:00 AM	7:00 AM	9:00 AM	7:00 AM	12:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM	9:00 AM
Volume	0	40	18	1	11	1	0	1	0	0	0	0	0	4	62
PM Peak	6:00 PM	5:00 PM	4:00 PM	6:00 PM	4:00 PM	12:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	5:00 PM
Volume	1	84	36	1	15	2	0	5	0	0	0	0	0	10	131

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
01:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
03:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
05:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
06:00 AM	0	15	9	0	3	0	0	0	0	0	0	0	0	0	27
07:00 AM	**1**	32	9	0	10	**1**	0	1	0	0	0	0	0	0	54
08:00 AM	0	38	17	0	**13**	0	0	**3**	0	0	0	0	0	1	72
09:00 AM	0	51	**22**	0	10	0	0	2	0	0	0	0	0	**2**	**87**
10:00 AM	0	36	17	**1**	8	0	**1**	0	0	0	0	0	0	0	63
11:00 AM	0	**52**	17	1	6	0	0	3	0	0	0	0	0	1	80
12:00 PM	0	41	22	0	7	0	0	**1**	0	0	0	0	0	1	72
01:00 PM	0	37	15	0	11	0	0	1	0	0	0	0	0	1	65
02:00 PM	0	39	28	0	11	0	0	1	0	0	0	0	0	3	82
03:00 PM	0	**90**	**39**	0	**15**	**1**	0	1	0	0	0	0	0	3	**149**
04:00 PM	0	78	30	0	13	0	0	0	0	0	0	0	0	**5**	126
05:00 PM	0	75	17	0	11	0	0	0	0	0	0	0	0	2	105
06:00 PM	0	55	19	0	6	0	0	1	0	0	0	0	0	5	86
07:00 PM	0	42	15	0	4	0	0	0	0	0	0	0	0	1	62
08:00 PM	0	30	10	0	4	0	0	1	0	0	0	0	0	1	46
09:00 PM	0	15	2	0	4	0	0	0	0	0	0	0	0	2	23
10:00 PM	0	13	2	0	2	0	0	0	0	0	0	0	0	0	17
11:00 PM	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
Day Total	1	764	302	2	139	2	1	15	0	0	0	0	0	28	1254
Percent	0.1%	60.9%	24.1%	0.2%	11.1%	0.2%	0.1%	1.2%	0%	0%	0%	0%	0%	2.2%	
ADT 1254															
AM Peak	7:00 AM	11:00 AM	9:00 AM	10:00 AM	8:00 AM	7:00 AM	10:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM	9:00 AM
Volume	1	52	22	1	13	1	1	3	0	0	0	0	0	2	87
PM Peak	12:00 PM	3:00 PM	3:00 PM	12:00 PM	3:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	3:00 PM
Volume	0	90	39	0	15	1	0	1	0	0	0	0	0	5	149

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 14 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
01:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 AM	0	6	4	0	2	0	0	0	0	0	0	0	0	**2**	14
06:00 AM	0	22	13	0	1	0	0	0	0	0	0	0	0	0	36
07:00 AM	0	37	13	**1**	**10**	0	0	0	0	0	0	0	0	0	61
08:00 AM	0	42	**17**	0	10	0	0	**3**	0	0	0	0	0	2	**74**
09:00 AM	0	26	11	1	10	0	0	0	0	0	0	0	0	1	49
10:00 AM	0	41	11	0	6	0	0	1	0	0	0	0	0	0	59
11:00 AM	0	**48**	12	0	8	0	0	0	0	0	0	0	0	0	68
12:00 PM	0	49	17	0	11	0	0	1	0	0	0	0	0	**8**	86
01:00 PM	0	35	16	0	11	0	0	**2**	**1**	0	0	0	0	3	68
02:00 PM	0	66	23	**1**	5	0	0	0	0	0	0	0	0	0	95
03:00 PM	0	67	**37**	0	**15**	0	0	1	0	0	0	0	0	5	125
04:00 PM	0	78	27	0	14	0	0	1	0	0	0	0	0	2	122
05:00 PM	**1**	**82**	29	0	11	**1**	0	0	0	0	0	0	0	6	**130**
06:00 PM	0	58	21	0	15	0	0	0	0	0	0	0	0	1	95
07:00 PM	0	44	8	0	7	0	0	0	0	0	0	0	0	2	61
08:00 PM	0	39	9	1	3	0	0	0	0	0	0	0	0	5	57
09:00 PM	0	26	4	0	1	0	0	0	0	0	0	0	0	1	32
10:00 PM	0	13	2	0	2	0	0	0	0	0	0	0	0	0	17
11:00 PM	0	7	3	0	2	0	0	0	0	0	0	0	0	0	12
Day Total	1	796	278	4	146	1	0	9	1	0	0	0	0	38	1274
Percent	0.1%	62.5%	21.8%	0.3%	11.5%	0.1%	0%	0.7%	0.1%	0%	0%	0%	0%	3%	
ADT 1274															
AM Peak	12:00 AM	11:00 AM	8:00 AM	7:00 AM	7:00 AM	12:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	5:00 AM	8:00 AM
Volume	0	48	17	1	10	0	0	3	0	0	0	0	0	2	74
PM Peak	5:00 PM	5:00 PM	3:00 PM	2:00 PM	3:00 PM	5:00 PM	12:00 PM	1:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM
Volume	1	82	37	1	15	1	0	2	1	0	0	0	0	8	130

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 15 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
06:00 AM	0	14	10	0	4	0	0	1	0	0	0	0	0	1	30
07:00 AM	1	40	13	0	10	2	0	0	0	0	0	0	0	0	66
08:00 AM	0	39	23	0	11	0	0	2	0	0	0	0	0	1	76
09:00 AM	0	27	10	1	12	1	0	2	0	0	0	0	0	2	55
10:00 AM	0	26	12	0	6	1	0	0	0	0	0	0	0	5	50
11:00 AM	0	50	14	0	12	0	0	0	0	0	0	0	0	2	78
12:00 PM	0	43	13	0	13	0	0	1	0	0	0	0	0	2	72
01:00 PM	0	32	19	0	16	0	0	1	0	0	0	0	0	1	69
02:00 PM	0	59	29	1	14	0	0	0	0	0	0	0	0	1	104
03:00 PM	0	77	44	0	13	1	0	1	0	0	0	0	0	5	141
04:00 PM	0	80	23	0	9	0	0	1	0	0	0	0	0	3	116
05:00 PM	0	63	29	0	16	0	0	1	0	0	0	0	0	3	112
06:00 PM	0	49	18	0	12	0	0	0	1	0	0	0	0	2	82
07:00 PM	0	41	10	0	8	0	0	0	0	0	0	0	0	2	61
08:00 PM	0	25	8	0	7	0	0	0	0	0	0	0	0	3	43
09:00 PM	0	20	2	0	3	0	0	0	0	0	0	0	0	0	25
10:00 PM	0	7	4	0	2	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	1	10
Day Total	1	711	285	2	169	5	0	10	1	0	0	0	0	34	1218
Percent	0.1%	58.4%	23.4%	0.2%	13.9%	0.4%	0%	0.8%	0.1%	0%	0%	0%	0%	2.8%	
ADT 1218															
AM Peak	7:00 AM	11:00 AM	8:00 AM	9:00 AM	9:00 AM	7:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	10:00 AM	11:00 AM
Volume	1	50	23	1	12	2	0	2	0	0	0	0	0	5	78
PM Peak	12:00 PM	4:00 PM	3:00 PM	2:00 PM	1:00 PM	3:00 PM	12:00 PM	12:00 PM	6:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	3:00 PM
Volume	0	80	44	1	16	1	0	1	1	0	0	0	0	5	141

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 16 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
01:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
02:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
03:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
05:00 AM	0	1	2	0	0	0	0	**1**	0	0	0	0	0	0	4
06:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
07:00 AM	0	10	3	0	6	0	0	0	0	0	0	0	0	1	20
08:00 AM	0	30	13	0	9	**1**	0	0	0	0	0	0	0	2	55
09:00 AM	0	46	12	0	5	0	0	0	0	0	0	0	0	0	63
10:00 AM	0	**49**	**19**	0	**16**	0	0	1	0	0	0	0	0	2	**87**
11:00 AM	0	48	12	0	14	0	0	0	0	0	0	0	0	**4**	78
12:00 PM	0	41	24	0	8	0	0	**2**	0	0	0	0	0	3	78
01:00 PM	0	38	**27**	0	6	0	0	1	0	0	0	0	0	4	76
02:00 PM	**1**	38	17	0	7	**1**	0	0	0	0	0	0	0	3	67
03:00 PM	0	46	15	0	11	0	0	0	0	0	0	0	0	1	73
04:00 PM	1	46	17	0	5	0	0	0	0	0	0	0	0	2	71
05:00 PM	0	**49**	25	0	**12**	0	0	0	0	0	0	0	0	**6**	**92**
06:00 PM	0	31	15	0	10	1	0	1	0	0	0	0	0	3	61
07:00 PM	0	29	9	0	4	0	0	0	0	0	0	0	0	1	43
08:00 PM	0	22	5	0	4	0	0	0	0	0	0	0	0	3	34
09:00 PM	0	15	5	0	3	0	0	0	0	0	0	0	0	0	23
10:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
Day Total	2	577	230	0	124	3	0	6	0	0	0	0	0	35	977
Percent	0.2%	59.1%	23.5%	0%	12.7%	0.3%	0%	0.6%	0%	0%	0%	0%	0%	3.6%	
AM Peak	12:00 AM	10:00 AM	10:00 AM	12:00 AM	10:00 AM	8:00 AM	12:00 AM	5:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	10:00 AM
Volume	0	49	19	0	16	1	0	1	0	0	0	0	0	4	87
PM Peak	2:00 PM	5:00 PM	1:00 PM	12:00 PM	5:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM	5:00 PM
Volume	1	49	27	0	12	1	0	2	0	0	0	0	0	6	92

ADT
977

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 17 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
01:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
04:00 AM	0	2	0	0	3	0	0	1	0	0	0	0	0	0	6
05:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
07:00 AM	0	14	3	0	2	0	0	0	0	0	0	0	0	2	21
08:00 AM	0	12	4	0	3	0	0	0	0	0	0	0	0	0	19
09:00 AM	0	33	**17**	0	5	0	0	0	0	0	0	0	0	2	57
10:00 AM	0	**48**	15	0	**8**	0	0	1	0	0	0	0	0	0	72
11:00 AM	0	46	13	0	8	0	0	**3**	0	0	0	0	0	**6**	**76**
12:00 PM	0	44	**20**	0	8	0	0	**1**	0	0	0	0	0	7	80
01:00 PM	0	**49**	16	0	9	0	0	0	0	0	0	0	0	**8**	**82**
02:00 PM	0	46	20	0	7	0	0	0	0	0	0	0	0	2	75
03:00 PM	0	34	13	0	8	0	0	0	0	0	0	0	0	2	57
04:00 PM	**1**	45	16	0	8	0	0	0	0	0	0	0	0	1	71
05:00 PM	0	38	16	0	**12**	0	0	0	0	0	0	0	0	1	67
06:00 PM	0	40	13	0	7	0	0	0	0	0	0	0	0	0	60
07:00 PM	1	36	17	0	3	0	0	0	0	0	0	0	0	5	62
08:00 PM	0	16	11	0	2	0	0	1	0	0	0	0	0	1	31
09:00 PM	0	11	0	0	4	0	0	0	0	0	0	0	0	1	16
10:00 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
Day Total	2	543	204	0	98	0	0	7	0	0	0	0	0	38	892
Percent	0.2%	60.9%	22.9%	0%	11%	0%	0%	0.8%	0%	0%	0%	0%	0%	4.3%	
ADT 892															
AM Peak	12:00 AM	10:00 AM	9:00 AM	12:00 AM	10:00 AM	12:00 AM	12:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	11:00 AM
Volume	0	48	17	0	8	0	0	3	0	0	0	0	0	6	76
PM Peak	4:00 PM	1:00 PM	12:00 PM	12:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	1:00 PM
Volume	1	49	20	0	12	0	0	1	0	0	0	0	0	8	82

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 18 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
05:00 AM	0	7	3	0	4	0	0	0	0	0	0	0	0	0	14
06:00 AM	0	20	12	0	4	0	0	0	0	0	0	0	0	0	36
07:00 AM	0	31	14	0	11	0	0	0	0	0	0	0	0	1	57
08:00 AM	0	29	**21**	0	3	**1**	0	0	0	0	0	0	0	**4**	58
09:00 AM	0	31	17	0	8	0	0	**3**	0	0	0	0	0	0	59
10:00 AM	0	30	9	0	7	1	0	0	0	0	0	0	0	3	50
11:00 AM	0	**36**	15	0	**17**	0	0	1	0	0	0	0	0	4	**73**
12:00 PM	0	49	10	0	8	**1**	0	1	0	0	0	0	0	3	72
01:00 PM	0	36	22	0	14	0	0	1	0	0	0	0	0	**5**	78
02:00 PM	0	36	27	0	9	0	0	1	0	0	0	0	0	3	76
03:00 PM	**1**	**84**	29	0	14	1	0	**2**	0	0	0	0	0	1	**132**
04:00 PM	0	76	26	0	**18**	0	0	0	0	0	0	0	0	3	123
05:00 PM	0	58	**38**	0	16	0	0	1	0	0	0	0	0	1	114
06:00 PM	0	47	13	0	6	0	0	0	0	0	0	0	0	0	66
07:00 PM	0	41	18	0	7	0	0	0	0	0	0	0	0	2	68
08:00 PM	0	23	11	0	6	0	0	0	0	0	0	0	0	0	40
09:00 PM	0	22	8	0	2	0	0	0	0	0	0	0	0	0	32
10:00 PM	0	3	4	0	0	0	0	0	0	0	0	0	0	1	8
11:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
Day Total	1	670	299	0	156	4	0	10	0	0	0	0	0	31	1171
Percent	0.1%	57.2%	25.5%	0%	13.3%	0.3%	0%	0.9%	0%	0%	0%	0%	0%	2.6%	
ADT 1171															
AM Peak	12:00 AM	11:00 AM	8:00 AM	12:00 AM	11:00 AM	8:00 AM	12:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM	11:00 AM
Volume	0	36	21	0	17	1	0	3	0	0	0	0	0	4	73
PM Peak	3:00 PM	3:00 PM	5:00 PM	12:00 PM	4:00 PM	12:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	3:00 PM
Volume	1	84	38	0	18	1	0	2	0	0	0	0	0	5	132

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	9	4770	1881	11	970	18	1	69	2	0	0	0	0	244	7975
Percent	0.1%	59.8%	23.6%	0.1%	12.2%	0.2%	0%	0.9%	0%	0%	0%	0%	0%	3.1%	
ADT 1139															

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	24	15	0	7	0	0	0	0	0	0	0	0	1	47
05:00 AM	0	19	6	0	9	0	0	0	0	0	0	0	0	1	35
06:00 AM	0	40	25	0	13	0	0	0	0	0	0	0	0	2	80
07:00 AM	0	**74**	**33**	0	**20**	**1**	0	2	0	0	0	0	0	2	**132**
08:00 AM	**2**	64	19	**2**	15	0	0	1	0	0	0	0	0	**7**	110
09:00 AM	0	37	13	0	14	0	0	**4**	0	0	0	0	0	0	68
10:00 AM	0	34	12	0	8	0	0	0	0	0	0	0	0	2	56
11:00 AM	0	45	16	0	6	0	0	4	0	0	0	0	0	0	71
12:00 PM	0	37	14	0	11	0	0	0	0	0	0	0	0	0	62
01:00 PM	0	40	15	0	9	0	0	1	0	0	0	0	0	1	66
02:00 PM	0	48	23	1	2	0	0	1	0	0	0	0	0	0	75
03:00 PM	0	**57**	**30**	**2**	**23**	0	0	1	0	0	0	0	0	**2**	**115**
04:00 PM	0	51	21	0	16	0	0	**3**	0	0	0	0	0	2	93
05:00 PM	**1**	55	25	1	11	**1**	0	0	0	0	0	0	0	1	95
06:00 PM	0	51	20	0	6	0	0	1	0	0	0	0	0	2	80
07:00 PM	0	34	8	0	9	0	0	0	0	0	0	0	0	0	51
08:00 PM	0	19	7	0	4	0	0	0	0	0	0	0	0	2	32
09:00 PM	0	7	5	0	1	0	0	0	0	0	0	0	0	0	13
10:00 PM	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Day Total	3	750	314	6	185	2	0	18	0	0	0	0	0	25	1303
Percent	0.2%	57.6%	24.1%	0.5%	14.2%	0.2%	0%	1.4%	0%	0%	0%	0%	0%	1.9%	
ADT 1303															
AM Peak	8:00 AM	7:00 AM	7:00 AM	8:00 AM	7:00 AM	7:00 AM	12:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM	7:00 AM
Volume	2	74	33	2	20	1	0	4	0	0	0	0	0	7	132
PM Peak	5:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	5:00 PM	12:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	3:00 PM
Volume	1	57	30	2	23	1	0	3	0	0	0	0	0	2	115

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	22	14	0	5	0	0	0	0	0	0	0	0	0	41
05:00 AM	0	27	8	0	5	0	0	0	0	0	0	0	0	2	42
06:00 AM	0	29	22	1	9	0	0	0	0	0	0	0	0	0	61
07:00 AM	0	50	19	0	13	0	0	0	0	0	0	0	0	2	84
08:00 AM	1	68	24	1	19	0	0	4	0	0	0	0	0	3	120
09:00 AM	0	58	27	0	13	2	0	2	0	0	0	0	0	1	103
10:00 AM	0	30	10	0	6	0	0	1	0	0	0	0	0	2	49
11:00 AM	0	38	14	1	8	1	0	2	0	0	0	0	0	0	64
12:00 PM	0	39	11	1	6	0	0	1	0	0	0	0	0	3	61
01:00 PM	0	30	15	0	9	0	0	0	0	0	0	0	0	2	56
02:00 PM	1	51	20	1	11	1	0	1	0	0	0	0	0	2	88
03:00 PM	2	49	23	1	16	0	0	0	0	0	0	0	0	6	97
04:00 PM	0	48	26	0	8	0	0	1	0	0	0	0	0	2	85
05:00 PM	0	60	24	0	14	0	0	0	0	0	0	0	0	2	100
06:00 PM	1	45	18	0	13	0	0	1	0	0	0	0	0	3	81
07:00 PM	0	37	12	0	9	0	0	0	0	0	0	0	0	1	59
08:00 PM	0	25	6	0	2	0	0	0	0	0	0	0	0	0	33
09:00 PM	0	21	7	0	0	0	0	0	0	0	0	0	0	0	28
10:00 PM	0	7	2	0	2	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
Day Total	5	744	307	6	168	4	0	13	0	0	0	0	0	31	1278
Percent	0.4%	58.2%	24%	0.5%	13.1%	0.3%	0%	1%	0%	0%	0%	0%	0%	2.4%	
ADT 1278															
AM Peak	8:00 AM	8:00 AM	9:00 AM	6:00 AM	8:00 AM	9:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM	8:00 AM
Volume	1	68	27	1	19	2	0	4	0	0	0	0	0	3	120
PM Peak	3:00 PM	5:00 PM	4:00 PM	12:00 PM	3:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	5:00 PM
Volume	2	60	26	1	16	1	0	1	0	0	0	0	0	6	100

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 14 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00 AM	0	24	16	0	7	0	0	0	0	0	0	0	0	0	47
05:00 AM	0	23	8	0	5	0	0	0	0	0	0	0	0	2	38
06:00 AM	0	33	26	0	11	0	0	0	0	0	0	0	0	1	71
07:00 AM	**1**	**78**	20	0	**19**	0	**1**	3	0	0	0	0	0	2	**124**
08:00 AM	1	54	**27**	**2**	16	0	0	**5**	0	0	0	0	0	**3**	108
09:00 AM	0	36	15	0	6	**1**	1	2	0	0	0	0	0	0	61
10:00 AM	0	33	16	0	9	1	0	0	0	0	0	0	0	1	60
11:00 AM	0	34	15	0	8	1	1	0	**1**	0	0	0	0	2	62
12:00 PM	1	37	17	0	11	0	**1**	1	0	**1**	0	0	0	1	70
01:00 PM	1	43	18	0	**15**	0	0	0	0	0	0	0	0	1	78
02:00 PM	**2**	50	20	**2**	7	**1**	1	1	0	0	0	0	0	1	85
03:00 PM	1	38	25	2	12	0	0	1	0	0	0	0	0	1	80
04:00 PM	0	50	**29**	0	10	0	0	**3**	0	0	0	0	0	0	92
05:00 PM	0	53	25	0	11	0	0	0	**1**	0	0	0	0	2	92
06:00 PM	0	**60**	22	0	9	0	0	0	0	0	0	0	0	**4**	**95**
07:00 PM	0	39	18	0	4	0	0	1	0	0	0	0	0	0	62
08:00 PM	0	36	5	0	2	0	0	0	0	0	0	0	0	3	46
09:00 PM	0	18	2	0	5	0	0	0	0	0	0	0	0	0	25
10:00 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
Day Total	7	751	334	6	167	4	5	17	2	1	0	0	0	24	1318
Percent	0.5%	57%	25.3%	0.5%	12.7%	0.3%	0.4%	1.3%	0.2%	0.1%	0%	0%	0%	1.8%	
ADT 1318															
AM Peak	7:00 AM	7:00 AM	8:00 AM	8:00 AM	7:00 AM	9:00 AM	7:00 AM	8:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM	7:00 AM
Volume	1	78	27	2	19	1	1	5	1	0	0	0	0	3	124
PM Peak	2:00 PM	6:00 PM	4:00 PM	2:00 PM	1:00 PM	2:00 PM	12:00 PM	4:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	6:00 PM	6:00 PM
Volume	2	60	29	2	15	1	1	3	1	1	0	0	0	4	95

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 15 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
03:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00 AM	0	5	3	0	3	0	0	0	0	0	0	0	0	0	11
05:00 AM	0	14	7	0	0	0	0	0	0	0	0	0	0	1	22
06:00 AM	0	37	24	0	12	0	0	0	**1**	0	0	0	0	2	76
07:00 AM	0	**72**	26	0	**16**	0	0	**2**	0	0	0	0	0	2	**118**
08:00 AM	**1**	59	**31**	1	13	0	0	2	0	0	0	0	0	1	108
09:00 AM	1	40	16	0	14	**1**	0	1	0	0	0	0	0	**3**	76
10:00 AM	1	27	17	0	9	0	0	0	0	0	0	0	0	3	57
11:00 AM	0	37	21	**2**	10	0	0	1	0	0	0	0	0	1	72
12:00 PM	0	31	12	0	8	0	0	**1**	0	0	0	0	0	0	52
01:00 PM	0	42	22	0	11	**1**	0	1	0	0	0	0	0	2	79
02:00 PM	0	47	24	**2**	8	0	**1**	1	0	0	0	0	0	1	84
03:00 PM	0	59	**27**	1	12	0	0	0	0	0	0	0	0	2	**101**
04:00 PM	0	**60**	17	0	8	0	0	1	0	0	0	0	0	0	86
05:00 PM	0	55	26	0	8	0	0	1	0	0	0	0	0	**3**	93
06:00 PM	0	42	14	1	**13**	0	0	0	0	0	0	0	0	3	73
07:00 PM	0	27	8	0	8	0	0	0	0	0	0	0	0	0	43
08:00 PM	0	24	4	0	4	0	0	0	0	0	0	0	0	1	33
09:00 PM	**1**	18	3	0	5	0	0	0	0	0	0	0	0	0	27
10:00 PM	0	8	7	0	0	0	0	0	0	0	0	0	0	0	15
11:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
Day Total	4	721	314	7	162	2	1	11	1	0	0	0	0	25	1248
Percent	0.3%	57.8%	25.2%	0.6%	13%	0.2%	0.1%	0.9%	0.1%	0%	0%	0%	0%	2%	
ADT 1248															
AM Peak	8:00 AM	7:00 AM	8:00 AM	11:00 AM	7:00 AM	9:00 AM	12:00 AM	7:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM	7:00 AM
Volume	1	72	31	2	16	1	0	2	1	0	0	0	0	3	118
PM Peak	9:00 PM	4:00 PM	3:00 PM	2:00 PM	6:00 PM	1:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM	3:00 PM
Volume	1	60	27	2	13	1	1	1	0	0	0	0	0	3	101

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 16 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
05:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	1	6
06:00 AM	0	5	4	0	1	**1**	0	0	0	0	0	0	0	1	12
07:00 AM	0	20	6	0	1	0	0	1	0	0	0	0	0	0	28
08:00 AM	0	38	9	0	7	0	0	**3**	0	0	0	0	0	2	59
09:00 AM	0	42	**22**	0	4	0	0	0	0	0	0	0	0	1	69
10:00 AM	0	**71**	15	0	**8**	0	0	0	0	0	0	0	0	0	**94**
11:00 AM	**2**	55	21	0	8	0	0	1	0	0	0	0	0	**3**	90
12:00 PM	0	**55**	**23**	0	11	0	0	**1**	**1**	0	0	0	0	1	**92**
01:00 PM	0	43	12	0	9	0	0	0	0	0	0	0	0	**3**	67
02:00 PM	0	47	16	**1**	**16**	0	0	0	0	0	0	0	0	2	82
03:00 PM	0	48	10	1	8	0	0	0	0	0	0	0	0	1	68
04:00 PM	0	43	17	0	7	0	0	0	0	0	0	0	0	1	68
05:00 PM	0	51	14	0	4	0	0	0	0	0	0	0	0	1	70
06:00 PM	0	37	19	0	9	0	0	1	0	0	0	0	0	3	69
07:00 PM	0	25	9	0	4	0	0	0	0	0	0	0	0	0	38
08:00 PM	**1**	26	5	0	2	0	0	0	0	0	0	0	0	0	34
09:00 PM	0	15	5	0	2	0	0	0	0	0	0	0	0	0	22
10:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
11:00 PM	0	12	3	0	1	0	0	0	0	0	0	0	0	1	17
Day Total	3	663	218	2	104	1	0	7	1	0	0	0	0	21	1020
Percent	0.3%	65%	21.4%	0.2%	10.2%	0.1%	0%	0.7%	0.1%	0%	0%	0%	0%	2.1%	
ADT 1020															
AM Peak	11:00 AM	10:00 AM	9:00 AM	12:00 AM	10:00 AM	6:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	10:00 AM
Volume	2	71	22	0	8	1	0	3	0	0	0	0	0	3	94
PM Peak	8:00 PM	12:00 PM	12:00 PM	2:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM
Volume	1	55	23	1	16	0	0	1	1	0	0	0	0	3	92

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 17 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	4	3	0	2	0	0	0	0	0	0	0	0	1	10
01:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
05:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
06:00 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
07:00 AM	0	21	2	0	2	0	0	1	0	0	0	0	0	1	27
08:00 AM	0	25	10	0	2	0	0	1	0	0	0	0	0	0	38
09:00 AM	0	**48**	11	0	3	0	0	**2**	0	0	0	0	0	**3**	67
10:00 AM	**1**	42	15	0	5	0	0	0	0	0	0	0	0	3	66
11:00 AM	0	41	**19**	0	**11**	0	0	0	0	0	0	0	0	3	**74**
12:00 PM	0	**60**	16	**1**	9	0	0	**3**	0	0	0	0	0	**4**	**93**
01:00 PM	**1**	56	**25**	0	5	0	0	0	0	0	0	0	0	4	91
02:00 PM	1	41	18	1	6	0	0	1	0	0	0	0	0	2	70
03:00 PM	0	43	16	0	8	0	0	0	0	0	0	0	0	4	71
04:00 PM	0	45	8	0	7	0	0	1	0	0	0	0	0	1	62
05:00 PM	0	49	16	0	**15**	0	0	0	0	0	0	0	0	1	81
06:00 PM	0	38	15	0	3	0	0	0	0	0	0	0	0	0	56
07:00 PM	0	23	9	0	5	0	0	0	0	0	0	0	0	1	38
08:00 PM	0	21	9	0	1	0	0	0	0	0	0	0	0	0	31
09:00 PM	0	16	3	0	2	0	0	0	0	0	0	0	0	0	21
10:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
Day Total	3	612	205	2	90	0	0	9	0	0	0	0	0	28	949
Percent	0.3%	64.5%	21.6%	0.2%	9.5%	0%	0%	0.9%	0%	0%	0%	0%	0%	3%	
ADT 949															
AM Peak	10:00 AM	9:00 AM	11:00 AM	12:00 AM	11:00 AM	12:00 AM	12:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM	11:00 AM
Volume	1	48	19	0	11	0	0	2	0	0	0	0	0	3	74
PM Peak	1:00 PM	12:00 PM	1:00 PM	12:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM
Volume	1	60	25	1	15	0	0	3	0	0	0	0	0	4	93

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 18 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
01:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	27	11	0	8	0	0	0	0	0	0	0	0	1	47
05:00 AM	0	25	9	0	3	0	0	0	0	0	0	0	0	0	37
06:00 AM	0	33	21	0	12	0	0	0	0	0	0	0	0	0	66
07:00 AM	0	**86**	**24**	0	**21**	0	0	1	0	0	0	0	0	1	**133**
08:00 AM	0	69	23	**2**	11	0	0	**2**	0	0	0	0	0	3	110
09:00 AM	0	35	16	1	10	0	**1**	1	0	0	0	0	0	0	64
10:00 AM	0	43	14	2	3	0	1	2	0	0	0	0	0	0	65
11:00 AM	**1**	32	13	0	11	**2**	1	1	0	0	0	0	0	**4**	65
12:00 PM	0	41	13	**1**	**12**	0	**1**	0	0	0	0	0	0	**3**	71
01:00 PM	0	48	11	1	9	0	1	1	0	0	0	0	0	1	72
02:00 PM	0	50	22	1	7	1	0	**2**	0	0	0	0	0	0	83
03:00 PM	**2**	53	19	1	10	**2**	0	1	0	0	0	0	0	0	88
04:00 PM	1	**62**	19	0	11	0	0	0	0	0	0	0	0	3	**96**
05:00 PM	1	49	17	0	8	0	0	0	0	0	0	0	0	0	75
06:00 PM	0	41	**25**	0	10	0	0	0	0	0	0	0	0	0	76
07:00 PM	0	29	11	0	4	0	0	0	0	0	0	0	0	3	47
08:00 PM	0	20	5	0	1	0	0	0	0	0	0	0	0	1	27
09:00 PM	0	14	5	0	0	0	0	0	0	0	0	0	0	1	20
10:00 PM	0	6	1	0	1	0	0	0	0	0	0	0	0	3	11
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Day Total	5	770	285	9	152	5	5	11	0	0	0	0	0	24	1266
Percent	0.4%	60.8%	22.5%	0.7%	12%	0.4%	0.4%	0.9%	0%	0%	0%	0%	0%	1.9%	
ADT 1266															
AM Peak	11:00 AM	7:00 AM	7:00 AM	8:00 AM	7:00 AM	11:00 AM	9:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	7:00 AM
Volume	1	86	24	2	21	2	1	2	0	0	0	0	0	4	133
PM Peak	3:00 PM	4:00 PM	6:00 PM	12:00 PM	12:00 PM	3:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM
Volume	2	62	25	1	12	2	1	2	0	0	0	0	0	3	96

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	30	5011	1977	38	1028	18	11	86	4	1	0	0	0	178	8382
Percent	0.4%	59.8%	23.6%	0.5%	12.3%	0.2%	0.1%	1%	0%	0%	0%	0%	0%	2.1%	

ADT
1197

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
01:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
02:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
03:00 AM	0	7	9	0	4	0	0	1	1	0	0	0	0	1	23
04:00 AM	0	28	24	0	18	0	1	0	0	0	0	0	0	0	71
05:00 AM	2	77	37	3	47	2	0	2	0	5	0	0	1	3	179
06:00 AM	9	156	64	2	**83**	**5**	1	11	1	3	0	0	1	21	357
07:00 AM	7	**183**	99	5	75	2	**4**	9	1	2	0	0	1	**36**	**424**
08:00 AM	**11**	147	**106**	3	66	4	2	15	1	4	0	0	**3**	30	392
09:00 AM	7	149	95	3	67	4	3	17	0	2	0	0	0	23	370
10:00 AM	5	140	86	**7**	56	3	1	15	3	**6**	0	**1**	0	23	346
11:00 AM	6	151	73	3	56	4	4	**22**	**4**	4	0	0	0	19	346
12:00 PM	6	112	57	3	61	5	**2**	10	**4**	2	0	0	0	34	296
01:00 PM	7	145	53	3	48	6	0	14	3	1	0	0	0	27	307
02:00 PM	7	133	**87**	6	60	3	2	**25**	0	0	0	0	0	35	358
03:00 PM	20	**152**	80	7	**64**	**8**	2	19	2	0	0	**1**	0	54	**409**
04:00 PM	**24**	126	69	**8**	60	5	1	22	1	**3**	**1**	0	0	57	377
05:00 PM	18	140	74	1	53	7	1	21	0	0	0	0	0	**59**	374
06:00 PM	10	152	74	0	33	1	0	13	0	1	0	0	0	37	321
07:00 PM	9	93	54	0	24	2	0	4	1	0	0	0	**1**	24	212
08:00 PM	4	74	35	0	26	0	0	5	0	0	0	0	0	16	160
09:00 PM	2	49	16	1	6	0	2	2	0	0	0	0	0	4	82
10:00 PM	0	23	4	0	4	0	0	0	0	0	0	0	0	1	32
11:00 PM	1	8	1	0	1	0	0	0	0	0	0	0	0	0	11
Day Total	155	2260	1201	55	915	61	26	227	22	33	1	2	7	504	5469
Percent	2.8%	41.3%	22%	1%	16.7%	1.1%	0.5%	4.2%	0.4%	0.6%	0%	0%	0.1%	9.2%	
ADT 5469															
AM Peak	8:00 AM	7:00 AM	8:00 AM	10:00 AM	6:00 AM	6:00 AM	7:00 AM	11:00 AM	11:00 AM	10:00 AM	12:00 AM	10:00 AM	8:00 AM	7:00 AM	7:00 AM
Volume	11	183	106	7	83	5	4	22	4	6	0	1	3	36	424
PM Peak	4:00 PM	3:00 PM	2:00 PM	4:00 PM	3:00 PM	3:00 PM	12:00 PM	2:00 PM	12:00 PM	4:00 PM	4:00 PM	3:00 PM	7:00 PM	5:00 PM	3:00 PM
Volume	24	152	87	8	64	8	2	25	4	3	1	1	1	59	409

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
01:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
02:00 AM	0	6	2	0	2	0	0	0	0	1	0	0	0	0	11
03:00 AM	0	9	7	1	5	0	0	0	0	0	0	0	0	0	22
04:00 AM	1	39	14	0	15	0	0	1	0	0	0	0	0	3	73
05:00 AM	5	79	34	5	41	1	0	1	1	2	0	0	0	9	178
06:00 AM	8	162	54	4	68	3	2	**17**	1	**4**	0	0	0	26	349
07:00 AM	**11**	177	**108**	5	**85**	6	2	16	2	2	0	0	**1**	20	**435**
08:00 AM	10	**182**	102	**7**	68	5	**3**	14	2	1	0	0	0	**38**	432
09:00 AM	7	146	86	4	58	1	0	17	2	0	0	0	0	20	341
10:00 AM	5	161	80	3	50	5	2	15	**4**	3	0	0	1	27	356
11:00 AM	9	152	95	4	50	**7**	3	12	2	2	0	0	1	36	373
12:00 PM	7	132	61	2	61	5	1	13	1	**3**	0	0	0	28	314
01:00 PM	7	155	62	3	53	2	1	20	2	2	0	0	0	29	336
02:00 PM	**20**	135	87	5	62	4	2	20	0	0	0	0	0	40	375
03:00 PM	19	**181**	**115**	**8**	**71**	**6**	**6**	**29**	2	0	0	0	0	**62**	**499**
04:00 PM	16	141	67	3	56	6	3	24	1	1	0	0	0	62	380
05:00 PM	18	164	84	1	56	4	2	15	2	0	0	0	0	61	407
06:00 PM	15	170	62	0	39	0	0	12	**3**	0	0	0	0	40	341
07:00 PM	4	90	35	0	35	0	1	4	1	0	0	0	0	21	191
08:00 PM	3	80	43	1	10	0	0	0	0	0	0	0	0	4	141
09:00 PM	0	49	16	0	7	0	0	0	1	1	0	0	0	4	78
10:00 PM	0	29	8	0	4	0	0	1	0	0	0	0	0	1	43
11:00 PM	0	9	4	0	5	0	0	0	0	0	0	0	0	0	18
Day Total	165	2461	1230	56	902	55	28	231	27	22	0	0	3	531	5711
Percent	2.9%	43.1%	21.5%	1%	15.8%	1%	0.5%	4%	0.5%	0.4%	0%	0%	0.1%	9.3%	
ADT 5711															
AM Peak	7:00 AM	8:00 AM	7:00 AM	8:00 AM	7:00 AM	11:00 AM	8:00 AM	6:00 AM	10:00 AM	6:00 AM	12:00 AM	12:00 AM	7:00 AM	8:00 AM	7:00 AM
Volume	11	182	108	7	85	7	3	17	4	4	0	0	1	38	435
PM Peak	2:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	6:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	3:00 PM
Volume	20	181	115	8	71	6	6	29	3	3	0	0	0	62	499

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 14 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	6	0	0	1	0	0	0	0	0	0	0	**1**	1	9
01:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
02:00 AM	0	10	2	0	2	0	0	0	0	0	0	0	0	0	14
03:00 AM	0	9	6	0	5	0	0	2	1	0	0	0	0	2	25
04:00 AM	0	33	14	0	17	0	0	1	0	0	0	0	0	0	65
05:00 AM	3	78	36	3	47	0	0	5	0	**4**	0	0	1	6	183
06:00 AM	**13**	148	56	1	57	3	1	12	2	1	0	0	1	35	330
07:00 AM	12	**213**	**102**	**6**	59	**7**	3	10	0	2	0	0	0	40	**454**
08:00 AM	9	162	87	4	**69**	6	0	18	3	1	0	0	1	**42**	402
09:00 AM	5	148	70	4	52	3	2	14	0	1	0	0	1	23	323
10:00 AM	5	169	78	2	65	6	**4**	**20**	**7**	2	0	0	0	38	396
11:00 AM	8	175	73	6	52	3	1	17	7	2	0	**1**	1	27	373
12:00 PM	15	162	68	6	62	3	**4**	16	2	**4**	0	0	0	38	380
01:00 PM	13	150	69	6	49	**8**	2	19	**7**	2	0	0	0	37	362
02:00 PM	12	148	77	**11**	50	7	2	**22**	3	2	0	0	**1**	35	370
03:00 PM	16	**195**	**91**	7	**67**	5	3	16	1	1	0	0	1	47	**450**
04:00 PM	**20**	147	66	2	50	2	1	16	5	0	0	0	0	**61**	370
05:00 PM	17	161	61	3	52	4	2	21	2	0	0	0	0	56	379
06:00 PM	9	139	68	2	41	3	2	13	0	0	0	0	0	35	312
07:00 PM	7	117	56	0	27	2	0	12	1	0	0	0	0	19	241
08:00 PM	4	83	28	0	25	1	2	2	0	0	0	0	0	8	153
09:00 PM	1	49	17	1	5	0	0	1	0	0	0	0	0	0	74
10:00 PM	0	34	12	0	8	0	0	0	0	0	0	0	0	3	57
11:00 PM	0	10	6	0	1	0	0	0	0	0	0	0	0	0	17
Day Total	169	2551	1145	64	864	63	29	237	41	22	0	1	8	553	5747
Percent	2.9%	44.4%	19.9%	1.1%	15%	1.1%	0.5%	4.1%	0.7%	0.4%	0%	0%	0.1%	9.6%	
ADT 5747															
AM Peak	6:00 AM	7:00 AM	7:00 AM	7:00 AM	8:00 AM	7:00 AM	10:00 AM	10:00 AM	10:00 AM	5:00 AM	12:00 AM	11:00 AM	12:00 AM	8:00 AM	7:00 AM
Volume	13	213	102	6	69	7	4	20	7	4	0	1	1	42	454
PM Peak	4:00 PM	3:00 PM	3:00 PM	2:00 PM	3:00 PM	1:00 PM	12:00 PM	2:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM	4:00 PM	3:00 PM
Volume	20	195	91	11	67	8	4	22	7	4	0	0	1	61	450

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 15 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
01:00 AM	0	5	1	0	3	0	0	0	0	0	0	0	0	0	9
02:00 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
03:00 AM	0	6	4	1	1	0	0	2	0	1	0	0	0	1	16
04:00 AM	0	26	9	0	17	0	0	1	0	0	0	0	0	0	53
05:00 AM	1	66	30	2	28	3	0	5	0	1	0	0	1	8	145
06:00 AM	4	129	60	**5**	58	3	1	10	3	3	0	0	0	22	298
07:00 AM	6	**202**	**89**	5	67	2	1	11	4	3	0	0	**2**	32	**424**
08:00 AM	13	175	88	1	**72**	4	0	9	3	2	0	0	1	**44**	412
09:00 AM	12	167	74	4	55	4	**2**	15	3	2	0	0	1	28	367
10:00 AM	14	167	73	3	58	2	1	14	1	2	0	0	2	27	364
11:00 AM	**19**	148	80	2	69	**6**	2	**16**	**7**	**5**	0	0	0	31	385
12:00 PM	5	150	69	5	60	6	4	24	3	**2**	0	0	0	42	370
01:00 PM	10	125	66	5	48	5	1	25	5	1	0	**1**	0	46	338
02:00 PM	19	149	83	4	**64**	0	4	16	**6**	1	0	0	0	34	380
03:00 PM	22	151	**85**	3	39	**7**	4	**32**	0	1	0	0	0	45	**389**
04:00 PM	**23**	134	71	**10**	59	4	1	18	2	1	0	0	0	**54**	377
05:00 PM	21	**158**	57	1	53	3	**5**	17	1	0	0	0	**1**	48	365
06:00 PM	12	154	64	3	42	1	3	15	0	0	0	0	0	22	316
07:00 PM	5	140	37	1	35	2	2	6	2	0	0	0	0	18	248
08:00 PM	5	105	39	0	16	0	0	4	0	0	0	0	0	4	173
09:00 PM	3	75	31	0	11	0	0	0	0	0	0	0	0	7	127
10:00 PM	0	54	20	0	14	0	0	3	0	0	0	0	0	3	94
11:00 PM	0	22	10	0	2	0	0	0	0	0	0	0	0	0	34
Day Total	194	2519	1143	55	872	52	31	243	40	25	0	1	8	516	5699
Percent	3.4%	44.2%	20.1%	1%	15.3%	0.9%	0.5%	4.3%	0.7%	0.4%	0%	0%	0.1%	9.1%	
ADT 5699															
AM Peak	11:00 AM	7:00 AM	7:00 AM	6:00 AM	8:00 AM	11:00 AM	9:00 AM	11:00 AM	11:00 AM	11:00 AM	12:00 AM	12:00 AM	7:00 AM	8:00 AM	7:00 AM
Volume	19	202	89	5	72	6	2	16	7	5	0	0	2	44	424
PM Peak	4:00 PM	5:00 PM	3:00 PM	4:00 PM	2:00 PM	3:00 PM	5:00 PM	3:00 PM	2:00 PM	12:00 PM	12:00 PM	1:00 PM	5:00 PM	4:00 PM	3:00 PM
Volume	23	158	85	10	64	7	5	32	6	2	0	1	1	54	389

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 16 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	15	2	1	3	0	0	1	0	0	0	0	0	0	22
01:00 AM	0	10	6	0	1	0	0	0	0	0	0	0	0	0	17
02:00 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
03:00 AM	0	8	7	0	1	0	0	0	0	0	0	0	0	0	16
04:00 AM	0	14	2	0	4	0	0	1	0	0	0	0	0	1	22
05:00 AM	1	20	9	1	7	0	0	6	0	0	0	0	0	3	47
06:00 AM	4	45	21	0	14	0	0	6	1	0	0	0	0	7	98
07:00 AM	4	101	38	2	37	1	1	7	0	0	0	0	0	8	199
08:00 AM	5	119	59	0	36	2	2	15	0	0	0	0	0	11	249
09:00 AM	7	193	75	1	39	5	2	16	**2**	0	0	0	0	31	371
10:00 AM	14	192	102	1	**54**	1	1	16	0	**1**	0	0	0	39	421
11:00 AM	**17**	**237**	**117**	**4**	46	**7**	**3**	**27**	1	0	0	0	0	**49**	**508**
12:00 PM	13	**220**	**114**	2	**57**	**3**	1	18	**2**	0	0	0	0	45	**475**
01:00 PM	12	170	93	0	54	3	1	**26**	2	0	0	**1**	0	**49**	411
02:00 PM	**14**	181	79	0	45	3	**3**	16	0	0	0	0	0	46	387
03:00 PM	7	190	76	**3**	56	2	0	15	0	0	0	0	0	40	389
04:00 PM	10	207	68	0	43	2	3	13	0	**1**	0	0	0	28	375
05:00 PM	11	197	110	3	39	2	2	24	1	1	0	0	0	43	433
06:00 PM	8	144	56	0	35	0	0	12	0	0	0	0	0	36	291
07:00 PM	5	132	46	0	30	0	0	12	0	0	0	0	0	16	241
08:00 PM	3	147	47	0	20	0	0	4	0	0	0	0	0	19	240
09:00 PM	2	122	41	2	18	0	1	3	0	0	0	0	0	8	197
10:00 PM	1	55	21	0	8	0	0	1	0	0	0	0	0	4	90
11:00 PM	0	43	13	0	2	0	0	0	0	0	0	0	0	1	59
Day Total	138	2768	1203	20	651	31	20	239	9	3	0	1	0	484	5567
Percent	2.5%	49.7%	21.6%	0.4%	11.7%	0.6%	0.4%	4.3%	0.2%	0.1%	0%	0%	0%	8.7%	
ADT 5567															
AM Peak	11:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	9:00 AM	10:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	11:00 AM
Volume	17	237	117	4	54	7	3	27	2	1	0	0	0	49	508
PM Peak	2:00 PM	12:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	2:00 PM	1:00 PM	12:00 PM	4:00 PM	12:00 PM	1:00 PM	12:00 PM	1:00 PM	12:00 PM
Volume	14	220	114	3	57	3	3	26	2	1	0	1	0	49	475

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 17 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	21	4	1	4	0	0	0	0	0	0	0	0	1	31
01:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
02:00 AM	0	4	2	0	2	0	0	0	0	0	0	0	0	0	8
03:00 AM	0	9	2	0	2	0	0	0	0	0	0	0	0	0	13
04:00 AM	1	8	6	0	2	0	0	2	0	0	0	0	0	0	19
05:00 AM	0	20	9	0	6	0	0	1	0	0	0	0	0	1	37
06:00 AM	0	32	12	**2**	13	0	0	1	**1**	0	0	0	0	2	63
07:00 AM	2	74	41	0	25	0	0	3	0	0	0	0	0	7	152
08:00 AM	2	113	35	1	26	1	0	4	1	0	0	0	0	4	187
09:00 AM	7	186	81	0	36	0	2	8	1	0	0	0	0	29	350
10:00 AM	**11**	182	63	1	40	**3**	1	16	0	0	0	0	0	32	349
11:00 AM	9	**224**	**89**	2	**53**	2	**5**	**24**	1	0	0	0	0	**36**	**445**
12:00 PM	14	171	**92**	1	33	**4**	2	18	0	0	0	0	0	46	381
01:00 PM	**18**	**207**	66	0	43	2	2	18	**2**	0	0	**1**	0	**47**	**406**
02:00 PM	12	183	71	1	**50**	0	2	**20**	1	0	0	0	0	42	382
03:00 PM	9	193	65	0	46	0	3	11	1	0	0	0	0	34	362
04:00 PM	7	191	72	0	33	3	2	16	0	0	0	0	0	38	362
05:00 PM	17	189	84	**3**	40	3	**4**	16	0	0	0	0	0	33	389
06:00 PM	4	148	51	0	26	0	0	3	0	**1**	0	0	0	23	256
07:00 PM	10	111	54	2	27	2	0	4	1	0	0	0	0	14	225
08:00 PM	4	89	34	2	20	0	0	4	0	0	0	0	0	8	161
09:00 PM	2	50	17	0	11	0	0	2	0	0	0	0	0	3	85
10:00 PM	0	28	9	1	3	0	0	1	0	0	0	0	0	0	42
11:00 PM	0	16	5	0	3	0	1	0	0	0	0	0	0	0	25
Day Total	129	2460	966	17	544	20	24	172	9	1	0	1	0	400	4743
Percent	2.7%	51.9%	20.4%	0.4%	11.5%	0.4%	0.5%	3.6%	0.2%	0%	0%	0%	0%	8.4%	
AM Peak	10:00 AM	11:00 AM	11:00 AM	6:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	11:00 AM
Volume	11	224	89	2	53	3	5	24	1	0	0	0	0	36	445
PM Peak	1:00 PM	1:00 PM	12:00 PM	5:00 PM	2:00 PM	12:00 PM	5:00 PM	2:00 PM	1:00 PM	6:00 PM	12:00 PM	1:00 PM	12:00 PM	1:00 PM	1:00 PM
Volume	18	207	92	3	50	4	4	20	2	1	0	1	0	47	406

ADT 4743

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 18 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	8	3	1	1	0	0	0	0	0	0	0	0	0	13
01:00 AM	0	3	1	0	3	0	0	1	0	0	0	0	0	1	9
02:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
03:00 AM	0	8	7	0	4	0	0	0	0	0	0	0	0	0	19
04:00 AM	2	42	17	1	18	0	0	0	1	1	0	0	0	3	85
05:00 AM	1	83	23	2	44	1	0	4	0	2	0	0	1	6	167
06:00 AM	8	160	65	2	63	2	3	18	4	**4**	0	0	0	15	344
07:00 AM	11	**173**	**102**	6	61	**6**	1	17	4	3	0	0	0	25	**409**
08:00 AM	5	173	66	6	67	6	1	**20**	2	1	0	0	0	**34**	381
09:00 AM	8	160	87	9	**70**	3	0	15	2	0	0	0	**2**	27	383
10:00 AM	6	150	61	2	56	6	**5**	18	3	1	0	0	0	29	337
11:00 AM	**14**	169	83	**10**	62	4	1	15	**5**	3	0	**1**	2	28	397
12:00 PM	8	143	66	5	55	2	**4**	12	4	**2**	0	0	**1**	39	341
01:00 PM	13	125	62	5	44	7	2	19	**8**	1	0	0	1	31	318
02:00 PM	13	151	69	2	54	4	1	16	1	1	0	0	0	28	340
03:00 PM	**21**	**174**	**92**	**7**	**80**	**10**	1	**22**	6	0	0	0	1	49	**463**
04:00 PM	21	145	62	2	52	3	2	18	0	0	0	0	0	**69**	374
05:00 PM	13	127	86	0	52	3	1	19	3	0	0	0	0	47	351
06:00 PM	10	146	56	0	41	2	0	12	2	0	0	0	0	24	293
07:00 PM	4	96	43	0	25	0	3	7	0	0	0	0	1	15	194
08:00 PM	2	70	32	0	25	3	1	7	0	0	0	0	0	7	147
09:00 PM	2	69	19	0	7	0	0	0	0	0	0	0	0	2	99
10:00 PM	0	28	15	0	7	0	0	0	0	0	0	0	0	0	50
11:00 PM	0	10	5	0	3	0	0	1	0	0	0	0	0	0	19
Day Total	162	2416	1124	60	894	62	26	241	45	19	0	1	9	479	5538
Percent	2.9%	43.6%	20.3%	1.1%	16.1%	1.1%	0.5%	4.4%	0.8%	0.3%	0%	0%	0.2%	8.6%	
ADT 5538															
AM Peak	11:00 AM	7:00 AM	7:00 AM	11:00 AM	9:00 AM	7:00 AM	10:00 AM	8:00 AM	11:00 AM	6:00 AM	12:00 AM	11:00 AM	9:00 AM	8:00 AM	7:00 AM
Volume	14	173	102	10	70	6	5	20	5	4	0	1	2	34	409
PM Peak	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	12:00 PM	3:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	3:00 PM
Volume	21	174	92	7	80	10	4	22	8	2	0	0	1	69	463

Comments:

Report generated on 9/22/2023 2:43 PM

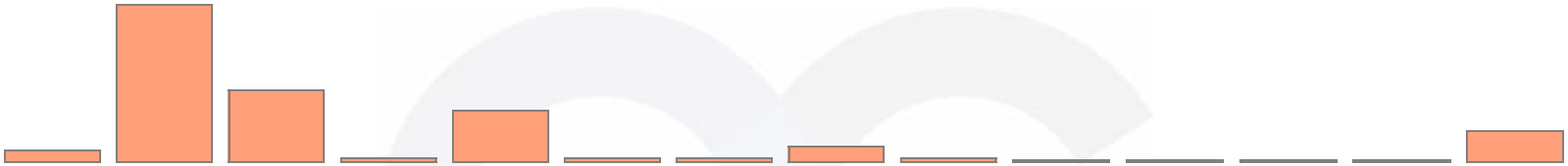
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	1112	17435	8012	327	5642	344	184	1590	193	125	1	7	35	3467	38474
Percent	2.9%	45.3%	20.8%	0.8%	14.7%	0.9%	0.5%	4.1%	0.5%	0.3%	0%	0%	0.1%	9%	
ADT 5496															

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	6	2	0	0	0	0	0	1	0	0	0	0	0	9
01:00 AM	0	8	1	0	1	1	0	0	0	0	0	0	0	0	11
02:00 AM	0	9	2	0	2	3	0	0	0	0	0	0	0	0	16
03:00 AM	0	7	2	0	2	2	0	0	0	0	0	0	0	0	13
04:00 AM	0	29	12	0	7	2	0	0	0	0	0	0	0	0	50
05:00 AM	0	88	24	1	9	1	1	0	1	0	0	0	0	5	130
06:00 AM	2	162	53	**5**	17	2	3	3	2	**1**	0	0	0	22	272
07:00 AM	**5**	**171**	57	3	**30**	6	1	10	2	0	0	0	**2**	29	316
08:00 AM	3	131	53	1	22	**10**	2	11	1	1	0	0	0	**50**	285
09:00 AM	1	160	**68**	2	27	7	2	**14**	2	1	0	0	1	37	**322**
10:00 AM	5	138	48	1	18	6	2	8	**4**	1	0	0	0	22	253
11:00 AM	1	151	55	2	26	5	**6**	9	3	0	0	0	0	33	291
12:00 PM	4	181	72	1	17	**5**	3	9	0	**1**	0	0	0	36	329
01:00 PM	1	195	65	**6**	19	5	0	8	1	0	0	0	0	38	338
02:00 PM	0	212	75	3	23	4	3	9	0	0	0	0	0	47	376
03:00 PM	3	251	61	3	35	5	2	13	1	0	0	0	0	73	447
04:00 PM	6	322	76	1	31	5	1	**14**	1	1	0	0	0	**82**	540
05:00 PM	**9**	**348**	**86**	0	**41**	2	2	9	**2**	0	0	0	0	73	**572**
06:00 PM	1	262	58	0	24	0	1	9	1	0	0	0	0	41	397
07:00 PM	2	224	33	0	12	1	**4**	7	2	0	0	0	0	14	299
08:00 PM	1	148	26	0	9	0	0	3	0	0	0	0	0	18	205
09:00 PM	0	105	17	0	7	0	2	2	0	0	0	0	0	7	140
10:00 PM	1	70	7	0	0	0	0	0	0	0	0	0	**1**	1	80
11:00 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
Day Total	45	3394	956	29	379	72	35	138	24	6	0	0	4	628	5710
Percent	0.8%	59.4%	16.7%	0.5%	6.6%	1.3%	0.6%	2.4%	0.4%	0.1%	0%	0%	0.1%	11%	
ADT 5710															
AM Peak	7:00 AM	7:00 AM	9:00 AM	6:00 AM	7:00 AM	8:00 AM	11:00 AM	9:00 AM	10:00 AM	6:00 AM	12:00 AM	12:00 AM	7:00 AM	8:00 AM	9:00 AM
Volume	5	171	68	5	30	10	6	14	4	1	0	0	2	50	322
PM Peak	5:00 PM	5:00 PM	5:00 PM	1:00 PM	5:00 PM	12:00 PM	7:00 PM	4:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	10:00 PM	4:00 PM	5:00 PM
Volume	9	348	86	6	41	5	4	14	2	1	0	0	1	82	572

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	9	4	0	3	0	0	0	0	0	0	0	0	0	16
01:00 AM	1	6	2	0	0	1	0	0	1	0	0	0	0	0	11
02:00 AM	0	13	6	0	1	3	0	0	0	0	0	0	0	0	23
03:00 AM	0	6	4	0	2	2	0	0	0	0	0	0	0	0	14
04:00 AM	0	25	14	0	4	4	0	0	0	1	0	0	1	3	52
05:00 AM	3	80	33	0	8	1	1	2	1	0	0	0	0	4	133
06:00 AM	**6**	163	49	0	10	5	3	6	0	**2**	0	0	**2**	28	274
07:00 AM	5	132	67	**6**	22	2	2	7	**2**	0	0	0	0	38	283
08:00 AM	5	162	60	4	**35**	**11**	2	**14**	0	0	0	0	2	32	327
09:00 AM	3	**173**	**79**	1	31	7	**5**	8	1	0	0	0	0	27	**335**
10:00 AM	3	149	41	1	29	4	4	9	1	0	0	0	1	33	275
11:00 AM	6	154	43	2	27	4	3	8	1	1	0	0	0	**44**	293
12:00 PM	4	198	71	3	17	3	3	13	2	0	0	**1**	**1**	32	348
01:00 PM	0	209	51	**5**	27	4	2	5	1	0	0	0	0	44	348
02:00 PM	2	235	70	5	21	2	**5**	13	0	0	0	0	1	44	398
03:00 PM	1	298	92	2	**37**	**6**	5	13	0	0	0	0	0	82	536
04:00 PM	5	316	88	1	33	3	5	**17**	**4**	**1**	0	0	0	79	552
05:00 PM	**8**	**383**	**95**	0	28	3	4	8	2	0	0	0	0	**85**	**616**
06:00 PM	5	300	59	0	26	0	3	7	0	0	0	0	0	46	446
07:00 PM	2	197	41	1	18	0	1	3	0	0	0	0	1	24	288
08:00 PM	0	176	31	0	12	0	1	0	0	0	0	0	0	10	230
09:00 PM	1	97	25	0	4	1	0	2	0	0	0	0	0	5	135
10:00 PM	0	50	9	0	3	0	0	0	0	0	0	0	0	0	62
11:00 PM	0	26	6	0	1	0	0	0	0	0	0	0	0	0	33
Day Total	60	3557	1040	31	399	66	49	135	16	5	0	1	9	660	6028
Percent	1%	59%	17.3%	0.5%	6.6%	1.1%	0.8%	2.2%	0.3%	0.1%	0%	0%	0.1%	10.9%	
ADT 6028															
AM Peak	6:00 AM	9:00 AM	9:00 AM	7:00 AM	8:00 AM	8:00 AM	9:00 AM	8:00 AM	7:00 AM	6:00 AM	12:00 AM	12:00 AM	6:00 AM	11:00 AM	9:00 AM
Volume	6	173	79	6	35	11	5	14	2	2	0	0	2	44	335
PM Peak	5:00 PM	5:00 PM	5:00 PM	1:00 PM	3:00 PM	3:00 PM	2:00 PM	4:00 PM	4:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM	5:00 PM
Volume	8	383	95	5	37	6	5	17	4	1	0	1	1	85	616

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 14 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	9	2	0	1	1	0	0	0	0	0	0	0	0	13
01:00 AM	0	6	1	0	0	1	0	0	0	0	0	0	0	1	9
02:00 AM	1	7	3	0	0	1	0	0	0	0	0	0	0	0	12
03:00 AM	0	8	5	0	1	1	0	0	1	0	0	0	0	0	16
04:00 AM	0	32	12	0	7	3	0	0	0	0	0	0	0	1	55
05:00 AM	0	108	35	0	6	2	1	1	0	0	0	0	0	5	158
06:00 AM	3	149	50	**6**	16	1	2	7	0	0	0	0	**3**	32	269
07:00 AM	**6**	177	**58**	4	11	4	**8**	**14**	2	**1**	0	0	0	39	324
08:00 AM	3	162	54	5	22	**9**	3	14	**8**	0	0	0	0	39	319
09:00 AM	4	146	53	3	**23**	5	4	9	4	1	0	0	0	32	284
10:00 AM	1	145	46	3	16	6	5	11	1	0	0	0	0	33	267
11:00 AM	1	**210**	58	1	22	3	3	5	3	0	0	0	0	**40**	**346**
12:00 PM	4	203	73	4	25	**10**	2	16	1	**1**	0	0	0	51	390
01:00 PM	5	205	58	**8**	24	4	3	11	**3**	0	0	0	0	68	389
02:00 PM	2	232	73	5	32	3	3	8	3	0	0	0	0	52	413
03:00 PM	**6**	271	84	0	32	9	**5**	12	3	0	0	0	0	63	485
04:00 PM	6	339	81	2	31	6	4	15	3	1	0	0	0	79	567
05:00 PM	2	**372**	**99**	2	**33**	3	1	**20**	0	0	0	0	0	**83**	**615**
06:00 PM	4	262	56	0	17	3	2	9	2	0	0	0	0	45	400
07:00 PM	3	210	45	0	16	1	3	4	0	0	0	0	0	21	303
08:00 PM	0	185	25	0	16	0	1	2	1	0	0	0	0	9	239
09:00 PM	0	119	18	0	6	0	1	1	0	0	0	0	0	0	145
10:00 PM	1	56	19	0	3	0	0	0	0	0	0	0	0	1	80
11:00 PM	1	37	6	0	0	1	0	1	0	0	0	0	0	0	46
Day Total	53	3650	1014	43	360	77	51	160	35	4	0	0	3	694	6144
Percent	0.9%	59.4%	16.5%	0.7%	5.9%	1.3%	0.8%	2.6%	0.6%	0.1%	0%	0%	0%	11.3%	
ADT 6144															
AM Peak	7:00 AM	11:00 AM	7:00 AM	6:00 AM	9:00 AM	8:00 AM	7:00 AM	7:00 AM	8:00 AM	7:00 AM	12:00 AM	12:00 AM	6:00 AM	11:00 AM	11:00 AM
Volume	6	210	58	6	23	9	8	14	8	1	0	0	3	40	346
PM Peak	3:00 PM	5:00 PM	5:00 PM	1:00 PM	5:00 PM	12:00 PM	3:00 PM	5:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM	5:00 PM
Volume	6	372	99	8	33	10	5	20	3	1	0	0	0	83	615

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 15 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	18	2	0	1	0	0	0	0	0	0	0	0	1	22
01:00 AM	0	11	2	0	3	1	0	0	0	0	0	0	0	0	17
02:00 AM	0	5	3	1	0	4	0	0	0	0	0	0	0	0	13
03:00 AM	1	10	3	0	2	1	0	1	0	0	0	0	0	1	19
04:00 AM	1	10	5	1	6	2	0	0	0	0	0	0	0	1	26
05:00 AM	0	80	24	0	5	2	0	0	0	0	0	0	1	9	121
06:00 AM	3	143	65	**6**	12	**5**	2	4	2	0	0	0	**2**	23	267
07:00 AM	1	159	43	3	21	1	**6**	7	0	0	0	0	0	35	276
08:00 AM	**5**	168	55	6	**32**	3	4	14	**7**	**1**	0	0	0	37	332
09:00 AM	5	177	61	5	15	5	5	5	4	0	0	0	0	31	313
10:00 AM	3	170	49	2	27	3	3	**15**	6	0	0	0	1	33	312
11:00 AM	3	**179**	**72**	2	31	1	6	11	2	0	0	0	0	**43**	**350**
12:00 PM	4	208	62	1	**30**	5	2	15	1	0	0	0	0	57	385
01:00 PM	3	220	75	**6**	17	**6**	2	5	1	0	0	0	0	65	400
02:00 PM	3	260	78	3	26	6	2	12	**4**	**1**	0	0	0	74	469
03:00 PM	**6**	326	94	3	26	2	**4**	14	1	1	0	0	**1**	88	566
04:00 PM	6	363	**99**	0	28	4	4	**19**	1	0	0	0	0	85	609
05:00 PM	5	**388**	99	2	18	3	3	10	3	0	0	0	0	**94**	**625**
06:00 PM	2	304	64	0	17	3	2	6	1	0	0	0	0	51	450
07:00 PM	1	219	51	0	24	1	2	3	1	0	0	0	0	31	333
08:00 PM	0	177	37	0	11	0	1	1	0	0	0	0	0	12	239
09:00 PM	2	118	25	0	5	0	1	3	1	0	0	0	0	6	161
10:00 PM	2	78	13	0	3	0	0	1	0	0	0	0	0	6	103
11:00 PM	0	64	13	1	1	0	0	1	0	0	0	0	0	1	81
Day Total	56	3855	1094	42	361	58	49	147	35	3	0	0	5	784	6489
Percent	0.9%	59.4%	16.9%	0.6%	5.6%	0.9%	0.8%	2.3%	0.5%	0%	0%	0%	0.1%	12.1%	
ADT 6489															
AM Peak	8:00 AM	11:00 AM	11:00 AM	6:00 AM	8:00 AM	6:00 AM	7:00 AM	10:00 AM	8:00 AM	8:00 AM	12:00 AM	12:00 AM	6:00 AM	11:00 AM	11:00 AM
Volume	5	179	72	6	32	5	6	15	7	1	0	0	2	43	350
PM Peak	3:00 PM	5:00 PM	4:00 PM	1:00 PM	12:00 PM	1:00 PM	3:00 PM	4:00 PM	2:00 PM	2:00 PM	12:00 PM	12:00 PM	3:00 PM	5:00 PM	5:00 PM
Volume	6	388	99	6	30	6	4	19	4	1	0	0	1	94	625

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 16 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	24	5	0	3	0	0	0	0	0	0	0	0	0	32
01:00 AM	0	22	3	0	1	0	0	0	0	0	0	0	0	0	26
02:00 AM	1	14	3	0	0	0	0	1	0	0	0	0	0	0	19
03:00 AM	0	13	5	0	2	0	0	0	0	0	0	0	0	1	21
04:00 AM	0	6	6	0	2	0	0	0	0	0	0	0	0	0	14
05:00 AM	0	80	21	0	2	0	0	1	0	0	0	0	0	5	109
06:00 AM	0	137	39	0	3	1	0	2	0	**1**	0	0	0	7	190
07:00 AM	1	112	25	1	9	1	0	4	1	1	0	0	0	12	167
08:00 AM	1	192	**63**	0	18	**2**	3	10	0	0	0	0	0	23	312
09:00 AM	1	232	60	0	13	0	3	10	0	0	0	0	0	28	347
10:00 AM	**6**	**247**	40	**2**	20	0	**4**	**12**	1	0	0	0	0	46	378
11:00 AM	5	223	52	2	**21**	1	4	12	**2**	1	0	0	0	**71**	**394**
12:00 PM	2	250	78	**1**	16	2	2	10	**4**	0	0	0	0	63	428
01:00 PM	**3**	282	69	0	15	4	1	**14**	1	**1**	0	0	0	52	442
02:00 PM	3	**326**	56	0	**24**	2	**5**	9	0	0	0	0	0	55	**480**
03:00 PM	3	264	**82**	0	13	3	2	13	1	0	0	0	0	63	444
04:00 PM	3	254	68	1	15	0	1	8	1	0	0	0	0	57	408
05:00 PM	1	276	52	1	8	**5**	1	8	0	0	0	0	0	**69**	421
06:00 PM	1	243	42	0	14	5	1	12	0	0	0	0	0	36	354
07:00 PM	1	216	30	0	16	1	0	6	0	0	0	0	0	23	293
08:00 PM	3	161	35	0	11	0	0	6	0	1	0	0	0	18	235
09:00 PM	0	133	29	0	4	0	2	1	0	0	0	0	0	15	184
10:00 PM	1	113	11	0	5	0	0	0	0	0	0	0	0	4	134
11:00 PM	0	76	15	0	1	0	0	2	0	0	0	0	0	0	94
Day Total	36	3896	889	8	236	27	29	141	11	5	0	0	0	648	5926
Percent	0.6%	65.7%	15%	0.1%	4%	0.5%	0.5%	2.4%	0.2%	0.1%	0%	0%	0%	10.9%	
ADT 5926															
AM Peak	10:00 AM	10:00 AM	8:00 AM	10:00 AM	11:00 AM	8:00 AM	10:00 AM	10:00 AM	11:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	11:00 AM
Volume	6	247	63	2	21	2	4	12	2	1	0	0	0	71	394
PM Peak	1:00 PM	2:00 PM	3:00 PM	12:00 PM	2:00 PM	5:00 PM	2:00 PM	1:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM	2:00 PM
Volume	3	326	82	1	24	5	5	14	4	1	0	0	0	69	480

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 17 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	1	39	9	0	2	0	0	1	0	0	0	0	0	1	53
01:00 AM	0	15	2	0	1	0	0	0	0	0	0	0	0	0	18
02:00 AM	0	15	2	0	1	0	0	0	0	0	0	0	0	0	18
03:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
04:00 AM	0	5	5	0	1	0	0	0	0	0	0	0	0	0	11
05:00 AM	0	57	17	0	1	0	0	1	1	0	0	0	0	1	78
06:00 AM	0	106	28	0	5	0	0	1	0	0	0	0	0	1	141
07:00 AM	2	105	29	0	3	0	0	5	0	0	0	0	0	5	149
08:00 AM	1	133	38	**1**	13	0	0	1	0	0	0	0	0	7	194
09:00 AM	1	162	39	1	11	**1**	**4**	4	0	0	0	0	0	23	246
10:00 AM	**4**	197	46	0	10	1	3	6	0	0	0	0	0	27	294
11:00 AM	1	**211**	**59**	0	**22**	0	0	**10**	**2**	0	0	0	0	**58**	**363**
12:00 PM	3	260	61	0	15	4	1	14	0	0	0	0	0	56	414
01:00 PM	4	**313**	58	0	**19**	**7**	3	9	0	0	0	**1**	0	65	**479**
02:00 PM	4	229	**64**	**1**	11	0	**4**	**15**	0	0	0	0	0	**66**	394
03:00 PM	2	240	46	1	13	1	2	8	0	0	0	0	0	57	370
04:00 PM	2	230	45	0	14	1	2	8	0	0	0	0	0	57	359
05:00 PM	0	211	45	1	13	1	4	11	**1**	0	0	0	0	48	335
06:00 PM	**5**	221	29	0	8	2	0	6	0	0	0	0	0	23	294
07:00 PM	3	173	34	0	8	0	2	6	0	0	0	0	0	17	243
08:00 PM	1	155	27	0	7	1	0	1	0	0	0	0	0	7	199
09:00 PM	0	87	21	0	4	1	0	2	0	0	0	0	0	5	120
10:00 PM	0	44	4	0	2	0	0	0	0	0	0	0	0	1	51
11:00 PM	0	23	2	0	1	0	0	1	0	0	0	0	0	2	29
Day Total	34	3242	711	5	185	20	25	110	4	0	0	1	0	527	4864
Percent	0.7%	66.7%	14.6%	0.1%	3.8%	0.4%	0.5%	2.3%	0.1%	0%	0%	0%	0%	10.8%	
AM Peak	10:00 AM	11:00 AM	11:00 AM	8:00 AM	11:00 AM	9:00 AM	9:00 AM	11:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	11:00 AM
Volume	4	211	59	1	22	1	4	10	2	0	0	0	0	58	363
PM Peak	6:00 PM	1:00 PM	2:00 PM	2:00 PM	1:00 PM	1:00 PM	2:00 PM	2:00 PM	5:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	2:00 PM	1:00 PM
Volume	5	313	64	1	19	7	4	15	1	0	0	1	0	66	479

ADT 4864

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Illinois St and North St | **QC JOB #:** 16302725

SPECIFIC LOCATION: | **DIRECTION:** NB

CITY/STATE: Newberg, OR | **DATE:** Sep 18 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	11	2	0	3	0	0	0	0	0	0	0	0	0	16
01:00 AM	1	13	1	0	0	1	0	2	0	0	0	0	0	0	18
02:00 AM	0	5	3	1	0	3	0	0	0	0	0	0	0	0	12
03:00 AM	1	12	7	1	5	1	0	0	0	0	0	0	0	0	27
04:00 AM	0	30	5	0	5	3	1	0	0	0	0	0	0	2	46
05:00 AM	2	96	37	1	4	2	0	1	**2**	0	0	0	0	9	154
06:00 AM	1	**174**	61	**7**	21	0	1	6	1	1	0	0	0	26	299
07:00 AM	1	168	57	4	24	7	3	11	1	**2**	0	**1**	**1**	36	**316**
08:00 AM	1	144	**63**	6	**33**	**10**	2	10	2	1	0	0	0	37	309
09:00 AM	4	127	55	5	24	8	**7**	9	2	0	0	0	0	30	271
10:00 AM	**7**	156	38	0	22	5	3	9	1	1	0	0	0	32	274
11:00 AM	5	136	58	2	26	2	3	**14**	2	0	0	0	0	**40**	288
12:00 PM	2	173	59	1	24	**6**	5	9	1	0	0	**1**	0	43	324
01:00 PM	3	163	52	**10**	27	6	5	**16**	**4**	**1**	0	0	1	42	330
02:00 PM	3	231	69	5	22	2	4	11	1	1	0	0	**2**	38	389
03:00 PM	**11**	292	62	0	28	1	4	10	3	0	0	0	0	77	488
04:00 PM	7	353	92	1	28	3	**8**	11	0	0	0	0	0	**86**	**589**
05:00 PM	2	**361**	**103**	0	**31**	2	5	12	0	0	0	0	0	63	579
06:00 PM	6	240	66	2	21	0	3	6	1	0	0	0	0	37	382
07:00 PM	1	153	30	1	17	1	1	5	0	0	0	0	1	24	234
08:00 PM	1	160	23	1	6	0	1	4	0	0	0	0	0	11	207
09:00 PM	0	88	19	0	5	0	0	1	0	0	0	0	0	0	113
10:00 PM	0	55	11	0	2	0	0	0	0	0	0	0	1	0	69
11:00 PM	0	21	5	0	1	0	0	0	0	0	0	0	0	0	27
Day Total	59	3362	978	48	379	63	56	147	21	7	0	2	6	633	5761
Percent	1%	58.4%	17%	0.8%	6.6%	1.1%	1%	2.6%	0.4%	0.1%	0%	0%	0.1%	11%	
ADT 5761															
AM Peak	10:00 AM	6:00 AM	8:00 AM	6:00 AM	8:00 AM	8:00 AM	9:00 AM	11:00 AM	5:00 AM	7:00 AM	12:00 AM	7:00 AM	7:00 AM	11:00 AM	7:00 AM
Volume	7	174	63	7	33	10	7	14	2	2	0	1	1	40	316
PM Peak	3:00 PM	5:00 PM	5:00 PM	1:00 PM	5:00 PM	12:00 PM	4:00 PM	1:00 PM	1:00 PM	1:00 PM	12:00 PM	12:00 PM	2:00 PM	4:00 PM	4:00 PM
Volume	11	361	103	10	31	6	8	16	4	1	0	1	2	86	589

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	343	24956	6682	206	2299	383	294	978	146	30	0	4	27	4574	40922
Percent	0.8%	61%	16.3%	0.5%	5.6%	0.9%	0.7%	2.4%	0.4%	0.1%	0%	0%	0.1%	11.2%	

ADT
5846

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	6	1	0	1	0	0	0	1	0	0	0	0	0	9
01:00 AM	0	6	1	0	2	1	0	0	0	0	0	0	0	0	10
02:00 AM	0	5	5	0	1	3	0	0	0	0	0	0	0	1	15
03:00 AM	0	5	4	0	3	2	0	0	0	0	0	0	0	0	14
04:00 AM	0	9	0	2	10	2	0	0	0	0	0	0	0	0	23
05:00 AM	1	66	25	1	13	1	0	1	1	0	0	0	0	1	110
06:00 AM	1	125	49	**7**	32	2	1	3	3	0	0	0	0	13	236
07:00 AM	**3**	108	44	5	49	4	0	4	2	0	0	0	0	**30**	249
08:00 AM	1	104	49	2	47	**7**	**3**	5	1	0	0	0	0	25	244
09:00 AM	0	**130**	**59**	5	**52**	4	1	11	3	1	0	0	0	14	**280**
10:00 AM	1	100	42	4	43	5	1	**12**	**4**	**2**	0	0	0	19	233
11:00 AM	3	123	59	5	38	2	2	5	3	0	0	0	**1**	12	253
12:00 PM	2	146	58	3	46	3	**2**	**12**	0	0	0	0	0	22	294
01:00 PM	2	161	52	**10**	53	1	0	10	0	0	0	0	0	20	309
02:00 PM	1	157	62	3	44	3	0	11	0	0	0	0	**1**	33	315
03:00 PM	1	223	78	3	70	**8**	2	7	1	**1**	0	**1**	0	38	433
04:00 PM	**3**	298	**93**	0	80	4	0	6	**2**	1	0	0	0	**49**	**536**
05:00 PM	0	**305**	89	2	**82**	1	0	8	1	0	0	0	0	37	525
06:00 PM	2	208	49	1	49	0	0	3	0	0	0	0	0	22	334
07:00 PM	1	158	36	0	20	2	0	5	1	0	0	0	0	8	231
08:00 PM	1	130	37	0	17	0	0	3	0	0	0	0	0	4	192
09:00 PM	0	87	19	4	15	0	1	2	0	0	0	0	0	1	129
10:00 PM	0	67	7	0	4	0	0	0	0	0	0	0	1	0	79
11:00 PM	0	15	5	0	0	0	0	0	0	0	0	0	0	1	21
Day Total	23	2742	923	57	771	55	13	108	23	5	0	1	3	350	5074
Percent	0.5%	54%	18.2%	1.1%	15.2%	1.1%	0.3%	2.1%	0.5%	0.1%	0%	0%	0.1%	6.9%	
ADT 5074															
AM Peak	7:00 AM	9:00 AM	9:00 AM	6:00 AM	9:00 AM	8:00 AM	8:00 AM	10:00 AM	10:00 AM	10:00 AM	12:00 AM	12:00 AM	11:00 AM	7:00 AM	9:00 AM
Volume	3	130	59	7	52	7	3	12	4	2	0	0	1	30	280
PM Peak	4:00 PM	5:00 PM	4:00 PM	1:00 PM	5:00 PM	3:00 PM	12:00 PM	12:00 PM	4:00 PM	3:00 PM	12:00 PM	3:00 PM	2:00 PM	4:00 PM	4:00 PM
Volume	3	305	93	10	82	8	2	12	2	1	0	1	1	49	536

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	7	2	0	4	0	0	0	0	0	0	0	0	0	13
01:00 AM	0	8	2	1	1	1	0	0	0	0	0	0	0	0	13
02:00 AM	0	8	5	0	4	3	0	0	0	0	0	0	0	0	20
03:00 AM	0	6	3	0	4	2	0	0	0	0	0	0	0	0	15
04:00 AM	0	10	3	3	5	1	0	0	0	0	0	0	**2**	1	25
05:00 AM	0	62	27	0	19	1	0	2	0	0	0	0	0	5	116
06:00 AM	1	139	47	3	32	4	0	5	0	**2**	0	0	1	17	251
07:00 AM	1	104	46	**10**	48	**8**	2	6	1	0	0	0	0	18	244
08:00 AM	**3**	117	60	7	**63**	4	1	7	2	0	0	0	0	23	287
09:00 AM	0	**151**	**70**	6	60	6	**3**	6	2	0	0	0	0	12	**316**
10:00 AM	3	110	53	6	41	8	2	**9**	1	1	0	0	0	13	247
11:00 AM	0	139	47	3	41	4	1	9	**3**	0	0	0	0	**24**	271
12:00 PM	2	137	66	4	49	2	1	**13**	**1**	0	0	0	0	13	288
01:00 PM	**5**	157	51	**10**	44	**4**	**2**	4	0	0	0	0	0	22	299
02:00 PM	4	185	75	8	45	2	0	8	0	0	0	0	1	21	349
03:00 PM	2	262	94	6	68	0	2	11	0	**1**	0	0	0	43	489
04:00 PM	5	255	89	1	**82**	4	0	12	0	0	0	0	0	**52**	500
05:00 PM	3	**310**	**106**	1	67	3	0	4	1	0	0	0	0	32	**527**
06:00 PM	0	245	67	0	41	0	0	1	1	0	0	0	0	20	375
07:00 PM	1	163	42	1	23	0	0	4	0	0	0	0	**2**	11	247
08:00 PM	2	119	43	1	21	0	0	0	0	0	0	0	0	8	194
09:00 PM	0	69	22	0	14	0	0	1	0	0	0	0	0	1	107
10:00 PM	1	36	15	0	5	0	0	0	0	0	0	0	0	2	59
11:00 PM	0	21	7	0	1	0	0	0	0	0	0	0	0	0	29
Day Total	33	2820	1042	71	782	57	14	102	12	4	0	0	6	338	5281
Percent	0.6%	53.4%	19.7%	1.3%	14.8%	1.1%	0.3%	1.9%	0.2%	0.1%	0%	0%	0.1%	6.4%	
ADT 5281															
AM Peak	8:00 AM	9:00 AM	9:00 AM	7:00 AM	8:00 AM	7:00 AM	9:00 AM	10:00 AM	11:00 AM	6:00 AM	12:00 AM	12:00 AM	4:00 AM	11:00 AM	9:00 AM
Volume	3	151	70	10	63	8	3	9	3	2	0	0	2	24	316
PM Peak	1:00 PM	5:00 PM	5:00 PM	1:00 PM	4:00 PM	1:00 PM	1:00 PM	12:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	7:00 PM	4:00 PM	5:00 PM
Volume	5	310	106	10	82	4	2	13	1	1	0	0	2	52	527

Comments:

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SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 14 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	8	1	0	4	1	0	0	0	0	0	0	0	0	14
01:00 AM	0	8	1	0	0	1	0	0	0	0	0	0	0	0	10
02:00 AM	1	5	5	0	1	1	0	0	0	0	0	0	0	0	13
03:00 AM	0	6	2	0	6	1	0	0	1	0	0	0	0	0	16
04:00 AM	0	9	4	4	8	1	0	0	0	0	0	0	0	0	26
05:00 AM	1	70	41	0	17	2	0	1	0	0	0	0	0	5	137
06:00 AM	3	131	54	7	37	2	0	4	0	0	0	0	0	20	258
07:00 AM	2	136	44	7	42	1	2	6	0	1	0	0	0	22	263
08:00 AM	**6**	140	**57**	5	39	**6**	1	9	**4**	1	0	0	0	**26**	**294**
09:00 AM	2	126	51	**9**	**46**	5	2	**11**	4	0	0	0	0	13	269
10:00 AM	2	128	42	3	35	4	**3**	9	1	1	0	0	0	19	247
11:00 AM	2	**167**	46	1	36	2	1	8	1	**2**	0	0	0	14	280
12:00 PM	2	158	62	6	55	**5**	2	12	1	0	0	0	0	34	337
01:00 PM	1	160	49	9	50	4	0	**14**	1	**1**	0	0	0	23	312
02:00 PM	1	203	60	**12**	58	2	**3**	13	**3**	0	0	0	0	32	387
03:00 PM	**7**	244	89	3	64	4	1	9	1	0	0	0	0	43	465
04:00 PM	3	**315**	94	4	74	3	1	6	2	1	0	0	0	**48**	**551**
05:00 PM	2	291	**106**	1	**78**	3	0	11	0	1	0	0	0	47	540
06:00 PM	1	211	60	0	48	1	0	9	0	0	0	0	0	20	350
07:00 PM	1	155	47	0	26	0	0	6	0	0	0	0	0	16	251
08:00 PM	1	137	40	1	22	0	0	1	1	0	0	0	0	3	206
09:00 PM	0	99	21	0	11	0	0	1	0	0	0	0	0	1	133
10:00 PM	1	43	16	0	11	0	0	0	0	0	0	0	0	2	73
11:00 PM	0	32	8	1	2	0	0	2	0	0	0	0	0	1	46
Day Total	39	2982	1000	73	770	49	16	132	20	8	0	0	0	389	5478
Percent	0.7%	54.4%	18.3%	1.3%	14.1%	0.9%	0.3%	2.4%	0.4%	0.1%	0%	0%	0%	7.1%	
ADT 5478															
AM Peak	8:00 AM	11:00 AM	8:00 AM	9:00 AM	9:00 AM	8:00 AM	10:00 AM	9:00 AM	8:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM	8:00 AM
Volume	6	167	57	9	46	6	3	11	4	2	0	0	0	26	294
PM Peak	3:00 PM	4:00 PM	5:00 PM	2:00 PM	5:00 PM	12:00 PM	2:00 PM	1:00 PM	2:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	4:00 PM
Volume	7	315	106	12	78	5	3	14	3	1	0	0	0	48	551

Comments:

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TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 15 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	14	2	0	1	0	0	0	1	0	0	0	0	0	18
01:00 AM	0	9	3	0	4	1	0	0	0	0	0	0	0	0	17
02:00 AM	0	3	3	1	1	**4**	0	0	0	0	0	0	0	0	12
03:00 AM	0	8	2	1	4	0	0	1	0	0	0	0	0	1	17
04:00 AM	1	8	0	3	9	1	0	0	0	0	0	0	0	0	22
05:00 AM	0	61	33	2	11	0	0	0	0	0	0	0	1	3	111
06:00 AM	3	110	53	5	35	2	1	4	2	1	0	0	**2**	14	232
07:00 AM	1	132	47	5	39	1	1	4	0	0	**1**	0	0	26	257
08:00 AM	2	141	**56**	5	**52**	2	2	7	**4**	2	0	0	0	26	299
09:00 AM	**5**	132	48	6	33	1	**3**	5	3	1	0	0	1	17	255
10:00 AM	1	140	50	**7**	30	2	1	**15**	3	**4**	0	**1**	1	11	266
11:00 AM	1	**155**	49	2	52	3	2	9	1	0	0	0	1	**30**	**305**
12:00 PM	2	166	65	2	52	3	**3**	**12**	2	**1**	0	0	0	25	333
01:00 PM	4	185	71	**8**	50	4	1	7	1	1	0	0	0	32	364
02:00 PM	3	211	65	5	56	4	1	8	**3**	1	0	0	**1**	43	401
03:00 PM	3	**311**	**113**	8	67	**5**	1	8	0	0	0	0	0	44	**560**
04:00 PM	**7**	290	95	5	**72**	1	1	9	0	0	0	0	0	**47**	527
05:00 PM	5	290	86	1	72	2	0	8	2	1	0	0	0	42	509
06:00 PM	1	247	73	0	55	1	0	5	1	0	0	0	0	21	404
07:00 PM	1	161	54	1	36	0	0	1	1	0	0	0	0	5	260
08:00 PM	0	122	33	1	24	1	0	2	0	0	0	0	0	11	194
09:00 PM	1	93	21	0	11	0	0	7	0	0	0	0	0	4	137
10:00 PM	0	58	19	0	7	0	0	1	0	0	0	0	0	2	87
11:00 PM	0	43	14	1	5	0	0	2	0	0	0	0	0	1	66
Day Total	41	3090	1055	69	778	38	17	115	24	12	1	1	7	405	5653
Percent	0.7%	54.7%	18.7%	1.2%	13.8%	0.7%	0.3%	2%	0.4%	0.2%	0%	0%	0.1%	7.2%	
ADT 5653															
AM Peak	9:00 AM	11:00 AM	8:00 AM	10:00 AM	8:00 AM	2:00 AM	9:00 AM	10:00 AM	8:00 AM	10:00 AM	7:00 AM	10:00 AM	6:00 AM	11:00 AM	11:00 AM
Volume	5	155	56	7	52	4	3	15	4	4	1	1	2	30	305
PM Peak	4:00 PM	3:00 PM	3:00 PM	1:00 PM	4:00 PM	3:00 PM	12:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM	4:00 PM	3:00 PM
Volume	7	311	113	8	72	5	3	12	3	1	0	0	1	47	560

Comments:

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TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Grant St and Main St | **QC JOB #:** 16302726

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Newberg, OR | **DATE:** Sep 16 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	18	8	0	6	1	0	0	0	0	0	0	0	2	35
01:00 AM	0	19	6	0	1	0	0	0	0	0	0	0	0	0	26
02:00 AM	1	8	5	0	0	0	0	1	0	0	0	0	0	0	15
03:00 AM	0	11	3	0	6	0	0	0	0	0	0	0	0	0	20
04:00 AM	0	3	1	0	7	1	0	0	0	0	0	0	0	0	12
05:00 AM	0	61	37	0	7	0	0	1	0	0	0	0	0	0	106
06:00 AM	0	114	40	1	12	0	0	2	0	**1**	0	0	0	1	171
07:00 AM	0	90	27	1	15	1	0	3	**3**	1	0	0	0	4	145
08:00 AM	2	108	47	1	33	2	0	11	0	0	0	0	0	11	215
09:00 AM	2	134	46	1	25	0	**1**	7	0	0	0	0	0	14	230
10:00 AM	1	159	48	**5**	**40**	1	0	8	1	0	0	0	0	19	282
11:00 AM	**4**	**186**	**54**	0	34	**3**	1	**14**	0	0	0	0	0	**29**	**325**
12:00 PM	**8**	206	71	**3**	52	1	0	**12**	**1**	0	0	0	0	**32**	386
01:00 PM	3	204	65	0	44	**2**	0	8	1	0	0	0	0	29	356
02:00 PM	3	**248**	74	1	43	1	0	9	0	**1**	0	0	0	32	**412**
03:00 PM	0	221	**82**	0	51	2	0	12	1	0	0	0	0	26	395
04:00 PM	2	212	60	2	**56**	1	0	7	0	0	0	0	0	31	371
05:00 PM	2	217	69	3	40	0	0	12	0	0	0	0	0	27	370
06:00 PM	4	198	71	1	34	0	0	7	0	0	0	0	0	21	336
07:00 PM	3	152	45	2	28	0	**1**	2	0	0	0	0	0	7	240
08:00 PM	0	123	36	0	21	0	0	3	0	0	0	**1**	0	6	190
09:00 PM	1	92	32	0	15	0	0	0	0	0	0	0	0	4	144
10:00 PM	2	80	22	0	9	0	0	0	0	0	0	0	0	1	114
11:00 PM	0	48	22	0	5	0	0	2	0	0	0	0	0	0	77
Day Total	38	2912	971	21	584	16	3	121	7	3	0	1	0	296	4973
Percent	0.8%	58.6%	19.5%	0.4%	11.7%	0.3%	0.1%	2.4%	0.1%	0.1%	0%	0%	0%	6%	
ADT 4973															
AM Peak	11:00 AM	11:00 AM	11:00 AM	10:00 AM	10:00 AM	11:00 AM	9:00 AM	11:00 AM	7:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	11:00 AM
Volume	4	186	54	5	40	3	1	14	3	1	0	0	0	29	325
PM Peak	12:00 PM	2:00 PM	3:00 PM	12:00 PM	4:00 PM	1:00 PM	7:00 PM	12:00 PM	12:00 PM	2:00 PM	12:00 PM	8:00 PM	12:00 PM	12:00 PM	2:00 PM
Volume	8	248	82	3	56	2	1	12	1	1	0	1	0	32	412

Comments:

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TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 17 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	1	19	11	1	3	0	0	0	0	0	0	0	0	2	37
01:00 AM	0	10	2	0	3	0	0	0	0	0	0	0	0	0	15
02:00 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
03:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
04:00 AM	0	3	1	0	7	0	0	0	0	0	0	0	0	0	11
05:00 AM	0	38	27	1	6	0	0	1	0	0	1	0	0	2	76
06:00 AM	0	79	32	0	12	0	0	1	0	0	0	0	0	0	124
07:00 AM	1	58	17	0	13	0	0	5	0	0	0	0	0	2	96
08:00 AM	1	91	26	2	25	0	0	0	0	0	0	0	0	3	148
09:00 AM	0	130	34	1	24	0	0	3	0	0	0	0	0	14	206
10:00 AM	1	139	48	0	37	1	0	5	1	0	0	0	0	15	247
11:00 AM	0	185	46	0	46	0	0	6	0	0	0	0	0	17	300
12:00 PM	3	179	53	0	36	0	0	12	0	0	0	0	1	30	314
01:00 PM	2	226	77	0	51	3	0	9	0	0	0	0	0	34	402
02:00 PM	4	182	66	1	42	1	0	12	0	0	0	0	0	21	329
03:00 PM	3	174	46	1	27	0	0	10	1	0	0	0	0	30	292
04:00 PM	2	173	63	0	30	0	0	5	0	1	0	0	0	19	293
05:00 PM	1	156	65	1	25	0	0	9	0	0	0	0	0	26	283
06:00 PM	1	163	36	1	23	0	0	5	0	0	0	0	0	13	242
07:00 PM	1	132	35	0	17	0	0	2	0	0	0	0	0	10	197
08:00 PM	1	109	30	0	17	0	0	4	0	0	0	0	0	2	163
09:00 PM	0	67	21	1	9	0	0	2	0	0	0	0	0	0	100
10:00 PM	0	30	8	0	3	0	0	0	0	0	0	0	0	0	41
11:00 PM	0	17	7	0	2	0	0	1	0	0	0	0	0	0	27
Day Total	22	2376	755	10	460	5	0	92	2	1	1	0	1	240	3965
Percent	0.6%	59.9%	19%	0.3%	11.6%	0.1%	0%	2.3%	0.1%	0%	0%	0%	0%	6.1%	
ADT 3965															
AM Peak	12:00 AM	11:00 AM	10:00 AM	8:00 AM	11:00 AM	10:00 AM	12:00 AM	11:00 AM	10:00 AM	12:00 AM	5:00 AM	12:00 AM	12:00 AM	11:00 AM	11:00 AM
Volume	1	185	48	2	46	1	0	6	1	0	1	0	0	17	300
PM Peak	2:00 PM	1:00 PM	1:00 PM	2:00 PM	1:00 PM	1:00 PM	12:00 PM	12:00 PM	3:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	1:00 PM
Volume	4	226	77	1	51	3	0	12	1	1	0	0	1	34	402

Comments:

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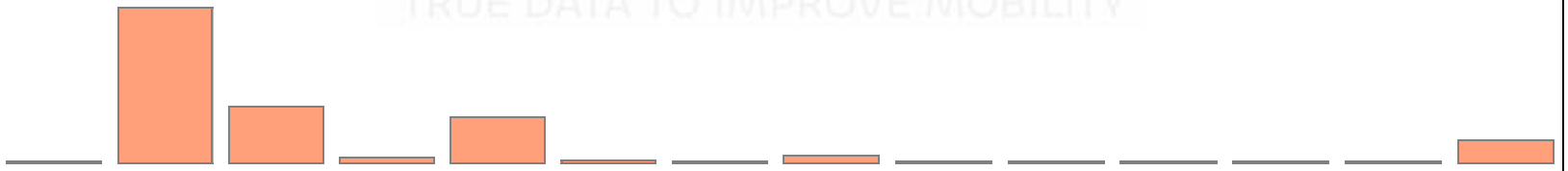
Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 18 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	7	2	1	2	0	0	0	0	0	0	0	0	0	12
01:00 AM	2	7	3	0	2	1	0	0	**1**	0	0	0	0	0	16
02:00 AM	0	5	2	1	1	3	0	0	0	0	0	0	0	0	12
03:00 AM	0	8	6	2	11	0	0	0	0	0	0	0	0	0	27
04:00 AM	0	10	4	2	5	2	0	0	0	0	0	0	0	0	23
05:00 AM	0	57	45	2	17	4	0	2	1	0	0	0	0	9	137
06:00 AM	1	**153**	55	7	38	1	0	10	0	0	0	0	**1**	12	**278**
07:00 AM	**4**	116	53	5	49	4	2	2	1	0	0	0	0	**34**	270
08:00 AM	1	96	45	**10**	**55**	**7**	**3**	5	1	**3**	0	0	0	18	244
09:00 AM	1	96	**56**	6	37	7	1	5	0	0	0	**1**	1	24	235
10:00 AM	2	112	41	6	34	1	1	6	0	0	0	0	0	21	224
11:00 AM	1	105	42	4	40	3	1	**13**	1	0	0	0	0	31	241
12:00 PM	1	158	52	5	57	2	**2**	10	0	0	0	0	**1**	18	306
01:00 PM	0	135	54	**11**	54	3	2	**15**	**2**	0	**1**	0	1	23	301
02:00 PM	0	163	64	9	41	2	1	10	1	0	0	0	1	25	317
03:00 PM	2	254	84	2	52	**4**	1	6	0	0	0	0	0	35	440
04:00 PM	**4**	**322**	90	1	**88**	0	0	10	1	0	0	0	0	**42**	**558**
05:00 PM	0	301	**96**	2	78	0	0	10	0	0	0	0	0	32	519
06:00 PM	1	173	56	1	52	0	0	7	1	0	0	0	0	23	314
07:00 PM	0	110	37	2	34	0	0	5	0	0	0	0	1	15	204
08:00 PM	0	114	34	1	15	1	0	2	0	0	0	0	0	7	174
09:00 PM	0	68	19	0	14	0	0	2	0	0	0	0	0	2	105
10:00 PM	0	35	11	0	7	0	0	0	0	0	0	0	1	1	55
11:00 PM	0	17	4	0	3	0	0	0	0	0	0	0	0	0	24
Day Total	20	2622	955	80	786	45	14	120	10	3	1	1	7	372	5036
Percent	0.4%	52.1%	19%	1.6%	15.6%	0.9%	0.3%	2.4%	0.2%	0.1%	0%	0%	0.1%	7.4%	
ADT 5036															
AM Peak	7:00 AM	6:00 AM	9:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	1:00 AM	8:00 AM	12:00 AM	9:00 AM	6:00 AM	7:00 AM	6:00 AM
Volume	4	153	56	10	55	7	3	13	1	3	0	1	1	34	278
PM Peak	4:00 PM	4:00 PM	5:00 PM	1:00 PM	4:00 PM	3:00 PM	12:00 PM	1:00 PM	1:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	4:00 PM	4:00 PM
Volume	4	322	96	11	88	4	2	15	2	0	1	0	1	42	558

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	216	19544	6701	381	4931	265	77	790	98	36	3	4	24	2390	35460
Percent	0.6%	55.1%	18.9%	1.1%	13.9%	0.7%	0.2%	2.2%	0.3%	0.1%	0%	0%	0.1%	6.7%	

ADT
5065

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
01:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
02:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
03:00 AM	0	8	6	0	3	0	0	1	1	0	0	0	0	0	19
04:00 AM	1	53	20	0	9	0	0	0	0	0	0	0	0	0	83
05:00 AM	2	92	36	2	27	3	0	1	0	4	0	0	0	4	171
06:00 AM	3	192	65	3	**52**	2	0	4	2	4	0	0	0	16	343
07:00 AM	**7**	**219**	**89**	2	38	3	0	5	2	1	0	0	**1**	**33**	**400**
08:00 AM	4	219	78	3	39	**4**	**2**	5	1	4	0	0	1	15	375
09:00 AM	1	177	74	2	36	4	1	8	0	2	0	0	0	14	319
10:00 AM	2	171	65	**4**	32	4	1	6	1	**7**	0	**1**	0	15	309
11:00 AM	3	190	61	2	33	4	0	**11**	**4**	3	0	0	0	8	319
12:00 PM	4	132	64	1	30	6	**1**	7	**3**	**2**	0	0	0	18	268
01:00 PM	4	175	63	1	33	5	1	7	3	1	0	0	0	13	306
02:00 PM	3	143	**72**	**6**	26	4	0	9	1	1	0	0	0	23	288
03:00 PM	3	183	63	2	**47**	6	1	6	2	1	0	0	**1**	26	341
04:00 PM	8	178	71	6	39	**8**	0	**11**	0	2	0	0	1	27	**351**
05:00 PM	**9**	**202**	55	0	36	3	0	4	0	0	0	0	0	**31**	340
06:00 PM	4	161	48	0	18	2	1	3	0	0	0	0	0	13	250
07:00 PM	1	94	28	0	14	1	0	3	2	0	0	0	0	4	147
08:00 PM	0	89	30	0	13	0	0	1	0	0	0	0	0	5	138
09:00 PM	0	47	7	0	5	0	0	2	0	0	0	0	0	2	63
10:00 PM	0	23	4	0	1	0	0	0	0	0	0	0	0	0	28
11:00 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
Day Total	59	2770	1003	34	535	59	8	94	22	32	0	1	4	267	4888
Percent	1.2%	56.7%	20.5%	0.7%	10.9%	1.2%	0.2%	1.9%	0.5%	0.7%	0%	0%	0.1%	5.5%	
ADT 4888															
AM Peak	7:00 AM	7:00 AM	7:00 AM	10:00 AM	6:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM	10:00 AM	12:00 AM	10:00 AM	7:00 AM	7:00 AM	7:00 AM
Volume	7	219	89	4	52	4	2	11	4	7	0	1	1	33	400
PM Peak	5:00 PM	5:00 PM	2:00 PM	2:00 PM	3:00 PM	4:00 PM	12:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	5:00 PM	4:00 PM
Volume	9	202	72	6	47	8	1	11	3	2	0	0	1	31	351

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
01:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
02:00 AM	0	4	3	0	0	0	0	0	0	1	0	0	0	0	8
03:00 AM	0	10	8	0	1	0	0	1	0	0	0	0	0	0	20
04:00 AM	0	54	14	0	6	0	0	1	0	0	0	0	0	0	75
05:00 AM	3	97	43	4	22	0	0	1	2	2	0	0	0	3	177
06:00 AM	**7**	180	73	5	37	1	1	10	2	**4**	0	0	0	14	334
07:00 AM	5	214	89	1	45	3	1	6	4	1	0	0	**1**	18	388
08:00 AM	3	**220**	**91**	**6**	**46**	**7**	**2**	**11**	1	2	0	0	1	19	**409**
09:00 AM	2	208	68	5	38	5	0	9	1	0	0	0	0	14	350
10:00 AM	2	162	69	5	30	5	0	11	**5**	3	0	0	0	18	310
11:00 AM	0	183	77	2	36	6	0	7	3	2	0	0	0	**20**	336
12:00 PM	3	131	48	2	33	5	0	9	1	**4**	0	0	0	12	248
01:00 PM	4	152	47	1	33	**8**	0	9	**3**	2	0	**1**	0	20	280
02:00 PM	2	185	67	**7**	40	6	0	9	1	1	0	0	0	18	336
03:00 PM	**7**	**215**	**88**	7	35	6	0	**14**	3	0	0	0	0	32	**407**
04:00 PM	5	199	75	1	38	4	0	6	0	1	0	0	0	**39**	368
05:00 PM	4	213	72	1	**45**	1	0	2	0	0	0	0	0	19	357
06:00 PM	4	152	42	0	23	0	0	3	1	0	0	1	0	17	243
07:00 PM	1	101	32	0	20	2	0	3	0	0	0	0	0	6	165
08:00 PM	1	80	26	0	4	0	0	0	0	0	0	0	0	3	114
09:00 PM	1	56	11	0	4	0	0	0	1	1	0	0	0	0	74
10:00 PM	0	35	5	0	2	0	0	1	0	0	0	0	0	3	46
11:00 PM	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
Day Total	54	2875	1052	47	540	59	4	113	28	24	0	2	2	275	5075
Percent	1.1%	56.7%	20.7%	0.9%	10.6%	1.2%	0.1%	2.2%	0.6%	0.5%	0%	0%	0%	5.4%	
ADT 5075															
AM Peak	6:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	10:00 AM	6:00 AM	12:00 AM	12:00 AM	7:00 AM	11:00 AM	8:00 AM
Volume	7	220	91	6	46	7	2	11	5	4	0	0	1	20	409
PM Peak	3:00 PM	3:00 PM	3:00 PM	2:00 PM	5:00 PM	1:00 PM	12:00 PM	3:00 PM	1:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	4:00 PM	3:00 PM
Volume	7	215	88	7	45	8	0	14	3	4	0	1	0	39	407

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 14 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	5	2	2	0	0	0	0	0	0	0	0	0	0	9
01:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
02:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
03:00 AM	0	9	6	0	4	0	0	2	1	0	0	0	0	0	22
04:00 AM	0	49	14	0	12	0	0	1	0	0	0	0	0	0	76
05:00 AM	2	90	47	2	22	0	0	4	1	**3**	0	0	**1**	4	176
06:00 AM	4	168	56	1	40	0	0	4	3	3	0	0	0	13	292
07:00 AM	3	**237**	**93**	**5**	30	2	**1**	6	2	1	0	0	1	21	**402**
08:00 AM	2	196	90	5	36	5	0	**17**	3	2	0	0	1	**33**	390
09:00 AM	2	178	63	3	31	3	0	12	1	1	0	0	0	16	310
10:00 AM	5	185	55	0	**48**	**6**	1	12	6	3	0	0	0	13	334
11:00 AM	**6**	180	72	4	33	5	0	10	**9**	2	0	0	0	16	337
12:00 PM	2	201	57	3	**37**	5	**1**	9	3	**3**	0	0	0	30	351
01:00 PM	7	170	63	4	36	8	1	11	**6**	3	0	**1**	0	16	326
02:00 PM	5	190	63	**10**	26	4	1	**13**	1	2	0	0	**1**	32	348
03:00 PM	**13**	**213**	**83**	7	32	**9**	0	7	1	0	0	0	0	30	**395**
04:00 PM	6	195	75	1	30	4	1	8	0	1	0	0	0	40	361
05:00 PM	8	201	67	3	33	0	0	7	0	0	0	0	0	**44**	363
06:00 PM	2	161	59	1	24	1	0	5	1	0	0	0	0	16	270
07:00 PM	2	125	40	0	15	2	0	6	1	0	0	0	0	12	203
08:00 PM	0	83	33	0	13	0	0	1	0	0	0	0	0	2	132
09:00 PM	0	39	13	1	5	0	0	1	0	0	0	0	0	1	60
10:00 PM	0	34	13	0	6	0	0	0	0	0	0	0	0	1	54
11:00 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
Day Total	69	2932	1069	52	515	54	6	136	39	24	0	1	4	340	5241
Percent	1.3%	55.9%	20.4%	1%	9.8%	1%	0.1%	2.6%	0.7%	0.5%	0%	0%	0.1%	6.5%	
ADT 5241															
AM Peak	11:00 AM	7:00 AM	7:00 AM	7:00 AM	10:00 AM	10:00 AM	7:00 AM	8:00 AM	11:00 AM	5:00 AM	12:00 AM	12:00 AM	5:00 AM	8:00 AM	7:00 AM
Volume	6	237	93	5	48	6	1	17	9	3	0	0	1	33	402
PM Peak	3:00 PM	3:00 PM	3:00 PM	2:00 PM	12:00 PM	3:00 PM	12:00 PM	2:00 PM	1:00 PM	12:00 PM	12:00 PM	1:00 PM	2:00 PM	5:00 PM	3:00 PM
Volume	13	213	83	10	37	9	1	13	6	3	0	1	1	44	395

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Grant St and Main St | **QC JOB #:** 16302726

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Newberg, OR | **DATE:** Sep 15 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00 AM	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
02:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
03:00 AM	0	9	2	1	1	0	0	1	0	1	0	0	0	0	15
04:00 AM	0	31	14	0	10	0	0	0	0	0	0	0	0	0	55
05:00 AM	2	84	28	2	23	2	0	0	0	1	0	0	**1**	0	143
06:00 AM	5	140	54	5	29	2	**1**	4	2	3	0	0	0	13	258
07:00 AM	2	**248**	78	**6**	41	2	0	5	4	2	0	0	1	15	**404**
08:00 AM	5	207	79	3	**44**	**3**	0	7	4	2	0	0	1	21	376
09:00 AM	7	179	58	3	31	2	0	7	**6**	1	0	0	0	16	310
10:00 AM	1	194	67	2	44	1	0	**10**	1	3	0	0	1	11	335
11:00 AM	**8**	138	**83**	3	40	2	0	6	5	**4**	0	0	0	**26**	315
12:00 PM	6	159	65	2	30	**6**	**2**	11	3	**1**	0	0	0	24	309
01:00 PM	1	170	65	1	33	5	0	11	3	1	0	0	0	34	324
02:00 PM	**12**	171	69	5	**42**	4	0	**13**	**4**	0	0	0	0	30	350
03:00 PM	9	182	**84**	5	28	3	1	5	1	1	0	0	0	39	**358**
04:00 PM	7	**186**	64	**8**	36	3	0	5	0	1	0	0	0	36	346
05:00 PM	8	178	47	0	20	1	1	4	0	0	0	0	**1**	**40**	300
06:00 PM	2	173	50	2	29	0	0	7	0	0	0	0	0	23	286
07:00 PM	4	142	28	1	17	0	0	3	0	0	0	0	0	9	204
08:00 PM	1	108	26	0	10	1	0	2	0	0	0	0	0	2	150
09:00 PM	0	88	18	0	6	0	0	0	0	0	0	0	0	3	115
10:00 PM	0	58	22	0	7	0	0	0	0	0	0	0	0	2	89
11:00 PM	0	25	6	0	0	0	0	0	0	0	0	0	0	1	32
Day Total	80	2884	1008	49	524	37	5	101	33	21	0	0	5	345	5092
Percent	1.6%	56.6%	19.8%	1%	10.3%	0.7%	0.1%	2%	0.6%	0.4%	0%	0%	0.1%	6.8%	
ADT 5092															
AM Peak	11:00 AM	7:00 AM	11:00 AM	7:00 AM	8:00 AM	8:00 AM	6:00 AM	10:00 AM	9:00 AM	11:00 AM	12:00 AM	12:00 AM	5:00 AM	11:00 AM	7:00 AM
Volume	8	248	83	6	44	3	1	10	6	4	0	0	1	26	404
PM Peak	2:00 PM	4:00 PM	3:00 PM	4:00 PM	2:00 PM	12:00 PM	12:00 PM	2:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM	5:00 PM	3:00 PM
Volume	12	186	84	8	42	6	2	13	4	1	0	0	1	40	358

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 16 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	1	13	2	1	1	0	0	0	0	0	0	0	0	2	20
01:00 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
02:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
03:00 AM	0	8	5	0	1	0	0	0	0	0	0	0	0	0	14
04:00 AM	0	15	5	0	2	0	0	0	**1**	0	0	0	0	1	24
05:00 AM	1	25	11	2	4	0	0	2	0	0	0	0	0	1	46
06:00 AM	2	52	17	0	4	0	0	6	1	0	0	0	0	1	83
07:00 AM	2	97	33	1	22	0	0	3	0	0	0	0	0	3	161
08:00 AM	1	136	45	1	22	0	0	8	0	0	0	0	0	10	223
09:00 AM	0	202	53	0	20	2	0	**9**	1	**2**	0	0	0	15	304
10:00 AM	1	205	62	2	**34**	0	0	9	0	0	0	0	0	21	334
11:00 AM	**6**	**237**	**81**	**3**	25	**3**	**1**	7	1	0	0	**1**	0	**29**	**394**
12:00 PM	7	219	79	0	**33**	1	0	**8**	**3**	0	0	0	0	**27**	377
01:00 PM	**8**	205	78	1	28	3	0	6	0	**1**	0	0	0	24	354
02:00 PM	8	224	50	0	30	**4**	**2**	8	1	0	0	0	0	21	348
03:00 PM	6	**261**	71	1	33	0	0	6	0	0	**1**	0	0	22	**401**
04:00 PM	0	235	65	0	23	2	0	7	0	1	0	0	0	18	351
05:00 PM	8	232	**85**	0	24	2	0	5	1	0	0	0	0	24	381
06:00 PM	4	161	48	0	17	1	0	7	0	0	0	0	0	9	247
07:00 PM	5	140	40	0	18	0	0	3	0	0	0	0	0	10	216
08:00 PM	2	175	30	0	7	1	0	2	0	0	0	0	0	6	223
09:00 PM	0	125	27	**2**	5	0	0	1	0	0	0	0	0	10	170
10:00 PM	0	64	17	0	2	1	0	0	0	0	0	0	0	0	84
11:00 PM	0	45	11	0	1	0	0	0	0	0	0	0	0	0	57
Day Total	62	3090	919	14	357	20	3	97	9	4	1	1	0	254	4831
Percent	1.3%	64%	19%	0.3%	7.4%	0.4%	0.1%	2%	0.2%	0.1%	0%	0%	0%	5.3%	
ADT 4831															
AM Peak	11:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM	9:00 AM	4:00 AM	9:00 AM	12:00 AM	11:00 AM	12:00 AM	11:00 AM	11:00 AM
Volume	6	237	81	3	34	3	1	9	1	2	0	1	0	29	394
PM Peak	1:00 PM	3:00 PM	5:00 PM	9:00 PM	12:00 PM	2:00 PM	2:00 PM	12:00 PM	12:00 PM	1:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM
Volume	8	261	85	2	33	4	2	8	3	1	1	0	0	27	401

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Grant St and Main St | **QC JOB #:** 16302726

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Newberg, OR | **DATE:** Sep 17 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	20	5	1	3	0	0	0	0	0	0	0	0	2	31
01:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
02:00 AM	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
03:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
04:00 AM	1	12	8	0	0	0	0	1	0	0	0	0	0	0	22
05:00 AM	0	23	8	0	3	0	0	1	0	0	0	0	0	1	36
06:00 AM	0	29	7	1	12	0	0	1	1	0	0	0	0	0	51
07:00 AM	1	76	22	0	14	0	0	2	0	0	0	0	0	1	116
08:00 AM	0	125	29	0	12	1	0	1	2	0	0	0	0	5	175
09:00 AM	5	208	56	0	16	0	0	5	2	0	0	0	0	7	299
10:00 AM	6	196	65	2	19	1	0	8	0	0	0	0	0	14	311
11:00 AM	5	246	71	0	34	0	0	7	0	0	0	0	0	8	371
12:00 PM	5	233	78	0	36	1	0	10	0	0	0	0	0	29	392
01:00 PM	8	228	55	0	24	1	0	7	1	1	0	1	0	26	352
02:00 PM	7	201	49	0	18	0	0	12	0	0	0	0	0	23	310
03:00 PM	5	211	54	0	20	1	0	6	1	0	0	1	0	22	321
04:00 PM	4	207	53	0	9	0	0	7	0	0	0	0	0	9	289
05:00 PM	6	206	52	1	20	0	0	4	1	0	0	0	0	25	315
06:00 PM	2	150	37	0	14	0	0	0	0	1	0	0	0	8	212
07:00 PM	5	107	36	0	15	1	0	1	1	0	0	0	0	10	176
08:00 PM	3	100	28	1	10	0	0	1	0	0	0	0	0	3	146
09:00 PM	0	51	18	0	5	0	0	0	0	0	0	0	0	0	74
10:00 PM	0	23	9	1	1	0	0	0	0	0	0	0	0	1	35
11:00 PM	0	16	8	0	0	0	0	0	0	0	0	0	0	0	24
Day Total	63	2692	756	7	286	6	0	74	9	2	0	2	0	194	4091
Percent	1.5%	65.8%	18.5%	0.2%	7%	0.1%	0%	1.8%	0.2%	0%	0%	0%	0%	4.7%	
ADT 4091															
AM Peak	10:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	8:00 AM	12:00 AM	10:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	10:00 AM	11:00 AM
Volume	6	246	71	2	34	1	0	8	2	0	0	0	0	14	371
PM Peak	1:00 PM	12:00 PM	12:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM	1:00 PM	1:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM
Volume	8	233	78	1	36	1	0	12	1	1	0	1	0	29	392

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 18 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	8	3	0	2	0	0	0	0	0	0	0	0	0	13
01:00 AM	0	3	1	0	1	0	0	1	0	0	0	0	0	0	6
02:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
03:00 AM	0	8	8	0	2	0	0	0	0	0	0	0	0	1	19
04:00 AM	2	56	19	1	14	0	0	0	1	1	0	0	0	0	94
05:00 AM	0	87	26	2	25	2	0	1	2	2	0	0	1	5	153
06:00 AM	2	168	66	0	44	2	0	8	**3**	**6**	0	0	1	13	313
07:00 AM	4	**230**	**79**	3	38	4	0	8	3	4	0	0	1	**22**	**396**
08:00 AM	5	202	62	**7**	**50**	2	1	8	3	1	0	0	0	20	361
09:00 AM	3	168	78	7	43	4	0	7	1	0	0	0	**2**	21	334
10:00 AM	4	157	63	2	35	**7**	0	**16**	2	2	0	0	0	16	304
11:00 AM	**8**	148	78	7	35	5	**2**	13	2	3	0	0	0	10	311
12:00 PM	6	169	72	4	35	4	**2**	6	3	1	0	0	**1**	13	316
01:00 PM	4	163	70	3	32	**7**	1	**17**	**6**	**2**	0	0	0	14	319
02:00 PM	4	166	69	5	22	3	0	7	1	1	0	0	1	23	302
03:00 PM	1	182	**80**	**6**	**39**	3	1	10	6	0	0	0	1	**43**	**372**
04:00 PM	3	**196**	66	2	39	3	0	7	0	0	**1**	0	0	32	349
05:00 PM	2	186	57	0	28	1	0	8	1	0	0	0	0	30	313
06:00 PM	**7**	140	42	0	27	6	0	5	0	0	0	0	0	17	244
07:00 PM	5	93	35	0	15	1	0	2	0	0	0	0	1	17	169
08:00 PM	1	76	23	0	10	0	0	4	0	1	0	0	0	3	118
09:00 PM	0	65	20	0	2	0	0	0	0	0	0	0	0	2	89
10:00 PM	0	31	13	0	2	0	0	0	0	0	0	0	0	0	46
11:00 PM	0	10	3	0	1	0	0	1	0	0	0	0	0	0	15
Day Total	61	2717	1034	49	541	54	7	129	34	24	1	0	9	302	4962
Percent	1.2%	54.8%	20.8%	1%	10.9%	1.1%	0.1%	2.6%	0.7%	0.5%	0%	0%	0.2%	6.1%	
ADT 4962															
AM Peak	11:00 AM	7:00 AM	7:00 AM	8:00 AM	8:00 AM	10:00 AM	11:00 AM	10:00 AM	6:00 AM	6:00 AM	12:00 AM	12:00 AM	9:00 AM	7:00 AM	7:00 AM
Volume	8	230	79	7	50	7	2	16	3	6	0	0	2	22	396
PM Peak	6:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM	1:00 PM	12:00 PM	1:00 PM	1:00 PM	1:00 PM	4:00 PM	12:00 PM	12:00 PM	3:00 PM	3:00 PM
Volume	7	196	80	6	39	7	2	17	6	2	1	0	1	43	372

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	448	19960	6841	252	3298	289	33	744	174	131	2	7	24	1977	34180
Percent	1.3%	58.4%	20%	0.7%	9.6%	0.8%	0.1%	2.2%	0.5%	0.4%	0%	0%	0.1%	5.8%	
ADT 4882															

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Attachment B
Speed Data

Type of report: Tube Count - Speed Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
01:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
02:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	16-25	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:00 AM	0	0	0	4	1	0	0	0	0	0	0	0	0	0	5	26-35	5
06:00 AM	0	1	9	10	3	0	0	0	0	0	0	0	0	0	23	21-30	19
07:00 AM	0	**7**	**21**	34	6	1	0	0	0	0	0	0	0	0	**69**	21-30	55
08:00 AM	5	3	11	28	12	0	0	0	0	0	0	0	0	0	59	26-35	40
09:00 AM	**9**	1	2	30	15	**3**	0	0	0	0	0	0	0	0	60	26-35	45
10:00 AM	1	1	12	28	**17**	0	0	0	0	0	0	0	0	0	59	26-35	45
11:00 AM	2	4	12	**35**	14	2	0	0	0	0	0	0	0	0	69	26-35	49
12:00 PM	3	1	20	36	13	1	0	0	0	0	0	0	0	0	74	21-30	56
01:00 PM	3	2	23	31	15	**2**	**1**	0	0	0	0	0	0	0	77	21-30	54
02:00 PM	1	5	15	40	15	2	0	0	0	0	0	0	0	0	78	21-30	55
03:00 PM	**10**	4	30	44	12	1	0	0	0	0	0	0	0	0	101	21-30	74
04:00 PM	5	5	40	72	**18**	0	0	0	0	0	0	0	0	0	140	21-30	112
05:00 PM	6	**9**	**53**	**84**	15	1	1	0	0	0	0	0	0	0	**169**	21-30	137
06:00 PM	5	4	34	56	3	1	0	0	0	0	0	0	0	0	103	21-30	90
07:00 PM	3	2	33	47	5	0	0	0	0	0	0	0	0	0	90	21-30	80
08:00 PM	1	2	16	23	4	0	0	0	0	0	0	0	0	0	46	21-30	39
09:00 PM	2	3	8	11	3	1	0	0	0	0	0	0	0	0	28	21-30	19
10:00 PM	0	0	5	6	2	0	0	0	0	0	0	0	0	0	13	21-30	11
11:00 PM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	21-30	4
Day Total	56	54	348	623	173	16	2	0	0	0	0	0	0	0	1272	21-30	971
Percent	4.4%	4.2%	27.4%	49%	13.6%	1.3%	0.2%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	9:00 AM	7:00 AM	7:00 AM	11:00 AM	10:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM		
Volume	9	7	21	35	17	3	0	0	0	0	0	0	0	0	69		
PM Peak	3:00 PM	5:00 PM	5:00 PM	5:00 PM	4:00 PM	1:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM		
Volume	10	9	53	84	18	2	1	0	0	0	0	0	0	0	169		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	2	1	2	0	0	0	0	0	0	0	0	0	0	5	16-25	3
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	21-30	2
03:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	11-20	1
04:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
05:00 AM	0	0	2	2	2	0	0	0	0	0	0	0	0	0	6	21-30	4
06:00 AM	1	0	7	10	3	0	0	0	0	0	0	0	0	0	21	21-30	17
07:00 AM	0	**4**	14	26	3	**1**	0	0	0	0	0	0	0	0	48	21-30	40
08:00 AM	**9**	2	**21**	33	10	1	0	0	0	0	0	0	0	0	**76**	21-30	54
09:00 AM	3	3	17	28	13	0	0	0	0	0	0	0	0	0	64	21-30	45
10:00 AM	5	3	18	19	8	1	0	0	0	0	0	0	0	0	54	21-30	37
11:00 AM	1	4	21	**35**	**14**	0	0	0	0	0	0	0	0	0	75	21-30	56
12:00 PM	1	2	8	38	12	2	**1**	0	0	0	0	0	0	0	64	26-35	50
01:00 PM	6	5	21	36	7	0	0	0	0	0	0	0	0	0	75	21-30	57
02:00 PM	2	6	25	38	15	1	0	0	0	0	0	0	0	0	87	21-30	63
03:00 PM	4	9	39	56	13	0	0	0	0	0	0	0	0	0	121	21-30	95
04:00 PM	8	**10**	**50**	77	**28**	0	0	0	0	0	0	0	0	0	173	21-30	127
05:00 PM	**9**	2	38	**108**	28	1	1	0	0	0	0	0	0	0	**187**	21-30	146
06:00 PM	4	4	27	60	14	0	1	0	0	0	0	0	0	0	110	21-30	87
07:00 PM	4	10	36	36	5	1	0	0	0	0	0	0	0	0	92	21-30	72
08:00 PM	0	3	16	25	7	0	0	0	0	0	0	0	0	0	51	21-30	41
09:00 PM	1	0	7	18	8	0	0	0	0	0	0	0	0	0	34	26-35	26
10:00 PM	0	0	4	2	1	**3**	0	0	0	0	0	0	0	0	10	21-30	6
11:00 PM	0	1	1	3	2	0	0	0	0	0	0	0	0	0	7	26-35	5
Day Total	58	71	375	654	194	11	3	0	0	0	0	0	0	0	1366	21-30	1029
Percent	4.2%	5.2%	27.5%	47.9%	14.2%	0.8%	0.2%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	8:00 AM	7:00 AM	8:00 AM	11:00 AM	11:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM		
Volume	9	4	21	35	14	1	0	0	0	0	0	0	0	0	76		
PM Peak	5:00 PM	4:00 PM	4:00 PM	5:00 PM	4:00 PM	10:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM		
Volume	9	10	50	108	28	3	1	0	0	0	0	0	0	0	187		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 14 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4	26-35	3
05:00 AM	0	0	3	6	0	0	0	0	0	0	0	0	0	0	9	21-30	9
06:00 AM	3	2	6	12	1	0	0	0	0	0	0	0	0	0	24	21-30	18
07:00 AM	1	1	**19**	29	10	1	0	0	0	0	0	0	0	0	61	21-30	48
08:00 AM	**4**	**3**	11	30	11	1	0	0	0	0	0	0	0	0	60	25-34	41
09:00 AM	2	2	12	16	9	1	0	0	0	0	0	0	0	0	42	21-30	28
10:00 AM	2	2	16	18	10	0	0	0	0	0	0	0	0	0	48	21-30	34
11:00 AM	1	3	17	**34**	**18**	**3**	0	0	0	0	0	0	0	0	**76**	26-35	52
12:00 PM	1	0	21	43	14	2	**1**	0	0	0	0	0	0	0	82	21-30	64
01:00 PM	1	3	16	48	15	2	1	0	0	0	0	0	0	0	86	21-30	64
02:00 PM	2	2	17	49	20	2	0	0	0	0	0	0	0	0	92	26-35	69
03:00 PM	5	2	19	52	16	1	0	0	0	0	0	0	0	0	95	21-30	71
04:00 PM	7	2	27	65	28	1	0	0	0	0	0	0	0	0	130	26-35	93
05:00 PM	**8**	4	**30**	**80**	**35**	**3**	0	0	0	0	0	0	0	0	**160**	26-35	115
06:00 PM	4	**5**	23	48	19	1	0	0	0	0	0	0	0	0	100	21-30	71
07:00 PM	2	1	26	30	7	0	0	0	0	0	0	0	0	0	66	21-30	56
08:00 PM	2	1	12	37	7	2	0	0	0	0	0	0	0	0	61	21-30	49
09:00 PM	0	1	9	11	4	0	0	0	0	0	0	0	0	0	25	21-30	20
10:00 PM	0	0	5	10	2	0	1	0	0	0	0	0	0	0	18	21-30	15
11:00 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	4	26-35	2
Day Total	46	35	290	620	229	20	3	0	0	0	0	0	0	0	1243	21-30	910
Percent	3.7%	2.8%	23.3%	49.9%	18.4%	1.6%	0.2%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	8:00 AM	8:00 AM	7:00 AM	11:00 AM	11:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
Volume	4	3	19	34	18	3	0	0	0	0	0	0	0	0	76		
PM Peak	5:00 PM	6:00 PM	5:00 PM	5:00 PM	5:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM		
Volume	8	5	30	80	35	3	1	0	0	0	0	0	0	0	160		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 15 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	0	3	1	0	0	0	0	0	0	0	0	0	5	26-35	4
01:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
04:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
05:00 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	21-30	4
06:00 AM	0	3	6	14	3	0	0	0	0	0	0	0	0	0	26	21-30	20
07:00 AM	**7**	3	12	27	4	0	0	0	0	0	0	0	0	0	53	21-30	39
08:00 AM	2	1	20	**31**	**11**	0	0	0	0	0	0	0	0	0	**65**	21-30	51
09:00 AM	3	1	18	22	7	0	0	0	0	0	0	0	0	0	51	21-30	40
10:00 AM	1	**5**	21	28	2	**2**	0	0	0	0	0	0	0	0	59	21-30	49
11:00 AM	5	3	**22**	23	9	2	0	0	0	0	0	0	0	0	64	21-30	45
12:00 PM	2	5	16	32	12	2	**1**	0	0	0	0	0	0	0	70	21-30	48
01:00 PM	3	1	35	36	10	0	0	0	0	0	0	0	0	0	85	21-30	71
02:00 PM	**9**	6	**41**	38	7	1	0	0	0	0	0	0	0	0	102	21-30	79
03:00 PM	5	**8**	29	44	26	**5**	1	0	0	0	0	0	0	0	118	21-30	73
04:00 PM	6	3	23	58	**27**	4	0	0	0	0	0	0	0	0	121	26-35	85
05:00 PM	7	1	28	**76**	27	5	0	0	0	0	0	0	0	0	**144**	21-30	104
06:00 PM	4	3	18	44	10	1	0	0	0	0	0	0	0	0	80	21-30	62
07:00 PM	1	1	31	45	8	1	0	0	0	0	0	0	0	0	87	21-30	76
08:00 PM	1	3	14	36	6	0	0	0	0	0	0	0	0	0	60	21-30	50
09:00 PM	0	5	9	18	4	1	0	0	0	0	0	0	0	0	37	21-30	27
10:00 PM	0	0	3	11	1	2	0	0	0	0	0	0	0	0	17	21-30	14
11:00 PM	0	0	6	7	3	1	0	0	0	0	0	0	0	0	17	21-30	13
Day Total	56	53	355	597	178	27	2	0	0	0	0	0	0	0	1268	21-30	952
Percent	4.4%	4.2%	28%	47.1%	14%	2.1%	0.2%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	7:00 AM 7	10:00 AM 5	11:00 AM 22	8:00 AM 31	8:00 AM 11	10:00 AM 2	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	8:00 AM 65		
PM Peak Volume	2:00 PM 9	3:00 PM 8	2:00 PM 41	5:00 PM 76	4:00 PM 27	3:00 PM 5	12:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 144		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 16 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	26-35	3
01:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	26-35	2
02:00 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	21-30	4
03:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	26-35	2
04:00 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	21-30	2
05:00 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	21-30	4
06:00 AM	0	1	6	7	3	0	0	0	0	0	0	0	0	0	17	21-30	13
07:00 AM	1	1	5	6	4	0	0	0	0	0	0	0	0	0	17	21-30	11
08:00 AM	2	4	**36**	**73**	**30**	**2**	0	0	0	0	0	0	0	0	147	21-30	109
09:00 AM	11	**13**	36	64	30	1	0	0	0	0	0	0	0	0	**155**	21-30	100
10:00 AM	**12**	7	33	72	20	0	**1**	0	0	0	0	0	0	0	145	21-30	105
11:00 AM	4	5	32	54	23	2	0	0	0	0	0	0	0	0	120	21-30	86
12:00 PM	**12**	3	12	47	9	0	0	0	0	0	0	0	0	0	83	21-30	59
01:00 PM	6	1	24	**69**	20	**3**	0	0	0	0	0	0	0	0	**123**	21-30	93
02:00 PM	2	1	21	50	**21**	1	0	0	0	0	0	0	0	0	96	25-34	71
03:00 PM	6	1	19	47	17	2	0	0	0	0	0	0	0	0	92	21-30	66
04:00 PM	4	**11**	**28**	38	10	0	0	**1**	0	0	0	0	0	0	92	21-30	66
05:00 PM	10	6	27	37	8	1	0	0	0	0	0	0	0	0	89	21-30	64
06:00 PM	2	1	26	39	8	1	0	0	0	0	0	0	0	0	77	21-30	65
07:00 PM	1	2	21	32	6	0	0	0	0	0	0	0	0	0	62	21-30	53
08:00 PM	0	0	16	33	6	0	0	0	0	0	0	0	0	0	55	21-30	49
09:00 PM	3	4	11	21	2	0	0	0	0	0	0	0	0	0	41	21-30	32
10:00 PM	0	1	7	9	7	0	0	0	0	0	0	0	0	0	24	21-30	16
11:00 PM	0	1	4	13	1	0	0	0	0	0	0	0	0	0	19	21-30	17
Day Total	76	64	366	722	229	13	1	1	0	0	0	0	0	0	1472	21-30	1088
Percent	5.2%	4.3%	24.9%	49%	15.6%	0.9%	0.1%	0.1%	0%	0%	0%	0%	0%	0%			
AM Peak	10:00 AM	9:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	10:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM		
Volume	12	13	36	73	30	2	1	0	0	0	0	0	0	0	155		
PM Peak	12:00 PM	4:00 PM	4:00 PM	1:00 PM	2:00 PM	1:00 PM	12:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM		
Volume	12	11	28	69	21	3	0	1	0	0	0	0	0	0	123		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 17 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	2	5	10	0	**2**	0	0	0	0	0	0	0	0	19	21-30	15
01:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	21-30	2
02:00 AM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5	21-30	5
03:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	21-30	4
04:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
05:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21-30	3
06:00 AM	3	0	5	11	1	0	0	0	0	0	0	0	0	0	20	21-30	16
07:00 AM	2	3	**24**	30	6	0	0	0	0	0	0	0	0	0	65	21-30	54
08:00 AM	1	3	13	27	6	1	**1**	0	0	0	0	0	0	0	52	21-30	40
09:00 AM	**6**	1	15	31	11	2	0	0	0	0	0	0	0	0	66	21-30	46
10:00 AM	0	**4**	20	46	22	1	0	0	0	0	0	0	0	0	93	26-35	68
11:00 AM	5	3	24	**56**	**27**	2	0	0	0	0	0	0	0	**1**	**118**	26-35	83
12:00 PM	**9**	5	30	**79**	**18**	**2**	0	0	0	0	0	0	0	0	**143**	21-30	109
01:00 PM	4	4	**42**	62	11	2	0	0	0	0	0	0	0	0	125	21-30	104
02:00 PM	7	4	27	43	13	2	0	0	0	0	0	0	0	0	96	21-30	70
03:00 PM	2	5	26	45	13	0	0	0	0	0	0	0	0	0	91	21-30	71
04:00 PM	0	**6**	30	52	8	1	0	0	0	0	0	0	0	0	97	21-30	82
05:00 PM	9	5	29	49	13	1	0	0	0	0	0	0	0	0	106	21-30	78
06:00 PM	4	6	22	33	7	1	0	0	0	0	0	0	0	0	73	21-30	55
07:00 PM	2	3	30	31	6	0	0	0	0	0	0	0	0	0	72	21-30	61
08:00 PM	1	1	14	27	4	0	0	0	0	0	0	0	0	0	47	21-30	41
09:00 PM	1	0	9	5	6	0	0	0	0	0	0	0	0	0	21	21-30	14
10:00 PM	0	1	1	5	3	2	**1**	0	0	0	0	0	0	0	13	26-35	8
11:00 PM	0	0	3	4	0	0	0	0	0	0	0	0	0	0	7	21-30	7
Day Total	56	56	374	656	175	19	2	0	0	0	0	0	0	1	1339	21-30	1030
Percent	4.2%	4.2%	27.9%	49%	13.1%	1.4%	0.1%	0%	0%	0%	0%	0%	0%	0.1%			
AM Peak	9:00 AM	10:00 AM	7:00 AM	11:00 AM	11:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	11:00 AM		
Volume	6	4	24	56	27	2	1	0	0	0	0	0	0	1	118		
PM Peak	12:00 PM	4:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	10:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM		
Volume	9	6	42	79	18	2	1	0	0	0	0	0	0	0	143		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 18 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
01:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21-30	3
02:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1-10	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
05:00 AM	0	0	4	1	1	0	0	0	0	0	0	0	0	0	6	21-30	5
06:00 AM	0	1	8	5	4	0	0	0	0	0	0	0	0	0	18	21-30	13
07:00 AM	3	3	23	**33**	**8**	1	0	0	0	0	0	0	0	0	**71**	21-30	56
08:00 AM	1	**5**	23	23	6	1	0	0	0	0	0	0	0	0	59	21-30	46
09:00 AM	**6**	4	**29**	18	3	1	0	0	0	0	0	0	0	0	61	21-30	47
10:00 AM	4	5	18	32	3	0	0	0	0	0	0	0	0	0	62	21-30	50
11:00 AM	5	2	24	24	2	**2**	0	0	0	0	0	0	0	0	59	21-30	48
12:00 PM	2	0	18	26	10	**2**	0	0	0	0	0	0	0	0	58	21-30	44
01:00 PM	**7**	1	31	42	13	0	0	0	0	0	0	0	0	0	94	21-30	73
02:00 PM	4	4	24	31	8	2	0	0	0	0	0	0	0	0	73	21-30	55
03:00 PM	4	**7**	18	43	18	1	0	0	0	0	0	0	0	0	91	21-30	61
04:00 PM	7	4	19	**73**	23	1	0	0	0	0	0	0	0	0	127	26-35	96
05:00 PM	7	2	23	67	**34**	0	0	0	0	0	0	0	0	0	**133**	26-35	101
06:00 PM	3	1	**33**	55	10	0	0	0	0	0	0	0	0	0	102	21-30	88
07:00 PM	2	6	19	26	6	0	0	0	0	0	0	0	0	0	59	21-30	45
08:00 PM	0	0	14	21	4	0	0	0	0	0	0	0	0	0	39	21-30	35
09:00 PM	0	1	14	19	2	0	0	0	0	0	0	0	0	0	36	21-30	33
10:00 PM	0	0	6	6	2	1	0	0	0	0	0	0	0	0	15	21-30	12
11:00 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	16-25	2
Day Total	56	47	351	550	157	12	0	0	0	0	0	0	0	0	1173	21-30	901
Percent	4.8%	4%	29.9%	46.9%	13.4%	1%	0%	0%	0%	0%	0%	0%	0%	0%			

AM Peak Volume	9:00 AM 6	8:00 AM 5	9:00 AM 29	7:00 AM 33	7:00 AM 8	11:00 AM 2	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	7:00 AM 71		
PM Peak Volume	1:00 PM 7	3:00 PM 7	6:00 PM 33	4:00 PM 73	5:00 PM 34	12:00 PM 2	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 133		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	404	380	2459	4422	1335	118	13	1	0	0	0	0	0	1	9133	21-30	6881
Percent	4.4%	4.2%	26.9%	48.4%	14.6%	1.3%	0.1%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	4.4%	8.6%	35.5%	83.9%	98.5%	99.8%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
1304

85th Percentile: 30 MPH
Mean Speed(Average): 26 MPH
Median: 26 MPH
Mode: 28 MPH

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Speed Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
02:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
03:00 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3	16-25	2
04:00 AM	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5	23-32	4
05:00 AM	0	**2**	2	13	2	1	0	0	0	0	0	0	0	0	20	26-35	15
06:00 AM	0	2	15	21	6	1	0	0	0	0	0	0	0	0	45	21-30	36
07:00 AM	**2**	1	**34**	**40**	8	0	0	0	0	0	0	0	0	0	**85**	21-30	74
08:00 AM	2	2	27	34	12	2	0	0	0	0	0	0	0	0	79	21-30	61
09:00 AM	2	1	17	35	**14**	**5**	0	0	0	0	0	0	0	0	74	21-30	52
10:00 AM	2	2	14	26	13	5	**1**	0	0	0	0	0	0	0	63	21-30	40
11:00 AM	0	1	17	27	9	0	0	0	0	0	0	0	0	0	54	21-30	44
12:00 PM	3	1	21	28	5	0	0	0	0	0	0	0	0	0	58	21-30	49
01:00 PM	1	0	12	29	13	0	0	0	0	0	0	0	0	0	55	26-35	42
02:00 PM	2	0	15	38	9	**2**	0	0	0	0	0	0	0	0	66	21-30	53
03:00 PM	**8**	**8**	**25**	43	6	1	0	0	0	0	0	0	0	0	91	21-30	68
04:00 PM	3	2	18	42	13	1	0	0	0	0	0	0	0	0	79	21-30	60
05:00 PM	6	3	22	**52**	8	1	0	0	0	0	0	0	0	0	**92**	21-30	74
06:00 PM	0	5	25	38	**14**	2	0	0	0	0	0	0	0	0	84	21-30	63
07:00 PM	1	1	18	27	7	0	0	0	0	0	0	0	0	**1**	55	21-30	45
08:00 PM	1	3	10	17	4	0	0	0	0	0	0	0	0	0	35	21-30	27
09:00 PM	1	1	6	15	4	0	0	0	0	0	0	0	0	0	27	21-30	21
10:00 PM	0	0	2	4	1	0	0	0	0	0	0	0	0	0	7	21-30	6
11:00 PM	0	0	0	2	0	0	**1**	0	0	0	0	0	0	0	3	21-30	2
Day Total	34	35	303	536	150	21	2	0	0	0	0	0	0	1	1082	21-30	839
Percent	3.1%	3.2%	28%	49.5%	13.9%	1.9%	0.2%	0%	0%	0%	0%	0%	0%	0.1%			

AM Peak Volume	7:00 AM 2	5:00 AM 2	7:00 AM 34	7:00 AM 40	9:00 AM 14	9:00 AM 5	10:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	7:00 AM 85		
PM Peak Volume	3:00 PM 8	3:00 PM 8	3:00 PM 25	5:00 PM 52	6:00 PM 14	2:00 PM 2	11:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	7:00 PM 1	5:00 PM 92		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	41-50	1
02:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
03:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	26-35	2
04:00 AM	0	0	2	3	4	0	0	0	0	0	0	0	0	0	9	26-35	7
05:00 AM	0	1	5	10	2	1	0	0	0	0	0	0	0	0	19	21-30	15
06:00 AM	1	1	8	15	6	0	0	0	0	0	0	0	0	0	31	21-30	23
07:00 AM	1	2	26	34	9	1	0	0	0	0	0	0	0	0	73	21-30	60
08:00 AM	**4**	**5**	**32**	**40**	7	0	0	0	0	0	0	0	0	0	**88**	21-30	72
09:00 AM	1	2	16	33	9	2	0	0	0	0	0	0	0	0	63	21-30	49
10:00 AM	0	1	13	26	**12**	**3**	0	0	0	0	0	0	0	0	55	21-30	39
11:00 AM	2	2	12	23	12	1	0	0	0	0	0	0	0	0	52	21-30	35
12:00 PM	0	0	7	33	10	1	0	**1**	0	0	0	0	0	0	52	26-35	43
01:00 PM	2	4	20	26	5	**2**	0	0	0	0	0	0	0	0	59	21-30	46
02:00 PM	3	4	23	28	13	0	0	0	0	0	0	0	0	0	71	21-30	51
03:00 PM	8	**6**	22	40	14	0	0	0	0	0	0	0	0	0	90	21-30	62
04:00 PM	1	1	24	27	12	1	0	0	0	0	0	0	0	0	66	21-30	51
05:00 PM	**12**	1	20	36	**22**	0	0	0	0	0	0	0	0	0	91	26-35	58
06:00 PM	4	5	**35**	**76**	15	0	0	0	0	0	0	0	0	0	**135**	21-30	111
07:00 PM	4	0	19	24	7	0	0	0	0	0	0	0	0	0	54	21-30	43
08:00 PM	0	2	8	14	2	1	0	0	0	0	0	0	0	0	27	21-30	22
09:00 PM	0	1	5	8	2	0	0	0	0	0	0	0	0	0	16	21-30	13
10:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	21-30	3
11:00 PM	0	0	2	5	1	0	0	0	0	0	0	0	0	0	8	21-30	7
Day Total	43	38	299	506	165	13	0	2	0	0	0	0	0	0	1066	21-30	805
Percent	4%	3.6%	28%	47.5%	15.5%	1.2%	0%	0.2%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	8:00 AM 4	8:00 AM 5	8:00 AM 32	8:00 AM 40	10:00 AM 12	10:00 AM 3	12:00 AM 0	1:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	8:00 AM 88		
PM Peak Volume	5:00 PM 12	3:00 PM 6	6:00 PM 35	6:00 PM 76	5:00 PM 22	1:00 PM 2	12:00 PM 0	12:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	6:00 PM 135		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 14 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	26-35	2
03:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
04:00 AM	0	0	3	5	1	0	0	0	0	0	0	0	0	0	9	21-30	8
05:00 AM	0	1	6	9	3	0	0	0	0	0	0	0	0	0	19	21-30	15
06:00 AM	0	4	13	20	4	0	0	0	0	0	0	0	0	0	41	21-30	33
07:00 AM	**5**	**12**	**19**	**38**	10	0	0	0	**1**	0	0	0	0	0	**85**	21-30	57
08:00 AM	2	1	12	33	11	**1**	0	0	0	0	0	0	0	0	60	21-30	45
09:00 AM	1	1	10	28	7	1	0	0	0	0	0	0	0	0	48	21-30	38
10:00 AM	0	1	14	32	**21**	0	0	0	0	0	0	0	0	0	68	26-35	53
11:00 AM	3	2	7	22	14	0	0	0	0	0	0	0	0	0	48	26-35	36
12:00 PM	2	2	12	24	7	0	0	0	0	0	0	0	0	0	47	21-30	36
01:00 PM	0	2	12	25	11	**3**	0	0	0	0	0	0	0	0	53	21-30	37
02:00 PM	2	2	11	24	11	1	0	0	0	0	0	0	0	0	51	22-31	35
03:00 PM	1	**6**	20	34	15	0	0	0	0	0	0	0	0	0	76	21-30	54
04:00 PM	5	1	9	40	8	2	0	0	0	0	0	0	0	0	65	21-30	49
05:00 PM	4	0	20	**48**	**17**	0	0	0	0	0	0	0	0	0	**89**	21-30	68
06:00 PM	1	6	**21**	43	10	2	0	0	0	0	0	0	0	0	83	21-30	64
07:00 PM	**6**	1	14	17	10	1	0	0	0	0	0	0	0	0	49	21-30	31
08:00 PM	1	4	16	11	3	0	0	0	0	0	0	0	0	0	35	21-30	27
09:00 PM	6	2	5	10	3	0	0	0	0	0	0	0	0	0	26	21-30	15
10:00 PM	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5	21-30	4
11:00 PM	0	0	1	0	3	0	0	0	0	0	0	0	0	0	4	26-35	3
Day Total	39	48	228	467	171	11	0	0	1	0	0	0	0	0	965	21-30	695
Percent	4%	5%	23.6%	48.4%	17.7%	1.1%	0%	0%	0.1%	0%	0%	0%	0%	0%			
AM Peak	7:00 AM	7:00 AM	7:00 AM	7:00 AM	10:00 AM	8:00 AM	12:00 AM	12:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM		
Volume	5	12	19	38	21	1	0	0	1	0	0	0	0	0	85		
PM Peak	7:00 PM	3:00 PM	6:00 PM	5:00 PM	5:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM		
Volume	6	6	21	48	17	3	0	0	0	0	0	0	0	0	89		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 15 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	2	1	0	0	**1**	0	0	0	0	0	0	0	4	21-30	3
01:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	21-30	1
02:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	26-35	3
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4	21-30	2
05:00 AM	0	0	2	5	4	0	0	0	0	0	0	0	0	0	11	26-35	9
06:00 AM	0	0	18	23	7	0	0	0	0	0	0	0	0	0	48	21-30	41
07:00 AM	1	5	21	**42**	10	0	0	0	0	0	0	0	0	0	79	21-30	63
08:00 AM	1	1	17	35	**16**	**2**	0	0	0	0	0	0	0	0	72	21-30	52
09:00 AM	0	2	13	28	14	1	0	0	0	0	0	0	0	0	58	26-35	42
10:00 AM	**4**	3	19	42	8	0	0	0	0	0	0	0	0	0	76	21-30	61
11:00 AM	3	**7**	**36**	29	5	1	1	0	0	0	0	0	0	0	**82**	21-30	65
12:00 PM	3	8	20	26	9	0	0	0	0	0	0	0	0	0	66	21-30	46
01:00 PM	4	**11**	**27**	19	4	1	0	0	0	0	0	0	0	0	66	21-30	46
02:00 PM	5	5	20	27	6	1	0	0	0	0	0	0	0	0	64	21-30	47
03:00 PM	1	7	18	31	15	0	0	0	0	0	0	0	0	0	72	21-30	49
04:00 PM	4	3	14	30	13	**3**	**1**	0	0	0	0	0	0	0	68	21-30	44
05:00 PM	**8**	7	25	**48**	**17**	2	1	0	0	0	0	0	0	0	**108**	21-30	73
06:00 PM	3	4	19	26	8	1	0	0	0	0	0	0	0	0	61	21-30	45
07:00 PM	0	0	16	26	7	0	0	0	0	0	0	0	0	0	49	21-30	42
08:00 PM	2	1	15	6	6	0	0	0	0	0	0	0	0	0	30	21-30	21
09:00 PM	1	2	6	12	2	1	0	0	0	0	0	0	0	0	24	21-30	18
10:00 PM	0	2	1	5	3	0	0	0	0	0	0	0	0	0	11	26-35	8
11:00 PM	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5	23-32	4
Day Total	41	68	311	468	157	14	4	0	0	0	0	0	0	0	1063	21-30	779
Percent	3.9%	6.4%	29.3%	44%	14.8%	1.3%	0.4%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	10:00 AM	11:00 AM	11:00 AM	7:00 AM	8:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
Volume	4	7	36	42	16	2	1	0	0	0	0	0	0	0	82		
PM Peak	5:00 PM	1:00 PM	1:00 PM	5:00 PM	5:00 PM	4:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM		
Volume	8	11	27	48	17	3	1	0	0	0	0	0	0	0	108		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 16 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3	16-25	2
01:00 AM	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3	26-35	2
02:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
03:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	11-20	1
04:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	16-25	1
05:00 AM	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5	26-35	3
06:00 AM	0	2	5	9	2	0	0	0	0	0	0	0	0	0	18	21-30	14
07:00 AM	0	5	10	24	2	**2**	0	0	0	0	0	0	0	0	43	21-30	34
08:00 AM	2	1	15	39	13	0	0	0	0	0	0	0	0	0	70	21-30	54
09:00 AM	7	9	19	33	12	2	0	0	0	0	0	0	0	0	82	21-30	52
10:00 AM	5	12	46	63	**14**	1	0	0	0	0	0	0	0	0	141	21-30	109
11:00 AM	**11**	**16**	**68**	**67**	7	0	0	0	0	0	0	0	0	0	**169**	21-30	135
12:00 PM	**24**	3	**38**	46	13	0	0	0	0	0	0	0	0	0	**124**	21-30	84
01:00 PM	1	2	28	40	9	**3**	0	0	0	0	0	0	0	0	83	21-30	68
02:00 PM	3	2	26	**47**	9	2	0	0	0	0	0	0	0	0	89	21-30	73
03:00 PM	4	1	8	31	10	0	0	0	0	0	0	0	0	0	54	26-35	41
04:00 PM	4	2	17	38	**14**	2	0	0	0	0	0	0	0	0	77	21-30	55
05:00 PM	2	3	15	38	6	1	0	0	0	0	0	0	0	0	65	21-30	53
06:00 PM	5	2	25	41	6	1	0	0	0	0	0	0	0	0	80	21-30	66
07:00 PM	0	1	10	14	5	2	0	0	0	0	0	0	0	0	32	21-30	24
08:00 PM	2	1	7	15	0	1	0	0	0	0	0	0	0	0	26	21-30	22
09:00 PM	0	**4**	8	16	2	2	0	0	0	0	0	0	0	0	32	21-30	24
10:00 PM	1	0	2	7	1	0	0	0	0	0	0	0	0	0	11	21-30	9
11:00 PM	0	0	4	4	0	0	0	0	0	0	0	0	0	0	8	21-30	8
Day Total	71	68	357	576	130	19	0	0	0	0	0	0	0	0	1221	21-30	933
Percent	5.8%	5.6%	29.2%	47.2%	10.6%	1.6%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	11:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
Volume	11	16	68	67	14	2	0	0	0	0	0	0	0	0	169		
PM Peak	12:00 PM	9:00 PM	12:00 PM	2:00 PM	4:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM		
Volume	24	4	38	47	14	3	0	0	0	0	0	0	0	0	124		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 17 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	3	1	1	0	0	0	0	0	0	0	0	0	5	21-30	4
01:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21-30	3
02:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
03:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
04:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21-30	3
05:00 AM	0	1	3	3	0	0	0	0	0	0	0	0	0	0	7	21-30	6
06:00 AM	1	0	8	3	2	0	0	0	0	0	0	0	0	0	14	21-30	11
07:00 AM	2	1	15	20	8	0	0	0	0	0	0	0	0	0	46	21-30	35
08:00 AM	1	2	10	25	3	0	0	0	0	0	0	0	0	0	41	21-30	35
09:00 AM	**3**	**5**	**22**	39	13	1	0	0	0	0	0	0	0	0	83	21-30	61
10:00 AM	0	2	9	42	**16**	**2**	0	0	0	0	0	0	0	0	71	26-35	58
11:00 AM	3	5	21	**57**	15	2	0	0	0	0	0	0	0	0	**103**	21-30	78
12:00 PM	**5**	2	17	37	**14**	0	**1**	0	0	0	0	0	0	0	76	21-30	54
01:00 PM	2	**14**	**44**	**59**	8	**1**	0	0	0	0	0	0	0	0	**128**	21-30	103
02:00 PM	4	5	37	38	14	0	0	0	0	0	0	0	0	0	98	21-30	75
03:00 PM	1	3	18	27	10	0	0	0	0	0	0	0	0	0	59	21-30	45
04:00 PM	1	5	32	37	8	1	0	0	0	0	0	0	0	0	84	21-30	69
05:00 PM	5	5	41	50	13	0	0	0	0	0	0	0	0	0	114	21-30	91
06:00 PM	1	1	14	30	8	0	0	0	0	0	0	0	0	0	54	21-30	44
07:00 PM	0	0	20	21	3	0	0	0	0	0	0	0	0	0	44	21-30	41
08:00 PM	1	3	7	11	2	0	0	0	0	0	0	0	0	0	24	21-30	18
09:00 PM	1	2	5	6	1	0	0	0	0	0	0	0	0	0	15	21-30	11
10:00 PM	0	0	2	4	2	0	0	0	0	0	0	0	0	0	8	26-35	6
11:00 PM	0	1	0	4	0	0	0	0	0	0	0	0	0	0	5	21-30	4
Day Total	31	57	331	519	141	7	1	0	0	0	0	0	0	0	1087	21-30	850
Percent	2.9%	5.2%	30.5%	47.7%	13%	0.6%	0.1%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	9:00 AM	9:00 AM	9:00 AM	11:00 AM	10:00 AM	10:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
Volume	3	5	22	57	16	2	0	0	0	0	0	0	0	0	103		
PM Peak	12:00 PM	1:00 PM	1:00 PM	1:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM		
Volume	5	14	44	59	14	1	1	0	0	0	0	0	0	0	128		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 18 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
01:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	21-30	2
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
04:00 AM	0	0	3	4	2	0	0	0	0	0	0	0	0	0	9	21-30	7
05:00 AM	0	1	6	8	2	**1**	**1**	0	0	0	0	0	0	0	19	21-30	14
06:00 AM	0	4	13	23	8	0	1	0	0	0	0	0	0	0	49	21-30	36
07:00 AM	**7**	**9**	**28**	**36**	5	0	0	0	0	0	0	0	0	0	**85**	21-30	64
08:00 AM	0	3	22	23	**11**	0	0	0	0	0	0	0	0	0	59	21-30	45
09:00 AM	1	3	14	34	7	1	0	0	0	0	0	0	0	0	60	21-30	48
10:00 AM	0	2	12	30	7	1	0	0	0	0	0	0	0	0	52	21-30	42
11:00 AM	5	1	17	21	7	0	0	0	0	0	0	0	0	0	51	21-30	38
12:00 PM	2	4	14	22	5	0	0	0	0	0	0	0	0	0	47	21-30	36
01:00 PM	1	0	10	24	7	0	0	0	0	0	0	0	0	0	42	21-30	34
02:00 PM	3	3	10	30	10	0	0	0	0	0	0	0	0	0	56	21-30	40
03:00 PM	6	**6**	17	33	7	0	0	0	0	0	0	0	0	0	69	21-30	50
04:00 PM	**8**	1	15	43	9	2	0	0	0	0	0	0	0	0	78	21-30	58
05:00 PM	1	3	13	34	**13**	0	0	0	0	0	0	0	0	0	64	25-34	47
06:00 PM	1	1	**28**	**47**	10	0	0	0	0	0	0	0	0	0	**87**	21-30	75
07:00 PM	0	2	16	17	2	0	0	0	0	0	0	0	0	0	37	21-30	33
08:00 PM	0	2	6	9	5	0	0	0	0	0	0	0	0	0	22	21-30	15
09:00 PM	0	0	5	11	3	**3**	0	0	0	0	0	0	0	0	22	21-30	16
10:00 PM	0	0	4	2	1	0	0	0	0	0	0	0	0	0	7	21-30	6
11:00 PM	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4	26-35	4
Day Total	35	45	254	455	124	8	2	0	0	0	0	0	0	0	923	21-30	709
Percent	3.8%	4.9%	27.5%	49.3%	13.4%	0.9%	0.2%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	7:00 AM	7:00 AM	7:00 AM	7:00 AM	8:00 AM	5:00 AM	5:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM		
Volume	7	9	28	36	11	1	1	0	0	0	0	0	0	0	85		
PM Peak	4:00 PM	3:00 PM	6:00 PM	6:00 PM	5:00 PM	9:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	6:00 PM		
Volume	8	6	28	47	13	3	0	0	0	0	0	0	0	0	87		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: N Main St btwn Clifford Ct and Illinois St
QC JOB #: 16302723
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	294	359	2083	3527	1038	93	9	2	1	0	0	0	0	1	7407	21-30	5610
Percent	4%	4.8%	28.1%	47.6%	14%	1.3%	0.1%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	4%	8.8%	36.9%	84.6%	98.6%	99.8%	99.9%	100%	100%	100%	100%	100%	100%	100%			

ADT
1058

85th Percentile: 30 MPH
Mean Speed(Average): 26 MPH
Median: 26 MPH
Mode: 28 MPH

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Speed Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
01:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
02:00 AM	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4	16-25	2
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	1	1	16	22	6	1	0	0	0	0	0	0	0	0	47	21-30	38
05:00 AM	2	1	5	18	7	**2**	0	0	0	0	0	0	0	0	35	26-35	25
06:00 AM	2	2	18	42	16	0	0	0	0	0	0	0	0	0	80	21-30	60
07:00 AM	2	**6**	**35**	**70**	18	0	**1**	0	0	0	0	0	0	0	**132**	21-30	105
08:00 AM	**10**	2	25	48	**25**	0	0	0	0	0	0	0	0	0	110	21-30	73
09:00 AM	0	1	16	33	16	2	0	0	0	0	0	0	0	0	68	23-32	49
10:00 AM	2	6	11	29	8	0	0	0	0	0	0	0	0	0	56	21-30	40
11:00 AM	0	0	13	42	14	1	1	0	0	0	0	0	0	0	71	26-35	56
12:00 PM	0	1	20	33	6	**2**	0	0	0	0	0	0	0	0	62	21-30	53
01:00 PM	4	1	17	34	**9**	1	0	0	0	0	0	0	0	0	66	21-30	51
02:00 PM	0	1	21	44	9	0	0	0	0	0	0	0	0	0	75	21-30	65
03:00 PM	4	**10**	**43**	**52**	5	1	0	0	0	0	0	0	0	0	**115**	21-30	95
04:00 PM	**6**	2	32	48	5	0	0	0	0	0	0	0	0	0	93	21-30	80
05:00 PM	3	1	36	47	8	0	0	0	0	0	0	0	0	0	95	21-30	83
06:00 PM	2	3	37	29	9	0	0	0	0	0	0	0	0	0	80	21-30	66
07:00 PM	1	3	19	25	3	0	0	0	0	0	0	0	0	0	51	21-30	44
08:00 PM	3	1	9	16	3	0	0	0	0	0	0	0	0	0	32	21-30	25
09:00 PM	0	0	7	5	1	0	0	0	0	0	0	0	0	0	13	21-30	12
10:00 PM	0	1	5	2	3	0	0	0	0	0	0	0	0	0	11	21-30	7
11:00 PM	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5	21-30	5
Day Total	42	44	387	645	173	10	2	0	0	0	0	0	0	0	1303	21-30	1032
Percent	3.2%	3.4%	29.7%	49.5%	13.3%	0.8%	0.2%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	8:00 AM	7:00 AM	7:00 AM	7:00 AM	8:00 AM	5:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM		
Volume	10	6	35	70	25	2	1	0	0	0	0	0	0	0	132		
PM Peak	4:00 PM	3:00 PM	3:00 PM	3:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM		
Volume	6	10	43	52	9	2	0	0	0	0	0	0	0	0	115		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4	16-25	2
01:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
02:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	1	17	16	6	1	0	0	0	0	0	0	0	0	41	21-30	33
05:00 AM	2	1	3	25	11	0	0	0	0	0	0	0	0	0	42	26-35	36
06:00 AM	0	3	15	32	10	1	0	0	0	0	0	0	0	0	61	21-30	47
07:00 AM	**4**	3	28	39	8	2	0	0	0	0	0	0	0	0	84	21-30	67
08:00 AM	4	6	**34**	54	**19**	**3**	0	0	0	0	0	0	0	0	**120**	21-30	88
09:00 AM	1	3	21	**60**	16	2	0	0	0	0	0	0	0	0	103	21-30	81
10:00 AM	2	4	11	28	4	0	0	0	0	0	0	0	0	0	49	21-30	39
11:00 AM	0	**7**	15	37	5	0	0	0	0	0	0	0	0	0	64	21-30	52
12:00 PM	3	3	17	32	6	0	0	0	0	0	0	0	0	0	61	21-30	49
01:00 PM	2	1	15	29	9	0	0	0	0	0	0	0	0	0	56	21-30	44
02:00 PM	3	5	**29**	45	5	**1**	0	0	0	0	0	0	0	0	88	21-30	74
03:00 PM	**7**	0	25	50	14	1	0	0	0	0	0	0	0	0	97	21-30	75
04:00 PM	2	3	19	46	**15**	0	0	0	0	0	0	0	0	0	85	21-30	65
05:00 PM	2	2	28	**55**	12	1	0	0	0	0	0	0	0	0	**100**	21-30	83
06:00 PM	4	1	21	45	10	0	0	0	0	0	0	0	0	0	81	21-30	66
07:00 PM	1	**6**	25	25	1	1	0	0	0	0	0	0	0	0	59	21-30	50
08:00 PM	2	2	15	11	3	0	0	0	0	0	0	0	0	0	33	21-30	26
09:00 PM	0	2	11	11	3	1	0	0	0	0	0	0	0	0	28	21-30	22
10:00 PM	0	1	3	5	2	0	0	0	0	0	0	0	0	0	11	21-30	8
11:00 PM	0	0	2	7	0	0	0	0	0	0	0	0	0	0	9	21-30	9
Day Total	39	54	356	654	161	14	0	0	0	0	0	0	0	0	1278	21-30	1010
Percent	3.1%	4.2%	27.9%	51.2%	12.6%	1.1%	0%	0%	0%	0%	0%	0%	0%	0%			

AM Peak Volume	7:00 AM 4	11:00 AM 7	8:00 AM 34	9:00 AM 60	8:00 AM 19	8:00 AM 3	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	8:00 AM 120		
PM Peak Volume	3:00 PM 7	7:00 PM 6	2:00 PM 29	5:00 PM 55	4:00 PM 15	2:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 100		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 14 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
01:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3	16-25	2
04:00 AM	0	1	17	19	9	1	0	0	0	0	0	0	0	0	47	21-30	36
05:00 AM	2	0	5	20	9	**2**	0	0	0	0	0	0	0	0	38	26-35	29
06:00 AM	1	6	17	37	9	1	0	0	0	0	0	0	0	0	71	21-30	54
07:00 AM	3	**11**	**39**	**57**	14	0	0	0	0	0	0	0	0	0	**124**	21-30	96
08:00 AM	**6**	2	31	48	**19**	1	**1**	0	0	0	0	0	0	0	108	21-30	79
09:00 AM	0	3	17	29	9	2	1	0	0	0	0	0	0	0	61	21-30	46
10:00 AM	2	1	16	29	12	0	0	0	0	0	0	0	0	0	60	21-30	45
11:00 AM	2	4	12	35	9	0	0	0	0	0	0	0	0	0	62	21-30	47
12:00 PM	1	2	24	31	10	**2**	0	0	0	0	0	0	0	0	70	21-30	55
01:00 PM	3	0	19	43	12	1	0	0	0	0	0	0	0	0	78	21-30	62
02:00 PM	1	**4**	19	43	**17**	1	0	0	0	0	0	0	0	0	85	21-30	62
03:00 PM	2	4	22	41	10	1	0	0	0	0	0	0	0	0	80	21-30	63
04:00 PM	0	3	26	45	16	2	0	0	0	0	0	0	0	0	92	21-30	71
05:00 PM	3	2	**29**	**51**	7	0	0	0	0	0	0	0	0	0	92	21-30	80
06:00 PM	**4**	2	29	44	14	1	**1**	0	0	0	0	0	0	0	**95**	21-30	73
07:00 PM	1	2	22	34	3	0	0	0	0	0	0	0	0	0	62	21-30	56
08:00 PM	4	3	9	23	7	0	0	0	0	0	0	0	0	0	46	21-30	32
09:00 PM	0	0	16	8	1	0	0	0	0	0	0	0	0	0	25	21-30	24
10:00 PM	0	1	4	4	0	0	0	0	0	0	0	0	0	0	9	21-30	8
11:00 PM	0	0	2	5	0	0	0	0	0	0	0	0	0	0	7	21-30	7
Day Total	35	52	377	648	188	15	3	0	0	0	0	0	0	0	1318	21-30	1025
Percent	2.7%	3.9%	28.6%	49.2%	14.3%	1.1%	0.2%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	8:00 AM	7:00 AM	7:00 AM	7:00 AM	8:00 AM	5:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM		
Volume	6	11	39	57	19	2	1	0	0	0	0	0	0	0	124		
PM Peak	6:00 PM	2:00 PM	5:00 PM	5:00 PM	2:00 PM	12:00 PM	6:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	6:00 PM		
Volume	4	4	29	51	17	2	1	0	0	0	0	0	0	0	95		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 15 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	3	0	1	0	0	0	0	0	0	0	0	5	21-30	4
01:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
02:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	21-30	3
03:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	21-30	3
04:00 AM	0	1	2	7	1	0	0	0	0	0	0	0	0	0	11	21-30	9
05:00 AM	1	0	1	16	4	0	0	0	0	0	0	0	0	0	22	26-35	20
06:00 AM	3	2	20	39	11	0	**1**	0	0	0	0	0	0	0	76	21-30	59
07:00 AM	2	**7**	**33**	**59**	16	1	0	0	0	0	0	0	0	0	**118**	21-30	92
08:00 AM	3	7	24	53	**19**	**2**	0	0	0	0	0	0	0	0	108	21-30	77
09:00 AM	4	3	20	39	9	1	0	0	0	0	0	0	0	0	76	21-30	59
10:00 AM	**5**	6	18	24	4	0	0	0	0	0	0	0	0	0	57	21-30	42
11:00 AM	3	3	26	38	1	1	0	0	0	0	0	0	0	0	72	21-30	64
12:00 PM	0	2	14	25	10	0	**1**	0	0	0	0	0	0	0	52	21-30	39
01:00 PM	3	4	**30**	35	6	1	0	0	0	0	0	0	0	0	79	21-30	65
02:00 PM	1	3	28	40	11	1	0	0	0	0	0	0	0	0	84	21-30	68
03:00 PM	3	3	15	**63**	15	**2**	0	0	0	0	0	0	0	0	**101**	21-30	78
04:00 PM	0	0	25	44	17	0	0	0	0	0	0	0	0	0	86	21-30	69
05:00 PM	**4**	1	21	49	**18**	0	0	0	0	0	0	0	0	0	93	21-30	70
06:00 PM	3	1	17	38	14	0	0	0	0	0	0	0	0	0	73	21-30	55
07:00 PM	0	**6**	10	24	3	0	0	0	0	0	0	0	0	0	43	21-30	34
08:00 PM	1	0	6	23	2	1	0	0	0	0	0	0	0	0	33	21-30	29
09:00 PM	1	1	12	9	4	0	0	0	0	0	0	0	0	0	27	21-30	21
10:00 PM	0	0	8	5	2	0	0	0	0	0	0	0	0	0	15	21-30	13
11:00 PM	1	0	3	6	0	0	0	0	0	0	0	0	0	0	10	21-30	9
Day Total	38	50	335	645	167	11	2	0	0	0	0	0	0	0	1248	21-30	980
Percent	3%	4%	26.8%	51.7%	13.4%	0.9%	0.2%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	10:00 AM	7:00 AM	7:00 AM	7:00 AM	8:00 AM	8:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM		
Volume	5	7	33	59	19	2	1	0	0	0	0	0	0	0	118		
PM Peak	5:00 PM	7:00 PM	1:00 PM	3:00 PM	5:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM		
Volume	4	6	30	63	18	2	1	0	0	0	0	0	0	0	101		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 16 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4	21-30	3
01:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
02:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	16-25	2
03:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	21-30	2
04:00 AM	0	0	3	4	0	1	0	0	0	0	0	0	0	0	8	21-30	7
05:00 AM	1	1	0	4	0	0	0	0	0	0	0	0	0	0	6	21-30	4
06:00 AM	1	0	3	7	0	1	0	0	0	0	0	0	0	0	12	21-30	10
07:00 AM	1	1	7	19	0	0	0	0	0	0	0	0	0	0	28	21-30	26
08:00 AM	2	2	17	31	6	1	0	0	0	0	0	0	0	0	59	21-30	48
09:00 AM	3	**10**	23	23	10	0	0	0	0	0	0	0	0	0	69	21-30	46
10:00 AM	2	2	27	**49**	**14**	0	0	0	0	0	0	0	0	0	**94**	21-30	76
11:00 AM	**5**	3	**31**	40	8	**3**	0	0	0	0	0	0	0	0	90	21-30	71
12:00 PM	2	3	**24**	**46**	**14**	**3**	0	0	0	0	0	0	0	0	**92**	21-30	70
01:00 PM	3	3	16	37	8	0	0	0	0	0	0	0	0	0	67	21-30	53
02:00 PM	**5**	2	19	45	10	0	**1**	0	0	0	0	0	0	0	82	21-30	64
03:00 PM	1	3	20	35	9	0	0	0	0	0	0	0	0	0	68	21-30	55
04:00 PM	2	1	16	37	11	1	0	0	0	0	0	0	0	0	68	21-30	53
05:00 PM	2	**6**	12	39	10	1	0	0	0	0	0	0	0	0	70	21-30	51
06:00 PM	3	4	22	29	11	0	0	0	0	0	0	0	0	0	69	21-30	51
07:00 PM	0	3	13	19	3	0	0	0	0	0	0	0	0	0	38	21-30	32
08:00 PM	1	0	15	14	4	0	0	0	0	0	0	0	0	0	34	21-30	29
09:00 PM	0	0	12	10	0	0	0	0	0	0	0	0	0	0	22	21-30	22
10:00 PM	0	0	9	7	0	1	0	0	0	0	0	0	0	0	17	21-30	16
11:00 PM	1	1	10	4	1	0	0	0	0	0	0	0	0	0	17	21-30	14
Day Total	35	46	302	504	120	12	1	0	0	0	0	0	0	0	1020	21-30	806
Percent	3.4%	4.5%	29.6%	49.4%	11.8%	1.2%	0.1%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	11:00 AM	9:00 AM	11:00 AM	10:00 AM	10:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	10:00 AM		
Volume	5	10	31	49	14	3	0	0	0	0	0	0	0	0	94		
PM Peak	2:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM		
Volume	5	6	24	46	14	3	1	0	0	0	0	0	0	0	92		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 17 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	1	3	5	0	0	0	0	0	0	0	0	0	0	10	21-30	8
01:00 AM	0	0	2	4	0	0	0	0	0	0	0	0	0	0	6	21-30	6
02:00 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	21-30	2
03:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
04:00 AM	0	0	4	4	1	0	0	0	0	0	0	0	0	0	9	21-30	8
05:00 AM	0	0	4	3	1	0	0	0	0	0	0	0	0	0	8	21-30	7
06:00 AM	0	**5**	2	6	0	0	0	0	0	0	0	0	0	0	13	21-30	8
07:00 AM	1	3	8	10	5	0	0	0	0	0	0	0	0	0	27	21-30	18
08:00 AM	0	1	**19**	15	3	0	0	0	0	0	0	0	0	0	38	21-30	34
09:00 AM	3	1	19	35	9	0	0	0	0	0	0	0	0	0	67	21-30	54
10:00 AM	**5**	2	15	38	5	**1**	0	0	0	0	0	0	0	0	66	21-30	53
11:00 AM	3	2	15	**41**	**13**	0	0	0	0	0	0	0	0	0	**74**	21-30	56
12:00 PM	4	3	28	**46**	**11**	1	0	0	0	0	0	0	0	0	**93**	21-30	74
01:00 PM	**8**	1	28	42	10	**2**	0	0	0	0	0	0	0	0	91	21-30	70
02:00 PM	4	**5**	23	30	6	0	**1**	**1**	0	0	0	0	0	0	70	21-30	53
03:00 PM	6	2	27	28	7	1	0	0	0	0	0	0	0	0	71	21-30	55
04:00 PM	2	5	23	30	2	0	0	0	0	0	0	0	0	0	62	21-30	53
05:00 PM	3	2	**29**	38	9	0	0	0	0	0	0	0	0	0	81	21-30	67
06:00 PM	2	4	24	22	4	0	0	0	0	0	0	0	0	0	56	21-30	46
07:00 PM	3	4	15	14	2	0	0	0	0	0	0	0	0	0	38	21-30	29
08:00 PM	0	0	14	15	2	0	0	0	0	0	0	0	0	0	31	21-30	29
09:00 PM	0	2	4	12	3	0	0	0	0	0	0	0	0	0	21	21-30	16
10:00 PM	0	0	2	2	2	0	0	0	0	0	0	0	0	0	6	21-30	4
11:00 PM	0	0	1	6	0	0	0	0	0	0	0	0	0	0	7	21-30	7
Day Total	45	43	310	448	96	5	1	1	0	0	0	0	0	0	949	21-30	758
Percent	4.7%	4.5%	32.7%	47.2%	10.1%	0.5%	0.1%	0.1%	0%	0%	0%	0%	0%	0%			
AM Peak	10:00 AM	6:00 AM	8:00 AM	11:00 AM	11:00 AM	10:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
Volume	5	5	19	41	13	1	0	0	0	0	0	0	0	0	74		
PM Peak	1:00 PM	2:00 PM	5:00 PM	12:00 PM	12:00 PM	1:00 PM	2:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM		
Volume	8	5	29	46	11	2	1	1	0	0	0	0	0	0	93		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 18 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6	25-34	5
01:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
02:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
04:00 AM	1	2	17	21	6	0	0	0	0	0	0	0	0	0	47	21-30	38
05:00 AM	0	0	7	18	**12**	0	0	0	0	0	0	0	0	0	37	26-35	30
06:00 AM	0	3	24	33	5	**1**	0	0	0	0	0	0	0	0	66	21-30	57
07:00 AM	3	7	**52**	**60**	11	0	0	0	0	0	0	0	0	0	**133**	21-30	112
08:00 AM	**5**	**11**	51	34	9	0	0	0	0	0	0	0	0	0	110	21-30	85
09:00 AM	2	6	28	24	4	0	0	0	0	0	0	0	0	0	64	21-30	52
10:00 AM	2	4	41	16	2	0	0	0	0	0	0	0	0	0	65	21-30	57
11:00 AM	5	10	28	17	4	1	0	0	0	0	0	0	0	0	65	21-30	45
12:00 PM	**5**	**8**	21	27	10	0	0	0	0	0	0	0	0	0	71	21-30	48
01:00 PM	2	7	29	30	3	1	0	0	0	0	0	0	0	0	72	21-30	59
02:00 PM	0	6	23	46	8	0	0	0	0	0	0	0	0	0	83	21-30	69
03:00 PM	1	3	**30**	36	**16**	1	1	0	0	0	0	0	0	0	88	21-30	66
04:00 PM	5	3	21	**52**	14	1	0	0	0	0	0	0	0	0	**96**	21-30	73
05:00 PM	1	1	20	45	7	1	0	0	0	0	0	0	0	0	75	21-30	65
06:00 PM	0	2	26	38	5	**3**	**2**	0	0	0	0	0	0	0	76	21-30	64
07:00 PM	4	1	16	19	6	1	0	0	0	0	0	0	0	0	47	21-30	35
08:00 PM	1	1	12	12	1	0	0	0	0	0	0	0	0	0	27	21-30	24
09:00 PM	1	1	6	11	1	0	0	0	0	0	0	0	0	0	20	21-30	17
10:00 PM	3	0	3	4	1	0	0	0	0	0	0	0	0	0	11	21-30	7
11:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
Day Total	41	77	459	550	126	10	3	0	0	0	0	0	0	0	1266	21-30	1009
Percent	3.2%	6.1%	36.3%	43.4%	10%	0.8%	0.2%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	8:00 AM	8:00 AM	7:00 AM	7:00 AM	5:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM		
Volume	5	11	52	60	12	1	0	0	0	0	0	0	0	0	133		
PM Peak	12:00 PM	12:00 PM	3:00 PM	4:00 PM	3:00 PM	6:00 PM	6:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM		
Volume	5	8	30	52	16	3	2	0	0	0	0	0	0	0	96		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	275	366	2526	4094	1031	77	12	1	0	0	0	0	0	0	8382	21-30	6620
Percent	3.3%	4.4%	30.1%	48.8%	12.3%	0.9%	0.1%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	3.3%	7.6%	37.8%	86.6%	98.9%	99.8%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
1197

85th Percentile: 29 MPH
Mean Speed(Average): 26 MPH
Median: 26 MPH
Mode: 28 MPH

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Speed Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
01:00 AM	0	1	2	1	2	0	0	0	0	0	0	0	0	0	6	21-30	3
02:00 AM	0	1	1	3	0	0	0	0	0	0	0	0	0	0	5	21-30	4
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
05:00 AM	0	0	1	7	2	0	0	0	0	0	0	0	0	0	10	26-35	9
06:00 AM	2	1	11	14	4	0	0	0	0	0	0	0	0	0	32	21-30	25
07:00 AM	2	**6**	13	29	6	1	0	0	0	0	0	0	0	0	57	21-30	42
08:00 AM	1	0	6	**44**	5	2	0	0	0	0	0	0	0	0	58	21-30	50
09:00 AM	**4**	0	**18**	32	7	1	0	0	0	0	0	0	0	0	**62**	21-30	50
10:00 AM	1	3	14	28	6	1	0	0	0	0	0	0	0	0	53	21-30	42
11:00 AM	0	0	15	30	**13**	**3**	0	0	0	0	0	0	0	0	61	21-30	45
12:00 PM	1	4	22	29	8	1	0	0	0	0	0	0	0	0	65	21-30	51
01:00 PM	3	4	17	36	8	**2**	0	0	0	0	0	0	0	0	70	21-30	53
02:00 PM	3	3	20	**56**	9	0	0	0	0	0	0	0	0	0	91	21-30	76
03:00 PM	**12**	**13**	36	44	8	1	0	0	0	0	0	0	0	0	114	21-30	80
04:00 PM	4	6	42	56	8	0	0	0	0	0	0	0	0	0	116	21-30	98
05:00 PM	5	12	**54**	47	12	1	0	0	0	0	0	0	0	0	**131**	21-30	101
06:00 PM	4	3	23	45	**16**	0	0	0	0	0	0	0	0	0	91	21-30	68
07:00 PM	0	3	24	35	5	0	0	0	0	0	0	0	0	0	67	21-30	59
08:00 PM	2	1	21	24	4	0	0	0	0	0	0	0	0	0	52	21-30	45
09:00 PM	1	0	7	12	3	0	0	0	0	0	0	0	0	0	23	21-30	19
10:00 PM	0	0	8	11	0	0	0	0	0	0	0	0	0	0	19	21-30	19
11:00 PM	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4	26-35	4
Day Total	45	61	357	586	127	13	0	0	0	0	0	0	0	0	1189	21-30	943
Percent	3.8%	5.1%	30%	49.3%	10.7%	1.1%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	9:00 AM	7:00 AM	9:00 AM	8:00 AM	11:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM		
Volume	4	6	18	44	13	3	0	0	0	0	0	0	0	0	62		
PM Peak	3:00 PM	3:00 PM	5:00 PM	2:00 PM	6:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM		
Volume	12	13	54	56	16	2	0	0	0	0	0	0	0	0	131		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	4	2	0	0	0	0	0	0	0	0	0	0	6	21-30	6
01:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21-30	3
02:00 AM	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4	26-35	4
03:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
04:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	26-35	3
05:00 AM	0	0	3	9	0	0	0	0	0	0	0	0	0	0	12	21-30	12
06:00 AM	0	0	9	13	5	0	0	0	0	0	0	0	0	0	27	21-30	22
07:00 AM	0	1	13	24	14	**2**	0	0	0	0	0	0	0	0	54	26-35	38
08:00 AM	1	0	20	41	9	1	0	0	0	0	0	0	0	0	72	21-30	61
09:00 AM	**2**	0	16	**48**	**20**	1	0	0	0	0	0	0	0	0	**87**	26-35	68
10:00 AM	1	1	**26**	24	11	0	0	0	0	0	0	0	0	0	63	21-30	50
11:00 AM	1	**2**	26	34	16	1	0	0	0	0	0	0	0	0	80	21-30	60
12:00 PM	1	2	16	35	16	2	0	0	0	0	0	0	0	0	72	25-34	51
01:00 PM	1	2	15	41	6	0	0	0	0	0	0	0	0	0	65	21-30	56
02:00 PM	3	1	18	49	10	1	0	0	0	0	0	0	0	0	82	21-30	67
03:00 PM	**7**	**10**	**38**	**75**	19	0	0	0	0	0	0	0	0	0	**149**	21-30	113
04:00 PM	5	4	33	59	22	**3**	0	0	0	0	0	0	0	0	126	21-30	92
05:00 PM	2	2	25	53	**23**	0	0	0	0	0	0	0	0	0	105	21-30	78
06:00 PM	5	0	17	45	18	1	0	0	0	0	0	0	0	0	86	26-35	63
07:00 PM	2	7	20	24	7	2	0	0	0	0	0	0	0	0	62	21-30	44
08:00 PM	1	1	18	21	5	0	0	0	0	0	0	0	0	0	46	21-30	39
09:00 PM	2	0	5	10	6	0	0	0	0	0	0	0	0	0	23	26-35	16
10:00 PM	0	0	5	8	4	0	0	0	0	0	0	0	0	0	17	21-30	13
11:00 PM	0	0	3	4	2	0	0	0	0	0	0	0	0	0	9	21-30	7
Day Total	34	33	332	626	215	14	0	0	0	0	0	0	0	0	1254	21-30	958
Percent	2.7%	2.6%	26.5%	49.9%	17.1%	1.1%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	9:00 AM	11:00 AM	10:00 AM	9:00 AM	9:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM		
Volume	2	2	26	48	20	2	0	0	0	0	0	0	0	0	87		
PM Peak	3:00 PM	3:00 PM	3:00 PM	3:00 PM	5:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM		
Volume	7	10	38	75	23	3	0	0	0	0	0	0	0	0	149		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 14 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4	26-35	3
01:00 AM	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3	21-30	2
02:00 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	21-30	4
03:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
04:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
05:00 AM	**2**	0	1	9	2	0	0	0	0	0	0	0	0	0	14	26-35	11
06:00 AM	0	**2**	14	15	4	0	**1**	0	0	0	0	0	0	0	36	21-30	29
07:00 AM	1	1	17	29	**12**	1	0	0	0	0	0	0	0	0	61	21-30	46
08:00 AM	2	1	**25**	38	6	**2**	0	0	0	0	0	0	0	0	**74**	21-30	63
09:00 AM	2	0	15	24	8	0	0	0	0	0	0	0	0	0	49	21-30	39
10:00 AM	0	2	17	26	12	2	0	0	0	0	0	0	0	0	59	21-30	43
11:00 AM	0	1	12	**43**	10	2	0	0	0	0	0	0	0	0	68	21-30	55
12:00 PM	9	0	19	38	19	1	0	0	0	0	0	0	0	0	86	21-30	57
01:00 PM	3	3	21	34	7	0	0	0	0	0	0	0	0	0	68	21-30	55
02:00 PM	0	2	24	59	10	0	0	0	0	0	0	0	0	0	95	21-30	83
03:00 PM	7	4	**35**	60	19	0	0	0	0	0	0	0	0	0	125	21-30	95
04:00 PM	4	**5**	27	**73**	10	**3**	0	0	0	0	0	0	0	0	122	21-30	100
05:00 PM	**11**	5	33	59	**21**	1	0	0	0	0	0	0	0	0	**130**	21-30	92
06:00 PM	1	4	27	48	13	2	0	0	0	0	0	0	0	0	95	21-30	75
07:00 PM	3	0	20	32	5	1	0	0	0	0	0	0	0	0	61	21-30	52
08:00 PM	5	3	16	30	3	0	0	0	0	0	0	0	0	0	57	21-30	46
09:00 PM	1	1	12	15	3	0	0	0	0	0	0	0	0	0	32	21-30	27
10:00 PM	0	0	4	7	5	1	0	0	0	0	0	0	0	0	17	26-35	12
11:00 PM	0	0	3	6	3	0	0	0	0	0	0	0	0	0	12	21-30	9
Day Total	51	34	345	653	173	17	1	0	0	0	0	0	0	0	1274	21-30	998
Percent	4%	2.7%	27.1%	51.3%	13.6%	1.3%	0.1%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	5:00 AM	6:00 AM	8:00 AM	11:00 AM	7:00 AM	8:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM		
Volume	2	2	25	43	12	2	1	0	0	0	0	0	0	0	74		
PM Peak	5:00 PM	4:00 PM	3:00 PM	4:00 PM	5:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM		
Volume	11	5	35	73	21	3	0	0	0	0	0	0	0	0	130		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 15 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	26-35	3
01:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	26-35	2
02:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	26-35	3
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:00 AM	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7	21-30	6
06:00 AM	2	2	7	14	5	0	0	0	0	0	0	0	0	0	30	21-30	21
07:00 AM	3	1	18	33	**11**	0	0	0	0	0	0	0	0	0	66	21-30	51
08:00 AM	1	2	21	**44**	7	**1**	0	0	0	0	0	0	0	0	76	21-30	65
09:00 AM	3	**7**	19	20	6	0	0	0	0	0	0	0	0	0	55	21-30	39
10:00 AM	**6**	2	21	15	6	0	0	0	0	0	0	0	0	0	50	21-30	36
11:00 AM	2	2	**25**	42	6	1	0	0	0	0	0	0	0	0	**78**	21-30	67
12:00 PM	2	5	32	26	7	0	0	0	0	0	0	0	0	0	72	21-30	58
01:00 PM	1	**6**	32	26	3	1	0	0	0	0	0	0	0	0	69	21-30	58
02:00 PM	1	6	21	57	18	1	0	0	0	0	0	0	0	0	104	21-30	78
03:00 PM	**6**	1	**46**	**68**	17	**2**	0	**1**	0	0	0	0	0	0	**141**	21-30	114
04:00 PM	3	1	25	66	**20**	1	0	0	0	0	0	0	0	0	116	21-30	91
05:00 PM	6	5	26	54	20	1	0	0	0	0	0	0	0	0	112	21-30	80
06:00 PM	3	2	15	49	12	1	0	0	0	0	0	0	0	0	82	21-30	64
07:00 PM	2	2	27	27	2	1	0	0	0	0	0	0	0	0	61	21-30	54
08:00 PM	3	1	11	21	7	0	0	0	0	0	0	0	0	0	43	21-30	32
09:00 PM	0	1	8	12	3	1	0	0	0	0	0	0	0	0	25	21-30	20
10:00 PM	0	1	2	8	2	0	0	0	0	0	0	0	0	0	13	25-34	10
11:00 PM	1	0	0	8	1	0	0	0	0	0	0	0	0	0	10	26-35	9
Day Total	45	47	359	598	157	11	0	1	0	0	0	0	0	0	1218	21-30	957
Percent	3.7%	3.9%	29.5%	49.1%	12.9%	0.9%	0%	0.1%	0%	0%	0%	0%	0%	0%			
AM Peak	10:00 AM	9:00 AM	11:00 AM	8:00 AM	7:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
Volume	6	7	25	44	11	1	0	0	0	0	0	0	0	0	78		
PM Peak	3:00 PM	1:00 PM	3:00 PM	3:00 PM	4:00 PM	3:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM		
Volume	6	6	46	68	20	2	0	1	0	0	0	0	0	0	141		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 16 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	3	5	1	0	0	0	0	0	0	0	0	0	9	21-30	8
01:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	26-35	3
02:00 AM	0	0	3	2	0	**1**	0	0	0	0	0	0	0	0	6	21-30	5
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
04:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21-30	3
05:00 AM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4	21-30	3
06:00 AM	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5	21-30	4
07:00 AM	1	0	0	10	9	0	0	0	0	0	0	0	0	0	20	26-35	19
08:00 AM	2	2	12	20	**18**	1	0	0	0	0	0	0	0	0	55	26-35	38
09:00 AM	0	2	18	32	11	0	0	0	0	0	0	0	0	0	63	21-30	50
10:00 AM	2	**5**	**27**	**44**	8	1	0	0	0	0	0	0	0	0	**87**	21-30	71
11:00 AM	**5**	2	24	37	9	1	0	0	0	0	0	0	0	0	78	21-30	61
12:00 PM	3	**3**	**27**	34	10	1	0	0	0	0	0	0	0	0	78	21-30	61
01:00 PM	**6**	2	22	35	11	0	0	0	0	0	0	0	0	0	76	21-30	57
02:00 PM	6	0	26	27	8	0	0	0	0	0	0	0	0	0	67	21-30	53
03:00 PM	1	2	13	40	15	2	0	0	0	0	0	0	0	0	73	26-35	55
04:00 PM	2	1	16	38	13	1	0	0	0	0	0	0	0	0	71	21-30	54
05:00 PM	6	1	21	**43**	**18**	**3**	0	0	0	0	0	0	0	0	**92**	21-30	64
06:00 PM	3	1	17	25	13	1	**1**	0	0	0	0	0	0	0	61	21-30	42
07:00 PM	1	1	12	23	5	1	0	0	0	0	0	0	0	0	43	21-30	35
08:00 PM	3	2	7	17	5	0	0	0	0	0	0	0	0	0	34	21-30	24
09:00 PM	0	0	8	14	1	0	0	0	0	0	0	0	0	0	23	21-30	22
10:00 PM	0	0	4	4	5	0	0	0	0	0	0	0	0	0	13	26-35	9
11:00 PM	0	0	2	8	2	0	0	0	0	0	0	0	0	0	12	25-34	10
Day Total	41	26	267	464	165	13	1	0	0	0	0	0	0	0	977	21-30	731
Percent	4.2%	2.7%	27.3%	47.5%	16.9%	1.3%	0.1%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	11:00 AM	10:00 AM	10:00 AM	10:00 AM	8:00 AM	2:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	10:00 AM		
Volume	5	5	27	44	18	1	0	0	0	0	0	0	0	0	87		
PM Peak	1:00 PM	12:00 PM	12:00 PM	5:00 PM	5:00 PM	5:00 PM	6:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM		
Volume	6	3	27	43	18	3	1	0	0	0	0	0	0	0	92		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 17 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6	25-34	5
01:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	16-25	1
02:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
03:00 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	21-30	4
04:00 AM	0	0	0	2	4	0	0	0	0	0	0	0	0	0	6	26-35	6
05:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
06:00 AM	0	0	5	4	2	0	0	0	0	0	0	0	0	0	11	21-30	9
07:00 AM	2	1	2	9	6	1	0	0	0	0	0	0	0	0	21	26-35	15
08:00 AM	0	0	3	11	5	0	0	0	0	0	0	0	0	0	19	26-35	16
09:00 AM	2	1	**16**	28	9	1	0	0	0	0	0	0	0	0	57	21-30	44
10:00 AM	2	**5**	16	**40**	8	1	0	0	0	0	0	0	0	0	72	21-30	56
11:00 AM	**7**	1	15	40	**11**	**2**	0	0	0	0	0	0	0	0	**76**	21-30	55
12:00 PM	7	2	25	36	9	1	0	0	0	0	0	0	0	0	80	21-30	61
01:00 PM	**11**	2	25	30	11	**3**	0	0	0	0	0	0	0	0	**82**	21-30	55
02:00 PM	2	**4**	15	**43**	10	1	0	0	0	0	0	0	0	0	75	21-30	58
03:00 PM	2	2	12	30	11	0	0	0	0	0	0	0	0	0	57	21-30	42
04:00 PM	1	3	24	27	**15**	1	0	0	0	0	0	0	0	0	71	21-30	51
05:00 PM	3	2	21	32	9	0	0	0	0	0	0	0	0	0	67	21-30	53
06:00 PM	1	1	**29**	23	6	0	0	0	0	0	0	0	0	0	60	21-30	52
07:00 PM	5	2	17	35	3	0	0	0	0	0	0	0	0	0	62	21-30	52
08:00 PM	1	0	14	15	1	0	0	0	0	0	0	0	0	0	31	21-30	29
09:00 PM	1	0	7	7	1	0	0	0	0	0	0	0	0	0	16	21-30	14
10:00 PM	0	0	2	4	2	0	**1**	0	0	0	0	0	0	0	9	26-35	6
11:00 PM	0	1	1	1	2	0	0	0	0	0	0	0	0	0	5	26-35	3
Day Total	47	28	253	425	127	11	1	0	0	0	0	0	0	0	892	21-30	678
Percent	5.3%	3.1%	28.4%	47.6%	14.2%	1.2%	0.1%	0%	0%	0%	0%	0%	0%	0%			

AM Peak	11:00 AM	10:00 AM	9:00 AM	10:00 AM	11:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
Volume	7	5	16	40	11	2	0	0	0	0	0	0	0	0	76		
PM Peak	1:00 PM	2:00 PM	6:00 PM	2:00 PM	4:00 PM	1:00 PM	10:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM		
Volume	11	4	29	43	15	3	1	0	0	0	0	0	0	0	82		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 18 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	21-30	3
01:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	26-35	2
02:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
03:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
04:00 AM	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5	26-35	4
05:00 AM	0	0	4	5	5	0	0	0	0	0	0	0	0	0	14	26-35	10
06:00 AM	0	0	9	22	5	0	0	0	0	0	0	0	0	0	36	21-30	31
07:00 AM	2	2	12	**34**	7	0	0	0	0	0	0	0	0	0	57	21-30	46
08:00 AM	5	3	24	21	5	0	0	0	0	0	0	0	0	0	58	21-30	45
09:00 AM	1	**10**	18	24	6	0	0	0	0	0	0	0	0	0	59	21-30	42
10:00 AM	5	3	11	26	5	0	0	0	0	0	0	0	0	0	50	21-30	37
11:00 AM	**6**	4	**25**	29	**9**	0	0	0	0	0	0	0	0	0	**73**	21-30	54
12:00 PM	4	5	26	31	6	0	0	0	0	0	0	0	0	0	72	21-30	57
01:00 PM	**8**	3	19	42	6	0	0	0	0	0	0	0	0	0	78	21-30	61
02:00 PM	3	1	25	35	12	0	0	0	0	0	0	0	0	0	76	21-30	60
03:00 PM	4	3	36	**66**	**21**	**2**	0	0	0	0	0	0	0	0	**132**	21-30	102
04:00 PM	7	**6**	**41**	54	15	0	0	0	0	0	0	0	0	0	123	21-30	95
05:00 PM	1	4	35	55	19	0	0	0	0	0	0	0	0	0	114	21-30	90
06:00 PM	0	3	9	35	18	1	0	0	0	0	0	0	0	0	66	26-35	53
07:00 PM	2	3	18	34	9	2	0	0	0	0	0	0	0	0	68	21-30	52
08:00 PM	1	1	9	23	6	0	0	0	0	0	0	0	0	0	40	21-30	32
09:00 PM	0	1	12	12	7	0	0	0	0	0	0	0	0	0	32	21-30	24
10:00 PM	1	0	2	4	1	0	0	0	0	0	0	0	0	0	8	21-30	6
11:00 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21-30	3
Day Total	50	52	339	560	165	5	0	0	0	0	0	0	0	0	1171	21-30	899
Percent	4.3%	4.4%	28.9%	47.8%	14.1%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	11:00 AM	9:00 AM	11:00 AM	7:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
Volume	6	10	25	34	9	0	0	0	0	0	0	0	0	0	73		
PM Peak	1:00 PM	4:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM		
Volume	8	6	41	66	21	2	0	0	0	0	0	0	0	0	132		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: E Illinois St btwn Main St and Washington St
QC JOB #: 16302724
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	313	281	2252	3912	1129	84	3	1	0	0	0	0	0	0	7975	21-30	6164
Percent	3.9%	3.5%	28.2%	49.1%	14.2%	1.1%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	3.9%	7.4%	35.7%	84.7%	98.9%	99.9%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
1139

85th Percentile: 30 MPH
Mean Speed(Average): 26 MPH
Median: 26 MPH
Mode: 28 MPH

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	4	5	0	0	0	0	0	0	0	0	0	0	9	21-30	9
01:00 AM	0	1	3	6	1	0	0	0	0	0	0	0	0	0	11	21-30	9
02:00 AM	0	1	6	8	1	0	0	0	0	0	0	0	0	0	16	21-30	14
03:00 AM	0	0	4	7	0	**2**	0	0	0	0	0	0	0	0	13	21-30	11
04:00 AM	0	0	17	24	9	0	0	0	0	0	0	0	0	0	50	21-30	41
05:00 AM	5	2	41	70	12	0	0	0	0	0	0	0	0	0	130	21-30	111
06:00 AM	18	13	91	131	**18**	1	0	0	0	0	0	0	0	0	272	21-30	222
07:00 AM	27	**20**	**151**	111	7	0	0	0	0	0	0	0	0	0	316	21-30	262
08:00 AM	**44**	6	129	103	3	0	0	0	0	0	0	0	0	0	285	21-30	232
09:00 AM	33	3	103	**170**	13	0	0	0	0	0	0	0	0	0	**322**	21-30	273
10:00 AM	23	7	102	111	10	0	0	0	0	0	0	0	0	0	253	21-30	213
11:00 AM	31	10	121	116	11	2	0	0	0	0	0	0	0	0	291	21-30	237
12:00 PM	35	8	150	124	11	**1**	0	0	0	0	0	0	0	0	329	21-30	274
01:00 PM	32	15	133	144	14	0	0	0	0	0	0	0	0	0	338	21-30	277
02:00 PM	42	7	158	152	**17**	0	0	0	0	0	0	0	0	0	376	21-30	310
03:00 PM	62	13	216	153	3	0	0	0	0	0	0	0	0	0	447	21-30	369
04:00 PM	**71**	11	243	209	6	0	0	0	0	0	0	0	0	0	540	21-30	452
05:00 PM	63	**20**	**250**	**229**	9	1	0	0	0	0	0	0	0	0	**572**	21-30	479
06:00 PM	32	8	178	171	8	0	0	0	0	0	0	0	0	0	397	21-30	349
07:00 PM	9	10	151	123	6	0	0	0	0	0	0	0	0	0	299	21-30	274
08:00 PM	14	3	72	106	10	0	0	0	0	0	0	0	0	0	205	21-30	178
09:00 PM	4	7	57	58	14	0	0	0	0	0	0	0	0	0	140	21-30	115
10:00 PM	2	4	19	47	7	1	0	0	0	0	0	0	0	0	80	21-30	66
11:00 PM	0	0	9	9	1	0	0	0	0	0	0	0	0	0	19	21-30	18
Day Total	547	169	2408	2387	191	8	0	0	0	0	0	0	0	0	5710	21-30	4795
Percent	9.6%	3%	42.2%	41.8%	3.3%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	8:00 AM 44	7:00 AM 20	7:00 AM 151	9:00 AM 170	6:00 AM 18	3:00 AM 2	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	9:00 AM 322		
PM Peak Volume	4:00 PM 71	5:00 PM 20	5:00 PM 250	5:00 PM 229	2:00 PM 17	12:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 572		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	7	7	2	0	0	0	0	0	0	0	0	0	16	21-30	14
01:00 AM	0	2	1	7	1	0	0	0	0	0	0	0	0	0	11	25-34	8
02:00 AM	0	0	9	11	3	0	0	0	0	0	0	0	0	0	23	21-30	20
03:00 AM	0	0	4	8	2	0	0	0	0	0	0	0	0	0	14	21-30	12
04:00 AM	3	0	16	27	6	0	0	0	0	0	0	0	0	0	52	21-30	43
05:00 AM	3	2	39	70	17	**2**	0	0	0	0	0	0	0	0	133	21-30	109
06:00 AM	29	8	87	126	**24**	0	0	0	0	0	0	0	0	0	274	21-30	213
07:00 AM	35	9	124	110	5	0	0	0	0	0	0	0	0	0	283	21-30	234
08:00 AM	28	**17**	**182**	96	4	0	0	0	0	0	0	0	0	0	327	21-30	278
09:00 AM	26	14	154	**129**	12	0	0	0	0	0	0	0	0	0	**335**	21-30	283
10:00 AM	33	9	122	109	1	1	0	0	0	0	0	0	0	0	275	21-30	231
11:00 AM	**42**	15	111	114	10	0	0	**1**	0	0	0	0	0	0	293	21-30	225
12:00 PM	28	9	131	158	**21**	**1**	0	0	0	0	0	0	0	0	348	21-30	289
01:00 PM	36	14	129	148	20	1	0	0	0	0	0	0	0	0	348	21-30	277
02:00 PM	39	**15**	159	172	13	0	0	0	0	0	0	0	0	0	398	21-30	331
03:00 PM	70	15	**218**	228	5	0	0	0	0	0	0	0	0	0	536	21-30	446
04:00 PM	**75**	13	199	253	12	0	0	0	0	0	0	0	0	0	552	21-30	452
05:00 PM	71	10	217	**312**	5	1	0	0	0	0	0	0	0	0	**616**	21-30	529
06:00 PM	41	10	208	175	11	1	0	0	0	0	0	0	0	0	446	21-30	383
07:00 PM	16	2	163	105	2	0	0	0	0	0	0	0	0	0	288	21-30	268
08:00 PM	5	6	103	109	7	0	0	0	0	0	0	0	0	0	230	21-30	212
09:00 PM	4	1	57	65	8	0	0	0	0	0	0	0	0	0	135	21-30	122
10:00 PM	0	0	19	38	5	0	0	0	0	0	0	0	0	0	62	21-30	57
11:00 PM	0	0	8	21	4	0	0	0	0	0	0	0	0	0	33	21-30	29
Day Total	584	171	2467	2598	200	7	0	1	0	0	0	0	0	0	6028	21-30	5065
Percent	9.7%	2.8%	40.9%	43.1%	3.3%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	11:00 AM 42	8:00 AM 17	8:00 AM 182	9:00 AM 129	6:00 AM 24	5:00 AM 2	12:00 AM 0	11:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	9:00 AM 335		
PM Peak Volume	4:00 PM 75	2:00 PM 15	3:00 PM 218	5:00 PM 312	12:00 PM 21	12:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 616		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 14 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	6	4	1	1	0	0	0	0	0	0	0	0	13	21-30	10
01:00 AM	1	0	5	3	0	0	0	0	0	0	0	0	0	0	9	21-30	8
02:00 AM	0	0	4	5	3	0	0	0	0	0	0	0	0	0	12	21-30	9
03:00 AM	0	0	6	8	2	0	0	0	0	0	0	0	0	0	16	21-30	14
04:00 AM	1	0	17	29	7	1	0	0	0	0	0	0	0	0	55	21-30	46
05:00 AM	5	1	33	92	**24**	**3**	0	0	0	0	0	0	0	0	158	21-30	125
06:00 AM	30	7	71	149	10	2	0	0	0	0	0	0	0	0	269	21-30	220
07:00 AM	34	6	**134**	139	10	1	0	0	0	0	0	0	0	0	324	21-30	273
08:00 AM	**36**	**9**	133	130	11	0	0	0	0	0	0	0	0	0	319	21-30	263
09:00 AM	33	7	121	115	8	0	0	0	0	0	0	0	0	0	284	21-30	236
10:00 AM	30	7	81	136	13	0	0	0	0	0	0	0	0	0	267	21-30	217
11:00 AM	35	7	119	**166**	19	0	0	0	0	0	0	0	0	0	**346**	21-30	285
12:00 PM	49	3	137	182	**18**	**1**	0	0	0	0	0	0	0	0	390	21-30	319
01:00 PM	59	16	171	132	11	0	0	0	0	0	0	0	0	0	389	21-30	303
02:00 PM	47	16	142	190	17	1	0	0	0	0	0	0	0	0	413	21-30	332
03:00 PM	57	18	210	191	9	0	0	0	0	0	0	0	0	0	485	21-30	401
04:00 PM	**70**	20	219	245	13	0	0	0	0	0	0	0	0	0	567	21-30	464
05:00 PM	66	**24**	**254**	**265**	6	0	0	0	0	0	0	0	0	0	**615**	21-30	519
06:00 PM	40	6	168	169	17	0	0	0	0	0	0	0	0	0	400	21-30	337
07:00 PM	20	10	118	143	12	0	0	0	0	0	0	0	0	0	303	21-30	261
08:00 PM	7	3	105	117	7	0	0	0	0	0	0	0	0	0	239	21-30	222
09:00 PM	0	2	62	69	12	0	0	0	0	0	0	0	0	0	145	21-30	131
10:00 PM	1	2	24	38	15	0	0	0	0	0	0	0	0	0	80	21-30	62
11:00 PM	0	3	19	21	3	0	0	0	0	0	0	0	0	0	46	21-30	40
Day Total	621	168	2359	2738	248	10	0	0	0	0	0	0	0	0	6144	21-30	5097
Percent	10.1%	2.7%	38.4%	44.6%	4%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	8:00 AM 36	8:00 AM 9	7:00 AM 134	11:00 AM 166	5:00 AM 24	5:00 AM 3	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 346		
PM Peak Volume	4:00 PM 70	5:00 PM 24	5:00 PM 254	5:00 PM 265	12:00 PM 18	12:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 615		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Illinois St and North St | **QC JOB #:** 16302725

SPECIFIC LOCATION: | **DIRECTION:** NB

CITY/STATE: Newberg, OR | **DATE:** Sep 15 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	8	12	1	0	0	0	0	0	0	0	0	0	22	21-30	20
01:00 AM	0	0	6	8	2	0	**1**	0	0	0	0	0	0	0	17	21-30	14
02:00 AM	0	1	7	5	0	0	0	0	0	0	0	0	0	0	13	21-30	12
03:00 AM	1	0	3	13	2	0	0	0	0	0	0	0	0	0	19	21-30	16
04:00 AM	1	0	8	14	3	0	0	0	0	0	0	0	0	0	26	21-30	22
05:00 AM	8	0	35	57	20	1	0	0	0	0	0	0	0	0	121	21-30	92
06:00 AM	20	8	77	132	**28**	**2**	0	0	0	0	0	0	0	0	267	21-30	209
07:00 AM	35	14	99	113	13	2	0	0	0	0	0	0	0	0	276	21-30	212
08:00 AM	22	**24**	**173**	106	6	1	0	0	0	0	0	0	0	0	332	21-30	279
09:00 AM	25	21	157	106	4	0	0	0	0	0	0	0	0	0	313	21-30	263
10:00 AM	27	20	165	96	4	0	0	0	0	0	0	0	0	0	312	21-30	261
11:00 AM	**36**	10	137	**163**	4	0	0	0	0	0	0	0	0	0	**350**	21-30	300
12:00 PM	55	15	171	137	7	0	0	0	0	0	0	0	0	0	385	21-30	308
01:00 PM	58	9	158	163	12	0	0	0	0	0	0	0	0	0	400	21-30	321
02:00 PM	67	16	189	176	**21**	0	0	0	0	0	0	0	0	0	469	21-30	365
03:00 PM	**79**	8	207	260	12	0	0	0	0	0	0	0	0	0	566	21-30	467
04:00 PM	75	3	237	279	14	**1**	0	0	0	0	0	0	0	0	609	21-30	516
05:00 PM	79	7	**243**	**289**	7	0	0	0	0	0	0	0	0	0	**625**	21-30	532
06:00 PM	43	**18**	178	201	10	0	0	0	0	0	0	0	0	0	450	21-30	379
07:00 PM	26	12	149	136	10	0	0	0	0	0	0	0	0	0	333	21-30	285
08:00 PM	10	6	92	123	8	0	0	0	0	0	0	0	0	0	239	21-30	215
09:00 PM	3	2	65	78	13	0	0	0	0	0	0	0	0	0	161	21-30	143
10:00 PM	6	0	41	49	7	0	0	0	0	0	0	0	0	0	103	21-30	90
11:00 PM	1	0	30	43	7	0	0	0	0	0	0	0	0	0	81	21-30	73
Day Total	678	194	2635	2759	215	7	1	0	0	0	0	0	0	0	6489	21-30	5394
Percent	10.4%	3%	40.6%	42.5%	3.3%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	11:00 AM 36	8:00 AM 24	8:00 AM 173	11:00 AM 163	6:00 AM 28	6:00 AM 2	1:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 350		
PM Peak Volume	3:00 PM 79	6:00 PM 18	5:00 PM 243	5:00 PM 289	2:00 PM 21	4:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 625		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Illinois St and North St | **QC JOB #:** 16302725

SPECIFIC LOCATION: | **DIRECTION:** NB

CITY/STATE: Newberg, OR | **DATE:** Sep 16 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	15	17	0	0	0	0	0	0	0	0	0	0	32	21-30	32
01:00 AM	0	0	9	13	2	1	**1**	0	0	0	0	0	0	0	26	21-30	22
02:00 AM	0	2	6	8	2	0	1	0	0	0	0	0	0	0	19	21-30	14
03:00 AM	1	0	6	11	3	0	0	0	0	0	0	0	0	0	21	21-30	17
04:00 AM	0	0	2	10	2	0	0	0	0	0	0	0	0	0	14	24-33	12
05:00 AM	3	0	43	50	12	1	0	0	0	0	0	0	0	0	109	21-30	93
06:00 AM	6	9	56	93	**23**	**3**	0	0	0	0	0	0	0	0	190	21-30	149
07:00 AM	12	2	62	85	5	1	0	0	0	0	0	0	0	0	167	21-30	147
08:00 AM	20	4	132	146	10	0	0	0	0	0	0	0	0	0	312	21-30	278
09:00 AM	26	**10**	**157**	149	5	0	0	0	0	0	0	0	0	0	347	21-30	306
10:00 AM	43	7	156	157	14	1	0	0	0	0	0	0	0	0	378	21-30	313
11:00 AM	**61**	5	151	**160**	17	0	0	0	0	0	0	0	0	0	**394**	21-30	311
12:00 PM	54	8	142	210	14	0	0	0	0	0	0	0	0	0	428	21-30	352
01:00 PM	47	7	171	196	20	**1**	0	0	0	0	0	0	0	0	442	21-30	367
02:00 PM	49	**12**	**185**	**217**	17	0	0	0	0	0	0	0	0	0	**480**	21-30	402
03:00 PM	53	12	157	207	15	0	0	0	0	0	0	0	0	0	444	21-30	364
04:00 PM	49	5	141	199	14	0	0	0	0	0	0	0	0	0	408	21-30	340
05:00 PM	**59**	6	122	201	**33**	0	0	0	0	0	0	0	0	0	421	21-30	323
06:00 PM	28	3	146	166	10	1	0	0	0	0	0	0	0	0	354	21-30	312
07:00 PM	19	6	105	154	9	0	0	0	0	0	0	0	0	0	293	21-30	259
08:00 PM	12	2	89	124	8	0	0	0	0	0	0	0	0	0	235	21-30	213
09:00 PM	12	2	68	92	10	0	0	0	0	0	0	0	0	0	184	21-30	160
10:00 PM	3	0	47	70	12	1	**1**	0	0	0	0	0	0	0	134	21-30	117
11:00 PM	1	2	31	56	4	0	0	0	0	0	0	0	0	0	94	21-30	87
Day Total	558	104	2199	2791	261	10	3	0	0	0	0	0	0	0	5926	21-30	4990
Percent	9.4%	1.8%	37.1%	47.1%	4.4%	0.2%	0.1%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	11:00 AM 61	9:00 AM 10	9:00 AM 157	11:00 AM 160	6:00 AM 23	6:00 AM 3	1:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 394		
PM Peak Volume	5:00 PM 59	2:00 PM 12	2:00 PM 185	2:00 PM 217	5:00 PM 33	1:00 PM 1	10:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	2:00 PM 480		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 17 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	2	16	30	4	0	0	0	0	0	0	0	0	0	53	21-30	46
01:00 AM	0	0	9	7	2	0	0	0	0	0	0	0	0	0	18	21-30	16
02:00 AM	0	0	3	12	2	1	0	0	0	0	0	0	0	0	18	21-30	15
03:00 AM	0	0	6	5	1	0	0	0	0	0	0	0	0	0	12	21-30	11
04:00 AM	0	0	6	4	0	1	0	0	0	0	0	0	0	0	11	21-30	10
05:00 AM	1	3	25	36	13	0	0	0	0	0	0	0	0	0	78	21-30	61
06:00 AM	1	0	37	77	**21**	**5**	0	0	0	0	0	0	0	0	141	21-30	114
07:00 AM	5	4	64	68	7	1	0	0	0	0	0	0	0	0	149	21-30	132
08:00 AM	6	2	70	106	10	0	0	0	0	0	0	0	0	0	194	21-30	176
09:00 AM	18	3	87	126	12	0	0	0	0	0	0	0	0	0	246	21-30	213
10:00 AM	25	**7**	131	124	7	0	0	0	0	0	0	0	0	0	294	21-30	255
11:00 AM	**51**	3	**153**	**147**	7	2	0	0	0	0	0	0	0	0	**363**	21-30	300
12:00 PM	49	**16**	195	143	11	0	0	0	0	0	0	0	0	0	414	21-30	338
01:00 PM	**55**	14	**225**	**179**	6	0	0	0	0	0	0	0	0	0	**479**	21-30	404
02:00 PM	55	7	155	170	7	0	0	0	0	0	0	0	0	0	394	21-30	325
03:00 PM	52	9	127	170	12	0	0	0	0	0	0	0	0	0	370	21-30	297
04:00 PM	45	7	169	128	10	0	0	0	0	0	0	0	0	0	359	21-30	297
05:00 PM	36	5	153	136	4	1	0	0	0	0	0	0	0	0	335	21-30	289
06:00 PM	20	2	128	130	**14**	0	0	0	0	0	0	0	0	0	294	21-30	258
07:00 PM	11	2	136	86	6	**2**	0	0	0	0	0	0	0	0	243	21-30	222
08:00 PM	6	4	75	106	8	0	0	0	0	0	0	0	0	0	199	21-30	181
09:00 PM	4	6	45	61	4	0	0	0	0	0	0	0	0	0	120	21-30	106
10:00 PM	1	1	19	24	6	0	0	0	0	0	0	0	0	0	51	21-30	43
11:00 PM	1	0	14	12	1	0	**1**	0	0	0	0	0	0	0	29	21-30	26
Day Total	443	97	2048	2087	175	13	1	0	0	0	0	0	0	0	4864	21-30	4135
Percent	9.1%	2%	42.1%	42.9%	3.6%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	11:00 AM 51	10:00 AM 7	11:00 AM 153	11:00 AM 147	6:00 AM 21	6:00 AM 5	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 363		
PM Peak Volume	1:00 PM 55	12:00 PM 16	1:00 PM 225	1:00 PM 179	6:00 PM 14	7:00 PM 2	11:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	1:00 PM 479		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 18 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	10	3	3	0	0	0	0	0	0	0	0	0	16	21-30	13
01:00 AM	0	3	7	7	1	0	0	0	0	0	0	0	0	0	18	21-30	14
02:00 AM	0	0	5	4	3	0	0	0	0	0	0	0	0	0	12	21-30	9
03:00 AM	0	1	9	9	7	1	0	0	0	0	0	0	0	0	27	21-30	18
04:00 AM	2	0	16	26	2	0	0	0	0	0	0	0	0	0	46	21-30	42
05:00 AM	8	2	45	82	17	0	0	0	0	0	0	0	0	0	154	21-30	127
06:00 AM	22	3	106	**140**	**26**	**2**	0	0	0	0	0	0	0	0	299	21-30	246
07:00 AM	**41**	9	150	114	1	1	0	0	0	0	0	0	0	0	**316**	21-30	264
08:00 AM	31	11	152	109	6	0	0	0	0	0	0	0	0	0	309	21-30	261
09:00 AM	29	**21**	136	81	4	0	0	0	0	0	0	0	0	0	271	21-30	217
10:00 AM	27	16	138	86	7	0	0	0	0	0	0	0	0	0	274	21-30	224
11:00 AM	38	13	**158**	73	6	0	0	0	0	0	0	0	0	0	288	21-30	231
12:00 PM	45	**14**	146	114	5	0	0	0	0	0	0	0	0	0	324	21-30	260
01:00 PM	39	8	164	112	6	0	0	**1**	0	0	0	0	0	0	330	21-30	276
02:00 PM	33	10	170	167	9	0	0	0	0	0	0	0	0	0	389	21-30	337
03:00 PM	69	3	178	227	11	0	0	0	0	0	0	0	0	0	488	21-30	405
04:00 PM	**75**	8	**219**	276	10	**1**	0	0	0	0	0	0	0	0	**589**	21-30	495
05:00 PM	52	6	206	**300**	**15**	0	0	0	0	0	0	0	0	0	579	21-30	506
06:00 PM	30	7	176	160	9	0	0	0	0	0	0	0	0	0	382	21-30	336
07:00 PM	17	5	104	99	9	0	0	0	0	0	0	0	0	0	234	21-30	203
08:00 PM	8	4	97	91	7	0	0	0	0	0	0	0	0	0	207	21-30	188
09:00 PM	0	5	50	52	6	0	0	0	0	0	0	0	0	0	113	21-30	102
10:00 PM	0	1	28	36	3	1	0	0	0	0	0	0	0	0	69	21-30	64
11:00 PM	0	0	9	16	1	1	0	0	0	0	0	0	0	0	27	21-30	25
Day Total	566	150	2479	2384	174	7	0	1	0	0	0	0	0	0	5761	21-30	4863
Percent	9.8%	2.6%	43%	41.4%	3%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	7:00 AM 41	9:00 AM 21	11:00 AM 158	6:00 AM 140	6:00 AM 26	6:00 AM 2	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	7:00 AM 316		
PM Peak Volume	4:00 PM 75	12:00 PM 14	4:00 PM 219	5:00 PM 300	5:00 PM 15	4:00 PM 1	12:00 PM 0	1:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	4:00 PM 589		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	3997	1053	16595	17744	1464	62	5	2	0	0	0	0	0	0	40922	21-30	34339
Percent	9.8%	2.6%	40.6%	43.4%	3.6%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	9.8%	12.3%	52.9%	96.3%	99.8%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
5846

85th Percentile: 28 MPH
Mean Speed(Average): 24 MPH
Median: 24 MPH
Mode: 28 MPH

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	4	3	0	0	0	0	0	0	0	0	0	8	26-35	7
01:00 AM	0	1	1	4	1	1	1	0	0	0	0	0	0	0	9	25-34	5
02:00 AM	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5	21-30	4
03:00 AM	1	0	3	13	5	1	0	0	0	0	0	0	0	0	23	26-35	18
04:00 AM	0	0	5	39	20	7	0	0	0	0	0	0	0	0	71	26-35	59
05:00 AM	3	0	19	95	51	**11**	0	0	0	0	0	0	0	0	179	26-35	146
06:00 AM	27	**6**	65	191	61	6	1	0	0	0	0	0	0	0	357	21-30	256
07:00 AM	**42**	4	**112**	**216**	45	5	0	0	0	0	0	0	0	0	**424**	21-30	328
08:00 AM	39	1	64	215	67	5	0	**1**	0	0	0	0	0	0	392	26-35	282
09:00 AM	31	1	45	181	**105**	6	1	0	0	0	0	0	0	0	370	26-35	286
10:00 AM	28	5	83	160	60	9	0	0	0	0	0	0	0	**1**	346	21-30	243
11:00 AM	27	3	88	174	48	4	**2**	0	0	0	0	0	0	0	346	21-30	262
12:00 PM	39	3	63	158	32	1	0	0	0	0	0	0	0	0	296	21-30	221
01:00 PM	34	1	51	151	62	8	0	0	0	0	0	0	0	0	307	26-35	213
02:00 PM	46	6	69	163	**64**	**9**	0	**1**	0	0	0	0	0	0	358	21-30	232
03:00 PM	71	7	**96**	**177**	52	5	1	0	0	0	0	0	0	0	**409**	21-30	273
04:00 PM	81	**18**	77	146	47	6	**2**	0	0	0	0	0	0	0	377	21-30	223
05:00 PM	**83**	3	70	168	45	5	0	0	0	0	0	0	0	0	374	21-30	238
06:00 PM	42	4	66	152	52	5	0	0	0	0	0	0	0	0	321	21-30	218
07:00 PM	29	8	57	92	24	2	0	0	0	0	0	0	0	0	212	21-30	149
08:00 PM	18	2	34	83	19	3	1	0	0	0	0	0	0	0	160	21-30	117
09:00 PM	6	0	12	42	16	6	0	0	0	0	0	0	0	0	82	26-35	58
10:00 PM	1	0	4	13	13	1	0	0	0	0	0	0	0	0	32	26-35	26
11:00 PM	0	0	1	6	3	1	0	0	0	0	0	0	0	0	11	26-35	9
Day Total	648	73	1088	2645	896	107	9	2	0	0	0	0	0	1	5469	21-30	3733
Percent	11.8%	1.3%	19.9%	48.4%	16.4%	2%	0.2%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	7:00 AM	6:00 AM	7:00 AM	7:00 AM	9:00 AM	5:00 AM	11:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	10:00 AM	7:00 AM		
Volume	42	6	112	216	105	11	2	1	0	0	0	0	0	1	424		
PM Peak	5:00 PM	4:00 PM	3:00 PM	3:00 PM	2:00 PM	2:00 PM	4:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM		
Volume	83	18	96	177	64	9	2	1	0	0	0	0	0	0	409		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	3	5	3	0	0	0	0	0	0	0	0	0	11	21-30	8
01:00 AM	0	0	1	4	1	0	0	0	**1**	0	0	0	0	0	7	25-34	5
02:00 AM	0	0	2	5	3	1	0	0	0	0	0	0	0	0	11	26-35	8
03:00 AM	0	0	1	14	4	3	0	0	0	0	0	0	0	0	22	26-35	18
04:00 AM	4	0	4	38	24	3	0	0	0	0	0	0	0	0	73	26-35	62
05:00 AM	10	1	25	95	41	4	**2**	0	0	0	0	0	0	0	178	26-35	136
06:00 AM	28	1	55	**209**	54	2	0	0	0	0	0	0	0	0	349	21-30	264
07:00 AM	28	10	**137**	206	52	2	0	0	0	0	0	0	0	0	**435**	21-30	343
08:00 AM	**50**	**14**	114	196	52	6	0	0	0	0	0	0	0	0	432	21-30	310
09:00 AM	27	4	68	178	**58**	6	0	0	0	0	0	0	0	0	341	21-30	246
10:00 AM	34	10	117	154	36	5	0	0	0	0	0	0	0	0	356	21-30	271
11:00 AM	41	6	83	182	54	**7**	0	0	0	0	0	0	0	0	373	21-30	265
12:00 PM	33	4	56	157	60	3	1	0	0	0	0	0	0	0	314	26-35	217
01:00 PM	34	11	64	163	55	9	0	0	0	0	0	0	0	0	336	21-30	227
02:00 PM	52	3	70	174	68	7	0	0	**1**	0	0	0	0	0	375	21-30	244
03:00 PM	**77**	**26**	**87**	**226**	72	9	0	**2**	0	0	0	0	0	0	**499**	21-30	313
04:00 PM	76	4	66	146	**80**	7	0	1	0	0	0	0	0	0	380	26-35	226
05:00 PM	75	2	57	186	74	**12**	1	0	0	0	0	0	0	0	407	26-35	260
06:00 PM	53	9	51	157	65	4	**2**	0	0	0	0	0	0	0	341	26-35	222
07:00 PM	24	4	48	73	38	4	0	0	0	0	0	0	0	0	191	21-30	121
08:00 PM	6	2	33	65	30	5	0	0	0	0	0	0	0	0	141	21-30	98
09:00 PM	4	0	15	39	16	4	0	0	0	0	0	0	0	0	78	26-35	55
10:00 PM	1	0	7	24	10	1	0	0	0	0	0	0	0	0	43	26-35	34
11:00 PM	0	0	5	7	5	1	0	0	0	0	0	0	0	0	18	21-30	12
Day Total	657	111	1169	2703	955	105	6	3	2	0	0	0	0	0	5711	21-30	3872
Percent	11.5%	1.9%	20.5%	47.3%	16.7%	1.8%	0.1%	0.1%	0%	0%	0%	0%	0%	0%			
AM Peak	8:00 AM	8:00 AM	7:00 AM	6:00 AM	9:00 AM	11:00 AM	5:00 AM	12:00 AM	1:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM		
Volume	50	14	137	209	58	7	2	0	1	0	0	0	0	0	435		
PM Peak	3:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	3:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM		
Volume	77	26	87	226	80	12	2	2	1	0	0	0	0	0	499		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Illinois St and North St | **QC JOB #:** 16302725

SPECIFIC LOCATION: | **DIRECTION:** SB

CITY/STATE: Newberg, OR | **DATE:** Sep 14 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	0	6	2	0	0	0	0	0	0	0	0	0	9	26-35	8
01:00 AM	0	0	3	4	1	0	0	0	0	0	0	0	0	0	8	21-30	7
02:00 AM	0	0	2	9	3	0	0	0	0	0	0	0	0	0	14	26-35	12
03:00 AM	2	0	2	15	6	0	0	0	0	0	0	0	0	0	25	26-35	21
04:00 AM	0	0	6	33	22	4	0	0	0	0	0	0	0	0	65	26-35	55
05:00 AM	6	1	27	107	40	2	0	0	0	0	0	0	0	0	183	26-35	147
06:00 AM	44	6	41	153	**78**	**8**	0	0	0	0	0	0	0	0	330	26-35	231
07:00 AM	50	6	72	**257**	62	5	**2**	0	0	0	0	0	0	0	**454**	21-30	329
08:00 AM	**54**	7	54	204	73	8	2	0	0	0	0	0	0	0	402	26-35	277
09:00 AM	27	1	38	179	72	6	0	0	0	0	0	0	0	0	323	26-35	251
10:00 AM	40	**10**	84	189	68	5	0	0	0	0	0	0	0	0	396	21-30	273
11:00 AM	31	5	**92**	177	62	6	0	0	0	0	0	0	0	0	373	21-30	269
12:00 PM	54	5	88	171	51	**11**	0	0	0	0	0	0	0	0	380	21-30	259
01:00 PM	56	**24**	89	152	37	2	1	0	0	0	**1**	0	0	0	362	21-30	241
02:00 PM	44	9	89	162	58	6	**2**	0	0	0	0	0	0	0	370	21-30	251
03:00 PM	65	5	**99**	**199**	**74**	7	1	0	0	0	0	0	0	0	**450**	21-30	298
04:00 PM	**77**	12	49	148	72	11	1	0	0	0	0	0	0	0	370	26-35	220
05:00 PM	76	6	60	154	74	8	1	0	0	0	0	0	0	0	379	26-35	228
06:00 PM	49	6	59	150	39	8	1	0	0	0	0	0	0	0	312	21-30	209
07:00 PM	23	3	83	112	18	1	0	0	0	0	0	0	0	**1**	241	21-30	195
08:00 PM	11	0	30	85	26	1	0	0	0	0	0	0	0	0	153	21-30	115
09:00 PM	1	2	10	42	13	5	1	0	0	0	0	0	0	0	74	26-35	55
10:00 PM	3	0	8	31	12	2	1	0	0	0	0	0	0	0	57	26-35	43
11:00 PM	0	1	0	6	8	2	0	0	0	0	0	0	0	0	17	26-35	14
Day Total	714	109	1085	2745	971	108	13	0	0	0	1	0	0	1	5747	21-30	3830
Percent	12.4%	1.9%	18.9%	47.8%	16.9%	1.9%	0.2%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	8:00 AM 54	10:00 AM 10	11:00 AM 92	7:00 AM 257	6:00 AM 78	6:00 AM 8	7:00 AM 2	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	7:00 AM 454		
PM Peak Volume	4:00 PM 77	1:00 PM 24	3:00 PM 99	3:00 PM 199	3:00 PM 74	12:00 PM 11	2:00 PM 2	12:00 PM 0	12:00 PM 0	12:00 PM 0	1:00 PM 1	12:00 PM 0	12:00 PM 0	7:00 PM 1	3:00 PM 450		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Illinois St and North St | **QC JOB #:** 16302725

SPECIFIC LOCATION: | **DIRECTION:** SB

CITY/STATE: Newberg, OR | **DATE:** Sep 15 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	4	2	0	0	**1**	0	0	0	0	0	0	7	26-35	6
01:00 AM	0	0	2	3	3	1	0	0	0	0	0	0	0	0	9	26-35	6
02:00 AM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	8	26-35	7
03:00 AM	1	0	0	9	5	1	0	0	0	0	0	0	0	0	16	26-35	14
04:00 AM	0	0	3	29	18	2	1	0	0	0	0	0	0	0	53	26-35	47
05:00 AM	8	0	21	78	36	2	0	0	0	0	0	0	0	0	145	26-35	114
06:00 AM	25	4	45	155	**65**	4	0	0	0	0	0	0	0	0	298	26-35	220
07:00 AM	39	6	95	**222**	55	6	0	0	0	0	0	0	0	**1**	**424**	21-30	317
08:00 AM	**56**	5	96	192	54	**9**	0	0	0	0	0	0	0	0	412	21-30	288
09:00 AM	39	8	87	174	51	5	**2**	0	0	0	0	0	0	1	367	21-30	261
10:00 AM	45	8	**110**	163	38	0	0	0	0	0	0	0	0	0	364	21-30	273
11:00 AM	48	**12**	86	182	54	3	0	0	0	0	0	0	0	0	385	21-30	268
12:00 PM	46	5	**104**	165	46	4	0	0	0	0	0	0	0	0	370	21-30	269
01:00 PM	54	**14**	66	150	46	7	1	0	0	0	0	0	0	0	338	21-30	216
02:00 PM	54	8	66	173	71	7	1	0	0	0	0	0	0	0	380	26-35	244
03:00 PM	66	3	65	**176**	71	7	1	0	0	0	0	0	0	0	**389**	26-35	247
04:00 PM	**74**	3	49	159	**79**	**12**	1	0	0	0	0	0	0	0	377	26-35	238
05:00 PM	68	1	38	168	77	11	**2**	0	0	0	0	0	0	0	365	26-35	245
06:00 PM	33	3	68	156	48	7	1	0	0	0	0	0	0	0	316	21-30	224
07:00 PM	20	2	71	123	31	1	0	0	0	0	0	0	0	0	248	21-30	194
08:00 PM	6	1	35	88	36	6	0	**1**	0	0	0	0	0	0	173	26-35	124
09:00 PM	9	1	22	68	23	4	0	0	0	0	0	0	0	0	127	26-35	91
10:00 PM	3	2	12	47	23	7	0	0	0	0	0	0	0	0	94	26-35	70
11:00 PM	0	0	3	18	11	1	1	0	0	0	0	0	0	0	34	26-35	29
Day Total	694	86	1145	2705	947	107	11	2	0	0	0	0	0	2	5699	21-30	3850
Percent	12.2%	1.5%	20.1%	47.5%	16.6%	1.9%	0.2%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	8:00 AM	11:00 AM	10:00 AM	7:00 AM	6:00 AM	8:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM	7:00 AM		
Volume	56	12	110	222	65	9	2	1	0	0	0	0	0	1	424		
PM Peak	4:00 PM	1:00 PM	12:00 PM	3:00 PM	4:00 PM	4:00 PM	5:00 PM	8:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM		
Volume	74	14	104	176	79	12	2	1	0	0	0	0	0	0	389		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 16 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	2	9	8	2	0	0	0	0	0	0	0	0	22	26-35	17
01:00 AM	0	0	4	9	3	1	0	0	0	0	0	0	0	0	17	21-30	13
02:00 AM	0	0	1	1	6	1	0	0	0	0	0	0	0	0	9	26-35	7
03:00 AM	0	1	3	11	1	0	0	0	0	0	0	0	0	0	16	21-30	14
04:00 AM	1	0	3	13	4	1	0	0	0	0	0	0	0	0	22	26-35	17
05:00 AM	2	0	11	24	8	2	0	0	0	0	0	0	0	0	47	21-30	35
06:00 AM	8	2	17	54	15	2	0	0	0	0	0	0	0	0	98	21-30	71
07:00 AM	11	1	41	105	39	2	0	0	0	0	0	0	0	0	199	21-30	146
08:00 AM	14	0	38	125	65	6	**1**	0	0	0	0	0	0	0	249	26-35	190
09:00 AM	32	4	74	191	59	**11**	0	0	0	0	0	0	0	0	371	21-30	265
10:00 AM	53	2	66	220	**76**	4	0	0	0	0	0	0	0	0	421	26-35	296
11:00 AM	**70**	**13**	**110**	**243**	67	5	0	0	0	0	0	0	0	0	**508**	21-30	353
12:00 PM	57	2	**106**	**236**	65	9	0	0	0	0	0	0	0	0	**475**	21-30	342
01:00 PM	**58**	2	66	209	67	8	1	0	0	0	0	0	0	0	411	26-35	276
02:00 PM	58	6	74	173	72	3	1	0	0	0	0	0	0	0	387	21-30	247
03:00 PM	45	1	50	194	**87**	11	1	0	0	0	0	0	0	0	389	26-35	281
04:00 PM	40	8	51	180	85	10	1	0	0	0	0	0	0	0	375	26-35	265
05:00 PM	54	5	70	199	87	**15**	**3**	0	0	0	0	0	0	0	433	26-35	286
06:00 PM	43	0	64	136	44	3	1	0	0	0	0	0	0	0	291	21-30	200
07:00 PM	19	**9**	51	113	45	4	0	0	0	0	0	0	0	0	241	21-30	164
08:00 PM	22	2	52	112	46	6	0	0	0	0	0	0	0	0	240	21-30	164
09:00 PM	9	1	46	96	40	5	0	0	0	0	0	0	0	0	197	21-30	142
10:00 PM	4	0	12	49	22	2	1	0	0	0	0	0	0	0	90	26-35	71
11:00 PM	1	2	7	31	11	6	0	**1**	0	0	0	0	0	0	59	26-35	42
Day Total	601	62	1019	2733	1022	119	10	1	0	0	0	0	0	0	5567	26-35	3755
Percent	10.8%	1.1%	18.3%	49.1%	18.4%	2.1%	0.2%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	11:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	9:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
Volume	70	13	110	243	76	11	1	0	0	0	0	0	0	0	508		
PM Peak	1:00 PM	7:00 PM	12:00 PM	12:00 PM	3:00 PM	5:00 PM	5:00 PM	11:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM		
Volume	58	9	106	236	87	15	3	1	0	0	0	0	0	0	475		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 17 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	1	3	14	11	1	0	0	0	0	0	0	0	0	31	26-35	25
01:00 AM	0	0	2	9	1	1	0	0	0	0	0	0	0	0	13	21-30	11
02:00 AM	0	0	0	3	4	1	0	0	0	0	0	0	0	0	8	26-35	7
03:00 AM	0	0	2	6	2	3	0	0	0	0	0	0	0	0	13	23-32	8
04:00 AM	0	0	1	9	7	2	0	0	0	0	0	0	0	0	19	26-35	16
05:00 AM	1	0	11	14	9	2	0	0	0	0	0	0	0	0	37	21-30	25
06:00 AM	2	0	13	28	16	4	0	0	0	0	0	0	0	0	63	26-35	44
07:00 AM	7	6	30	74	28	7	0	0	0	0	0	0	0	0	152	21-30	104
08:00 AM	6	1	34	99	41	6	0	0	0	0	0	0	0	0	187	26-35	140
09:00 AM	35	**15**	52	183	55	**9**	**1**	0	0	0	0	0	0	0	350	26-35	238
10:00 AM	**46**	15	75	157	49	6	1	0	0	0	0	0	0	0	349	21-30	232
11:00 AM	44	10	**99**	**210**	**74**	8	0	0	0	0	0	0	0	0	**445**	21-30	309
12:00 PM	**65**	**12**	88	148	**62**	5	1	0	0	0	0	0	0	0	381	21-30	236
01:00 PM	61	2	**101**	187	49	5	1	0	0	0	0	0	0	0	**406**	21-30	288
02:00 PM	51	6	72	184	60	**9**	0	0	0	0	0	0	0	0	382	21-30	256
03:00 PM	42	2	73	179	61	4	0	0	**1**	0	0	0	0	0	362	21-30	252
04:00 PM	42	10	91	160	51	8	0	0	0	0	0	0	0	0	362	21-30	251
05:00 PM	47	4	83	**193**	56	6	0	0	0	0	0	0	0	0	389	21-30	276
06:00 PM	27	1	41	143	35	7	1	**1**	0	0	0	0	0	0	256	21-30	184
07:00 PM	23	3	58	97	37	6	0	0	0	0	0	0	0	**1**	225	21-30	155
08:00 PM	9	0	34	82	35	1	0	0	0	0	0	0	0	0	161	26-35	117
09:00 PM	4	0	20	34	18	5	**2**	1	1	0	0	0	0	0	85	21-30	54
10:00 PM	0	3	10	19	8	2	0	0	0	0	0	0	0	0	42	21-30	29
11:00 PM	0	1	6	13	3	2	0	0	0	0	0	0	0	0	25	21-30	19
Day Total	513	92	999	2245	772	110	7	2	2	0	0	0	0	1	4743	21-30	3244
Percent	10.8%	1.9%	21.1%	47.3%	16.3%	2.3%	0.1%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	10:00 AM	9:00 AM	11:00 AM	11:00 AM	11:00 AM	9:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
Volume	46	15	99	210	74	9	1	0	0	0	0	0	0	0	445		
PM Peak	12:00 PM	12:00 PM	1:00 PM	5:00 PM	12:00 PM	2:00 PM	9:00 PM	6:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	7:00 PM	1:00 PM		
Volume	65	12	101	193	62	9	2	1	1	0	0	0	0	1	406		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 18 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	3	7	2	1	0	0	0	0	0	0	0	0	13	21-30	10
01:00 AM	1	0	3	2	2	1	0	0	0	0	0	0	0	0	9	21-30	5
02:00 AM	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5	21-30	4
03:00 AM	0	0	3	13	3	0	0	0	0	0	0	0	0	0	19	21-30	16
04:00 AM	3	0	18	43	18	3	0	0	0	0	0	0	0	0	85	21-30	61
05:00 AM	6	1	32	86	41	1	0	0	0	0	0	0	0	0	167	26-35	127
06:00 AM	23	0	86	188	42	**5**	0	0	0	0	0	0	0	0	344	21-30	274
07:00 AM	34	10	127	**189**	**47**	2	0	0	0	0	0	0	0	0	**409**	21-30	316
08:00 AM	**39**	**15**	115	181	27	3	0	0	0	0	0	0	0	**1**	381	21-30	296
09:00 AM	34	11	**152**	158	27	1	0	0	0	0	0	0	0	0	383	21-30	310
10:00 AM	35	12	120	151	14	4	**1**	0	0	0	0	0	0	0	337	21-30	271
11:00 AM	37	15	148	156	38	3	0	0	0	0	0	0	0	0	397	21-30	304
12:00 PM	44	9	**108**	152	25	3	0	0	0	0	0	0	0	0	341	21-30	260
01:00 PM	44	8	93	140	32	1	0	0	0	0	0	0	0	0	318	21-30	233
02:00 PM	46	9	62	153	62	8	0	0	0	0	0	0	0	0	340	26-35	215
03:00 PM	69	**21**	68	**206**	**84**	**14**	0	**1**	0	0	0	0	0	0	**463**	26-35	290
04:00 PM	**91**	4	47	143	76	11	**1**	1	0	0	0	0	0	0	374	26-35	219
05:00 PM	63	6	53	142	78	9	0	0	0	0	0	0	0	0	351	26-35	220
06:00 PM	27	3	64	136	54	8	1	0	0	0	0	0	0	0	293	21-30	200
07:00 PM	17	0	50	85	35	5	1	1	0	0	0	0	0	0	194	21-30	135
08:00 PM	10	2	25	67	42	1	0	0	0	0	0	0	0	0	147	26-35	109
09:00 PM	2	0	14	42	37	4	0	0	0	0	0	0	0	0	99	26-35	79
10:00 PM	0	2	5	29	10	4	0	0	0	0	0	0	0	0	50	26-35	39
11:00 PM	0	1	5	8	4	1	0	0	0	0	0	0	0	0	19	21-30	13
Day Total	625	129	1403	2479	801	93	4	3	0	0	0	0	0	1	5538	21-30	3882
Percent	11.3%	2.3%	25.3%	44.8%	14.5%	1.7%	0.1%	0.1%	0%	0%	0%	0%	0%	0%			
AM Peak	8:00 AM	8:00 AM	9:00 AM	7:00 AM	7:00 AM	6:00 AM	10:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM	7:00 AM		
Volume	39	15	152	189	47	5	1	0	0	0	0	0	0	1	409		
PM Peak	4:00 PM	3:00 PM	12:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM		
Volume	91	21	108	206	84	14	1	1	0	0	0	0	0	0	463		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: HWY 240 btwn Illinois St and North St
QC JOB #: 16302725
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	4452	662	7908	18255	6364	749	60	13	4	0	1	0	0	6	38474	21-30	26163
Percent	11.6%	1.7%	20.6%	47.4%	16.5%	1.9%	0.2%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	11.6%	13.3%	33.8%	81.3%	97.8%	99.8%	99.9%	100%	100%	100%	100%	100%	100%	100%			

ADT
5496

85th Percentile: 31 MPH
Mean Speed(Average): 26 MPH
Median: 26 MPH
Mode: 28 MPH

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Grant St and Main St | **QC JOB #:** 16302726

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Newberg, OR | **DATE:** Sep 12 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	2	6	1	0	0	0	0	0	0	0	0	0	0	9	16-25	8
01:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
02:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
03:00 AM	1	2	11	5	0	0	0	0	0	0	0	0	0	0	19	21-30	16
04:00 AM	0	5	56	21	1	0	0	0	0	0	0	0	0	0	83	21-30	77
05:00 AM	6	14	113	36	2	0	0	0	0	0	0	0	0	0	171	21-30	149
06:00 AM	16	54	231	42	0	0	0	0	0	0	0	0	0	0	343	16-25	285
07:00 AM	**48**	62	**247**	43	0	0	0	0	0	0	0	0	0	0	**400**	16-25	309
08:00 AM	17	55	242	61	0	0	0	0	0	0	0	0	0	0	375	21-30	303
09:00 AM	17	29	197	**73**	**3**	0	0	0	0	0	0	0	0	0	319	21-30	270
10:00 AM	16	**65**	186	42	0	0	0	0	0	0	0	0	0	0	309	16-25	251
11:00 AM	11	37	230	40	1	0	0	0	0	0	0	0	0	0	319	21-30	270
12:00 PM	21	44	166	37	0	0	0	0	0	0	0	0	0	0	268	16-25	210
01:00 PM	14	34	201	**57**	0	0	0	0	0	0	0	0	0	0	306	21-30	258
02:00 PM	24	34	187	42	1	0	0	0	0	0	0	0	0	0	288	21-30	229
03:00 PM	31	**55**	201	53	1	0	0	0	0	0	0	0	0	0	341	16-25	256
04:00 PM	34	55	205	56	1	0	0	0	0	0	0	0	0	0	**351**	21-30	261
05:00 PM	**35**	28	**220**	56	1	0	0	0	0	0	0	0	0	0	340	21-30	276
06:00 PM	15	31	160	43	0	0	0	0	0	**1**	0	0	0	0	250	21-30	203
07:00 PM	6	24	87	29	1	0	0	0	0	0	0	0	0	0	147	21-30	116
08:00 PM	7	26	88	15	**2**	0	0	0	0	0	0	0	0	0	138	16-25	114
09:00 PM	2	11	38	12	0	0	0	0	0	0	0	0	0	0	63	21-30	50
10:00 PM	0	6	16	6	0	0	0	0	0	0	0	0	0	0	28	16-25	22
11:00 PM	0	0	9	4	0	0	0	0	0	0	0	0	0	0	13	21-30	13
Day Total	321	677	3101	774	14	0	0	0	0	1	0	0	0	0	4888	21-30	3875
Percent	6.6%	13.9%	63.4%	15.8%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	7:00 AM	10:00 AM	7:00 AM	9:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM		
Volume	48	65	247	73	3	0	0	0	0	0	0	0	0	0	400		
PM Peak	5:00 PM	3:00 PM	5:00 PM	1:00 PM	8:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	6:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM		
Volume	35	55	220	57	2	0	0	0	0	1	0	0	0	0	351		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	3	6	2	0	0	0	0	0	0	0	0	0	0	11	16-25	9
01:00 AM	0	1	5	0	0	0	0	0	0	0	0	0	0	0	6	16-25	6
02:00 AM	0	0	6	2	0	0	0	0	0	0	0	0	0	0	8	21-30	8
03:00 AM	0	1	11	8	0	0	0	0	0	0	0	0	0	0	20	21-30	19
04:00 AM	0	3	52	19	1	0	0	0	0	0	0	0	0	0	75	21-30	71
05:00 AM	3	23	122	26	**3**	0	0	0	0	0	0	0	0	0	177	21-30	148
06:00 AM	19	39	224	51	1	0	0	0	0	0	0	0	0	0	334	21-30	275
07:00 AM	22	28	**280**	**58**	0	0	0	0	0	0	0	0	0	0	388	21-30	338
08:00 AM	**30**	**89**	240	50	0	0	0	0	0	0	0	0	0	0	**409**	16-25	329
09:00 AM	21	64	218	47	0	0	0	0	0	0	0	0	0	0	350	16-25	282
10:00 AM	26	49	192	43	0	0	0	0	0	0	0	0	0	0	310	16-25	241
11:00 AM	21	59	207	49	0	0	0	0	0	0	0	0	0	0	336	16-25	266
12:00 PM	21	22	160	43	2	0	0	0	0	0	0	0	0	0	248	21-30	203
01:00 PM	27	28	179	46	0	0	0	0	0	0	0	0	0	0	280	21-30	225
02:00 PM	20	50	212	52	2	0	0	0	0	0	0	0	0	0	336	21-30	264
03:00 PM	39	**54**	**251**	**62**	1	0	0	0	0	0	0	0	0	0	**407**	21-30	313
04:00 PM	**42**	52	216	57	1	0	0	0	0	0	0	0	0	0	368	21-30	273
05:00 PM	20	43	232	61	1	0	0	0	0	0	0	0	0	0	357	21-30	293
06:00 PM	18	20	143	58	**3**	**1**	0	0	0	0	0	0	0	0	243	21-30	201
07:00 PM	5	33	91	35	1	0	0	0	0	0	0	0	0	0	165	21-30	126
08:00 PM	4	12	72	26	0	0	0	0	0	0	0	0	0	0	114	21-30	98
09:00 PM	0	15	46	12	1	0	0	0	0	0	0	0	0	0	74	16-25	61
10:00 PM	3	9	25	9	0	0	0	0	0	0	0	0	0	0	46	16-25	34
11:00 PM	0	0	10	3	0	0	0	0	0	0	0	0	0	0	13	21-30	13
Day Total	341	697	3200	819	17	1	0	0	0	0	0	0	0	0	5075	21-30	4019
Percent	6.7%	13.7%	63.1%	16.1%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	8:00 AM 30	8:00 AM 89	7:00 AM 280	7:00 AM 58	5:00 AM 3	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	8:00 AM 409		
PM Peak Volume	4:00 PM 42	3:00 PM 54	3:00 PM 251	3:00 PM 62	6:00 PM 3	6:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	3:00 PM 407		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Grant St and Main St | **QC JOB #:** 16302726

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Newberg, OR | **DATE:** Sep 14 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	5	4	0	0	0	0	0	0	0	0	0	0	9	21-30	9
01:00 AM	2	1	3	0	0	0	0	0	0	0	0	0	0	0	6	16-25	4
02:00 AM	1	1	6	1	0	0	0	0	0	0	0	0	0	0	9	16-25	7
03:00 AM	0	2	15	5	0	0	0	0	0	0	0	0	0	0	22	21-30	20
04:00 AM	0	7	41	27	1	0	0	0	0	0	0	0	0	0	76	21-30	68
05:00 AM	4	26	108	36	2	0	0	0	0	0	0	0	0	0	176	21-30	144
06:00 AM	16	21	196	52	**7**	0	0	0	0	0	0	0	0	0	292	21-30	248
07:00 AM	27	53	**264**	**57**	1	0	0	0	0	0	0	0	0	0	**402**	21-30	321
08:00 AM	**37**	52	247	54	0	0	0	0	0	0	0	0	0	0	390	21-30	301
09:00 AM	21	43	188	55	3	0	0	0	0	0	0	0	0	0	310	21-30	243
10:00 AM	21	48	216	48	1	0	0	0	0	0	0	0	0	0	334	16-25	264
11:00 AM	20	**55**	208	53	1	0	0	0	0	0	0	0	0	0	337	16-25	263
12:00 PM	33	56	215	45	**2**	0	0	0	0	0	0	0	0	0	351	16-25	271
01:00 PM	25	**68**	196	37	0	0	0	0	0	0	0	0	0	0	326	16-25	264
02:00 PM	44	52	193	59	0	0	0	0	0	0	0	0	0	0	348	21-30	252
03:00 PM	**57**	55	**228**	54	1	0	0	0	0	0	0	0	0	0	**395**	16-25	283
04:00 PM	44	33	215	**67**	2	0	0	0	0	0	0	0	0	0	361	21-30	282
05:00 PM	52	54	195	61	0	0	0	0	0	0	0	0	**1**	0	363	21-30	256
06:00 PM	23	45	167	34	1	0	0	0	0	0	0	0	0	0	270	16-25	212
07:00 PM	13	25	132	31	2	0	0	0	0	0	0	0	0	0	203	21-30	163
08:00 PM	4	26	81	21	0	0	0	0	0	0	0	0	0	0	132	16-25	107
09:00 PM	2	12	38	7	1	0	0	0	0	0	0	0	0	0	60	16-25	50
10:00 PM	3	6	37	7	1	0	0	0	0	0	0	0	0	0	54	21-30	44
11:00 PM	0	0	13	2	0	0	0	0	0	0	0	0	0	0	15	21-30	15
Day Total	449	741	3207	817	26	0	0	0	0	0	0	0	1	0	5241	21-30	4024
Percent	8.6%	14.1%	61.2%	15.6%	0.5%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	8:00 AM 37	11:00 AM 55	7:00 AM 264	7:00 AM 57	6:00 AM 7	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	7:00 AM 402		
PM Peak Volume	3:00 PM 57	1:00 PM 68	3:00 PM 228	4:00 PM 67	12:00 PM 2	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 1	12:00 PM 0	3:00 PM 395		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Grant St and Main St | **QC JOB #:** 16302726

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Newberg, OR | **DATE:** Sep 15 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	5	1	0	0	0	0	0	0	0	0	0	0	6	21-30	6
01:00 AM	1	1	4	1	0	0	0	0	0	0	0	0	0	0	7	20-29	5
02:00 AM	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5	16-25	4
03:00 AM	0	1	11	3	0	0	0	0	0	0	0	0	0	0	15	21-30	14
04:00 AM	0	3	34	17	1	0	0	0	0	0	0	0	0	0	55	21-30	51
05:00 AM	2	24	87	30	0	0	0	0	0	0	0	0	0	0	143	21-30	117
06:00 AM	17	38	167	36	0	0	0	0	0	0	0	0	0	0	258	16-25	205
07:00 AM	25	**76**	**248**	55	0	0	0	0	0	0	0	0	0	0	**404**	16-25	324
08:00 AM	**27**	66	219	**62**	**2**	0	0	0	0	0	0	0	0	0	376	16-25	285
09:00 AM	22	37	200	48	2	0	0	0	**1**	0	0	0	0	0	310	21-30	248
10:00 AM	15	53	223	43	1	0	0	0	0	0	0	0	0	0	335	16-25	276
11:00 AM	27	63	177	46	2	0	0	0	0	0	0	0	0	0	315	16-25	240
12:00 PM	27	44	184	54	0	0	0	0	0	0	0	0	0	0	309	21-30	238
01:00 PM	37	48	187	49	**3**	0	0	0	0	0	0	0	0	0	324	21-30	236
02:00 PM	46	**68**	192	42	2	0	0	0	0	0	0	0	0	0	350	16-25	260
03:00 PM	**49**	34	206	**68**	1	0	0	0	0	0	0	0	0	0	**358**	21-30	274
04:00 PM	41	23	**218**	59	2	0	0	**1**	0	0	0	0	0	**2**	346	21-30	277
05:00 PM	46	32	182	40	0	0	0	0	0	0	0	0	0	0	300	21-30	222
06:00 PM	23	24	194	44	1	0	0	0	0	0	0	0	0	0	286	21-30	238
07:00 PM	10	27	135	29	3	0	0	0	0	0	0	0	0	0	204	21-30	164
08:00 PM	2	19	104	23	1	0	**1**	0	0	0	0	0	0	0	150	21-30	127
09:00 PM	3	9	81	22	0	0	0	0	0	0	0	0	0	0	115	21-30	103
10:00 PM	2	14	61	10	2	0	0	0	0	0	0	0	0	0	89	16-25	75
11:00 PM	1	4	20	7	0	0	0	0	0	0	0	0	0	0	32	21-30	27
Day Total	423	710	3141	790	23	0	1	1	1	0	0	0	0	2	5092	21-30	3931
Percent	8.3%	13.9%	61.7%	15.5%	0.5%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	8:00 AM	7:00 AM	7:00 AM	8:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM		
Volume	27	76	248	62	2	0	0	0	1	0	0	0	0	0	404		
PM Peak	3:00 PM	2:00 PM	4:00 PM	3:00 PM	1:00 PM	12:00 PM	8:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	3:00 PM		
Volume	49	68	218	68	3	0	1	1	0	0	0	0	0	2	358		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Grant St and Main St | **QC JOB #:** 16302726

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Newberg, OR | **DATE:** Sep 16 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	3	3	11	3	0	0	0	0	0	0	0	0	0	0	20	16-25	14
01:00 AM	0	3	10	1	0	0	0	0	0	0	0	0	0	0	14	16-25	13
02:00 AM	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5	21-30	5
03:00 AM	0	4	9	1	0	0	0	0	0	0	0	0	0	0	14	16-25	13
04:00 AM	2	2	18	2	0	0	0	0	0	0	0	0	0	0	24	16-25	20
05:00 AM	1	5	30	9	1	0	0	0	0	0	0	0	0	0	46	21-30	39
06:00 AM	1	15	53	14	0	0	0	0	0	0	0	0	0	0	83	16-25	68
07:00 AM	6	19	106	30	0	0	0	0	0	0	0	0	0	0	161	21-30	136
08:00 AM	11	15	138	**58**	1	0	0	0	0	0	0	0	0	0	223	21-30	196
09:00 AM	15	39	198	52	0	0	0	0	0	0	0	0	0	0	304	21-30	250
10:00 AM	22	50	209	51	**2**	0	0	0	0	0	0	0	0	0	334	21-30	260
11:00 AM	**33**	**62**	**245**	54	0	0	0	0	0	0	0	0	0	0	**394**	16-25	307
12:00 PM	**31**	40	**258**	48	0	0	0	0	0	0	0	0	0	0	377	21-30	306
01:00 PM	29	36	227	62	0	0	0	0	0	0	0	0	0	0	354	21-30	289
02:00 PM	26	39	222	58	**2**	0	**1**	0	0	0	0	0	0	0	348	21-30	280
03:00 PM	26	**43**	254	**77**	1	0	0	0	0	0	0	0	0	0	**401**	21-30	331
04:00 PM	21	32	235	62	0	0	0	**1**	0	0	0	0	0	0	351	21-30	297
05:00 PM	31	39	235	74	2	0	0	0	0	0	0	0	0	0	381	21-30	309
06:00 PM	10	23	175	37	1	**1**	0	0	0	0	0	0	0	0	247	21-30	212
07:00 PM	13	32	135	34	2	0	0	0	0	0	0	0	0	0	216	21-30	169
08:00 PM	6	36	154	27	0	0	0	0	0	0	0	0	0	0	223	16-25	190
09:00 PM	11	25	109	25	0	0	0	0	0	0	0	0	0	0	170	16-25	134
10:00 PM	0	11	60	13	0	0	0	0	0	0	0	0	0	0	84	21-30	73
11:00 PM	0	8	42	6	1	0	0	0	0	0	0	0	0	0	57	16-25	50
Day Total	298	581	3134	802	13	1	1	1	0	0	0	0	0	0	4831	21-30	3936
Percent	6.2%	12%	64.9%	16.6%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	11:00 AM	11:00 AM	11:00 AM	8:00 AM	10:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
Volume	33	62	245	58	2	0	0	0	0	0	0	0	0	0	394		
PM Peak	12:00 PM	3:00 PM	12:00 PM	3:00 PM	2:00 PM	6:00 PM	2:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM		
Volume	31	43	258	77	2	1	1	1	0	0	0	0	0	0	401		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 17 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	2	4	21	4	0	0	0	0	0	0	0	0	0	0	31	21-30	25
01:00 AM	0	6	5	2	0	0	0	0	0	0	0	0	0	0	13	16-25	11
02:00 AM	0	1	6	3	0	0	0	0	0	0	0	0	0	0	10	21-30	9
03:00 AM	0	4	3	3	0	0	0	0	0	0	0	0	0	0	10	16-25	7
04:00 AM	0	2	17	3	0	0	0	0	0	0	0	0	0	0	22	21-30	20
05:00 AM	1	5	24	6	0	0	0	0	0	0	0	0	0	0	36	21-30	30
06:00 AM	0	5	32	14	0	0	0	0	0	0	0	0	0	0	51	21-30	46
07:00 AM	2	14	72	28	0	0	0	0	0	0	0	0	0	0	116	21-30	100
08:00 AM	6	24	101	44	0	0	0	0	0	0	0	0	0	0	175	21-30	145
09:00 AM	11	42	200	46	0	0	0	0	0	0	0	0	0	0	299	21-30	246
10:00 AM	**12**	32	220	46	1	0	0	0	0	0	0	0	0	0	311	21-30	266
11:00 AM	11	**46**	**239**	**70**	**4**	**1**	0	0	0	0	0	0	0	0	**371**	21-30	309
12:00 PM	35	**60**	227	**67**	**3**	0	0	0	0	0	0	0	0	0	**392**	21-30	294
01:00 PM	**36**	36	**231**	47	2	0	0	0	0	0	0	0	0	0	352	21-30	278
02:00 PM	27	29	199	53	2	0	0	0	0	0	0	0	0	0	310	21-30	252
03:00 PM	27	31	208	55	0	0	0	0	0	0	0	0	0	0	321	21-30	263
04:00 PM	11	28	207	42	1	0	0	0	0	0	0	0	0	0	289	21-30	249
05:00 PM	28	30	198	58	0	0	0	0	0	0	0	0	0	**1**	315	21-30	256
06:00 PM	8	15	132	55	2	0	0	0	0	0	0	0	0	0	212	21-30	187
07:00 PM	17	28	102	28	1	0	0	0	0	0	0	0	0	0	176	16-25	130
08:00 PM	4	13	97	31	1	0	0	0	0	0	0	0	0	0	146	21-30	128
09:00 PM	0	9	49	15	1	0	0	0	0	0	0	0	0	0	74	21-30	64
10:00 PM	1	3	23	8	0	0	0	0	0	0	0	0	0	0	35	21-30	31
11:00 PM	0	6	16	2	0	0	0	0	0	0	0	0	0	0	24	16-25	22
Day Total	239	473	2629	730	18	1	0	0	0	0	0	0	0	1	4091	21-30	3359
Percent	5.8%	11.6%	64.3%	17.8%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	10:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
Volume	12	46	239	70	4	1	0	0	0	0	0	0	0	0	371		
PM Peak	1:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM	12:00 PM		
Volume	36	60	231	67	3	0	0	0	0	0	0	0	0	1	392		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Grant St and Main St | **QC JOB #:** 16302726

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Newberg, OR | **DATE:** Sep 18 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	3	8	2	0	0	0	0	0	0	0	0	0	0	13	16-25	11
01:00 AM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	6	21-30	4
02:00 AM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	16-25	6
03:00 AM	1	2	14	2	0	0	0	0	0	0	0	0	0	0	19	20-29	16
04:00 AM	0	8	55	30	1	0	0	0	0	0	0	0	0	0	94	21-30	85
05:00 AM	6	23	100	23	1	0	0	0	0	0	0	0	0	0	153	16-25	123
06:00 AM	16	46	212	**38**	1	0	0	0	0	0	0	0	0	0	313	16-25	258
07:00 AM	28	73	**268**	25	**2**	0	0	0	0	0	0	0	0	0	**396**	16-25	341
08:00 AM	28	64	235	34	0	0	0	0	0	0	0	0	0	0	361	16-25	299
09:00 AM	26	**77**	203	27	1	0	0	0	0	0	0	0	0	0	334	16-25	280
10:00 AM	28	69	174	32	1	0	0	0	0	0	0	0	0	0	304	16-25	243
11:00 AM	**31**	63	190	26	1	0	0	0	0	0	0	0	0	0	311	16-25	253
12:00 PM	19	**58**	201	37	1	0	0	0	0	0	0	0	0	0	316	16-25	259
01:00 PM	17	52	212	36	1	0	0	0	0	0	**1**	0	0	0	319	16-25	264
02:00 PM	27	34	182	56	**3**	0	0	0	0	0	0	0	0	0	302	21-30	238
03:00 PM	**48**	41	**221**	**61**	1	0	0	0	0	0	0	0	0	0	**372**	21-30	282
04:00 PM	39	38	212	59	1	0	0	0	0	0	0	0	0	0	349	21-30	271
05:00 PM	33	46	178	56	0	0	0	0	0	0	0	0	0	0	313	21-30	234
06:00 PM	18	27	160	39	0	0	0	0	0	0	0	0	0	0	244	21-30	199
07:00 PM	19	23	94	31	2	0	0	0	0	0	0	0	0	0	169	21-30	125
08:00 PM	5	17	76	20	0	0	0	0	0	0	0	0	0	0	118	21-30	96
09:00 PM	2	15	52	20	0	0	0	0	0	0	0	0	0	0	89	21-30	72
10:00 PM	0	7	27	12	0	0	0	0	0	0	0	0	0	0	46	21-30	39
11:00 PM	0	3	8	4	0	0	0	0	0	0	0	0	0	0	15	21-30	12
Day Total	391	791	3089	673	17	0	0	0	0	0	1	0	0	0	4962	16-25	3880
Percent	7.9%	15.9%	62.3%	13.6%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	11:00 AM 31	9:00 AM 77	7:00 AM 268	6:00 AM 38	7:00 AM 2	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	7:00 AM 396		
PM Peak Volume	3:00 PM 48	12:00 PM 58	3:00 PM 221	3:00 PM 61	2:00 PM 3	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	1:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	3:00 PM 372		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	2462	4670	21501	5405	128	3	2	2	1	1	1	0	1	3	34180	21-30	26906
Percent	7.2%	13.7%	62.9%	15.8%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	7.2%	20.9%	83.8%	99.6%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
4882

85th Percentile: 25 MPH
Mean Speed(Average): 22 MPH
Median: 22 MPH
Mode: 23 MPH

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	5	3	0	0	0	0	0	0	0	0	0	0	9	21-30	8
01:00 AM	0	0	5	5	0	0	0	0	0	0	0	0	0	0	10	21-30	10
02:00 AM	2	2	6	5	0	0	0	0	0	0	0	0	0	0	15	21-30	11
03:00 AM	0	1	7	4	2	0	0	0	0	0	0	0	0	0	14	21-30	11
04:00 AM	0	2	9	11	1	0	0	0	0	0	0	0	0	0	23	21-30	20
05:00 AM	1	2	49	53	5	0	0	0	0	0	0	0	0	0	110	21-30	102
06:00 AM	13	8	88	120	**7**	0	0	0	0	0	0	0	0	0	236	21-30	208
07:00 AM	**35**	9	122	76	7	0	0	0	0	0	0	0	0	0	249	21-30	198
08:00 AM	27	1	99	113	4	0	0	0	0	0	0	0	0	0	244	21-30	212
09:00 AM	16	6	122	**132**	4	0	0	0	0	0	0	0	0	0	**280**	21-30	254
10:00 AM	21	**13**	117	79	3	0	0	0	0	0	0	0	0	0	233	21-30	196
11:00 AM	12	8	**136**	91	6	0	0	0	0	0	0	0	0	0	253	21-30	227
12:00 PM	23	13	165	87	6	0	0	0	0	0	0	0	0	0	294	21-30	252
01:00 PM	20	17	161	106	5	0	0	0	0	0	0	0	0	0	309	21-30	267
02:00 PM	37	8	139	124	**7**	0	0	0	0	0	0	0	0	0	315	21-30	263
03:00 PM	49	**33**	223	126	2	0	0	0	0	0	0	0	0	0	433	21-30	349
04:00 PM	**57**	13	**270**	191	4	**1**	0	0	0	0	0	0	0	0	**536**	21-30	461
05:00 PM	39	8	261	**213**	4	0	0	0	0	0	0	0	0	0	525	21-30	474
06:00 PM	23	13	196	99	3	0	0	0	0	0	0	0	0	0	334	21-30	295
07:00 PM	9	13	141	67	1	0	0	0	0	0	0	0	0	0	231	21-30	208
08:00 PM	4	13	119	56	0	0	0	0	0	0	0	0	0	0	192	21-30	175
09:00 PM	1	17	70	38	3	0	0	0	0	0	0	0	0	0	129	21-30	108
10:00 PM	0	2	37	34	6	0	0	0	0	0	0	0	0	0	79	21-30	71
11:00 PM	1	1	9	9	1	0	0	0	0	0	0	0	0	0	21	21-30	18
Day Total	390	204	2556	1842	81	1	0	0	0	0	0	0	0	0	5074	21-30	4398
Percent	7.7%	4%	50.4%	36.3%	1.6%	0%	0%	0%	0%	0%	0%	0%	0%	0%			

AM Peak Volume	7:00 AM 35	10:00 AM 13	11:00 AM 136	9:00 AM 132	6:00 AM 7	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	9:00 AM 280		
PM Peak Volume	4:00 PM 57	3:00 PM 33	4:00 PM 270	5:00 PM 213	2:00 PM 7	4:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	4:00 PM 536		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	8	4	1	0	0	0	0	0	0	0	0	0	13	21-30	12
01:00 AM	1	1	6	4	1	0	0	0	0	0	0	0	0	0	13	21-30	10
02:00 AM	0	0	13	7	0	0	0	0	0	0	0	0	0	0	20	21-30	20
03:00 AM	0	1	7	6	1	0	0	0	0	0	0	0	0	0	15	21-30	13
04:00 AM	1	1	11	11	1	0	0	0	0	0	0	0	0	0	25	21-30	22
05:00 AM	5	1	42	62	5	**1**	0	0	0	0	0	0	0	0	116	21-30	104
06:00 AM	17	12	107	106	**9**	0	0	0	0	0	0	0	0	0	251	21-30	213
07:00 AM	24	4	124	83	8	1	0	0	0	0	0	0	0	0	244	21-30	207
08:00 AM	24	12	137	109	5	0	0	0	0	0	0	0	0	0	287	21-30	246
09:00 AM	13	11	**153**	**134**	5	0	0	0	0	0	0	0	0	0	**316**	21-30	287
10:00 AM	15	**19**	140	70	3	0	0	0	0	0	0	0	0	0	247	21-30	210
11:00 AM	**25**	11	137	92	5	1	0	0	0	0	0	0	0	0	271	21-30	229
12:00 PM	15	6	147	117	3	0	0	0	0	0	0	0	0	0	288	21-30	264
01:00 PM	24	13	151	108	3	0	0	0	0	0	0	0	0	0	299	21-30	259
02:00 PM	26	**19**	154	143	6	0	**1**	0	0	0	0	0	0	0	349	21-30	297
03:00 PM	47	15	210	213	4	0	0	0	0	0	0	0	0	0	489	21-30	423
04:00 PM	**56**	19	**231**	187	7	0	0	0	0	0	0	0	0	0	500	21-30	418
05:00 PM	34	14	229	**234**	**16**	0	0	0	0	0	0	0	0	0	**527**	21-30	463
06:00 PM	20	7	181	162	5	0	0	0	0	0	0	0	0	0	375	21-30	343
07:00 PM	9	14	154	68	2	0	0	0	0	0	0	0	0	0	247	21-30	222
08:00 PM	14	13	96	67	4	0	0	0	0	0	0	0	0	0	194	21-30	163
09:00 PM	1	11	56	37	2	0	0	0	0	0	0	0	0	0	107	21-30	93
10:00 PM	2	7	31	18	1	0	0	0	0	0	0	0	0	0	59	21-30	49
11:00 PM	0	0	15	13	1	0	0	0	0	0	0	0	0	0	29	21-30	28
Day Total	373	211	2540	2055	98	3	1	0	0	0	0	0	0	0	5281	21-30	4595
Percent	7.1%	4%	48.1%	38.9%	1.9%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	11:00 AM 25	10:00 AM 19	9:00 AM 153	9:00 AM 134	6:00 AM 9	5:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	9:00 AM 316		
PM Peak Volume	4:00 PM 56	2:00 PM 19	4:00 PM 231	5:00 PM 234	5:00 PM 16	12:00 PM 0	2:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 527		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Grant St and Main St | **QC JOB #:** 16302726

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Newberg, OR | **DATE:** Sep 14 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	8	5	1	0	0	0	0	0	0	0	0	0	14	21-30	13
01:00 AM	1	0	5	3	0	**1**	0	0	0	0	0	0	0	0	10	21-30	8
02:00 AM	0	0	4	8	1	0	0	0	0	0	0	0	0	0	13	21-30	12
03:00 AM	0	1	6	9	0	0	0	0	0	0	0	0	0	0	16	21-30	15
04:00 AM	0	1	11	12	2	0	0	0	0	0	0	0	0	0	26	21-30	23
05:00 AM	5	3	42	76	11	0	0	0	0	0	0	0	0	0	137	21-30	118
06:00 AM	21	**10**	92	**124**	11	0	0	0	0	0	0	0	0	0	258	21-30	216
07:00 AM	23	9	117	108	6	0	0	0	0	0	0	0	0	0	263	21-30	225
08:00 AM	**30**	7	128	117	**12**	0	0	0	0	0	0	0	0	0	**294**	21-30	245
09:00 AM	16	10	132	106	5	0	0	0	0	0	0	0	0	0	269	21-30	238
10:00 AM	19	6	115	101	6	0	0	0	0	0	0	0	0	0	247	21-30	216
11:00 AM	20	8	**157**	90	5	0	0	0	0	0	0	0	0	0	280	21-30	247
12:00 PM	35	10	175	112	4	**1**	0	0	0	0	0	0	0	0	337	21-30	287
01:00 PM	33	**28**	142	107	2	0	0	0	0	0	0	0	0	0	312	21-30	249
02:00 PM	37	19	206	123	1	1	0	0	0	0	0	0	0	0	387	21-30	329
03:00 PM	47	25	210	174	9	0	0	0	0	0	0	0	0	0	465	21-30	384
04:00 PM	**57**	26	256	**206**	6	0	0	0	0	0	0	0	0	0	**551**	21-30	462
05:00 PM	53	22	**264**	190	**10**	1	0	0	0	0	0	0	0	0	540	21-30	454
06:00 PM	22	19	163	139	7	0	0	0	0	0	0	0	0	0	350	21-30	302
07:00 PM	18	7	129	93	4	0	0	0	0	0	0	0	0	0	251	21-30	222
08:00 PM	4	12	116	69	5	0	0	0	0	0	0	0	0	0	206	21-30	185
09:00 PM	1	4	65	58	5	0	0	0	0	0	0	0	0	0	133	21-30	123
10:00 PM	2	3	36	26	6	0	0	0	0	0	0	0	0	0	73	21-30	62
11:00 PM	1	4	23	16	2	0	0	0	0	0	0	0	0	0	46	21-30	39
Day Total	445	234	2602	2072	121	4	0	0	0	0	0	0	0	0	5478	21-30	4674
Percent	8.1%	4.3%	47.5%	37.8%	2.2%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	8:00 AM	6:00 AM	11:00 AM	6:00 AM	8:00 AM	1:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM		
Volume	30	10	157	124	12	1	0	0	0	0	0	0	0	0	294		
PM Peak	4:00 PM	1:00 PM	5:00 PM	4:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM		
Volume	57	28	264	206	10	1	0	0	0	0	0	0	0	0	551		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Grant St and Main St | **QC JOB #:** 16302726

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Newberg, OR | **DATE:** Sep 15 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	11	7	0	0	0	0	0	0	0	0	0	0	18	21-30	18
01:00 AM	0	1	5	11	0	0	0	0	0	0	0	0	0	0	17	21-30	16
02:00 AM	0	2	5	5	0	0	0	0	0	0	0	0	0	0	12	21-30	10
03:00 AM	1	0	6	10	0	0	0	0	0	0	0	0	0	0	17	21-30	16
04:00 AM	0	0	11	11	0	0	0	0	0	0	0	0	0	0	22	21-30	22
05:00 AM	3	3	48	53	4	0	0	0	0	0	0	0	0	0	111	21-30	101
06:00 AM	14	8	96	106	**8**	0	0	0	0	0	0	0	0	0	232	21-30	202
07:00 AM	26	5	118	103	4	**1**	0	0	0	0	0	0	0	0	257	21-30	221
08:00 AM	**32**	11	**136**	113	7	0	0	0	0	0	0	0	0	0	299	21-30	249
09:00 AM	17	20	101	111	6	0	0	0	0	0	0	0	0	0	255	21-30	212
10:00 AM	14	**23**	126	102	1	0	0	0	0	0	0	0	0	0	266	21-30	228
11:00 AM	31	21	121	**125**	7	0	0	0	0	0	0	0	0	0	**305**	21-30	246
12:00 PM	29	17	154	128	5	0	0	0	0	0	0	0	0	0	333	21-30	282
01:00 PM	34	7	180	135	8	0	0	0	0	0	0	0	0	0	364	21-30	315
02:00 PM	45	**18**	197	139	2	0	0	0	0	0	0	0	0	0	401	21-30	336
03:00 PM	**53**	15	**268**	213	11	0	0	0	0	0	0	0	0	0	**560**	21-30	481
04:00 PM	50	12	217	**234**	**13**	**1**	0	0	0	0	0	0	0	0	527	21-30	451
05:00 PM	45	10	249	201	4	0	0	0	0	0	0	0	0	0	509	21-30	450
06:00 PM	23	9	219	145	8	0	0	0	0	0	0	0	0	0	404	21-30	364
07:00 PM	9	13	134	103	1	0	0	0	0	0	0	0	0	0	260	21-30	237
08:00 PM	10	12	106	64	2	0	0	0	0	0	0	0	0	0	194	21-30	170
09:00 PM	4	8	80	45	0	0	0	0	0	0	0	0	0	0	137	21-30	125
10:00 PM	3	6	38	38	2	0	0	0	0	0	0	0	0	0	87	21-30	76
11:00 PM	1	4	27	32	2	0	0	0	0	0	0	0	0	0	66	21-30	59
Day Total	444	225	2653	2234	95	2	0	0	0	0	0	0	0	0	5653	21-30	4887
Percent	7.9%	4%	46.9%	39.5%	1.7%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	8:00 AM 32	10:00 AM 23	8:00 AM 136	11:00 AM 125	6:00 AM 8	7:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 305		
PM Peak Volume	3:00 PM 53	2:00 PM 18	3:00 PM 268	4:00 PM 234	4:00 PM 13	4:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	3:00 PM 560		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Grant St and Main St | **QC JOB #:** 16302726

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Newberg, OR | **DATE:** Sep 16 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	2	5	16	11	1	0	0	0	0	0	0	0	0	0	35	21-30	27
01:00 AM	0	0	7	17	2	0	0	0	0	0	0	0	0	0	26	21-30	24
02:00 AM	0	0	5	6	2	**1**	0	**1**	0	0	0	0	0	0	15	21-30	11
03:00 AM	0	1	7	11	1	0	0	0	0	0	0	0	0	0	20	21-30	18
04:00 AM	0	0	4	8	0	0	0	0	0	0	0	0	0	0	12	21-30	12
05:00 AM	0	0	52	45	**9**	0	0	0	0	0	0	0	0	0	106	21-30	97
06:00 AM	1	6	72	83	9	0	0	0	0	0	0	0	0	0	171	21-30	155
07:00 AM	4	3	67	68	3	0	0	0	0	0	0	0	0	0	145	21-30	135
08:00 AM	12	0	80	115	8	0	0	0	0	0	0	0	0	0	215	21-30	195
09:00 AM	14	2	101	109	4	0	0	0	0	0	0	0	0	0	230	21-30	210
10:00 AM	19	**12**	102	140	9	0	0	0	0	0	0	0	0	0	282	21-30	242
11:00 AM	**35**	12	**130**	**144**	4	0	0	0	0	0	0	0	0	0	**325**	21-30	274
12:00 PM	**42**	**23**	178	139	4	0	0	0	0	0	0	0	0	0	386	21-30	317
01:00 PM	35	11	136	172	2	0	0	0	0	0	0	0	0	0	356	21-30	308
02:00 PM	33	8	**184**	**173**	**14**	0	0	0	0	0	0	0	0	0	**412**	21-30	357
03:00 PM	25	13	178	168	11	0	0	0	0	0	0	0	0	0	395	21-30	346
04:00 PM	36	14	142	167	11	**1**	0	0	0	0	0	0	0	0	371	21-30	309
05:00 PM	30	12	161	156	11	0	0	0	0	0	0	0	0	0	370	21-30	317
06:00 PM	23	4	157	142	9	1	0	0	0	0	0	0	0	0	336	21-30	299
07:00 PM	7	7	117	104	5	0	0	0	0	0	0	0	0	0	240	21-30	221
08:00 PM	6	9	93	78	4	0	0	0	0	0	0	0	0	0	190	21-30	171
09:00 PM	5	5	67	62	5	0	0	0	0	0	0	0	0	0	144	21-30	129
10:00 PM	2	2	44	59	6	1	0	0	0	0	0	0	0	0	114	21-30	103
11:00 PM	0	5	27	44	1	0	0	0	0	0	0	0	0	0	77	21-30	71
Day Total	331	154	2127	2221	135	4	0	1	0	0	0	0	0	0	4973	21-30	4348
Percent	6.7%	3.1%	42.8%	44.7%	2.7%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	11:00 AM 35	10:00 AM 12	11:00 AM 130	11:00 AM 144	5:00 AM 9	2:00 AM 1	12:00 AM 0	2:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 325		
PM Peak Volume	12:00 PM 42	12:00 PM 23	2:00 PM 184	2:00 PM 173	2:00 PM 14	4:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	2:00 PM 412		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Grant St and Main St | **QC JOB #:** 16302726

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Newberg, OR | **DATE:** Sep 17 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	2	1	10	22	2	0	0	0	0	0	0	0	0	0	37	21-30	32
01:00 AM	0	1	7	6	1	0	0	0	0	0	0	0	0	0	15	21-30	13
02:00 AM	0	0	2	9	2	0	0	0	0	0	0	0	0	0	13	22-31	11
03:00 AM	0	2	3	2	2	0	0	0	0	0	0	0	0	0	9	18-27	5
04:00 AM	0	0	7	4	0	0	0	0	0	0	0	0	0	0	11	21-30	11
05:00 AM	2	3	27	36	8	0	0	0	0	0	0	0	0	0	76	21-30	63
06:00 AM	0	3	42	65	**14**	0	0	0	0	0	0	0	0	0	124	21-30	107
07:00 AM	3	4	41	43	5	0	0	0	0	0	0	0	0	0	96	21-30	84
08:00 AM	3	3	59	79	4	0	0	0	0	0	0	0	0	0	148	21-30	138
09:00 AM	14	8	80	97	7	0	0	0	0	0	0	0	0	0	206	21-30	177
10:00 AM	15	6	91	128	7	0	0	0	0	0	0	0	0	0	247	21-30	219
11:00 AM	**18**	**9**	**132**	**131**	10	0	0	0	0	0	0	0	0	0	**300**	21-30	263
12:00 PM	32	11	122	141	8	0	0	0	0	0	0	0	0	0	314	21-30	263
01:00 PM	**36**	10	**182**	**166**	7	**1**	0	0	0	0	0	0	0	0	**402**	21-30	348
02:00 PM	23	5	150	141	**9**	1	0	0	0	0	0	0	0	0	329	21-30	291
03:00 PM	33	**18**	133	105	3	0	0	0	0	0	0	0	0	0	292	21-30	238
04:00 PM	24	7	149	108	5	0	0	0	0	0	0	0	0	0	293	21-30	257
05:00 PM	27	3	125	123	5	0	0	0	0	0	0	0	0	0	283	21-30	248
06:00 PM	14	11	124	88	5	0	0	0	0	0	0	0	0	0	242	21-30	212
07:00 PM	10	6	108	72	1	0	0	0	0	0	0	0	0	0	197	21-30	180
08:00 PM	2	5	92	59	5	0	0	0	0	0	0	0	0	0	163	21-30	151
09:00 PM	1	8	52	36	3	0	0	0	0	0	0	0	0	0	100	21-30	88
10:00 PM	0	3	18	19	0	1	0	0	0	0	0	0	0	0	41	21-30	37
11:00 PM	0	5	17	4	0	1	0	0	0	0	0	0	0	0	27	16-25	22
Day Total	259	132	1773	1684	113	4	0	0	0	0	0	0	0	0	3965	21-30	3457
Percent	6.5%	3.3%	44.7%	42.5%	2.8%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	11:00 AM	11:00 AM	11:00 AM	11:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
Volume	18	9	132	131	14	0	0	0	0	0	0	0	0	0	300		
PM Peak	1:00 PM	3:00 PM	1:00 PM	1:00 PM	2:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM		
Volume	36	18	182	166	9	1	0	0	0	0	0	0	0	0	402		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: HWY 240 btwn Grant St and Main St | **QC JOB #:** 16302726

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Newberg, OR | **DATE:** Sep 18 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	5	6	0	**1**	0	0	0	0	0	0	0	0	12	21-30	11
01:00 AM	0	4	7	4	1	0	0	0	0	0	0	0	0	0	16	19-28	11
02:00 AM	0	0	6	5	1	0	0	0	0	0	0	0	0	0	12	21-30	11
03:00 AM	0	1	13	12	1	0	0	0	0	0	0	0	0	0	27	21-30	25
04:00 AM	0	1	9	13	0	0	0	0	0	0	0	0	0	0	23	21-30	22
05:00 AM	9	4	62	55	7	0	0	0	0	0	0	0	0	0	137	21-30	117
06:00 AM	14	12	134	**108**	**10**	0	0	0	0	0	0	0	0	0	**278**	21-30	242
07:00 AM	**33**	**16**	115	102	4	0	0	0	0	0	0	0	0	0	270	21-30	217
08:00 AM	17	11	**144**	72	0	0	0	0	0	0	0	0	0	0	244	21-30	216
09:00 AM	32	12	122	67	2	0	0	0	0	0	0	0	0	0	235	21-30	189
10:00 AM	22	12	127	60	3	0	0	0	0	0	0	0	0	0	224	21-30	187
11:00 AM	32	14	130	62	3	0	0	0	0	0	0	0	0	0	241	21-30	192
12:00 PM	21	18	180	81	6	0	0	0	0	0	0	0	0	0	306	21-30	261
01:00 PM	23	**23**	166	87	2	0	0	0	0	0	0	0	0	0	301	21-30	253
02:00 PM	31	18	147	115	6	0	0	0	0	0	0	0	0	0	317	21-30	262
03:00 PM	**48**	13	179	189	10	**1**	0	0	0	0	0	0	0	0	440	21-30	368
04:00 PM	43	15	**266**	**221**	**13**	0	0	0	0	0	0	0	0	0	**558**	21-30	487
05:00 PM	39	11	245	217	6	1	0	0	0	0	0	0	0	0	519	21-30	462
06:00 PM	26	5	168	107	7	1	0	0	0	0	0	0	0	0	314	21-30	275
07:00 PM	16	19	93	69	7	0	0	0	0	0	0	0	0	0	204	21-30	162
08:00 PM	7	9	92	64	2	0	0	0	0	0	0	0	0	0	174	21-30	156
09:00 PM	2	4	67	30	2	0	0	0	0	0	0	0	0	0	105	21-30	97
10:00 PM	1	3	29	20	2	0	0	0	0	0	0	0	0	0	55	21-30	49
11:00 PM	0	1	9	12	2	0	0	0	0	0	0	0	0	0	24	21-30	21
Day Total	416	226	2515	1778	97	4	0	0	0	0	0	0	0	0	5036	21-30	4293
Percent	8.3%	4.5%	49.9%	35.3%	1.9%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	7:00 AM 33	7:00 AM 16	8:00 AM 144	6:00 AM 108	6:00 AM 10	12:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	6:00 AM 278		
PM Peak Volume	3:00 PM 48	1:00 PM 23	4:00 PM 266	4:00 PM 221	4:00 PM 13	3:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	4:00 PM 558		

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: HWY 240 btwn Grant St and Main St
QC JOB #: 16302726
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Sep 12 2023 - Sep 18 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	2658	1386	16766	13886	740	22	1	1	0	0	0	0	0	0	35460	21-30	30652
Percent	7.5%	3.9%	47.3%	39.2%	2.1%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	7.5%	11.4%	58.7%	97.8%	99.9%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
5065

85th Percentile: 28 MPH
Mean Speed(Average): 24 MPH
Median: 24 MPH
Mode: 23 MPH

Comments:

Report generated on 9/22/2023 2:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Attachment C
Crash Data

CITY OF NEWBERG, YAMHILL COUNTY

HILLSBORO-SILV HY at ILLINOIS ST CN, City of Newberg, Yamhill County, 01/01/2017 to 12/31/2021

1 - 2 of 2 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N V	S H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01183	N	N	N N N N N				11/17/2018	16	HILLSBORO-SILV HY	INTER	3-LEG	N	N	CLR	O-1 L-TURN	01	NONE	TURN-L										010,001	02,08
CITY			SA						ILLINOIS ST CN	CN		NONE	N	DRY	TURN		PRVTE	SE-W									000		00
N			4P							01	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	66	F	OR-Y		004,028,052	000		32,02,08
N			45 18 21.07					-122 58 22.66	014000100S00															OR<25					
																02	NONE	STRGHT											
																	PRVTE	NW-SE									000	010	00
																	MTRCYCLE		01	DRVR	INJC	47	M	OR-Y		000	000	001	00
																								OR<25					
00995	N	N	N N				09/26/2018	16	HILLSBORO-SILV HY	INTER	3-LEG	N	N	CLR	O-1 L-TURN	01	NONE 9	TURN-L											02
NONE			WE						ILLINOIS ST CN	CN		STOP SIGN	N	DRY	TURN		N/A	SE-W									000		00
N			7P							01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 18 21.08					-122 58 22.66	014000100S00															UNK					
																02	NONE 9	STRGHT											
																	N/A	NW-SE									000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					

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CITY OF NEWBERG, YAMHILL COUNTY

PINEHURST ST at HILLSBORO-SILV HY, City of Newberg, Yamhill County, 01/01/2017 to 12/31/2021

1 - 1 of 1 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R G S	M J U N V	S I C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
01101	N	N	N	N			10/11/2017	16	HILLSBORO-SILV HY	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										29
NO RPT							WE		PINEHURST ST	N		STOP SIGN	N	DRY	REAR		PRVTE	N -S									000	00
N							4P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	29	M	OR-Y		026	000	29
N							45 18 41.21	-122 58 24.09	014000100S00															OR<25				
																02	NONE 0	STOP										
																	PRVTE	N -UN									011	00
																	PSNGR CAR		01	DRVR	INJC	33	F	OR-Y		000	000	00
																								OR<25				
																02	NONE 0	STOP										
																	PRVTE	N -UN									011	00
																	PSNGR CAR		02	PSNG	INJC	13	F			000	000	00

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF NEWBERG, YAMHILL COUNTY

HILLSBORO-SILV HY at DESKINS ST, City of Newberg, Yamhill County, 01/01/2017 to 12/31/2021

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R U G S	M J I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
8	P	N	N	N	N	N	01/01/2017	1	SILVERTON HY	1	0	0	0	1	1	1			1									
2017-00001	E	N	N	N	N	N	SUNDAY	1	DESKINS ST	1	0	0	0	1	1	1			1									
	D	N	N	N	N	N	00:01				2	0	0	1	1	1			1									
							45.30.00.00																					
							122.58.00.00																					

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CITY OF NEWBERG, YAMHILL COUNTY

ILLINOIS ST at DESKINS ST, City of Newberg, Yamhill County, 01/01/2017 to 12/31/2021

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R U G S	M J I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE

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CITY OF NEWBERG, YAMHILL COUNTY

MAIN ST at COLUMBIA ST, City of Newberg, Yamhill County, 01/01/2017 to 12/31/2021

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R U G S	M J I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER / V#	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
22	1	1	1	1	1	1	01/01/2017	5	MAIN ST	1	0	0	0	1	1												
2017-00001	2	0	0	0	0	0	SUNDAY	5	COLUMBIA ST	0	2	0	0	0	0												
NO	3	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0												
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												

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CITY OF NEWBERG, YAMHILL COUNTY

YAMHILL-NEWBERG HY at MAIN ST, City of Newberg, Yamhill County, 01/01/2017 to 12/31/2021

1 - 1 of 1 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R U G S	M J I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01414	N	N	N	N	N	N	12/22/2017	16	MAIN ST	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE 9	STRGHT										128	02
CITY			FR						YAMHILL-NEWBERG HY	CN		STOP SIGN	N	WET	TURN		N/A	SE-NW									000		00
N			6P							01	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 18 19.65					-122 58 45.28	015100100S00															UNK					
																02	NONE 9	TURN-L											
																	N/A	NE-SE									000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					

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CITY OF NEWBERG, YAMHILL COUNTY

ILLINOIS ST at MAIN ST, City of Newberg, Yamhill County, 01/01/2017 to 12/31/2021

1 - 4 of 6 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R J U G S V	I N H L	S C O R K	W DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
00142	N	N	N	N		02/15/2017	17	ILLINOIS ST	INTER	3-LEG	N	N	RAIN	PED	01	NONE 0	STRGHT										02,19
CITY						WE	0	MAIN ST	N		STOP SIGN	N	WET	PED		PRVTE	S -N									000	00
N						4P			05	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	85	F	OR-Y		029	000	02
N						45 18 20.36	-122 58 44.49										OR<25										
																	-										
																	STRGHT	01	PED	INJB	19	M		I XWLK	000	034	19
																	W E										
00701	N	N	N	N		07/16/2018	17	ILLINOIS ST	INTER	3-LEG	N	N	CLR	BIKE	01	NONE	TURN-R										02
CITY						MO	0	MAIN ST	E		NONE	N	DRY	TURN		PRVTE	S -E									000	00
N						8A			05	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	43	F	OR-Y		027	000	02
N						45 18 20.36	-122 58 44.49										OR<25										
																	-										
																	STRGHT	01	BIKE	INJB	57	M		I XWLK	000	047	00
																	N S										
01020	N	N	N	N		10/04/2018	17	ILLINOIS ST	INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE 9	STRGHT									053	16,32
CITY						TH	0	MAIN ST	E		UNKNOWN	N	DRY	FIX		N/A	W -E									000	00
N						7P			04	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N						45 18 20.28	-122 58 44.59										UNK										
01266	N	N	N	N		12/11/2018	17	ILLINOIS ST	INTER	4-LEG	N	N	CLD	S-1STOP	01	NONE 9	STRGHT										07,29
CITY						TU	0	MAIN ST	CN		STOP SIGN	N	WET	REAR		N/A	N -S									000	00
N						3P			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N						45 18 20.04	-122 58 44.86										UNK										
															02	NONE 9	STOP										
																N/A	N -S									012	00
																PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																	UNK										
00701	N	N	N	N		07/25/2019	17	ILLINOIS ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT										03,02
NONE						TH	0	MAIN ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	S -N									000	00
N						1P			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	72	M	OR-Y		000	000	00
N						45 18 20.36	-122 58 44.49										OR<25										
															01	NONE	STRGHT										
																PRVTE	S -N									000	00
																PSNGR CAR		02	PSNG	INJC	65	F			000	000	00

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SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																02	NONE / PRVTE / PSNGR CAR	STRGHT / E -W	01	DRVR	NONE	00	F	UNK / UNK		021	000		00 / 03,02
00198	N	N	N	N	N	N	03/17/2021 / WE / 7P / 45 18 20.33	17 / 0 / 0 / -122 58 44.49	ILLINOIS ST / MAIN ST /	INTER / CN / 02	3-LEG / 0	N / STOP SIGN /	N / N / N	CLR / DRY / DLIT	ANGL-OTH / TURN / PDO	01	NONE / N/A / PSNGR CAR	9 / S -N /	01	DRVR	NONE	00	Unk	UNK / UNK		000	000		02 / 00 / 00
																02	NONE / N/A / PSNGR CAR	9 / TURN-L / E -S	01	DRVR	NONE	00	Unk	UNK / UNK		000	000		00 / 00 / 00

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CITY OF NEWBERG, YAMHILL COUNTY

MAIN ST at NORTH ST, City of Newberg, Yamhill County, 01/01/2017 to 12/31/2021

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R U G S	M J I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE

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CITY OF NEWBERG, YAMHILL COUNTY

MAIN ST at PINEHURST CT, City of Newberg, Yamhill County, 01/01/2017 to 12/31/2021

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R U G S	M J I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE TRLR QTY OWNER TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF NEWBERG, YAMHILL COUNTY

ILLINOIS ST at WASHINGTON ST, City of Newberg, Yamhill County, 01/01/2017 to 12/31/2021

1 - 1 of 1 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R U G S V	M J I N H L	S C O R K	W DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER / V#	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00867	N	N	N	N	N N	09/06/2019	17	ILLINOIS ST	INTER	3-LEG	N	Y	CLR	FIX OBJ	01 NONE	STRGHT										053	32,16
CITY						FR	0	WASHINGTON ST	CN		UNKNOWN	N	DRY	FIX	PUBLC	E -W									000	053	00
N						2P			03	0		N	DAY	INJ	PSNGR CAR		01	DRVR	INJC	64	M	OR-Y		081	025		32,16
N						45 18 20.48	-122 58 37.57																OR<25					

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151: YAMHILL-NEWBERG

Highway 151 ALL ROAD TYPES, MP 11.04 to 11.22 01/01/2017 to 12/31/2021, Both Add and Non-Add mileage

1 - 5 of 9 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R G S	M J N V	S I H L	C N	W O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00414	N	N	N	N	N	N	N	04/28/2017	YAMHILL	1	16		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY			FR						NEWBERG	MN 0		MORTON ST	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE-NW								000		00
N			4P						NEWBERG UA	11.04		YAMHILL-NEWBERG HY	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	30	M	SUSP		043	000		07
N			45 18 22.2						-122 58 51.97			015100100S00															OR<25					
																			02	NONE 0	STOP											
																				PRVTE	SE-NW								012		00
																				PSNGR CAR		01	DRVR	INJB	32	F	OR-Y		000	000		00
																											OR<25					
																			02	NONE 0	STOP											
																				PRVTE	SE-NW								012		00
																				PSNGR CAR		02	PSNG	INJC	12	M			000	000		00
01223	N	N	N	N				11/03/2017	YAMHILL	1	16		INTER	3-LEG	N	N	UNK	S-STRGHT	01	NONE 9	STRGHT												29
NONE			FR						NEWBERG	MN 0		MORTON ST	NW		UNKNOWN	N	UNK	REAR		N/A	NW-SE								000		00
N			8A						NEWBERG UA	11.04		YAMHILL-NEWBERG HY	06	0		N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 18 22.2						-122 58 51.97			015100100S00															UNK					
																			02	NONE 9	STRGHT											
																				N/A	NW-SE								000		00
																				PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																											UNK					
00405	Y	N	N	N	N	N		06/11/2020	YAMHILL	1	16		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 9	STRGHT												07,01
CITY			TH						NEWBERG	MN 0		MORTON ST	CN		UNKNOWN	N	DRY	REAR		N/A	SE-NW								088		00
N			4P						NEWBERG UA	11.04		YAMHILL-NEWBERG HY	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 18 22.22						-122 58 51.98			015100100S00															UNK					
																			02	NONE 9	STOP											
																				N/A	SE-NW								012		00
																				PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																											UNK					
00628	N	Y	N	N				06/23/2018	YAMHILL	1	16		INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT											072,128	33
NONE			SA						NEWBERG	MN 0		GRANT ST	E		STOP SIGN	N	DRY	FIX		PRVTE	W -E								000	072	00
N			11P						NEWBERG UA	11.10		YAMHILL-NEWBERG HY	05	0		N	DARK	INJ		PSNGR CAR		01	DRVR	INJA	50	M	OTH-Y		051,079,081	000		33
N			45 18 20.04						-122 58 48.87			015100100S00															N-RES					
00785	N	N	N	N	N	N		08/06/2018	YAMHILL	1	16		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT												07,29
CITY			MO						NEWBERG	MN 0		GRANT ST	E		NONE	N	DRY	REAR		PRVTE	E -W								000		00
N			1P						NEWBERG UA	11.10		YAMHILL-NEWBERG HY	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	19	F	OR-Y		043	000		07,29
N			45 18 20.04						-122 58 48.87			015100100S00															OR<25					
																			02	NONE	STOP											
																				PRVTE	E -W								012		00
																				PSNGR CAR		01	DRVR	INJC	57	F	OR-Y		000	000		00
																											OR<25					

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SER# / INVEST / RD DPT / UNLOC?	S P E D	D R A L	M J G C	S U N S	W I H V	C N R L	O H K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00671	Y	N	N	N	N	N	N	09/06/2020	YAMHILL	1 16			CURVE		N	Y	CLR	FIX OBJ	01	NONE 9	STRGHT										040,128	33,30
CITY				SU				NEWBERG	MN 0	YAMHILL-NEWBERG HY		NW	(NONE)	UNKNOWN	N	DRY	FIX		N/A	SE-NW								088		00
Y				3P				NEWBERG UA	11.14	MAIN ST		07			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N				45 18 19.99				-122 58 45.89		015100100S00			(02)														UNK					
01414	N	N	N	N	N	N	N	12/22/2017	YAMHILL	1 16			INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE 9	STRGHT										128	02
CITY				FR				NEWBERG	MN 0	MAIN ST		CN		STOP SIGN	N	WET	TURN		N/A	SE-NW								000		00
N				6P				NEWBERG UA	11.15	YAMHILL-NEWBERG HY		01	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N				45 18 19.65				-122 58 45.28		015100100S00																	UNK					
																			02	NONE 9	TURN-L										
																				N/A	NE-SE								000		00
																				PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																											UNK					
01217	N	N	N	N				11/21/2018	YAMHILL	1 16			STRGHT		Y	N	CLR	S-1STOP	01	NONE 9	STRGHT											07,29
NONE				WE				NEWBERG	MN 0	YAMHILL-NEWBERG HY		S	(NONE)	STOP SIGN	N	UNK	REAR		N/A	S -N								000		00
N				2P				NEWBERG UA	11.16	MAIN ST		04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N				45 18 19.42				-122 58 44.98		015100100S00			(02)														UNK					
																			02	NONE 9	STOP										
																				N/A	S -S								011		00
																				PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																											UNK					
01043	N	Y	N	N				12/31/2020	YAMHILL	1 16			CURVE		N	N	CLR	O-STRGHT	01	NONE	STRGHT										128	33,05,10
NO RPT				TH				NEWBERG	MN 0	MAIN ST		S	(NONE)	UNKNOWN	N	DRY	SS-M		PRVTE	N -S								000	128	00
Y				6P				NEWBERG UA	11.17	ILLINOIS ST		08			N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	63	M	OR-Y	080	000		33,05,10
N				45 18 19.12				-122 58 44.8		015100100S00			(02)														OR<25					
																			02	NONE	STRGHT										
																				PRVTE	S -N								000		00
																				PSNGR CAR		01	DRVR	INJC	44	F	OR-Y	000	000		00
																											OR>25					
																			02	NONE	STRGHT										
																				PRVTE	S -N								000		00
																				PSNGR CAR		02	PSNG	INJC	43	M		000	000		00

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CITY OF NEWBERG, YAMHILL COUNTY

ILLINOIS ST and Intersectional Crashes at ILLINOIS ST, City of Newberg, Yamhill County, 01/01/2017 to 12/31/2021

1 - 4 of 8 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R J U G S V	I N H L	S C O R K	W DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00142	N	N	N N			02/15/2017	17	ILLINOIS ST	INTER	3-LEG	N	N	RAIN	PED	01	NONE 0	STRGHT											02,19
CITY						WE	0	MAIN ST	N		STOP SIGN	N	WET	PED		PRVTE	S -N									000		00
N						4P			05	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	85	F	OR-Y		029	000		02
N						45 18 20.36	-122 58 44.49										OR<25											
																	-											
																	STRGHT	01	PED	INJB	19	M		I XWLK	000	034		19
																	W E											
00701	N	N	N N			07/16/2018	17	ILLINOIS ST	INTER	3-LEG	N	N	CLR	BIKE	01	NONE	TURN-R											02
CITY						MO	0	MAIN ST	E		NONE	N	DRY	TURN		PRVTE	S -E									000		00
N						8A			05	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	43	F	OR-Y		027	000		02
N						45 18 20.36	-122 58 44.49										OR<25											
																	-											
																	STRGHT	01	BIKE	INJB	57	M		I XWLK	000	047		00
																	N S											
01020	N	N	N N			10/04/2018	17	ILLINOIS ST	INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE 9	STRGHT									053		16,32
CITY						TH	0	MAIN ST	E		UNKNOWN	N	DRY	FIX		N/A	W -E									000		00
N						7P			04	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N						45 18 20.28	-122 58 44.59										UNK											
01266	N	N	N N			12/11/2018	17	ILLINOIS ST	INTER	4-LEG	N	N	CLD	S-1STOP	01	NONE 9	STRGHT											07,29
CITY						TU	0	MAIN ST	CN		STOP SIGN	N	WET	REAR		N/A	N -S									000		00
N						3P			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N						45 18 20.04	-122 58 44.86										UNK											
															02	NONE 9	STOP											
																N/A	N -S									012		00
																PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																							UNK					
00701	N	N	N N			07/25/2019	17	ILLINOIS ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											03,02
NONE						TH	0	MAIN ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	S -N									000		00
N						1P			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	72	M	OR-Y		000	000		00
N						45 18 20.36	-122 58 44.49										OR<25											
															01	NONE	STRGHT											
																PRVTE	S -N									000		00
																PSNGR CAR		02	PSNG	INJC	65	F			000	000		00

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SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N S	S H V	W O R L	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																02	NONE PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	NONE	00	F	UNK UNK		021	000 000		00 03,02
00198	N	N	N	N	N	N	03/17/2021 WE 7P 45 18 20.33	17 0 -122 58 44.49	ILLINOIS ST MAIN ST	INTER CN 02	3-LEG 0	N STOP SIGN N	N N N	CLR DRY DLIT	ANGL-OTH TURN PDO	01	NONE 9 N/A PSNGR CAR	STRGHT S -N	01	DRVR	NONE	00	Unk	UNK UNK		000			02 00 00
																02	NONE 9 N/A PSNGR CAR	TURN-L E -S	01	DRVR	NONE	00	Unk	UNK UNK		000	000 000		00 00
00867	N	N	N	N	N	N	09/06/2019 FR 2P 45 18 20.48	17 0 -122 58 37.57	ILLINOIS ST WASHINGTON ST	INTER CN 03	3-LEG 0	N UNKNOWN	Y N N	CLR DRY DAY	FIX OBJ FIX INJ	01	NONE PUBLC PSNGR CAR	STRGHT E -W	01	DRVR	INJC	64	M	OR-Y OR<25		081	025	053 053	32,16 00 32,16
00186	N	N	N	N	N	N	03/10/2021 WE 3P 45 18 20.45	17 250 -122 58 33.78	ILLINOIS ST WASHINGTON ST	ALLEY E 07	(NONE) (02)	NONE	N N N	CLD DAY	ANGL-OTH PDO	01	NONE 9 N/A PSNGR CAR	STRGHT W -E	01	DRVR	NONE	00	Unk	UNK UNK		000	000		40,27 00 00
																02	NONE 9 N/A PSNGR CAR	TURN-L S -W	01	DRVR	NONE	00	Unk	UNK UNK		000	018 000		00 00

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CITY OF NEWBERG, YAMHILL COUNTY

MAIN ST and Intersectional Crashes at MAIN ST, City of Newberg, Yamhill County, 01/01/2017 to 12/31/2021

1 - 4 of 49 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G	J N V	S I H L	C O R K	W	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00340	N	N	N	N	N	N		04/06/2017	16	E FRANKLIN ST	INTER	3-LEG	N	N	CLR	S-STRGHT	01	NONE 9	STRGHT											07
CITY			TH							MAIN ST	S		STOP SIGN	N	DRY	REAR		N/A	S -N									000		00
N			3P								06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 18 13.08						-122 58 44.81	015100100S00															UNK					
																	02	NONE 0	STRGHT											
																		N/A	S -N									000		00
																		BOBTAIL		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00955	N	N	N	N	N			09/30/2019	16	W FRANKLIN ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT										082	02
NO RPT			MO							N MAIN ST	CN		STOP SIGN	N	DRY	TURN		N/A	N -S									000		00
N			4P								01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 18 13.08						-122 58 44.81	015100100S00															UNK					
																	02	NONE 9	TURN-L											
																		N/A	E -S									015		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00659	N	N	N	N				07/03/2017	14	HANCOCK ST	INTER	CROSS	N	N	CLR	S-OTHER	01	NONE 0	TURN-R											29,27
NONE			MO							MAIN ST	N		TRF SIGNAL	N	DRY	TURN		PRVTE	E -N									000		00
N			9A								05	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		042,016	000		29,27
N			45 18 4.19						-122 58 44.96	009100100S00															OR>25					
																	02	NONE 0	TURN-R											
																		PRVTE	E -N									006		00
																		PSNGR CAR		01	DRVR	INJC	50	F	OR-Y		000	000		00
																									OR<25					
00659	N	Y	N	N				07/12/2019	16	HANCOCK ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											29,10
CITY			FR							MAIN ST	N		TRF SIGNAL	N	DRY	REAR		PRVTE	N -S									000		00
N			6P								06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	27	M	SUSP		026	000		29,10
N			45 18 4.19						-122 58 44.97	015100100S00															N-RES					
																	02	NONE	STOP											
																		PRVTE	N -S									011		00
																		PSNGR CAR		01	DRVR	NONE	68	M	OR-Y		000	000		00
																									OR<25					
																	02	NONE	STOP											
																		PRVTE	N -S									011		00
																		PSNGR CAR		02	PSNG	INJC	71	F			000	000		00
00079	N	N	N	N				01/27/2020	16	HANCOCK ST	INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE	STRGHT											07
NO RPT			MO							MAIN ST	N		TRF SIGNAL	N	WET	REAR		PRVTE	N -S									000		00
N			4P								06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	25	F	OR-Y		026	000		07
N			45 18 4.7						-122 58 44.96	015100100S00															OR<25					

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CITY OF NEWBERG, YAMHILL COUNTY

MAIN ST and Intersectional Crashes at MAIN ST, City of Newberg, Yamhill County, 01/01/2017 to 12/31/2021

5 - 9 of 49 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																02	NONE	STOP										
																	PRVTE	N -S									012	00
																	PSNGR CAR		01	DRVR	INJC	26	F	OR-Y		000	000	00
																								OR<25				
																02	NONE	STOP										
																	PRVTE	N -S									012	00
																	PSNGR CAR		02	PSNG	INJC	53	F			000	000	00
86878	N	N	N	N			10/29/2021	16	HANCOCK ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT										29
NONE							FR		MAIN ST	N		TRF SIGNAL	N	DRY	REAR		N/A	N -S									000	00
N							4P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 18 4.2	-122 58 44.98	015100100S00															UNK				
																02	NONE 9	STOP										
																	N/A	N -S									011	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				
00228	N	N	N	N			03/06/2017	14	HANCOCK ST	INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 1	STRGHT										29
NONE							MO		MAIN ST	E		TRF SIGNAL	N	WET	REAR		PRVTE	E -W									000	00
N							5A			06	0		N	DAWN	INJ		SEMI TOW		01	DRVR	NONE	49	M	OR-Y		026	000	29
N							45 18 4.19	-122 58 44.96	009100100S00															OR>25				
																02	NONE 1	STOP										
																	PRVTE	E -W									011	00
																	SEMI TOW		01	DRVR	INJC	59	M	OR-Y		000	000	00
																								OR<25				
00027	Y	N	N	N	N	N	01/07/2017	14	HANCOCK ST	INTER	CROSS	N	N	SNOW	S-1STOP	01	NONE 9	STRGHT									124	01,29
CITY							SA		MAIN ST	E		TRF SIGNAL	N	SNO	REAR		N/A	E -W									006	00
N							11A			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 18 4.19	-122 58 44.96	009100100S00															UNK				
																02	NONE 9	STOP										
																	N/A	E -W									011	00
																	SEMI TOW		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				
01289	N	N	N	N			12/23/2019	14	HANCOCK ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT										29,07,27
CITY							MO		MAIN ST	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E -W									000	00
N							6P			06	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	54	M	OR-Y		014,026	000	29,07,27
N							45 18 4.19	-122 58 44.24	009100100S00															OR<25				
																02	NONE	STOP										
																	PRVTE	E -W									012	00
																	PSNGR CAR		01	DRVR	INJC	53	F	OR-Y		000	000	00
																								OR<25				

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CITY OF NEWBERG, YAMHILL COUNTY

MAIN ST and Intersectional Crashes at MAIN ST, City of Newberg, Yamhill County, 01/01/2017 to 12/31/2021

10 - 13 of 49 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G	J N V	S I H L	C O R K	W	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00350	N	N	N	N				04/03/2018	14	HANCOCK ST	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L											02,08
NONE								TU		MAIN ST	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S -W									000		00
N								2P			01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	37	F	OTH-Y		028,004	000		02,08
N								45 18 4.19	-122 58 44.96	009100100S00															OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	N -S									000		00
																		PSNGR CAR		01	DRVR	INJC	16	F	OR-Y		000	000		00
																									OR<25					
00646	N	N	N	N	N	N	N	06/28/2018	14	HANCOCK ST	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0	STRGHT										116	04,27
CITY								TH		MAIN ST	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	E -W									000		00
N								11P			02	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	19	F	OR-Y		000	000		00
N								45 18 4.19	-122 58 44.96	009100100S00															OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	S -N									000		00
																		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		020,016	038	116	04,27
																									OR<25					
00829	N	N	N	N				08/26/2019	14	HANCOCK ST	INTER	CROSS	N	N	CLR	S-STRGHT	01	NONE	STRGHT											06,02,10
CITY								MO		MAIN ST	CN		TRF SIGNAL	N	DRY	SS-O		PRVTE	E -W									052		00
N								12P			04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	52	M	OR-Y		045	052		06,02,10
N								45 18 4.19	-122 58 44.96	009100100S00															OR<25					
																	02	NONE	STRGHT											
																		PRVTE	E -W									000		00
																		PSNGR CAR		01	DRVR	NONE	67	F	OR-Y		000	000		00
																									OR<25					
																	02	NONE	STRGHT											
																		PRVTE	E -W									000		00
																		PSNGR CAR		02	PSNG	INJC	06	M			000	000		00
00917	Y	N	N	N	N	N	N	11/14/2020	14	HANCOCK ST	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE	STRGHT											32,04,01
CITY								SA		MAIN ST	CN		TRF SIGNAL	N	WET	ANGL		PRVTE	E -W									000		00
N								4P			01	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	INJB	63	M	OR-Y		000	000		00
N								45 18 4.21	-122 58 44.98	009100100S00															OR<25					
																	02	NONE	STRGHT											
																		PRVTE	N -S									000		00
																		PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		020	000		32,04,01
																									OR<25					
00319	N	N	N	N	N	N	N	05/04/2020	16	MAIN ST	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
CITY								MO		HANCOCK ST	N	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S -N									000		00
N								6P			04			N	DAY	INJ		MTRCYCLE		01	DRVR	INJA	58	M	OR-Y		000	000		00
N								45 18 5.66	-122 58 44.94	015100100S00		(02)													OR<25					

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SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G J N V	S H L	W R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
															02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S									018 000		00 02
00795	N	N	N	N		08/07/2018	16	MAIN ST	STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07,29
NONE						TU		HANCOCK ST	N	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S -N									000		00
N N						4P 45 18 5.65	-122 58 44.92	015100100S00	04	(02)		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	28	F	OR-Y OR>25		026	000		07,29
															02	NONE PRVTE PSNGR CAR	STOP S -N	01	DRVR	INJC	53	M	OR-Y OR<25		000	011 000		00 00
00661	N	N	N	N		07/02/2018	16	MAIN ST	STRGHT		N	N	CLR	ANGL-OTH	01	NONE 9	BACK											20
NONE						MO		HANCOCK ST	N	(NONE)	UNKNOWN	N	DRY	BACK		N/A	E -W									018		00
N N						12P 45 18 5.18	-122 58 44.94	015100100S00	07	(02)		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000		00
															02	NONE 9 N/A PSNGR CAR	STRGHT S -N	01	DRVR	NONE	00	Unk	UNK UNK		000	000		00 00
00142	N	N	N	N		02/15/2017	17	ILLINOIS ST	INTER	3-LEG	N	N	RAIN	PED	01	NONE 0	STRGHT											02,19
CITY						WE	0	MAIN ST	N		STOP SIGN	N	WET	PED		PRVTE	S -N									000		00
N N						4P 45 18 20.36	-122 58 44.49		05	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	85	F	OR-Y OR<25		029	000		02
																	- STRGHT W E	01	PED	INJB	19	M		I XWLK	000	034		19
00701	N	N	N	N		07/16/2018	17	ILLINOIS ST	INTER	3-LEG	N	N	CLR	BIKE	01	NONE	TURN-R											02
CITY						MO	0	MAIN ST	E		NONE	N	DRY	TURN		PRVTE	S -E									000		00
N N						8A 45 18 20.36	-122 58 44.49		05	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	43	F	OR-Y OR<25		027	000		02
																	- STRGHT N S	01	BIKE	INJB	57	M		I XWLK	000	047		00

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CITY OF NEWBERG, YAMHILL COUNTY

MAIN ST and Intersectional Crashes at MAIN ST, City of Newberg, Yamhill County, 01/01/2017 to 12/31/2021

19 - 22 of 49 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A C	D R U G	M J I N	S C H V	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH COLL SVRTY	V#	SPCL USE TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01020	N	N	N	N			10/04/2018	17	ILLINOIS ST	INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE 9	STRGHT										053	16,32
CITY							TH	0	MAIN ST	E		UNKNOWN	N	DRY	FIX		N/A	W -E									000		00
N							7P			04	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 18 20.28	-122 58 44.59																UNK					
01266	N	N	N	N			12/11/2018	17	ILLINOIS ST	INTER	4-LEG	N	N	CLD	S-1STOP	01	NONE 9	STRGHT											07,29
CITY							TU	0	MAIN ST	CN		STOP SIGN	N	WET	REAR		N/A	N -S									000		00
N							3P			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 18 20.04	-122 58 44.86																UNK					
																02	NONE 9	STOP											
																	N/A	N -S									012		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
00701	N	N	N	N			07/25/2019	17	ILLINOIS ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											03,02
NONE							TH	0	MAIN ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	S -N									000		00
N							1P			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	72	M	OR-Y		000	000		00
N							45 18 20.36	-122 58 44.49																OR<25					
																01	NONE	STRGHT											
																	PRVTE	S -N									000		00
																	PSNGR CAR		02	PSNG	INJC	65	F			000	000		00
																02	NONE	STRGHT											
																	PRVTE	E -W									000		00
																	PSNGR CAR		01	DRVR	NONE	00	F	UNK		021	000		03,02
																								UNK					
00198	N	N	N	N	N	N	03/17/2021	17	ILLINOIS ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT											02
CITY							WE	0	MAIN ST	CN		STOP SIGN	N	DRY	TURN		N/A	S -N									000		00
N							7P			02	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 18 20.33	-122 58 44.49																UNK					
																02	NONE 9	TURN-L											
																	N/A	E -S									000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
01043	N	Y	N	N			12/31/2020	16	MAIN ST	CURVE		N	N	CLR	O-STRGHT	01	NONE	STRGHT										128	33,05,10
NO RPT							TH		ILLINOIS ST	S	(NONE)	UNKNOWN	N	DRY	SS-M		PRVTE	N -S									000	128	00
Y							6P			08			N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	63	M	OR-Y		080	000		33,05,10
N							45 18 19.12	-122 58 44.8	015100100S00		(02)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	S -N									000		00
																	PSNGR CAR		01	DRVR	INJC	44	F	OR-Y		000	000		00
																								OR>25					

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SER# / INVEST / RD DPT / UNLOC?	SPE ALGNHVLK	DAY / TIME / LAT	DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES / LICNS LOC	PED ERROR	ACT	EVENT	CAUSE
											02	NONE	STRGHT										
												PRVTE	S -N								000		00
												PSNGR CAR		02	PSNG	INJC	43	M		000	000		00
00990	N N N N	09/14/2017	16	MAIN ST	STRGHT		Y	N	UNK	S-1STOP	01	NONE 0	STRGHT										29
NONE		TH		NORTH ST	S	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S -N								006		00
N		5P			04			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	32	F	OR-Y	026	026		29
N		45 18 15.55	-122 58 44.8	015100100S00		(02)													OR<25				
											02	NONE 0	STOP										
												PRVTE	S -N								011		00
												PSNGR CAR		01	DRVR	NONE	63	M	OR-Y	000	000		00
																			OR<25				
00237	N N N N N N	03/02/2017	17	MAIN ST	STRGHT		N	Y	RAIN	FIX OBJ	01	NONE 9	STRGHT									040,062	16
CITY		TH	23	OXFORD ST	S	(NONE)	UNKNOWN	N	WET	FIX		N/A	UN-UN								000		00
Y		5A			00			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000		00
N		45 19 8.66	-122 58 44.6			(02)													UNK				
00295	N N N N N N	03/07/2017	16	MAIN ST	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT									082	06,02
CITY		TU		SHERIDAN ST	CN		STOP SIGN	N	WET	ANGL		PRVTE	N -S								031		00
N		4P			01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	49	F	OR-Y	031	000	082	06
N		45 18 7.11	-122 58 44.89	015100100S00															OR>25				
											02	NONE 0	STRGHT										
												PRVTE	E -W								015		00
												PSNGR CAR		01	DRVR	INJC	45	F	EXP	028	000	082	02
																			OR<25				
00278	N N N N	03/19/2017	16	MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT										02
NONE		SU		SHERIDAN ST	CN		STOP SIGN	N	DRY	ANGL		N/A	S -N								000		00
N		5P			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000		00
N		45 18 7.11	-122 58 44.89	015100100S00															UNK				
											02	NONE 9	STRGHT										
												N/A	W -E								000		00
												PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000		00
																			UNK				
01311	N N N N	11/25/2017	16	MAIN ST	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 9	STRGHT										02,03
NONE		SA		SHERIDAN ST	CN		STOP SIGN	N	WET	TURN		N/A	N -S								000		00
N		5P			03	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000		00
N		45 18 7.11	-122 58 44.89	015100100S00															UNK				
											02	NONE 9	TURN-L										
												N/A	W -N								000		00
												PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000		00
																			UNK				

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01096	N	N	N	N			10/24/2018	16	MAIN ST	INTER	CROSS	N	N	CLR	S-1TURN	01	NONE 9	TURN-L										06
NONE							WE		SHERIDAN ST	CN		STOP SIGN	N	DRY	TURN		N/A	N -E									000	00
N							11A			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 18 7.11	-122 58 44.89	015100100S00															UNK				
																02	NONE 9	STRGHT										
																	N/A	N -S									000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				
00579	N	N	N	N			06/14/2019	16	MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT										02
NO RPT							FR		SHERIDAN ST	CN		STOP SIGN	N	DRY	TURN		N/A	N -S									000	00
N							6P			03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 18 7.14	-122 58 44.9	015100100S00															UNK				
																02	NONE 9	TURN-L										
																	N/A	W -N									015	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				
00210	N	N	N	N	N	N	03/11/2020	16	MAIN ST	INTER	CROSS	N	N	CLR	BIKE	01	NONE	TURN-L										32,02
CITY							WE		SHERIDAN ST	CN		UNKNOWN	N	DRY	ANGL		PRVTE	N -E									000	00
N							4A			04	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	51	F	OR-Y		027	000	32,02
N							45 18 7.13	-122 58 44.9	015100100S00															OR<25				
																		- STRGHT		01	BIKE	INJC	37	M		I XWLK	000	000	00
																		S N										
00665	N	N	N	N			07/15/2019	16	MAIN ST	STRGHT		N	N	CLR	O-STRGHT	01	NONE 9	STRGHT									028,080	25
NONE							MO		SHERIDAN ST	N	(NONE)	UNKNOWN	N	DRY	OTH		N/A	S -N									000	00
N							11A			03			N	DAY	PDO		SEMI TOW		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 18 8.28	-122 58 44.87	015100100S00		(02)													UNK				
																02	NONE 9	STRGHT										
																	N/A	N -S									000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				
00015	N	N	N	N			01/07/2019	16	MAIN ST	STRGHT		Y	N	CLD	S-1STOP	01	NONE	STRGHT									013	07,27,29
CITY							MO		SHERIDAN ST	S	(NONE)	TRF SIGNAL	N	WET	REAR		PRVTE	N -S									088	00
N							7A			06			N	DAWN	INJ		PSNGR CAR		01	DRVR	NONE	54	M	OR-Y		026,043	088	07,27,29
N							45 18 7.73	-122 58 44.88	015100100S00		(02)													OR<25				
																02	NONE	STOP										
																	PRVTE	N -S									012 013	00
																	PSNGR CAR		01	DRVR	INJC	49	F	OR-Y		000	000	00
																								OR<25				

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SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N S	I H V	C O L	W R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																	03	NONE	STOP										
																		PRVTE	N -S								012		00
																		PSNGR CAR		01	DRVR	NONE	40	M	OTH-Y N-RES		000	000		00
00501	N	N	N	N				06/11/2021	16	MAIN ST	STRGHT		N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											27,29
NONE								FR		SHERMAN ST	N	(NONE)	WIGWAG	N	WET	REAR		PRVTE	N -S								000		00
N								10A			06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	58	F	UNK		016,026	038		27,29
N								45 18 10.36	-122 58 44.84	015100100S00		(02)													OR<25					
																	02	NONE 0	STOP										
																		PRVTE	N -S								011		00
																		PSNGR CAR		01	DRVR	INJC	56	F	UNK OR>25		000	000		00
																	02	NONE 0	STOP										
																		PRVTE	N -S								011		00
																		PSNGR CAR		02	PSNG	INJC	65	M			000	000		00
01414	N	N	N	N	N	N	N	12/22/2017	16	MAIN ST	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE 9	STRGHT										128	02
CITY								FR		YAMHILL-NEWBERG HY	CN		STOP SIGN	N	WET	TURN		N/A	SE-NW								000		00
N								6P			01	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000		00
N								45 18 19.65	-122 58 45.28	015100100S00																				
																	02	NONE 9	TURN-L										
																		N/A	NE-SE								000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000		00
00403	N	N	N	N	N	N	N	05/15/2021	16	MAIN ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07,29
CITY								SA		1ST ST	N		TRF SIGNAL	N	DRY	REAR		PRVTE	N -S								000		00
N								10A			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	47	M	OTH-Y OR<25		043,026	000		07,29
N								45 18 1.16	-122 58 45.06	015100100S00																				
																	02	NONE 0	STOP										
																		PRVTE	N -S								012		00
																		PSNGR CAR		01	DRVR	INJC	38	M	OR-Y OR<25		000	000		00
00224	N	N	N	N	N	N	N	02/21/2018	14	MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L											04
CITY								WE		1ST ST	CN		TRF SIGNAL	N	DRY	TURN		N/A	N -E								000		00
N								11A			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000		00
N								45 18 1.16	-122 58 45.06	009100200S00																				
																	02	NONE 9	TURN-L										
																		N/A	W -N								000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000		00

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SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R J U G S V	I N H L	S	C	O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00461	N	N	N	N				05/14/2019	14	MAIN ST	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE	STRGHT											04
CITY								TU		1ST ST	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	W -E									000		00
N								4P			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	52	F	OR-Y		003	000		04
N								45 18 1.2	-122 58 45.09	009100200S00															OR<25					
																	02	NONE	STRGHT											
																		PRVTE	N -S									000		00
																		PSNGR CAR		01	DRVR	INJC	32	M	OR-Y		000	000		00
																									OR<25					
																	03	NONE	STRGHT											
																		PRVTE	S -N									000		00
																		PSNGR CAR		01	DRVR	INJC	30	F	OR-Y		000	000		00
																									OR<25					
00884	N	N	N	N				09/11/2019	14	MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04
CITY								WE		1ST ST	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	W -E									000		00
N								1P			04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	66	F	OR-Y		020	000		04
N								45 18 1.16	-122 58 45.07	009100200S00															OR<25					
																	02	NONE	STRGHT											
																		PRVTE	S -N									000		00
																		PSNGR CAR		01	DRVR	INJC	36	F	OR-Y		000	000		00
																									OR>25					
00021	N	N	N	N				01/10/2020	14	MAIN ST	INTER	CROSS	N	N	RAIN	BIKE	01	NONE	TURN-L											02,40
CITY								FR		1ST ST	CN		TRF SIGNAL	N	WET	ANGL		PRVTE	N -E									000		00
N								3P			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	32	F	OR-Y		027	000		02,40
N								45 18 1.18	-122 58 45.07	009100200S00															OR>25					
																			-											
																			STRGHT	01	BIKE	INJC	56	F		I XWLK	000	000		00
																			N S											
00732	N	N	N	N	N	N		09/24/2020	14	MAIN ST	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	STRGHT											02
CITY								TH		1ST ST	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S -N									000		00
N								8P			02	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	INJC	66	F	OR-Y		000	000		00
N								45 18 1.16	-122 58 45.08	009100200S00															OR<25					
																	02	NONE	TURN-L											
																		PRVTE	N -E									000		00
																		PSNGR CAR		01	DRVR	INJB	16	F	OR-Y		004,028	000		02
																									OR<25					
00826	N	N	N	N	N	N		10/19/2020	14	MAIN ST	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE	STRGHT											04,27
CITY								MO		1ST ST	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	W -E									000		00
N								5P			04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	42	F	OR-Y		020	000		04,27
N								45 18 1.17	-122 58 45.08	009100200S00															OR<25					

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																02	NONE	STRGHT										
																	PRVTE	S -N									000		00
																	PSNGR CAR		01	DRVR	NONE	55	M	OR-Y		000	000		00
																								OR<25					
00925	N	N	N	N	N	N	09/27/2021	14	MAIN ST	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	TURN-L											27,04,02
CITY			MO						1ST ST	CN		ONE-WAY	N	WET	TURN		PRVTE	N -E									000		00
N			8A							02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	71	F	OR-Y		016,020,028	000		27,04,02
N			45 18 1.16		-122 58 45.06		009100200S00																	OR>25					
																02	NONE 0	STRGHT										
																	PRVTE	S -N									000		00
																	PSNGR CAR		01	DRVR	INJB	42	M	OR-Y		000	000		00
																								OR<25					
00588	N	N	N	N			07/03/2021	14	MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											27,04,02
NONE			SA						1ST ST	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	W -E									000		00
N			5P							04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	60	F	UNK		016,020,028	038		27,04,02
N			45 18 1.16		-122 58 45.07		009100200S00																	OR<25					
																02	NONE 0	STRGHT										
																	PRVTE	S -N									000		00
																	PSNGR CAR		01	DRVR	INJC	62	M	UNK		000	000		00
																								OR<25					
01122	N	N	N	N			11/18/2021	14	MAIN ST	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	STRGHT											08,02
NONE			TH						1ST ST	CN		TRF SIGNAL	N	WET	TURN		PRVTE	S -N									000		00
N			6P							04	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	INJB	23	F	UNK		000	000		00
N			45 18 1.16		-122 58 45.06		009100200S00																	OR<25					
																02	NONE 0	TURN-L										
																	PRVTE	N -E									000		00
																	PSNGR CAR		01	DRVR	NONE	46	F	UNK		004,028	000		08,02
																								OR<25					
00846	N	N	N	N	N	N	09/03/2021	14	MAIN ST	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	TURN-L											02
CITY			FR						1ST ST	CN		TRF SIGNAL	N	DRY	TURN		N/A	N -E									000		00
N			2P							04	0		N	DAY	PDO		TRUCK		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 18 1.16		-122 58 45.06		009100200S00																	UNK					
																02	NONE 9	STRGHT										
																	N/A	S -N									000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
00610	N	N	N	N			06/18/2018	16	MAIN ST	STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
NONE			MO						1ST ST	N	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N -S									000		00
N			2P							03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	48	F	OR-Y		026,014	000		29
N			45 18 1.78		-122 58 45.04		015100100S00				(02)													OR<25					

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																02	NONE 0 PRVTE PSNGR CAR	STOP N -S						OR-Y OR<25		000	011 000		00 00
00225	N	N	N	N	N	N	03/24/2021 WE 3P 45 17 58.25	17 0 -122 58 45.11	MAIN ST 2ND ST	INTER CN 01	CROSS 0	N STOP SIGN	N N N	RAIN WET DAY	ANGL-OTH ANGL INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	NONE	31	F	OR-Y OR<25		028	082 015 000	082	40,02 00 40,02
																02	NONE 0 PRVTE PSNGR CAR	STRGHT N -S	01	DRVR	INJB	51	M	OR-Y OR<25		000	000 000		00 00
00397	N	N	N	N	N	N	05/13/2021 TH 3P 45 17 51.53	17 139 -122 58 45.17	MAIN ST 4TH ST	STRGHT S 08	(NONE) (02)	N UNKNOWN	N N N	CLR DRY DAY	PRKD MV SS-O PDO	01	NONE 9 N/A TRUCK	STRGHT S -N	01	DRVR	NONE	00	Unk	UNK UNK		000	000		21 00 00
																02	NONE 9 N/A PSNGR CAR	PRKD-P S -N									008		00

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF NEWBERG, YAMHILL COUNTY

PINEHURST ST and Intersectional Crashes at PINEHURST ST, City of Newberg, Yamhill County, 01/01/2017 to 12/31/2021

1 - 1 of 1 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R G S	M J U N V	S I C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
01101	N	N	N	N			10/11/2017	16	HILLSBORO-SILV HY	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										29
NO RPT							WE		PINEHURST ST	N		STOP SIGN	N	DRY	REAR		PRVTE	N -S									000	00
N			4P							06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	29	M	OR-Y		026	000	29
N			45 18 41.21					-122 58 24.09	014000100S00															OR<25				
																02	NONE 0	STOP										
																	PRVTE	N -UN									011	00
																	PSNGR CAR		01	DRVR	INJC	33	F	OR-Y		000	000	00
																								OR<25				
																02	NONE 0	STOP										
																	PRVTE	N -UN									011	00
																	PSNGR CAR		02	PSNG	INJC	13	F			000	000	00

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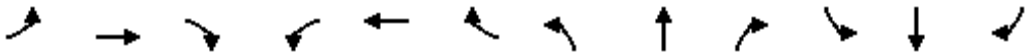
Attachment D
Existing Year 2023 Traffic Operational Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	15	10	12	8	10	5	68	23	7	64	3
Future Volume (vph)	2	15	10	12	8	10	5	68	23	7	64	3
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	3	19	13	15	10	13	6	86	29	9	81	4

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	35	38	121	94
Volume Left (vph)	3	15	6	9
Volume Right (vph)	13	13	29	4
Hadj (s)	-0.07	-0.01	-0.01	0.07
Departure Headway (s)	4.4	4.4	4.2	4.3
Degree Utilization, x	0.04	0.05	0.14	0.11
Capacity (veh/h)	783	766	841	825
Control Delay (s)	7.5	7.6	7.8	7.8
Approach Delay (s)	7.5	7.6	7.8	7.8
Approach LOS	A	A	A	A

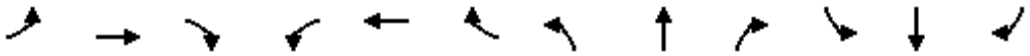
Intersection Summary				
Delay	7.8			
Level of Service	A			
Intersection Capacity Utilization	18.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	15	10	12	8	10	5	68	23	7	64	3
Future Vol, veh/h	2	15	10	12	8	10	5	68	23	7	64	3
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	50	7	0	8	0	10	0	7	9	0	5	0
Mvmt Flow	3	19	13	15	10	13	6	86	29	9	81	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	7.6	7.7	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	7%	40%	9%
Vol Thru, %	71%	56%	27%	86%
Vol Right, %	24%	37%	33%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	27	30	74
LT Vol	5	2	12	7
Through Vol	68	15	8	64
RT Vol	23	10	10	3
Lane Flow Rate	122	34	38	94
Geometry Grp	1	1	1	1
Degree of Util (X)	0.134	0.048	0.047	0.107
Departure Headway (Hd)	3.963	5.051	4.423	4.112
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	892	713	814	859
Service Time	2.045	3.053	2.424	2.197
HCM Lane V/C Ratio	0.137	0.048	0.047	0.109
HCM Control Delay	7.7	8.3	7.6	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.2	0.1	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	5	0	7	0	6	0	87	9	12	74	0
Future Volume (Veh/h)	1	5	0	7	0	6	0	87	9	12	74	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	1	6	0	8	0	7	0	104	11	14	88	0
Pedestrians		2										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		3.5										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	234	233	90	228	228	110	90			115		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	234	233	90	228	228	110	90			115		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	100	99	100	99	100			99		
cM capacity (veh/h)	711	663	971	691	668	950	1515			1487		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	7	15	115	102
Volume Left	1	8	0	14
Volume Right	0	7	11	0
cSH	670	792	1515	1487
Volume to Capacity	0.01	0.02	0.00	0.01
Queue Length 95th (ft)	1	1	0	1
Control Delay (s)	10.4	9.6	0.0	1.1
Lane LOS	B	A		A
Approach Delay (s)	10.4	9.6	0.0	1.1
Approach LOS	B	A		

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	21.4%	ICU Level of Service	A	
Analysis Period (min)	15			

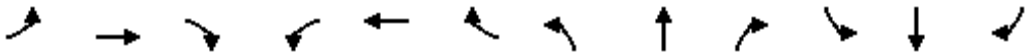
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	0	7	0	6	0	87	9	12	74	0
Future Vol, veh/h	1	5	0	7	0	6	0	87	9	12	74	0
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	14	0	0	0	7	11	0	7	0
Mvmt Flow	1	6	0	8	0	7	0	104	11	14	88	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	231	233	90	229	228	110	90	0	0	115	0	0
Stage 1	118	118	-	110	110	-	-	-	-	-	-	-
Stage 2	113	115	-	119	118	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.24	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.24	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.24	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.626	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	728	671	973	701	675	949	1518	-	-	1487	-	-
Stage 1	891	802	-	867	808	-	-	-	-	-	-	-
Stage 2	897	804	-	857	802	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	716	663	971	691	667	949	1515	-	-	1487	-	-
Mov Cap-2 Maneuver	716	663	-	691	667	-	-	-	-	-	-	-
Stage 1	889	792	-	867	808	-	-	-	-	-	-	-
Stage 2	890	804	-	842	792	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	9.6	0	1
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1515	-	-	671	790	1487	-	-
HCM Lane V/C Ratio	-	-	-	0.011	0.02	0.01	-	-
HCM Control Delay (s)	0	-	-	10.4	9.6	7.4	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1029	900	1091	1029	900	1091	1636			1636		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.07	0.03	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	0.0	0.0	0.0	0.0
Approach LOS	A	A		

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	0.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	4	4	4	4	4	0	4	0	0	0	0	0
Stage 1	4	4	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	4	4	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	1022	896	1085	1022	896	-	1631	-	-	-	-	-
Stage 1	1024	897	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1024	897	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	896	1085	1022	896	-	1631	-	-	-	-	-
Mov Cap-2 Maneuver	-	896	-	1022	896	-	-	-	-	-	-	-
Stage 1	1024	897	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1024	897	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1631	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

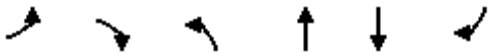
Intersection	
Int Delay, s/veh	4.4

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	92	394	295	80	84	45
Future Vol, veh/h	92	394	295	80	84	45
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	9	15	9	2	2
Mvmt Flow	105	448	335	91	95	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	427	0	-	0	1040	382
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	658	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1122	-	-	-	255	665
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	515	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1121	-	-	-	231	664
Mov Cap-2 Maneuver	-	-	-	-	231	-
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	514	-

Approach	SE	NW	SW
HCM Control Delay, s	1.6	0	28.1
HCM LOS			D

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1121	-	299
HCM Lane V/C Ratio	-	-	0.093	-	0.49
HCM Control Delay (s)	-	-	8.5	-	28.1
HCM Lane LOS	-	-	A	-	D
HCM 95th %tile Q(veh)	-	-	0.3	-	2.5



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	106	64	10	34	63
Future Volume (Veh/h)	65	106	64	10	34	63
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	87	141	85	13	45	84
Pedestrians	3			3	3	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3		357	250	321	6
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3		357	250	321	6
tC, single (s)	4.2		7.1	6.5	6.5	6.3
tC, 2 stage (s)						
tF (s)	2.3		3.5	4.0	4.0	3.4
p0 queue free %	94		83	98	92	92
cM capacity (veh/h)	1576		490	616	563	1053

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	228	98	129
Volume Left	87	85	0
Volume Right	141	0	84
cSH	1576	504	808
Volume to Capacity	0.06	0.19	0.16
Queue Length 95th (ft)	4	18	14
Control Delay (s)	3.1	13.9	10.3
Lane LOS	A	B	B
Approach Delay (s)	3.1	13.9	10.3
Approach LOS		B	B

Intersection Summary			
Average Delay	7.5		
Intersection Capacity Utilization	28.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	134	8	12	79	3	14
Future Volume (Veh/h)	134	8	12	79	3	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	172	10	15	101	4	18
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			183		309	178
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			183		309	178
tC, single (s)			4.2		6.4	6.4
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.5
p0 queue free %			99		99	98
cM capacity (veh/h)			1355		679	817

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	182	116	22
Volume Left	0	15	4
Volume Right	10	0	18
cSH	1700	1355	788
Volume to Capacity	0.11	0.01	0.03
Queue Length 95th (ft)	0	1	2
Control Delay (s)	0.0	1.1	9.7
Lane LOS		A	A
Approach Delay (s)	0.0	1.1	9.7
Approach LOS			A

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	8	12	79	3	14
Future Vol, veh/h	134	8	12	79	3	14
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	11	0	8	6	0	21
Mvmt Flow	172	10	15	101	4	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	183	0	309	178
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	131	-
Critical Hdwy	-	-	4.18	-	6.4	6.41
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.272	-	3.5	3.489
Pot Cap-1 Maneuver	-	-	1357	-	687	818
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1356	-	678	817
Mov Cap-2 Maneuver	-	-	-	-	678	-
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	889	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	788	-	-	1356	-
HCM Lane V/C Ratio	0.028	-	-	0.011	-
HCM Control Delay (s)	9.7	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

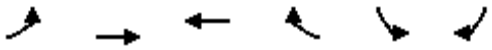
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	0	1	314	377	65
Future Vol, veh/h	8	0	1	314	377	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	9	0	2	2	0	4
Mvmt Flow	9	0	1	361	433	75

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	834	471	508	0	-	0
Stage 1	471	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Critical Hdwy	6.49	6.2	4.12	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.3	2.218	-	-	-
Pot Cap-1 Maneuver	329	597	1057	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	329	597	1057	-	-	-
Mov Cap-2 Maneuver	329	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	689	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1057	-	329	-	-	-
HCM Lane V/C Ratio	0.001	-	0.028	-	-	-
HCM Control Delay (s)	8.4	0	16.3	0	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	150	40	5	4	58
Future Volume (Veh/h)	10	150	40	5	4	58
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	13	190	51	6	5	73
Pedestrians		2	1		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	59				273	58
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	59				273	58
tC, single (s)	4.1				6.6	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.7	3.3
p0 queue free %	99				99	93
cM capacity (veh/h)	1555				662	1004

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	203	57	78
Volume Left	13	0	5
Volume Right	0	6	73
cSH	1555	1700	972
Volume to Capacity	0.01	0.03	0.08
Queue Length 95th (ft)	1	0	7
Control Delay (s)	0.5	0.0	9.0
Lane LOS	A		A
Approach Delay (s)	0.5	0.0	9.0
Approach LOS			A

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	26.4%	ICU Level of Service	A
Analysis Period (min)	15		

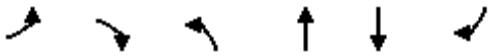
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	150	40	5	4	58
Future Vol, veh/h	10	150	40	5	4	58
Conflicting Peds, #/hr	2	0	0	2	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	3	2	0	25	2
Mvmt Flow	13	190	51	6	5	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	59	0	-	0	273	58
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	217	-
Critical Hdwy	4.1	-	-	-	6.65	6.22
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	2.2	-	-	-	3.725	3.318
Pot Cap-1 Maneuver	1558	-	-	-	670	1008
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1555	-	-	-	661	1004
Mov Cap-2 Maneuver	-	-	-	-	661	-
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1555	-	-	-	971
HCM Lane V/C Ratio	0.008	-	-	-	0.081
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	47	104	48	282	367	1
Future Volume (Veh/h)	47	104	48	282	367	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	56	124	57	336	437	1
Pedestrians	1				1	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	890	438	439			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	890	438	439			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	81	80	95			
cM capacity (veh/h)	289	611	1109			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	180	393	438
Volume Left	56	57	0
Volume Right	124	0	1
cSH	454	1109	1700
Volume to Capacity	0.40	0.05	0.26
Queue Length 95th (ft)	47	4	0
Control Delay (s)	18.1	1.7	0.0
Lane LOS	C	A	
Approach Delay (s)	18.1	1.7	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	104	48	282	367	1
Future Vol, veh/h	47	104	48	282	367	1
Conflicting Peds, #/hr	1	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	9	5	4	7	4	0
Mvmt Flow	56	124	57	336	437	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	890	439	439	0	-	0
Stage 1	439	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Critical Hdwy	6.49	6.25	4.14	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.345	2.236	-	-	-
Pot Cap-1 Maneuver	305	612	1110	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	285	611	1109	-	-	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	626	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.2	1.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1109	-	451	-	-
HCM Lane V/C Ratio	0.052	-	0.399	-	-
HCM Control Delay (s)	8.4	0	18.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.9	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	2	353	4	4	467
Future Volume (Veh/h)	1	2	353	4	4	467
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	2	384	4	4	508
Pedestrians						4
Lane Width (ft)						12.0
Walking Speed (ft/s)						3.5
Percent Blockage						0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	902	390			388	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	902	390			388	
tC, single (s)	7.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	4.4	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	211	660			1182	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	3	388	512
Volume Left	1	0	4
Volume Right	2	4	0
cSH	386	1700	1182
Volume to Capacity	0.01	0.23	0.00
Queue Length 95th (ft)	1	0	0
Control Delay (s)	14.4	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	14.4	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay		0.1	
Intersection Capacity Utilization		39.0%	ICU Level of Service A
Analysis Period (min)		15	

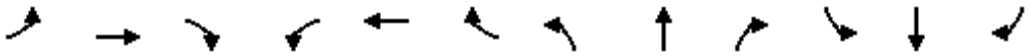
Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	2	353	4	4	467
Future Vol, veh/h	1	2	353	4	4	467
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	0	6	0	0	6
Mvmt Flow	1	2	384	4	4	508

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	902	390	0	0	388	0
Stage 1	386	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Critical Hdwy	7.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	211	663	-	-	1182	-
Stage 1	517	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	210	660	-	-	1182	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	439	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	385	1182	-
HCM Lane V/C Ratio	-	-	0.008	0.004	-
HCM Control Delay (s)	-	-	14.4	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	1	9	9	8	9	12	7	98	12	8	56	3
Future Volume (vph)	1	9	9	8	9	12	7	98	12	8	56	3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	1	11	11	10	11	14	8	118	14	10	67	4

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	23	35	140	81
Volume Left (vph)	1	10	8	10
Volume Right (vph)	11	14	14	4
Hadj (s)	-0.19	-0.07	-0.03	0.05
Departure Headway (s)	4.2	4.3	4.1	4.2
Degree Utilization, x	0.03	0.04	0.16	0.09
Capacity (veh/h)	803	776	859	834
Control Delay (s)	7.3	7.5	7.8	7.7
Approach Delay (s)	7.3	7.5	7.8	7.7
Approach LOS	A	A	A	A

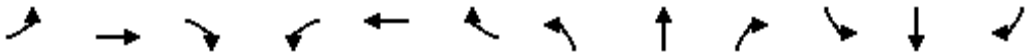
Intersection Summary				
Delay	7.7			
Level of Service	A			
Intersection Capacity Utilization	19.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	9	9	8	9	12	7	98	12	8	56	3
Future Vol, veh/h	1	9	9	8	9	12	7	98	12	8	56	3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	11	12	0	8	0	1	0	12	2	0
Mvmt Flow	1	11	11	10	11	14	8	118	14	10	67	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.6	7.8	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	5%	28%	12%
Vol Thru, %	84%	47%	31%	84%
Vol Right, %	10%	47%	41%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	19	29	67
LT Vol	7	1	8	8
Through Vol	98	9	9	56
RT Vol	12	9	12	3
Lane Flow Rate	141	23	35	81
Geometry Grp	1	1	1	1
Degree of Util (X)	0.157	0.026	0.043	0.097
Departure Headway (Hd)	4.011	4.153	4.423	4.308
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	887	867	814	825
Service Time	2.069	2.154	2.423	2.372
HCM Lane V/C Ratio	0.159	0.027	0.043	0.098
HCM Control Delay	7.8	7.3	7.6	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.1	0.1	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	5	3	16	1	10	3	108	14	3	71	2
Future Volume (Veh/h)	0	5	3	16	1	10	3	108	14	3	71	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	0	6	4	20	1	12	4	132	17	4	87	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	257	253	88	252	246	140	89			149		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	257	253	88	252	246	140	89			149		
tC, single (s)	7.1	6.7	6.5	7.2	6.5	6.2	4.4			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.2	3.6	3.6	4.0	3.3	2.5			2.2		
p0 queue free %	100	99	100	97	100	99	100			100		
cM capacity (veh/h)	687	617	891	682	656	913	1332			1445		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	10	33	153	93
Volume Left	0	20	4	4
Volume Right	4	12	17	2
cSH	704	750	1332	1445
Volume to Capacity	0.01	0.04	0.00	0.00
Queue Length 95th (ft)	1	3	0	0
Control Delay (s)	10.2	10.0	0.2	0.3
Lane LOS	B	B	A	A
Approach Delay (s)	10.2	10.0	0.2	0.3
Approach LOS	B	B		

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	22.6%	ICU Level of Service	A	
Analysis Period (min)	15			

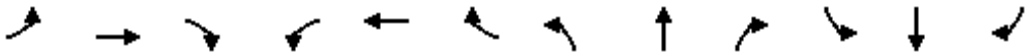
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	5	3	16	1	10	3	108	14	3	71	2
Future Vol, veh/h	0	5	3	16	1	10	3	108	14	3	71	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	20	33	6	0	0	33	1	0	0	4	0
Mvmt Flow	0	6	4	20	1	12	4	132	17	4	87	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	251	253	88	250	246	141	89	0	0	149	0	0
Stage 1	96	96	-	149	149	-	-	-	-	-	-	-
Stage 2	155	157	-	101	97	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.7	6.53	7.16	6.5	6.2	4.43	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.7	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.7	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.18	3.597	3.554	4	3.3	2.497	-	-	2.2	-	-
Pot Cap-1 Maneuver	707	621	891	695	660	912	1332	-	-	1445	-	-
Stage 1	916	782	-	844	778	-	-	-	-	-	-	-
Stage 2	852	735	-	895	819	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	694	617	891	684	656	912	1332	-	-	1445	-	-
Mov Cap-2 Maneuver	694	617	-	684	656	-	-	-	-	-	-	-
Stage 1	913	780	-	841	776	-	-	-	-	-	-	-
Stage 2	837	733	-	882	817	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	10	0.2	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1332	-	-	697	752	1445	-	-
HCM Lane V/C Ratio	0.003	-	-	0.014	0.044	0.003	-	-
HCM Control Delay (s)	7.7	0	-	10.2	10	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1085	1023	896	1085	1623			1623		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.07	0.03	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	0.0	0.0	0.0	0.0
Approach LOS	A	A		

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	0.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

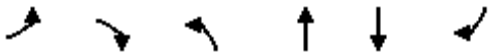
Intersection	
Int Delay, s/veh	8.2

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	72	332	558	158	95	86
Future Vol, veh/h	72	332	558	158	95	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	5	3	1	2	1
Mvmt Flow	78	361	607	172	103	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	779	0	-	0	1210	693
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	517	-
Critical Hdwy	4.11	-	-	-	6.42	6.21
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.209	-	-	-	3.518	3.309
Pot Cap-1 Maneuver	842	-	-	-	202	445
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	598	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	842	-	-	-	183	445
Mov Cap-2 Maneuver	-	-	-	-	183	-
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	598	-

Approach	SE	NW	SW
HCM Control Delay, s	1.7	0	55.1
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	842	-	254
HCM Lane V/C Ratio	-	-	0.093	-	0.775
HCM Control Delay (s)	-	-	9.7	-	55.1
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0.3	-	5.7



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	142	88	112	22	20	66
Future Volume (Veh/h)	142	88	112	22	20	66
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	163	101	129	25	23	76
Pedestrians	1			1	1	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1		466	378	429	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1		466	378	429	2
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	90		69	95	95	93
cM capacity (veh/h)	1627		417	500	462	1071

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	264	154	99
Volume Left	163	129	0
Volume Right	101	0	76
cSH	1627	429	820
Volume to Capacity	0.10	0.36	0.12
Queue Length 95th (ft)	8	40	10
Control Delay (s)	4.9	18.0	10.0
Lane LOS	A	C	A
Approach Delay (s)	4.9	18.0	10.0
Approach LOS		C	A

Intersection Summary			
Average Delay	9.8		
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	100	10	32	131	10	14
Future Volume (Veh/h)	100	10	32	131	10	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	119	12	38	156	12	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			131		357	125
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			131		357	125
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		98	98
cM capacity (veh/h)			1448		628	931

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	131	194	29
Volume Left	0	38	12
Volume Right	12	0	17
cSH	1700	1448	776
Volume to Capacity	0.08	0.03	0.04
Queue Length 95th (ft)	0	2	3
Control Delay (s)	0.0	1.7	9.8
Lane LOS		A	A
Approach Delay (s)	0.0	1.7	9.8
Approach LOS			A

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	10	32	131	10	14
Future Vol, veh/h	100	10	32	131	10	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	4	10	3	2	0	0
Mvmt Flow	119	12	38	156	12	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	131	0	357	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	-	-	4.13	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.227	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1448	-	645	931
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1448	-	626	931
Mov Cap-2 Maneuver	-	-	-	-	626	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	774	-	-	1448	-
HCM Lane V/C Ratio	0.037	-	-	0.026	-
HCM Control Delay (s)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

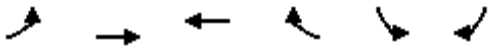
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	0	0	365	505	84
Future Vol, veh/h	15	0	0	365	505	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	0	0	4	4	5
Mvmt Flow	17	0	0	406	561	93

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1014	608	654	0	-	0
Stage 1	608	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Critical Hdwy	6.47	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	259	499	943	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	259	499	943	-	-	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	943	-	259	-	-	-
HCM Lane V/C Ratio	-	-	0.064	-	-	-
HCM Control Delay (s)	0	-	19.9	0	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	118	77	9	5	76
Future Volume (Veh/h)	15	118	77	9	5	76
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	18	140	92	11	6	90
Pedestrians		2			3	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		3.5			3.5	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	106				276	102
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	106				276	102
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	91
cM capacity (veh/h)	1493				707	951

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	158	103	96
Volume Left	18	0	6
Volume Right	0	11	90
cSH	1493	1700	931
Volume to Capacity	0.01	0.06	0.10
Queue Length 95th (ft)	1	0	9
Control Delay (s)	0.9	0.0	9.3
Lane LOS	A		A
Approach Delay (s)	0.9	0.0	9.3
Approach LOS			A

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	26.1%	ICU Level of Service	A
Analysis Period (min)	15		

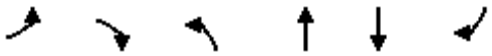
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	118	77	9	5	76
Future Vol, veh/h	15	118	77	9	5	76
Conflicting Peds, #/hr	3	0	0	3	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	1	1	0	0	1
Mvmt Flow	18	140	92	11	6	90

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	106	0	-	0	277	103
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	176	-
Critical Hdwy	4.1	-	-	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.309
Pot Cap-1 Maneuver	1498	-	-	-	717	955
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	859	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1494	-	-	-	703	950
Mov Cap-2 Maneuver	-	-	-	-	703	-
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	856	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1494	-	-	-	930
HCM Lane V/C Ratio	0.012	-	-	-	0.104
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	33	72	75	330	494	7
Future Volume (Veh/h)	33	72	75	330	494	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	36	78	82	359	537	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1064	541	545			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1064	541	545			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	84	85	92			
cM capacity (veh/h)	226	533	1029			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	114	441	545
Volume Left	36	82	0
Volume Right	78	0	8
cSH	373	1029	1700
Volume to Capacity	0.31	0.08	0.32
Queue Length 95th (ft)	32	6	0
Control Delay (s)	18.8	2.4	0.0
Lane LOS	C	A	
Approach Delay (s)	18.8	2.4	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

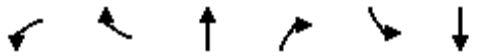
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	72	75	330	494	7
Future Vol, veh/h	33	72	75	330	494	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	6	1	4	4	0
Mvmt Flow	36	78	82	359	537	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1064	541	545	0	-	0
Stage 1	541	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Critical Hdwy	6.43	6.26	4.11	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.354	2.209	-	-	-
Pot Cap-1 Maneuver	246	533	1029	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	221	533	1029	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	1.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1029	-	369	-	-
HCM Lane V/C Ratio	0.079	-	0.309	-	-
HCM Control Delay (s)	8.8	0	19.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.3	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	8	703	5	3	422
Future Volume (Veh/h)	5	8	703	5	3	422
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	5	9	756	5	3	454
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1218	758			761	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1218	758			761	
tC, single (s)	6.4	6.5			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.5			2.2	
p0 queue free %	98	98			100	
cM capacity (veh/h)	200	372			860	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	14	761	457
Volume Left	5	0	3
Volume Right	9	5	0
cSH	285	1700	860
Volume to Capacity	0.05	0.45	0.00
Queue Length 95th (ft)	4	0	0
Control Delay (s)	18.3	0.0	0.1
Lane LOS	C		A
Approach Delay (s)	18.3	0.0	0.1
Approach LOS	C		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

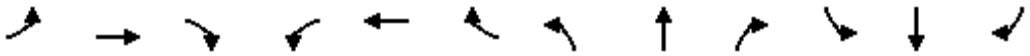
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	8	703	5	3	422
Future Vol, veh/h	5	8	703	5	3	422
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	25	2	0	0	4
Mvmt Flow	5	9	756	5	3	454

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1219	759	0	0	761	0
Stage 1	759	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Critical Hdwy	6.4	6.45	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	-	-	2.2	-
Pot Cap-1 Maneuver	201	372	-	-	860	-
Stage 1	466	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	200	372	-	-	860	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	637	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.5	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	280	860	-
HCM Lane V/C Ratio	-	-	0.05	0.004	-
HCM Control Delay (s)	-	-	18.5	9.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	3	0	23	5	4	0	109	17	0	77	1
Future Volume (Veh/h)	2	3	0	23	5	4	0	109	17	0	77	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Hourly flow rate (vph)	4	5	0	42	9	7	0	198	31	0	140	2
Pedestrians		7			12			1				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		3.5			3.5			3.5				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	373	389	149	370	374	226	149			241		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	373	389	149	370	374	226	149			241		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	100	93	98	99	100			100		
cM capacity (veh/h)	564	539	896	571	549	810	1435			1322		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	9	58	229	142
Volume Left	4	42	0	0
Volume Right	0	7	31	2
cSH	550	588	1435	1322
Volume to Capacity	0.02	0.10	0.00	0.00
Queue Length 95th (ft)	1	8	0	0
Control Delay (s)	11.7	11.8	0.0	0.0
Lane LOS	B	B		
Approach Delay (s)	11.7	11.8	0.0	0.0
Approach LOS	B	B		

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	19.4%	ICU Level of Service	A	
Analysis Period (min)	15			

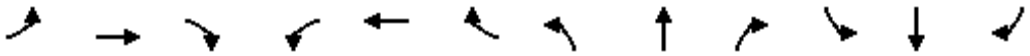
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	0	23	5	4	0	109	17	0	77	1
Future Vol, veh/h	2	3	0	23	5	4	0	109	17	0	77	1
Conflicting Peds, #/hr	0	0	1	1	0	0	7	0	12	12	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	55	55	55	55	55	55	55	55	55
Heavy Vehicles, %	0	0	0	0	0	0	0	1	6	0	3	0
Mvmt Flow	4	5	0	42	9	7	0	198	31	0	140	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	370	389	149	371	375	226	149	0	0	241	0	0
Stage 1	148	148	-	226	226	-	-	-	-	-	-	-
Stage 2	222	241	-	145	149	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	590	549	903	589	559	818	1445	-	-	1337	-	-
Stage 1	859	779	-	781	721	-	-	-	-	-	-	-
Stage 2	785	710	-	863	778	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	573	539	896	577	549	809	1435	-	-	1322	-	-
Mov Cap-2 Maneuver	573	539	-	577	549	-	-	-	-	-	-	-
Stage 1	853	774	-	772	713	-	-	-	-	-	-	-
Stage 2	768	702	-	856	773	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	11.7	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1435	-	-	552	594	1322	-	-
HCM Lane V/C Ratio	-	-	-	0.016	0.098	-	-	-
HCM Control Delay (s)	0	-	-	11.6	11.7	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	7	11	5	2	8	4	262	8	6	328	7
Future Volume (Veh/h)	10	7	11	5	2	8	4	262	8	6	328	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	11	8	12	5	2	9	4	288	9	7	360	8
Pedestrians		1										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		3.5										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	690	684	365	694	684	292	369			297		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	690	684	365	694	684	292	369			297		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	98	98	99	99	99	100			99		
cM capacity (veh/h)	354	370	684	345	370	752	1200			1276		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	31	16	301	375
Volume Left	11	5	4	7
Volume Right	12	9	9	8
cSH	441	502	1200	1276
Volume to Capacity	0.07	0.03	0.00	0.01
Queue Length 95th (ft)	6	2	0	0
Control Delay (s)	13.8	12.4	0.1	0.2
Lane LOS	B	B	A	A
Approach Delay (s)	13.8	12.4	0.1	0.2
Approach LOS	B	B		

Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	31.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	7	11	5	2	8	4	262	8	6	328	7
Future Vol, veh/h	10	7	11	5	2	8	4	262	8	6	328	7
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	11	8	12	5	2	9	4	288	9	7	360	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	685	684	365	689	684	293	369	0	0	297	0	0
Stage 1	379	379	-	301	301	-	-	-	-	-	-	-
Stage 2	306	305	-	388	383	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	365	374	685	363	374	751	1201	-	-	1276	-	-
Stage 1	647	618	-	712	669	-	-	-	-	-	-	-
Stage 2	708	666	-	640	616	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	356	370	684	348	370	751	1200	-	-	1276	-	-
Mov Cap-2 Maneuver	356	370	-	348	370	-	-	-	-	-	-	-
Stage 1	644	613	-	709	666	-	-	-	-	-	-	-
Stage 2	695	663	-	616	611	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	12.6	0.1	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1200	-	-	444	493	1276	-	-
HCM Lane V/C Ratio	0.004	-	-	0.069	0.033	0.005	-	-
HCM Control Delay (s)	8	0	-	13.7	12.6	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

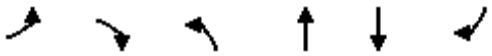
Intersection	
Int Delay, s/veh	5.6

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	50	405	358	110	119	56
Future Vol, veh/h	50	405	358	110	119	56
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	4	1	1	2
Mvmt Flow	54	440	389	120	129	61

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	511	0	-	0	999	451
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	548	-
Critical Hdwy	4.1	-	-	-	6.41	6.22
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.318
Pot Cap-1 Maneuver	1065	-	-	-	271	608
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1063	-	-	-	256	607
Mov Cap-2 Maneuver	-	-	-	-	256	-
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	580	-

Approach	SE	NW	SW
HCM Control Delay, s	0.9	0	32.6
HCM LOS			D

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1063	-	314
HCM Lane V/C Ratio	-	-	0.051	-	0.606
HCM Control Delay (s)	-	-	8.6	-	32.6
HCM Lane LOS	-	-	A	-	D
HCM 95th %tile Q(veh)	-	-	0.2	-	3.7



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	106	58	56	20	33	146
Future Volume (Veh/h)	106	58	56	20	33	146
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	138	75	73	26	43	190
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0		525	314	351	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		525	314	351	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	92		78	95	92	83
cM capacity (veh/h)	1636		338	547	528	1091

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	213	99	233
Volume Left	138	73	0
Volume Right	75	0	190
cSH	1636	376	912
Volume to Capacity	0.08	0.26	0.26
Queue Length 95th (ft)	7	26	25
Control Delay (s)	5.0	18.0	10.3
Lane LOS	A	C	B
Approach Delay (s)	5.0	18.0	10.3
Approach LOS		C	B

Intersection Summary			
Average Delay	9.6		
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

Project Type: Capital Project **Project Status:** Approved and Inactive **Location:** N Main Street Newberg, OR 97132 **See map:** Google Maps

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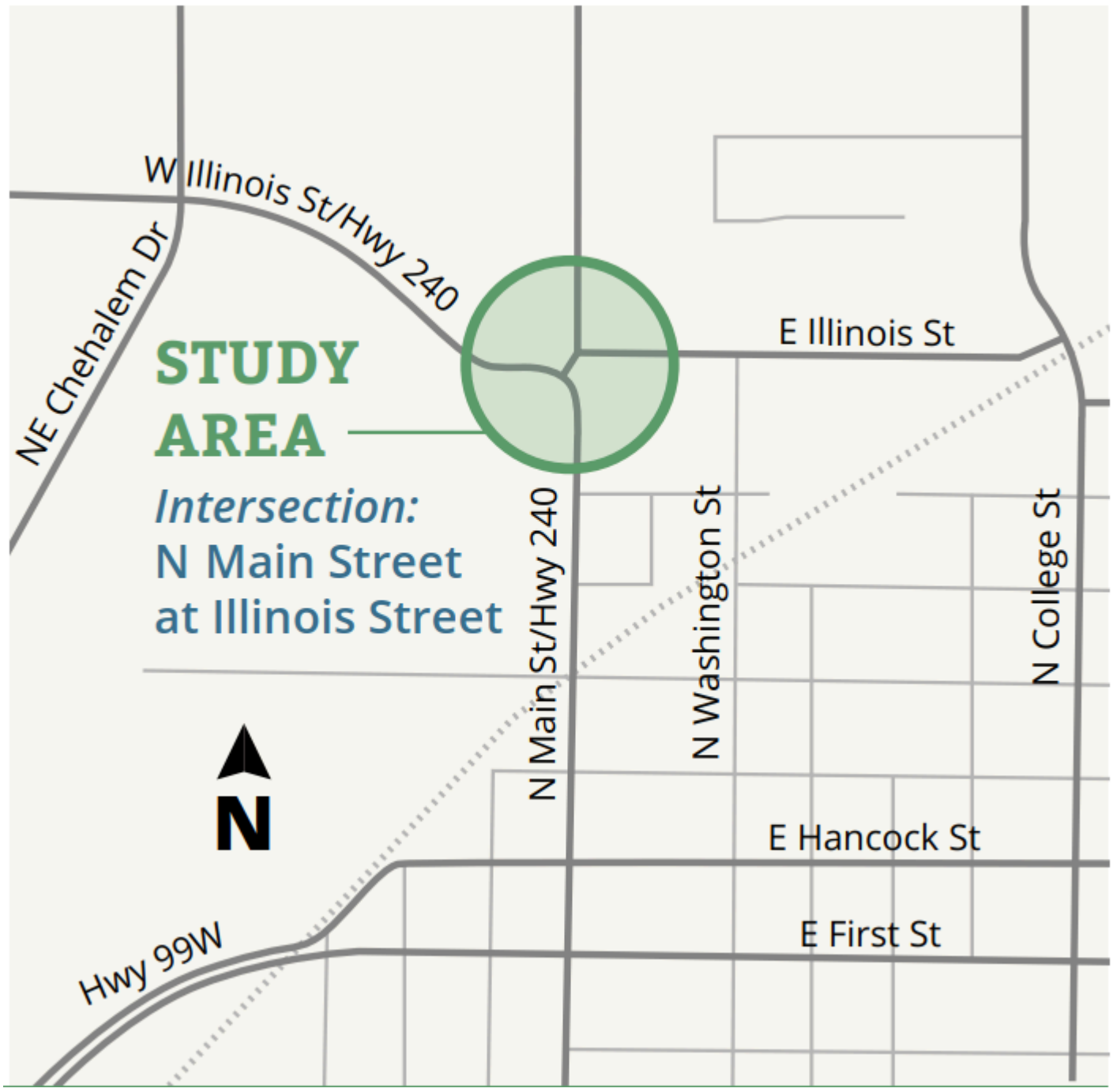
Project Manager: Will Worthey, City Manager, City of Newberg

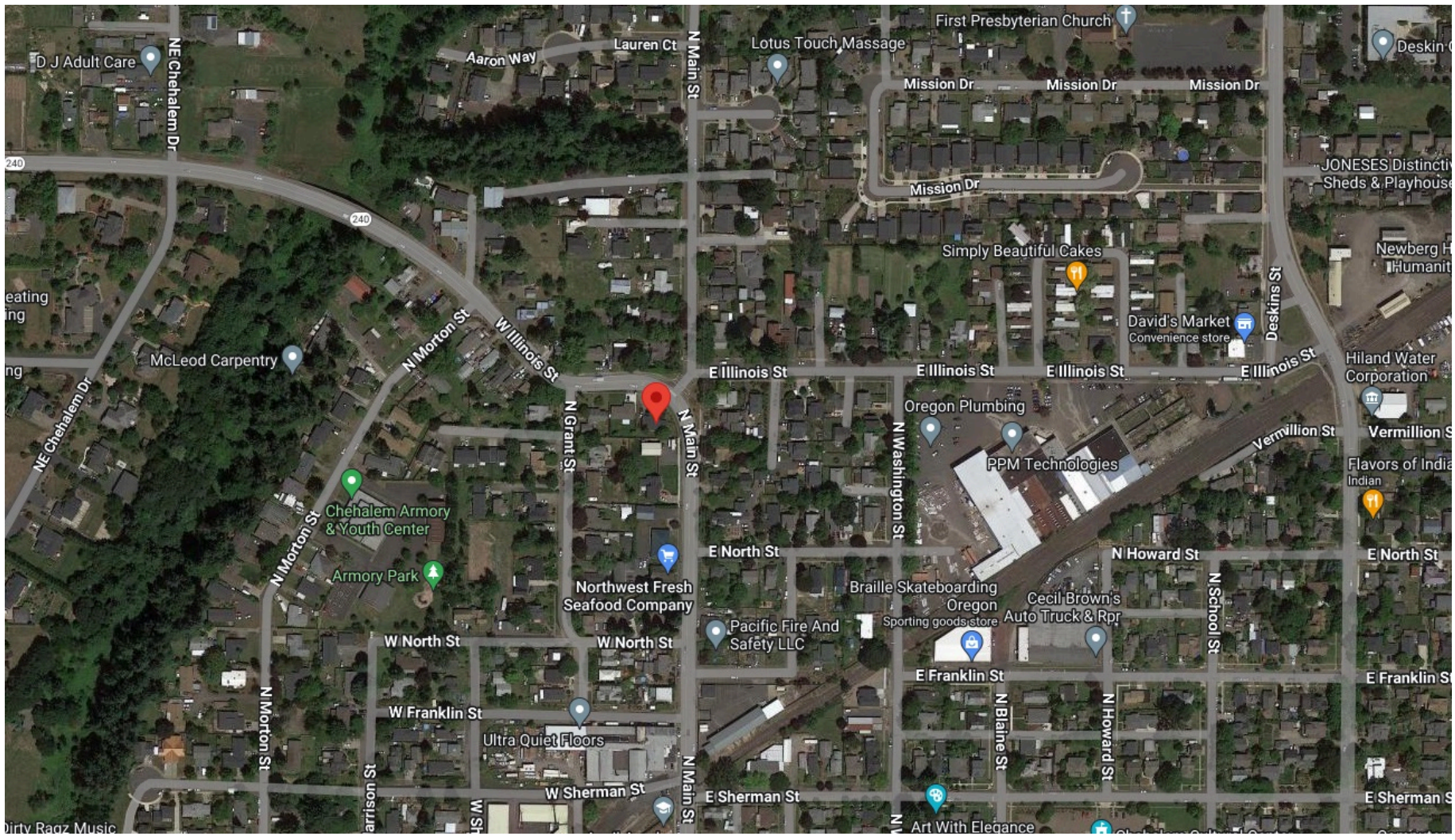
email: **Will.Worthey@newbergoregon.gov**

CURRENT STATUS:
The intersection of N Main and Illinois will see a temporary closure with traffic bollards beginning on September 15, 2025. The intersection will be closed to motor vehicle traffic only - pedestrian and bicycle traffic will still be allowed through. A more permanent closure will be considered for the future.

This project is named I-14 in the Transportation System Plan (TSP).



Public Outreach
This occurred on Wednesday October 25, 2023 at the Chehalem Cultural Center Ballroom, 415 E Sheridan Street. It quickly became clear that a full study could cost ratepayers north of $100,000 and provide results that were impossible to execute in our current operating environment.



STATUS UPDATES

Due to ongoing changes in staffing and budget concerns, the council and administration team has provided direction to cancel the N Main at Illinois (HWY 240) Intersection Study project. A pivot to a less expensive trial closure of the intersection was suggested as an alternative approach.

October 5/2023 - Postcard notification for the N Main Street at Illinois (HWY 240) Intersection open house were mailed on 10/25/2023 to property owners and residents in the general area of this project.

August 31, 2023 - Initial outreach and project survey notification letter mailed to property owners and residents in the general area of this project.

In 2024 a drop in session occurred at the public library to test public opinion on the showcasing the concept of a trial closure - it was found to be positive. The intersection is scheduled to be closed on September 8 2025.

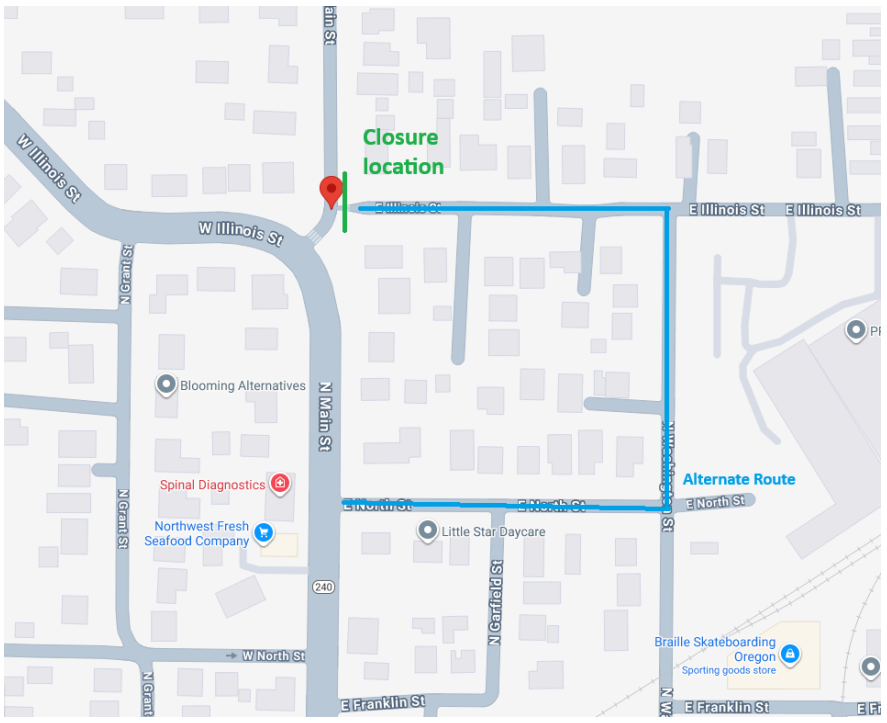
Files:

Existing Conditions Memo

Project Vicinity Map and Study Area

N MAIN AT E ILLINOIS TO SEE TRIAL CLOSURE

(NEWBERG, OR) – The intersection of N Main Street and E Illinois Street will close to vehicle traffic beginning September 15, 2025. This trial closure is intended to reduce the risk of injury to both motorists and pedestrians.



City of Newberg Public Works staff will install traffic bollards to block vehicle access. Pedestrians and cyclists will still be able to pass through and alternate routes are available for emergency services such as police and fire.

This intersection has long been a safety concern, with numerous community complaints about traffic flow. Previous improvement options ranged from minor adjustments to more complex redesigns. However, a key challenge has been the connection between Highway 240, Main and Illinois Streets. The highway, maintained by the Oregon Department of Transportation (ODOT), creates a near blind corner when merging onto Main Street, resulting in multiple near-miss incidents over the years.

Following several community listening sessions, the City determined that the most immediate and cost-effective solution is to close E Illinois Street at N Main Street to vehicle traffic. This measure will remain in place while longer-term safety improvements are evaluated.

Reader boards have been placed near the intersection to alert drivers, and additional signage will soon be installed to indicate the dead end. Navigation apps such as Google Maps, Waze, and Apple Maps are also being updated to reflect the closure.

***

Questions? Contact City Manager Will Worthey at will.worthey@newbergoregon.gov

To hear more news from the City of Newberg, follow along on Facebook, Instagram, or at the City's website: www.NewbergOregon.gov

Download the full press release

FOR IMMEDIATE RELEASE:
August 20, 2025

Contact: Will Worthey
Will.worthey@newbergoregon.gov

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To hear more news from the City of Newberg, follow along on Facebook, Instagram, or at the City's website: www.NewbergOregon.gov

Summary of Complaints Received – E Illinois at N Main Trial Closure
6/25/2026

Resident on E Illinois Street
(5/8/2026)

- Motorcyclists routinely bypass or drive through barricades, sometimes at high speed.
    - Occurs at least four times per day, more frequently on weekends.
    - Creates safety concerns for children and pedestrians using the now-calmer street.

Industrial Property Owner – 500 E Illinois Street
(6/3/2026)

- States serious concerns about the closure.
    - Believes E Illinois is a critical connector between OR-219 and OR-240 and that its benefits as a connector outweigh traffic concerns.

Resident West of Morton Street
(6/21/2026)

- Believes the closure has not improved safety or traffic operations.
    - Closure forces long detours and creates difficult or unsafe crossings (especially at Sherman Street).
- States this intersection should be opened up immediately - this is a major east-west route from Highway 219 to Highway 240 and should not be blocked
- Notes issues with left-turn movements at the Main/Illinois (Highway 240) curve and suggests an all-way stop.
    - Recommends adding crosswalks for safe pedestrian access to Senior Center on Foothills Drive near Main Street and to Jaquith Park on Main Street.

Public Comment to City Council – Owners of Industrial Property at 500 E Illinois Street
(6/15/2026)

- Requested immediate reopening of E Illinois at N Main.
    - Stated closure harms ability to market their ~100,000 sq ft industrial building.
    - Argued that the closure removes the only direct major-collector connection between OR-219 and OR-240.
    - Expressed concern about lack of stakeholder notification and cancelled engineering study.
    - Believes small survey sample does not represent community impacts.
    - Reported economic consequences including risk that prospective tenants and purchasers will look elsewhere and that further jobs, investments, and economic opportunities will be lost.
    - Cites increased cut-through traffic on North Street and Washington Street causing negative neighborhood impacts.

Complaints Received - E Illinois at N Main Trial Closure

6/25/2026

To NDPD

5/8/2026, From a resident on E Illinois Street

"I'm a resident on E. Illinois St. and there is a road barricade at the end of the road. It's been there since last year. And after surrounding neighbors noticed the road block, many neighbors walk by with children and dogs freely in the middle of the road and the sidewalks. It's great! It's nice to see neighbors enjoy the now calm and quiet dead end street. Well, now that the weather is getting nice motorcycles are coming out. Most cars and motorcycles turn around. But there are some motorcyclists that will just ride up on the sidewalk or even through the barricades, some go pretty fast, like it's a game to them. This is so dangerous especially when kids play in the area. This happens at least 4 times per day that we know of. More on the weekends. Please help keep this end of the street safe from these irresponsible motorcyclists."

Traffic Safety Active Issues Log item: 2026-12

6/3/2026, From property owner of the industrial property at 500 E Illinois Street

"We have serious concerns about the current closure and feel the benefits of E. Illinois as a connector from 219 to 240 far outweigh the traffic concerns."

6/21/2026, From resident west of Morton Street

"Closing access to Illinois St from Main St did not help the safety/traffic situation. This intersection should be opened up immediately - this is a major east-west route from Highway 219 to Highway 240 and should not be blocked. The two problems I ever saw there are

1) The left turn lane from 240 to Main St (coming from the west on 240 and turning left to go North on Main or previously also east on Illinois) is not wide enough and is poorly marked and has poor visibility because of the curve of the cars coming up Main St.

2) Coming south on Main Street and trying to continue south on Main St. requires a left turn onto Illinois at the point where it curves to become Main, which creates a lot of back up on Main and previously on Illinois. There should be an all ways stop there to allow for safe left turns.

I live west of Morton Street, so I used to use that route frequently if I was going somewhere in the direction of the Re-Store, or the swimming pool etc. Now it is very difficult. I either have to go several blocks out of my way to take 99W, or I have to cross Main Street at Sherman Street, which is a bit dicey sometimes because people go too fast, and it isn't a

straight across intersection because of the railroad tracks, and cars are parked along Main Street so there is poor visibility. Or I take Morton Street to Illinois, turn right on Illinois, then turn left from Main Street on to North Street so I can then jog back to Illinois. This also adds several blocks to my trip. Plus, in order to turn left from Main to North where there isn't a left turn lane, I block the traffic coming into Newberg from Hwy 240. It is all very awkward and weird and I think closing Illinois didn't fix anything safety wise and made it hard for those of us who live over that way. I hate to see more stop signs, but that might be the answer here for a poorly designed intersection.

Additionally, if one is coming on foot from Morton Street to walk north up Main St to go to the Senior Center or Jaquith Park, there is NO safe place to cross highway 240. So when the stop signs are put in at the intersections, there should also be crosswalks painted on the street."

Public Comment to City Council

6/15/2026, From property owners of the industrial property at 500 E Illinois Street – comments summarized from video of 6/15/2026 CC meeting

- *Requested City Council immediately reopen E Illinois at N Main.*
- *Stated that the trial closure has materially affected their ability to market and reposition their approximately 100,000 square foot industrial building and has imposed a disproportionate and unnecessary burden on our property whose long-standing value and utility have depended upon efficient transportation access, freight mobility, and connectivity.*
    - *The loss of what is the only direct major collector connection between Oregon 219 and 240 has significantly affected one of the property's most important transportation assets relative to comparable industrial offering superior access and mobility.*
- *Further stated that major transportation decisions should be supported by meaningful public participation, adequate stakeholder notifications, and objective analysis consistent with the transport systems plan and comprehensive plan and coordination with ODOT, particularly where the state highway is involved.*
    - *As owners of Newberg Industrial Park, located immediately adjacent to the closure, we received no direct notice prior to implementation, and we were deprived the opportunity to provide meaningful input regarding the decision affecting one of the property's most important assets, its transportation connectivity.*
    - *A survey population of approximately 20 respondents, of which only 12 supported the trial closure represents anecdotal rather than statistical*

reliable information and does not adequately capture community wide impacts.

- *Surprisingly, the engineering study was cancelled, leaving Newberg's most consequential transportation modifications without the benefit of any analysis*.
    - *A critical transportation corridor should not be severed first and studied later, nor should a temporary measure become permanent through adaptation and inertia*.
    - *Time is of essence, as owner of Newberg Industrial Park, which has recently been told by PPM Technology that they'll be moving and they'll leaving Newberg in January 2027. So, it's imperative that we find a new tenant. And we do have interested tenants and they're lining up to come and see the building. And in fact on Wednesday, I have a team and a CEO flying in from the Midwest, from Indiana, who's interested in occupying the building*.
    - *PPM Technologies employed up 120 individuals and those jobs are gone*.
    - *We have to have the ability to market the property and we have the ability to reliably say the transportation connectivity is there, is solid, is reliable and a critical transportation corridor shouldn't be severed first without studies later*.
    - *Time is of essence. We're experiencing firsthand how the closure is becoming a serious hinderance to our ability to market and reposition this industrial property. Over the years I've told you that it's provided well-paying jobs for generations in Newberg and every day the trial closure remains in place, it places a risk that prospective tenants and purchasers will look elsewhere and that further jobs, investments, and economic opportunities will be lost*.
    - *The burden should rest upon demonstrating through objective evidence and sound engineering that the closure is necessary and not upon the community businesses and property owners to adapt to a condition whose necessity has never been established. Meaning we've closed the road and now we have to establish why we closed it*.
    - *We were told that it's of low safety risk that 2021 had one crash, 2022 had one crash, 2023 had two crashes. We had our study cancelled so we have no evidence, traffic studies, going on and the transportation system objectives of the enterprise zone are totally negated by the closure*.

- *The connectivity between east and west sides, and residential neighborhoods is severely impacted. And what we do see already on North Street and Washington is a spontaneous use of that little, tiny narrow residential road as a connector and it's acting as a major connector because people are going from 240 on North and then going to Washington Street to connect back into East Illinois. So we are seeing really negative impacts.*
- *And I would just ask this trial which has been called a trial closure and a permanent trial closure be stopped and that we immediately reopen E Illinois.*

Summary of Feedback Received – E Illinois at N Main Trial Closure

6/25/2026

Feedback from Police Department staff and Traffic Safety Commission members.

Key Points from Police Department Feedback

- After the closure, traffic shifted to smaller residential streets (E North & Washington), generating new speeding and traffic complaints.
- Since February 2026, five crashes have occurred in the area. Motorcycles have been reported weaving through barricades, complicating emergency response.
- Police leadership expresses support for removing the barricades and reopening the street, suggesting mobile radar enforcement and potential temporary citation equipment if reopened.
- An internal survey of Police Department employees shows 81% support reopening; 19% prefer keeping the closure.
    - Respondents cite increased residential traffic, emergency response impacts, and the adequacy of Illinois Street for vehicle flow versus smaller neighborhood streets.
- Crash Data Review
    - Staff review of crash reports shows zero crashes in 2024–2025 and two to three crashes in 2026 near the intersection.
        - Staff notes uncertainty with location-based crash searches but indicates the intersection historically has low crash volume.

Feedback from Traffic Safety Commission Members

Comments reflect mixed perspectives:

- Some members report improved traffic flow, calmer conditions, and increased safety for pedestrians in the area surrounding the closure.
- Others emphasize concerns about cut-through traffic, especially on Crestview Drive (*Pinehurst?)* and North Street, and suggest mitigation efforts like speed signage.
- Several respondents support keeping the closure permanent due to perceived safety benefits.
- Others recommend continuing the pilot while gathering more data and community input.

Suggested Alternatives (from respondents)

- Modify traffic controls (e.g., remove southbound stop, limit left turns during peak times).
- Allow partial reopening to maintain emergency access while reducing cut-through traffic.
- Open Illinois but prohibit certain turns from N Main during rush hours.

Feedback Received - E Illinois at N Main Trial Closure

6/25/2026

From NDPD

11/8/2025 N Washington speed data collected after closure of E Illinois

- From the police perspective, there have been zero to low crash reports on Illinois, but there have been occasional speeding complaints like any other significant road in town. The City has closed the west side of Illinois to calm that down.
- Now, we have shifted the traffic to a smaller residential street (E North & Washington), even less designed for such traffic, creating new speeding and traffic complaints.

5/14/2026, Chief of Police response to request for feedback

- We have had five vehicle crashes in the area since February. We have received reports that motorcycles are weaving through the barricades, and the officers find that it makes it difficult for quick responses. I can check with TVF&R but they are typically non-committal on most things.
- We are looking at mobile radar that can issue citations, I think if we open it back up this would be a good place to complete a traffic survey for speeds. If we get high speeds we could install a temporary citation issuing equipment.
- I would be in favor of removing the barricades.

5/25/2026, results of survey poll of those that work at PD (not just officers)

- I took an informal SurveyMonkey poll of folks who work at the PD (not just police officers) and posed the question if the city should re-open this stretch of Illinois, or make it a permanent closure. The results were 81% in favor of reopening, and 19% in favor of keeping it closed. (See below). I have also added some photos of E. North and Washington Streets, in comparison to E. Illinois St. Illinois is just designed better for vehicle traffic rather than pushing the traffic onto E. North & Washington.
- The feedback from the police would be to re-open it. I called a representative from TVF&R, and they want it re-opened too, but didn't have a big enough dog in the fight to be too vocal about it.
- Here are some individual responses from the survey:
    - "Temporarily closing traffic at Illinois St. and Main St. has resulted in increased traffic on North St and Franklin St. Neither of these streets were intended for this level of traffic. It has also resulted in complaints about increased traffic and speeding on these streets from the residents. Illinois St was a major artery for emergency traffic to move between College St and

Main St. This closure impacts response times and access for police, fire, and medical services. I have never considered this to have been one of the more dangerous intersections."

  - "All this closure has done as pushed traffic into the residential areas nearby. They have much smaller streets. There are often cars parked on both sides of the road. There are kids playing in the residential area."
  - "I have not responded to any crashes there. Additionally, the reality is traffic is taking North St then Washington to get to Illinois. North St. is substantially more narrow with parked cars on each side. Illinois is a better street to handle the traffic with less residents. Also, I am not sure how the manufacturing plant has been affected by the closure."
  - "This is an important road to keep open so emergency vehicles can quickly access different parts of the city. I can't think of a single crash I have been to at this intersections. The benefits of re-opening this intersection far outweigh the negative."
  - "This closure eliminates a critical response route for first responders that may need to quickly respond in and easterly or westerly direction in response to calls. It has also routed a much larger amount of traffic, including truck traffic, onto E North Street which as small residential street. Aside from the increase in traffic it is also rapidly deteriorating the roadway there. While there may have been complaints or concerns from residents in the immediate area regarding there opinion on the safety of the intersection, crash and emergency response data do not indicate a problem there."

- Suggested alternatives:
  - Eliminate the southbound stop just north of N. Main and S. Main, but obviously keep the southbound stop sign from N. Main onto Hwy 240, but close w/b Illinois just before the N. Main intersection to left turns during rush hour traffic times (with a sign). Will keep traffic flowing.
  - Completely shut down westbound only traffic from continuing onto Main St. from Illinois, but open up half the street so eastbound traffic can still get through. This will open up at least an access for emergency vehicles to get through if necessary and minimize traffic on E. North St.
  - Open the road again but prohibit all left turns from southbound Main St. onto Hwy 240 during rush hours.

- Photos:

5/25/2026, results of request for research of crash data for the two years prior to the closure.

- Our records staff has run the same grid check for going back to 2024. It is showing no crashes in the area in 2024 and 2025, and two, possibly three, in 2026.
    - I cannot say I 100% trust the locational search. The whole reason this came up was that during the traffic safety meeting, I noticed several on Main Street near this intersection, which got my attention, as this is not an area where we have historically experienced crash volume.
        - This is the best information we can get at this time, given what is available to us.

From Traffic Safety Commission Members

5/14/2026 responses to request for feedback

- Has the City received any feedback from local residents or others concerning the closure?
- Has the closure improved traffic issues in the area?
- If the closure becomes permanent, how will that be done and what is the cost?
- If the closure has not solved the problem, what are the next steps?

5/15/2026 responses to request for feedback

- I walk past this area every day and it seems to have improved the area a lot. The corner of main and 240 does not look as crazy. Illinois seems calmer and even north street does seem to be as busy as I worried it would get.
- I am even surprised no one has run into the current barriers yet.
- I think it should be permanent.
- I am sure the ppl living in the area have noticed significant improvement.

5/16/2026 responses to request for feedback

- We have found the closure to be helpful by increasing safety when driving through the intersection and when walking in the area, both of which we do several times a week.
- All in all, we'd prefer the closure to be permanent. Yes, we lost a bit of convenience not being able to use E Illinois Street to drive southeast from N Main St, but it's not a deal breaker.

- We are concerned for our neighbors along Crestview Drive between N. Main and College streets as they are experiencing increased traffic. I think installing a couple of 25 MPH speed limit signs could help remind drivers to slow down.
- We'd also like to see the curb extension on N Main and E Illinois removed. We believe it actually makes the intersection more dangerous as it blocks a clear line of sight for cars and pedestrians and causes vehicles to swerve into the path of traffic heading south on N Main St. If anything, no trees or shrubs should be planted in it, making things worse.

5/18/2026 responses to request for feedback

- I live near that closure (on N Grant St.) so I feel I'm able to give good feedback for how it's been as someone who walks, drives, and commutes past that intersection daily.
- As a driver I've noticed a significant lessening of backing up on both 240 and Main st. Traffic moves smoother through this turn into town, possibly because the intersection that E Illinois created was often clogged because of a confusion of right-of-way.
- As a pedestrian, because of the smoother traffic through the intersection traffic has been typically faster going around this corner but visibility has been increased because there aren't as many cars waiting to turn left going southbound on 240. The 240 crossing for pedestrians continues to be challenging but I understand because it is ODOT jurisdiction and they have decided they do not have the funding to come up with a solution that this is how it has to be for the moment.
- In my experience, the closure of access to E Illinois from N Main St has had a positive impact on traffic and should remain closed, or become more permanently closed.

5/19/2026 responses to request for feedback

- I wish we had more concrete data to help guide a long-term decision, but based on my anecdotal observations, I would recommend continuing the pilot while developing a stronger plan for collecting community feedback and studying how the alternate traffic routes have been impacted.
- From my experience, traffic congestion at that awkward intersection has been almost completely eliminated. I would assume this has also reduced the likelihood of crashes and near misses, while helping create a calmer and safer neighborhood environment overall.

- I also appreciate that pedestrian and bicycle connectivity has remained open through the area. In my opinion, this strikes a good balance between improving safety and still maintaining neighborhood access for people walking and rolling.
- At the same time, I do think it would be beneficial to better understand how nearby streets may be experiencing changes in traffic volume or driver behavior so the City can make a more informed long-term decision.
- Overall, I believe the pilot has shown positive safety benefits and is worth continuing while additional community input and traffic data are gathered.

Comments from City Manager in response to questions from Traffic Safety Commission Members

5/15/2026

- Comments I have been a mixed bag with some folks disliking it and others being glad that we started the trial. It was about five correspondents' against and three for the closure, unlike the open house we ran that had seven approving of closure with one against.
- With regard to the cost of a more permanent closure, it might be about $12,000 - $15,000. This would make end of street barriers like those abutting Hess Creek on 2nd street.

Considerations for Commission Discussion – E Illinois at N Main

(from staff based on review of complaints and feedback received)

6/25/2026

1. **Emergency Response** – Whether the closure materially affects access and response times for police, fire, and medical.
2. **Neighborhood Impacts** – Increased traffic on residential streets and road wear on E North Street.
3. **Intersection Safety** – Mixed observations about improved flow versus increased pedestrian risk at certain sightlines.
4. **Public Input & Equity** – Balancing resident convenience, safety, and differing community preferences.
5. **Cost & Implementation** – Capital needs for a permanent closure versus enforcement-based or partial reopening strategies.

Alternate Mitigation Measures for Consideration – If trial closure removed, potential mitigation measures might include:

1. **Speed Cameras** – Address speeding concerns within the intersection and along E Illinois Street.

2. **Signage and Stripping** – Informing drivers to not block the intersection.

3. **Sight Distance Evaluations** – Identify any tree trimming or vegetation removal to ensure sight distance requirements are met.

Additional Considerations for Commission Discussion – E Illinois at N Main

7/9/2026

Alternate Mitigation Measures

(Based on thoughts provided by Councilor Turgesen – *with staff comments added)*

1. **Install speed/automatic ticketing cameras**
2. **Add stop signs on N Main (Hwy 240) and on W Illinois (Hwy 240) on either side of N Main** – *Converting the N Main at Hwy 240 intersection to an all-way stop intersection requires coordination with ODOT, including an Intersection Control Evaluation (ICE).*
3. **Post size limits for trucks using the intersection** – *would require determination of legal requirements, and limitations, for imposing truck size restrictions on public roads.*

(From ideas in traffic calming measures diagram from Public Works staff*)*

1. **Mobile speed camera**
2. **Lighted stop signs**
3. **25 MPH flashing signs as well as thermal pavement markings on Hwy 240 east and west of the intersection with N Main**
4. **New traffic travel lane and turn lane striping***

**Note that that the ODOT striping crew restriped 240 including travel lane and turn lane stripping on 7/8/2026.*

Additional Considerations for Commission Discussion – E Illinois at N Main (*cont.*)

7/9/2026

(From information provided by ODOT Region 2 Traffic Operations Engineer–*with staff comments added)*

1) **Low-cost ideas***
   a) Speed feedback signs (would need ODOT approval and would have to follow ODOT design requirements) – *if installed along 240*.
   b) Refreshing the stop bar markings on the City approach
   c) Switching the crosswalk from standard to continental and adding a double-wide stop bar
   d) Adding reflective sheeting to the stop sign posts
2) **Higher-cost options***
   a) Illumination
   b) Bulb-outs on City streets to help slow traffic
   c) Turn restrictions like right-in/right-out or left-in only from the highway
   d) For full traffic-control changes, an Intersection Control Evaluation (ICE) is required whenever ODOT is considering changing the traffic control.
      i) This looks at options like all-way stop, signalization, or roundabouts. ODOT doesn't have a dedicated funding pot for doing ICE reviews ahead of time, so they usually get done when a specific need comes up.
3) **Near-miss data collection cameras**
   a) These cameras can be really helpful when crash numbers are low because they show where conflicts are actually happening and help focus attention on specific concerns.

*If there are any suggested changes on the state highway approaches please include us *(ODOT)* in those conversations so we can give early feedback.

Summary of Comments Received – E Illinois at N Main Trial Closure

7/6/2026

From written public comments regarding the trial closure of E Illinois Street at N Main Street (OR 240) submitted for the July 6, 2026 City Council meeting.

1) **Industrial Property Owners (500 E Illinois Street / Newberg Industrial Park LLC) Kathy and Andre Meyer)**, owners of the former PPM Technologies industrial campus (~103,000 sf), submitted extensive written comment urging **immediate reopening** of the Illinois/Main/OR-240 intersection.

Central concerns

- **Severe economic impacts:**
  Closure removes the property's most critical asset—**direct transportation connectivity to OR-219 and OR-240**, harming efforts to secure a replacement manufacturing tenant after PPM's departure and the loss of ~100 jobs.
- **Enterprise Zone conflict:**
  Closure contradicts the zone's economic development purpose by reducing freight efficiency, increasing costs, and deterring industrial reinvestment.
- **Process deficiencies:**
  - Engineering study canceled.
  - No direct notice to impacted property owners.
  - Limited public outreach (~20-person survey).
  - No documented ODOT coordination.
  - Decision made based on anecdotal concerns rather than data.
- **Transportation network impacts:**
  - Interruption of Newberg's only direct major-collector connection between OR-219 and OR-240.
  - New burdens on emergency response routes.
  - Shift of industrial and commuter traffic to narrow residential streets.

Requested action

- Immediately **reopen the intersection.**
- Restore previous traffic controls.
- Resume professional transportation planning and complete appropriate engineering analysis.

2) **Residents Opposing the Closure (Primarily E North Street Residents),** Multiple residents describe **significant safety hazards** created by diversion of traffic onto E North Street.

Key themes

- **Unsafe speeds & heavy traffic** diverted to a narrow residential street not designed for through-traffic.
- **Safety risks to children** and difficulty backing out of driveways.
- **Negative impacts on property values** and home sales.
- **Lack of notice or consultation prior to closure.**

Residents request **reopening Illinois Street** and inclusion of affected neighborhood voices in any future decisions.

3) **Residents Supporting the Closure (Primarily E Illinois Street Residents)**
Several residents state that **conditions have improved** on E Illinois since closure.

Key points

- Significantly **less speeding and cut-through traffic.**
- **Greater safety for pedestrians** and families on the street.
- Concern that reopening without mitigation could reintroduce prior safety issues.
- Support for **enhanced safety measures** (speed bumps, three-way stops, operational changes) *if* reopening is considered.

Overall Themes Across All Comments

- **Strong disagreement persists** between neighborhoods benefitting from closure (E Illinois) and those harmed (E North and N Washington).
- Broad concern about **lack of engineering analysis**, **inadequate outreach**, and **unclear justification** for the closure.
- Consensus that **diverted traffic requires mitigation**, regardless of the final decision.
- Significant potential **economic, emergency-response, and transportation-network consequences** highlighted by industrial stakeholders.

Outlook

New Public Comment

From noreply@revize.com <noreply@revize.com>
Date Tue 6/30/2026 12:07 PM
To City Recorder <cityrecorder@newbergoregon.gov>
Cc Emily Salsbury <Emily.Salsbury@newbergoregon.gov>

1 attachment (4 MB)
Executive Summary - Reopen E Illinois Intersection.pdf;

Date = 2026 07 06
Meeting Body = City Council
Agenda Item = E Illinois trial closure discussion
Subject Matter to Comment On =
Name = Kathy Meyer
Representing = representing Newberg Industrial Park LLC and self
email = [redacted]
phone = [redacted]
Contact info PRR consent = may release
Public Hearing = Yes
public comment format = Spoken
Written Comment = I want to give both written and spoken comment. Please distribute my written Executive Summary to councilors
Client IP = 2601:1c0:577f:acf7:7839:f698:57b2:3554

Dear Mayor and City Council members:

My name is Kathy Meyer. I am here today to ask you to end the trial closure of E Illinois Street and re-open access to E. Illinois, N Main and Highway 240.

My husband and I own the industrial manufacturing facility that most of you know as the PPM Technologies building. This is a 100,000sf manufacturing facility that is located on East Illinois and has operated in the heart of Newberg for nearly 100 years. Generations of Newbergians have either worked at the facility or have memories of friends or family working here.

This piece of property has faithfully served Newberg for decades and now it is asking you for a favor in return: Reopen its direct access to West 240 and allow easy movement for workers, freight, emergency responders and the community.

It's the fair thing to do since no one contacted us, as the property owners, to allow us to explain why "access" to this intersection was so important. We deserve that opportunity, especially since PPM Technologies has been purchased by a large corporation and is now leaving Newberg and taking with it at least 100 jobs.

This means that we, as owners, must find a replacement tenant or buyer who will call the property "home." A tenant who will bring back the jobs and vitality to this powerful manufacturing property that is located in the heart of Newberg's Enterprise Zone.

We are confident there is an entity, or entities, who will appreciate all the assets that this property offers which includes:

- Heavy power
- Huge overhead bridge cranes
- Railway docks to offload materials
- Offices
- Ample yard space
- 149 paved parking spaces; and
- Amazing access to ODOT's highways to the east, 219, and to the west, 240, which connect to Highway 99W and then to further state highway corridors

The closure of E. Illinois Street is like willfully amputating one of this property's healthy, robust legs. Without access to the intersection I am unable to speak to or market with confidence one of this this large industrial facility's primary asset—its **TRANSPORTATION CONNECTIVITY**.

The State of Oregon did not err when it drew up the boundary for the Enterprise Zone, which sits with the railway line at its back and a significant portion of E. Illinois Street as its front. The trial closure defeats the very goal of the Enterprise Zone, which is meant to foster economic opportunities and bring back jobs.

I am asking you to weigh the cost of the closure with the benefits.

We are told the closure of the intersection was in the interest of public safety, yet there have been few crashes and the problem is delays—not crashes.

We were told there was a survey in favor of closing the intersection, yet that survey population consisted of fewer than 20 individuals.

In fact, it is not clear why we are closing the intersection because for nearly 20 years all the professional Transportation System Planners sought to modify the intersection—not close it.

The process by which the intersection was closed deviated from ordinary projects—especially one of this size:

1. The study which would have identified the problems and the solutions was abruptly cancelled.
2. No public notices or stakeholder notices were given.
3. No coordination with ODOT regarding the "Trial Closure", who despite being a multi-jurisdictional partner with State Highway 240 to which the intersection abuts, appears to have ever occurred.
4. There was admittedly limited community outreach and inclusion.
5. There was no consideration of how the closure would impact the Enterprise Zone.
6. There was no formal consideration of how the closure would impact first responders.
7. The Trial Closure's plan was to shift a Major Collector's traffic to narrow residential streets.

The Council has an opportunity today to put the intersection onto the right path by reopening the intersection; and thereafter, I encourage the City to return to a course of professional planning processes.

Time is of the essence. We are here today to tell you we are adversely impacted by the closure, and negotiations for a property like this are delicate. Transportation and location weigh heavily in the mind of a prospective tenant or buyer.

E. Illinois Street is the shortest and most direct connector to Highways 240 and 219. These two ODOT highways, plus the rail line, allow this property to easily deliver and receive freight. In recent past our industrial building has had multiple tenants like Sokol Blosser and Red Hills Distribution both of whom operated in Wine Country and require direct access to OR-240. This corridor has operated like this for nearly 100 years, and it is a vital corridor to our property, to Newberg, and to the community at large.

Today we ask that you make a motion and vote to end the trial closure and reopen E. Illinois so that we can confidently market this property and bring jobs and industry back to Newberg.

Thank you.

Kathy and Andre Meyer

Newberg Industrial Park LLC

500 E Illinois St.

Newberg OR 97132

REQUEST TO IMMEDIATELY REOPEN THE E ILLINOIS STREET / N MAIN STREET (OR 240) INTERSECTION

Summary

This report examines a transportation decision of exceptional significance—the closure of E. Illinois Street, a City-designated Major Collector that is the primary transportation connection between OR 219 and OR 240 and directly serves the State of Oregon Enterprise Zone. Closing this corridor alters traffic circulation between two State highways at shared City-ODOT jurisdictional intersections. A transportation decision of this significance requires comprehensive engineering analysis, coordination with ODOT, meaningful public participation, and consistency with Newberg's Transportation System Plan before implementation.

Fundamental to transportation engineering is the principle that the transportation problem should first be objectively identified and understood before a transportation solution is selected and implemented. Only after the problem has been clearly defined can engineers evaluate alternatives and recommend the least disruptive, most effective solution. This report concludes that the engineering process intended to identify the transportation problems and recommend engineering solutions was abandoned before those questions could be objectively answered.

For decades, E. Illinois Street served as one of Newberg's most important east-west transportation corridors. Newberg's Transportation System Plans consistently identified the corridor as an important Major Collector and recommended improving the E. Illinois Street / N. Main Street intersection—not closing it. The corridor has long provided the shortest and most direct connection between ODOT highways OR 219 and OR 240 while serving residents, businesses, emergency responders, industrial and commercial traffic, freight movement, and the State of Oregon Enterprise Zone.

The corridor also provides direct access to the former PPM Technologies manufacturing facility, one of Newberg’s largest industrial properties. For decades, PPM Technologies contributed manufacturing jobs, family-wage employment, and economic activity to the community and became an important part of Newberg’s industrial identity. Today, the approximately 103,000-square-foot facility represents one of Newberg’s best opportunities to attract new manufacturing, industrial investment, and future employment. Preserving direct transportation access to this property is therefore not simply a private property issue—it is an economic development issue affecting the future of Newberg.

In September 2025, that long-established transportation corridor was interrupted when the Newberg City Council approved a temporary “trial closure” of the E. Illinois Street / N. Main Street / OR 240 intersection following a single Council meeting. The previously authorized $400,000 engineering study intended to identify the transportation problems and recommend engineering solutions was cancelled. Instead, the “trial closure” was approved largely on the basis of anecdotal concerns and a community survey involving approximately twenty participants rather than the comprehensive engineering, planning, and public review process the City had previously authorized.

This departure is particularly significant because the E. Illinois Street corridor connects with both OR 219 and OR 240 at shared City-ODOT jurisdictional intersections. City staff previously acknowledged that projects involving shared jurisdiction require a more rigorous planning assessment than projects entirely within the City’s authority, including engineering analysis, coordination with ODOT, and completion of the necessary groundwork before significant operational changes are made. Those steps were not completed before the “trial closure” was implemented.

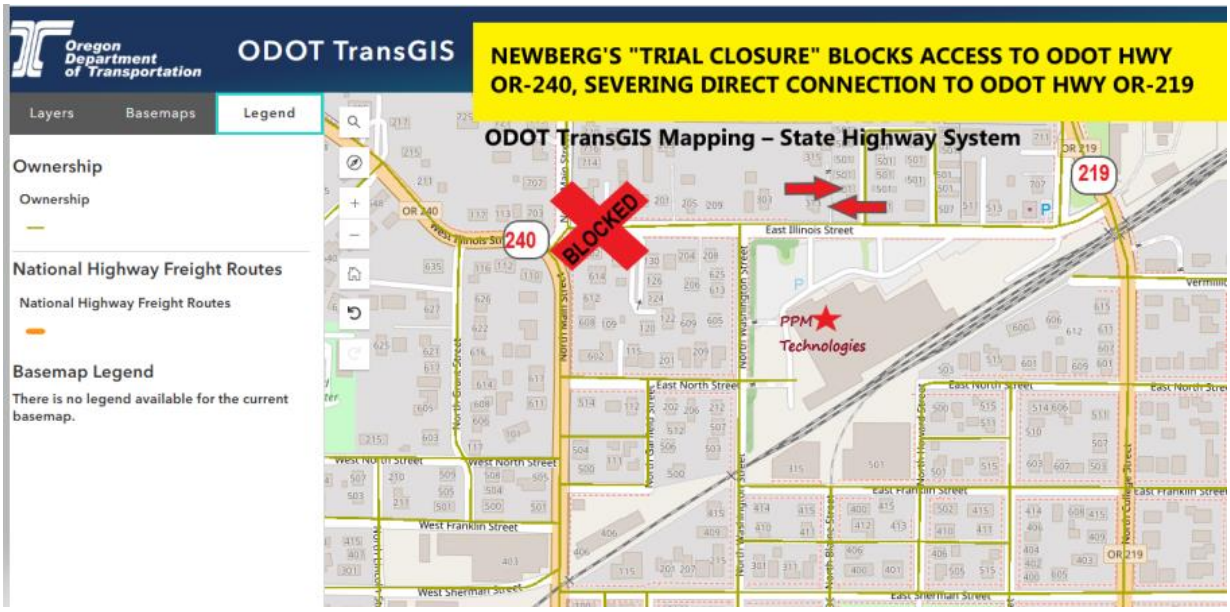


Figure 1. ODOT TransGIS Map Illustrating the Transportation Effects of the City's "Trial Closure." *Author-prepared illustration based on ODOT TransGIS mapping showing that the City's "trial closure" blocks direct access from E. Illinois Street to* ***ODOT Highway OR 240****, thereby severing the only direct Major Collector connection between* ***ODOT Highways OR 219 and OR 240****.*

HIGHLIGHTS

- **PPM TECHNOLOGIES RELOCATING CREATES A RARE OPPORTUNITY:** After decades of operation in Newberg, PPM Technologies is relocating to Washington State. Andre and Kathy Meyer, owners of the former PPM Technologies facility at 500 E. Illinois Street, are actively seeking a new tenant or purchaser with the hope of restoring manufacturing jobs and bringing new industry and investment back to Newberg. For decades, the site has provided manufacturing jobs, often employing more than one hundred people, and has supported a network of local suppliers, contractors, and service businesses that depended upon the facility and its workforce.

- **THE CITY'S UNUSUAL "TRIAL CLOSURE" DEPRIVES THE INDUSTRIAL FACILITY OF A VALUABLE TRANSPORTATION ASSET:** For decades direct access and connectivity have been important and expected attributes of the approximately 103,000-square-foot industrial facility. By severing the E. Illinois Street / N. Main Street / OR 240 intersection, the City's unusual "trial closure" deprives the property of a valuable transportation asset, impairs its marketability, and places future jobs, manufacturing opportunities, and investment at risk.

- **THE "TRIAL CLOSURE" SEVERS A DIRECT EAST-WEST MAJOR COLLECTOR CONNECTION IN NEWBERG:** For generations, the E. Illinois Street corridor has served as the most direct and important east-west Major Collector corridor in Newberg east of Highway 99W. The City's unusual "trial closure" divides the community into east and west, forcing residents, employees, and visitors to choose between congested downtown streets and narrow residential streets while disrupting long-established travel patterns.

- **THE "TRIAL CLOSURE" AFFECTS ODOT'S TRANSPORTATION SYSTEM AND RAISES QUESTIONS REGARDING THE ENGINEERING AND PLANNING PROCESS:** E. Illinois Street is the only direct Major Collector connection between OR 219 and OR 240 and directly serves the State of Oregon Enterprise Zone. Because the intersection involves shared City and ODOT jurisdiction, significant operational changes ordinarily warrant engineering analysis, planning assessment, and coordination with ODOT. No publicly available record has been identified demonstrating that this engineering and planning process, including coordination with ODOT, was completed before implementation of the "trial closure." Consequently, the impacts of the "trial closure" extend beyond a single neighborhood intersection, affecting local circulation, the City's transportation network, regional freight mobility, and connectivity to Oregon's state highway system.

- **THE "TRIAL CLOSURE" CREATES UNNECESSARY OBSTACLES FOR EMERGENCY RESPONSE:** Police, fire, and EMS personnel rely upon the E. Illinois Street corridor as one of the most direct routes in Newberg. By forcing emergency responders onto already congested corridors, particularly Highway 99W, the City's unusual "trial closure" increases the potential for longer response times and creates unnecessary obstacles to public safety.

- **THE CITY'S "TRIAL CLOSURE" CONFLICTS WITH THE GOALS OF THE NEWBERG ENTERPRISE ZONE:** The Enterprise Zone was established to attract reduced-cost businesses, encourage long-term investment, and create jobs. Yet the "trial closure" impairs access to industrial property, increases transportation inefficiencies, and places future manufacturing opportunities at risk. Rather than enhancing Newberg's attractiveness to employers and investors, the "trial closure" undermines the very economic development goals the Enterprise Zone was established to promote.

- **THE "TRIAL CLOSURE" CREATES PROBLEMS FOR NEIGHBORHOODS:** Traffic that once used the E. Illinois Street / N. Main Street / OR 240 intersection is diverted onto narrow residential streets not designed to function as collector routes. The result is increased traffic, congestion, noise, and hardship for residents whose neighborhoods were never intended to serve as substitute routes.

- **THE "TRIAL CLOSURE" CREATES NEW PROBLEMS RATHER THAN SOLVING EXISTING ONES:** Industrial and commercial traffic is forced onto Highway 99W, an already congested commercial corridor, creating new impacts to freight mobility, emergency response, and economic activity.

- **THE "TRIAL CLOSURE" DEPARTS FROM PROFESSIONAL PLANNING:** The 2005 Transportation System Plan, the current 2016 Transportation System Plan, the 2019 DKS Technical Memorandum, and the Kittelson Memorandum all focused on addressing delay and mobility issues through improvements. Consistent with that long-standing approach, the City Council authorized a $400,000 engineering study on June 20, 2023 to identify solutions to the intersection. To date, no engineering recommendation supporting closure has been identified.

- **CITY LACKS CLEAR UNDERSTANDING ABOUT PROBLEMS WITH INTERSECTION:** The City cited safety concerns, driver confusion, and reports of near misses in support of the "trial closure." However, the City also acknowledged that there had been few actual crashes at the intersection, and the engineering study intended to evaluate the intersection was subsequently cancelled. The most recent technical reports identified delay and mobility as the principal concerns. Yet the engineering study intended to determine the true nature of the problem and offer solutions was cancelled and replaced with the City's unusual "trial closure."

- **CITY HAS CONTRADICTORY APPROACHES TO VISIBILITY AND SAFETY AT THE INTERSECTION:** At the corner of N Main Street and OR 240 there exists a very tall hedge. In November 2023, a property owner applied for a vision clearance variance precisely at the E. Illinois Street / N. Main Street / OR 240 intersection—the same intersection later subject to the City's "trial closure." In January 2024, the City granted VAR23-0004 and concluded that strict enforcement of the vision clearance requirements was unnecessary. Accordingly, the property owner's tall hedge was allowed to remain. Later, at the April 7, 2025 City Council meeting, the City cited visibility concerns, driver confusion, reports of near misses, and safety concerns in support of the "trial closure," while acknowledging that there had been few actual crashes. An obvious question arises: what is the true problem with the intersection? More importantly, did the yet-undetermined problem justify closure of the intersection? And did closing the intersection represent a departure from decades of professional planning and engineering recommendations? These are precisely the questions the cancelled engineering study was intended to answer. Instead, the study was cancelled and the intersection closed.

- **LIMITED OUTREACH, LIMITED SURVEY, AND INCONSISTENT PUBLIC MESSAGING HAVE CREATED CONCERN:** Property owners most directly affected by the "trial closure" received no direct notice. Approximately twenty residents participated in the survey cited by the City, with approximately twelve respondents favoring the closure concept and five opposing it. Meanwhile, the City's action has variously been described as temporary, "trial," permanent, and reversible, creating uncertainty regarding the City's long-term intentions.

- **TEMPORARY MEASURES SHOULD NOT BECOME PERMANENT BY INERTIA:** Major transportation decisions affecting connectivity, freight movement, emergency response, economic opportunity, and quality of life should be based upon completed studies, objective evidence, and transparent public processes—not anecdotal evidence, evolving assumptions, and incomplete engineering analysis.

Background

The former PPM Technologies manufacturing facility, located at 500 E. Illinois Street, is one of Newberg's most historically significant industrial properties. Situated on approximately 5.59 acres within Newberg's Enterprise Zone, the property has supported manufacturing and industrial employment for generations and remains one of the City's largest industrial facilities.

The property's industrial history began in 1892 with the founding of the Allen Fruit Company in Oregon. Over the following century, the business evolved into PPM Technologies, a nationally recognized manufacturer of conveying, coating, thermal processing, and food processing equipment. For decades, the facility contributed family-wage manufacturing jobs, industrial investment, and economic activity to the Newberg community while establishing the property as an important component of the City's industrial base.

In 2023, PPM Technologies became part of Duravant LLC. Duravant has since announced that manufacturing operations will relocate to Washington State. As a result, the approximately 103,000-square-foot industrial facility is now being actively marketed for a new manufacturing tenant or purchaser. The property's continued productive use represents an important opportunity for future industrial investment, employment, and economic development within Newberg.

Transportation Connectivity considered an “asset”

One of the property's most valuable and enduring attributes has always been its transportation connectivity. For well over a century, the site has benefited from direct access to E. Illinois Street, the only direct Major Collector connection between OR 219 and OR 240, together with convenient access to Highway 99W and adjacent rail service. These transportation connections have been fundamental to the property's operation, marketability, and long-term economic value.

Because transportation infrastructure is itself an economic asset, decisions affecting the operation of this corridor extend well beyond a single intersection. They directly influence industrial competitiveness, freight movement, business investment, property value, and the long-term success of the State of Oregon Enterprise Zone. The "trial closure" therefore affects not only traffic circulation, but also one of Newberg's most significant opportunities for future manufacturing employment and economic development.

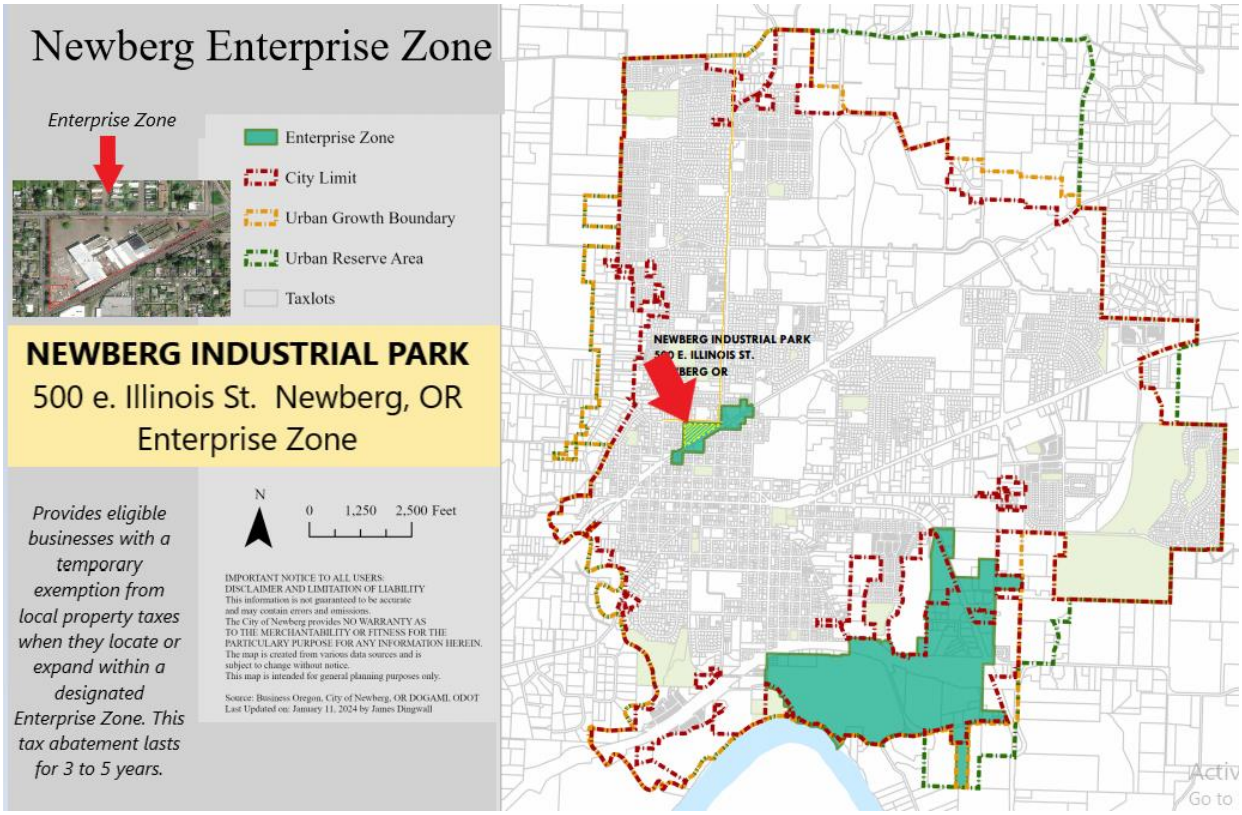


Figure 2. Location of the Former PPM Technologies Property Within the Newberg Enterprise Zone. *Author-prepared illustration based on the City of Newberg's 2024 Enterprise Zone Map showing the location of Newberg Industrial Park (500 E. Illinois Street) within the Newberg Enterprise Zone served by the E. Illinois Street Major Collector corridor.*

Source: Adapted by the author from the **City of Newberg 2024 Enterprise Zone Map**.

Enterprise Zones

Oregon's Enterprise Zones primarily incentivize new business investments by abating all local property tax for a certain number of years. Sponsored by city, port, county, or tribal governments, an enterprise zone typically serves as a focal point for local development efforts. There are currently 73 enterprise zones creating better opportunities for business and employment across Oregon: 55 rural and 18 urban. Local governments are responsible for creating, amending, managing, and renewing most of these zones until June 30, 2032.

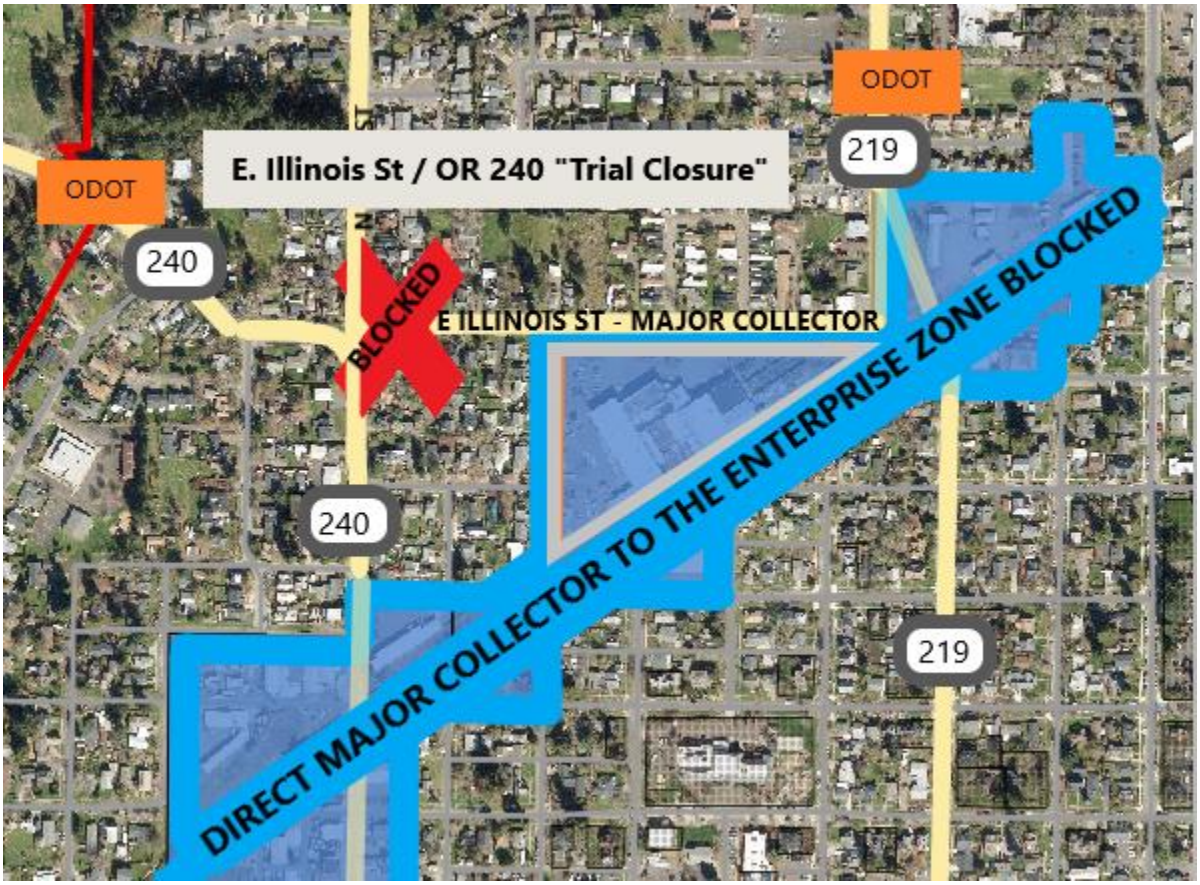


Figure 3. Direct Major Collector Access to the Newberg Enterprise Zone. *E. Illinois Street is the only direct Major Collector connection between* ***ODOT Highway OR 219*** *and* ***ODOT Highway OR 240****. Because the corridor connects two state highways and serves the Newberg Enterprise Zone, changes to its operation affect more than a local intersection—they influence the City's transportation network, Oregon's state highway system, freight mobility, industrial access, and regional connectivity.*

Principal East-West Transportation Corridor

The City of Newberg's adopted functional classification identifies E. Illinois Street as a **Major Collector**. Major collectors are intended to provide efficient movement of traffic while connecting neighborhoods, businesses, institutions, industrial areas, and local streets with the arterial highway system. The City's Transportation System Plan recognizes these corridors as essential components of an integrated transportation network.

Figure 4.

Newberg Industrial Park and Transportation Connectivity

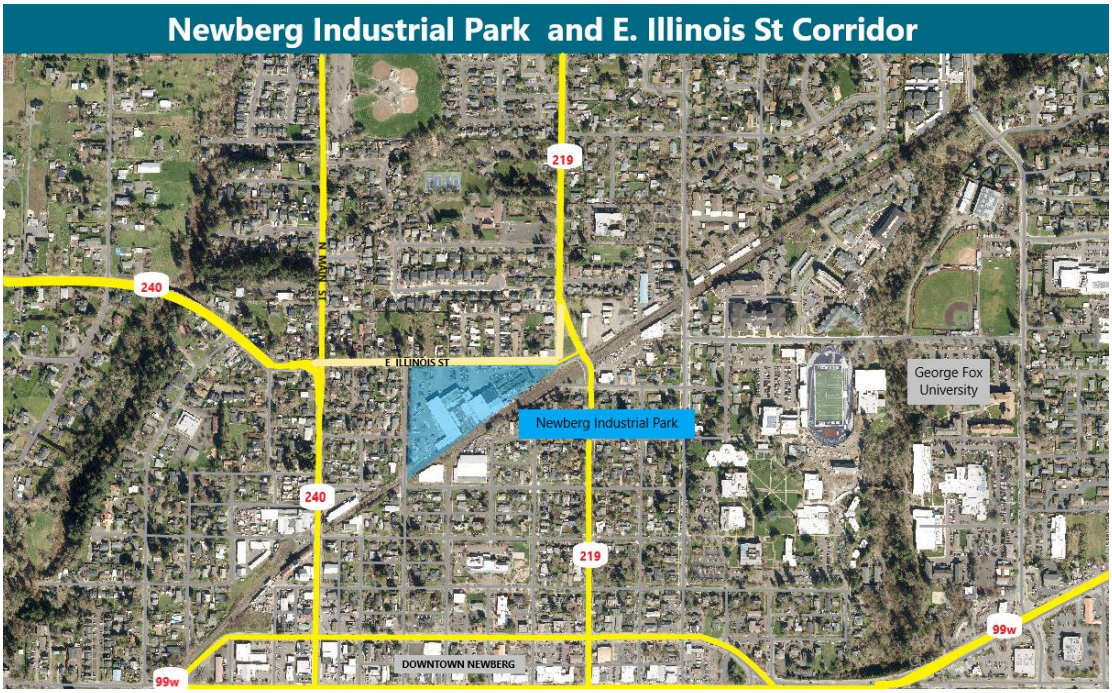


Figure 4. *The former PPM Technologies manufacturing facility (Newberg Industrial Park) was developed with direct access to E. Illinois Street, the only direct Major Collector connection between OR 219 and OR 240. This transportation connectivity has been an important asset supporting manufacturing, freight movement, employee access, suppliers, service providers, and future industrial investment*.

E. Illinois Street is unique within Newberg because it provides the **only direct Major Collector connection between OR 219 and OR 240**. For decades, this corridor has connected residential neighborhoods, commercial businesses, industrial properties, schools, churches, public facilities, and the State of Oregon Enterprise Zone while serving as the principal east-west transportation corridor north of downtown.

The corridor was also developed to accommodate industrial and commercial traffic. The geometry of the E. Illinois Street / N. Main Street (OR 240) intersection provides a generous turning radius that accommodates trucks, commercial vehicles, heavy equipment, trailers, and oversized loads traveling between OR 219 and OR 240. This design reflects the corridor's long-established function as a Major Collector serving industrial properties and freight movement.

Of particular importance is the corridor's role in supporting industrial access and freight movement. E. Illinois Street provides the most direct and efficient route for trucks, commercial vehicles, heavy equipment, suppliers, service providers, and oversized loads traveling between OR 219 and OR 240, with convenient connections to Highway 99W and OR 18. This transportation function has supported manufacturing, freight movement, and industrial investment along the corridor for generations.

Unlike a localized intersection improvement, the "trial closure" interrupts the function of an entire transportation corridor. By severing the only direct Major Collector connection between OR 219 and OR 240, the closure affects regional connectivity far beyond a single intersection. The resulting impacts extend to freight movement, emergency response, business access, employee travel, industrial operations, and circulation throughout north Newberg.

Traffic traveling between OR 219 and OR 240 can no longer utilize the direct Major Collector corridor and must instead divert to less direct routes. Commercial and industrial traffic is displaced onto local streets or directed south toward Highway 99W, increasing travel distances, reducing transportation network efficiency, and shifting traffic onto facilities that were never intended to serve as substitutes for a Major Collector corridor.

The impacts extend beyond additional travel time. Freight movement, emergency response, business access, employee travel, and industrial operations all depend upon a transportation network that is direct, predictable, and efficient. As OR 219 approaches downtown, the roadway becomes progressively narrower and more constrained by mature street trees, on-street parking, residential development, and commercial activity. While OR 219 continues to function as a state highway, these characteristics make it less desirable for frequent industrial traffic than the direct Major Collector connection provided by E. Illinois Street.

Figure 5 – OR 219 Southbound Approaching Downtown Newberg

Figure 5 - *As OR 219 approaches downtown Newberg, the roadway narrows and becomes increasingly constrained by mature street trees, on-street parking, residential development, and commercial activity. These characteristics reduce the corridor's suitability for frequent truck traffic, oversized vehicles, and other industrial movements when compared with the direct Major Collector connection provided by E. Illinois Street.*

Figure 6 – E. Illinois Street / N. Main Street (OR 240) Intersection Geometry

Figure 6. *The E. Illinois Street / N. Main Street (OR 240) intersection was designed to accommodate the turning movements of trucks, commercial vehicles, trailers, heavy equipment, and oversized loads traveling between OR 219 and OR 240. The generous turning radius reflects the corridor's long-established function as a Major Collector serving industrial properties, freight movement, and regional connectivity.*

MULTI TENANT SCENARIO REQUIRES INDIVIDUAL TRANSPORTATION NEEDS

E. Illinois Street is the shortest and most direct connector to Highways 240 and 219. These two ODOT highways, plus the rail line, allow this property to easily deliver and receive freight. In recent past our industrial building has had multiple tenants like Sokol Blosser and Red Hills Distribution both of whom operated in Wine Country and these types of industries require direct access to OR-240. This corridor has operated like this for nearly 100 years, and it is a vital corridor to our property, to Newberg, and to the community at large.

Why Transportation System Plans Matter

Newberg's transportation network is shaped by Transportation System Plans, Capital Improvement Programs, and professional engineering studies. As recently as 2024, the City's Transportation SDC Capital Project List continued to identify E. Illinois Street Collector Improvements, reaffirming the corridor's importance as a Major Collector. Throughout this long planning history, the recommendation remained consistent: improve the corridor—not close it.

N Main Street / E Illinois Street (OR 240)

Planning and Decision Chronology

Date	Document / Event	Principal Finding	Action / Direction
2005	**Newberg Transportation System Plan**	E Illinois Street identified as a Major Collector serving east-west circulation and connectivity.	Preserve and improve connectivity.
December 19, 2016	**Newberg Transportation System Plan Update**	Traffic volumes and operations were projected through 2035 assuming the continued existence of the E Illinois Street / N Main Street connection. Future operational deficiencies were identified.	Study and implement intersection improvements. No closure recommended.
August 12, 2019	**DKS Associates Technical Memorandum – Alternative Mobility Targets**	Future traffic operations at Illinois Street / Main Street (OR 240) were projected to experience delay and mobility deficiencies requiring additional attention.	Future studies should identify intersection improvements to meet mobility standards.
June 20, 2023	**City Council Resolution 2023-3860 and presentation by Brett Musick, PE, City of Newberg**	Brett Musick explained that the purpose of the project was to conduct a special study to determine appropriate, community-supported intersection improvements addressing safety and mobility needs, including ADA requirements, bicycle movements, and coordination with ODOT.	City Council authorized negotiation of a consultant contract to continue the engineering study. Mayor Rosacker cast the lone dissenting vote.
January 8, 2024	**Traffic Safety Commission meeting – remarks by Brett Musick, PE**	Brett Musick reported that active work on the N Main Street / E Illinois Street study had been paused for approximately three months, possibly longer, although related efforts would continue. He also stated that a land-use variance request involving property at the N Main Street / OR 240 intersection had prompted review of vision clearance and sight-distance issues.	Engineering study temporarily paused while sight-distance issues continued to be evaluated.

Date	Document / Event	Principal Finding	Action / Direction
January 29, 2024	**VAR23-0004 – Vision Clearance Variance approved at 703 N Main Street**	A variance request involving property at the N Main Street / OR 240 intersection prompted City review of vision clearance and sight-distance conditions. The Community Development Director approved VAR23-0004 on January 29, 2024.	Existing visibility conditions at the intersection were allowed to remain under the approved variance.
February 9, 2024	**Kittelson Existing Conditions Memorandum**	The principal issue identified was operational delay (LOS F) on the southbound stop-controlled approach. Crash history remained below ODOT thresholds. Existing stop sign and crosswalk were present.	Prepare design alternatives and evaluate build and no-build scenarios.
April 8, 2024	**Traffic Safety Commission meeting**	City Manager Will Worthy stated that E Illinois Street might ultimately be dead-ended or converted to a cul-de-sac, requiring additional turns for neighborhood traffic. Funding constraints were cited.	Closure concepts publicly discussed while engineering alternatives remained under study.
Early 2025	**Neighborhood survey results presented to Council**	Approximately 20 residents participated. Twelve supported the closure concept and five opposed. Five people attended the open house, all in favor.	Approximately 12 respondents favored the closure concept and 5 opposed it.
April 7, 2025	**City Council presentation and motion**	Mayor Rosacker proposed simply closing E Illinois Street. A motion was approved granting staff permission to pursue a semi-permanent closure "in the interest of traffic safety."	Closure concept formally advanced.
September 2025	**City press release and project status update**	The City announced that, due to staffing and budget concerns, the council and administration team had directed cancellation of the N Main at Illinois (HWY 240) Intersection Study. The alternatives phase contemplated by Kittelson was abandoned before completion.	Trial closure substituted for completion of the engineering study.

Overall Pattern

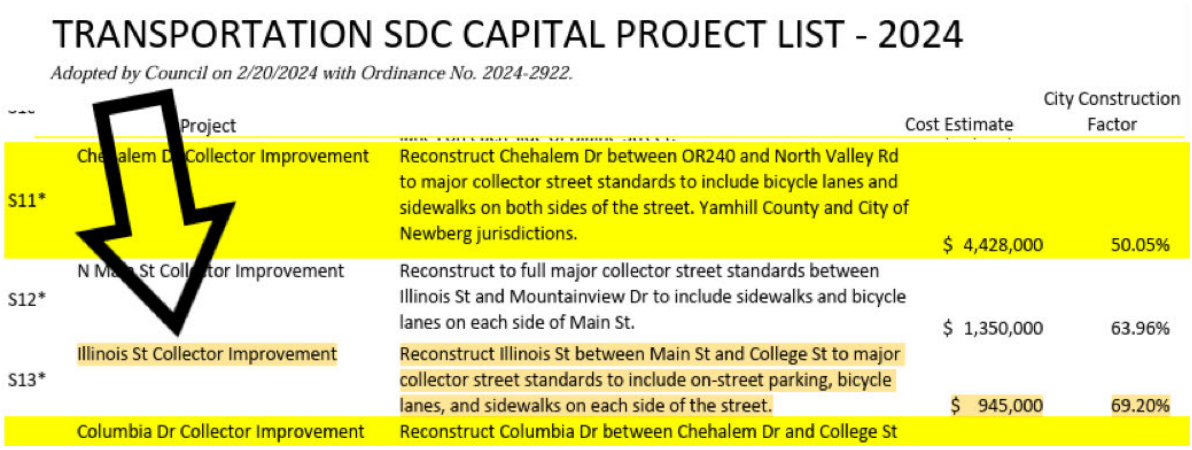
2005 → 2016 → 2019 → 2023 → 2024

Professional plans, technical memoranda, City Council authorization, and engineering studies consistently contemplated studying and implementing improvements to the E Illinois Street / N Main Street (OR 240) intersection.

Principal Observation

For approximately two decades, planning documents and engineering studies treated the E Illinois Street / N Main Street connection as a continuing component of Newberg's transportation network and contemplated improving its operation. Operational delay and mobility—not crash history—were consistently identified as the principal concerns. The trial closure implemented in 2025 appears to represent a departure from that longstanding planning and engineering trajectory. No engineering recommendation supporting closure has yet been identified.

Figure 7. *(above) Chart and text "Planning and Decision Chronology" is an author- prepared chart summarizes the principal planning documents, engineering studies, and City actions affecting the E. Illinois Street / N. Main Street (OR 240) intersection). As the chronology demonstrates, for nearly two decades transportation professionals consistently recommended studying and improving the intersection rather than eliminating this critical transportation connection.*



TRANSPORTATION SDC CAPITAL PROJECT LIST - 2024

Adopted by Council on 2/20/2024 with Ordinance No. 2024-2922.

	Project		Cost Estimate	City Construction Factor
S11*	Chehalem Dr Collector Improvement	Reconstruct Chehalem Dr between OR240 and North Valley Rd to major collector street standards to include bicycle lanes and sidewalks on both sides of the street. Yamhill County and City of Newberg jurisdictions.	$ 4,428,000	50.05%
S12*	N Main St Collector Improvement	Reconstruct to full major collector street standards between Illinois St and Mountainview Dr to include sidewalks and bicycle lanes on each side of Main St.	$ 1,350,000	63.96%
S13*	Illinois St Collector Improvement	Reconstruct Illinois St between Main St and College St to major collector street standards to include on-street parking, bicycle lanes, and sidewalks on each side of the street.	$ 945,000	69.20%
	Columbia Dr Collector Improvement	Reconstruct Columbia Dr between Chehalem Dr and College St		

Figure 8. ***2024 Transportation SDC Capital Project List.*** *Adopted by the Newberg City Council on February 20, 2024, the City's Transportation SDC Capital Project List continued to identify* ***Illinois Street Collector Improvements*** *as a planned transportation investment. Consistent with decades of Transportation System Planning, the City continued to recognize E. Illinois Street as an important Major Collector corridor and planned to improve the street—not eliminate its direct connection to OR 240.*

The "trial closure" represents a significant departure from that long-established approach. After decades of professional planning and engineering recommendations, the City cancelled the $400,000 engineering study it had previously approved and, following a single City Council vote, closed the only direct Major Collector connection between OR 219 and OR 240.

Transportation systems function as interconnected networks. A change to one critical corridor rarely affects only that location. Like removing a key structural member from a bridge, the effects ripple throughout the entire system. Changes to one connection can alter neighborhood traffic patterns, affect freight movement, increase emergency response times, reduce business accessibility, disrupt regional mobility, and ultimately influence the effectiveness of the entire transportation network.

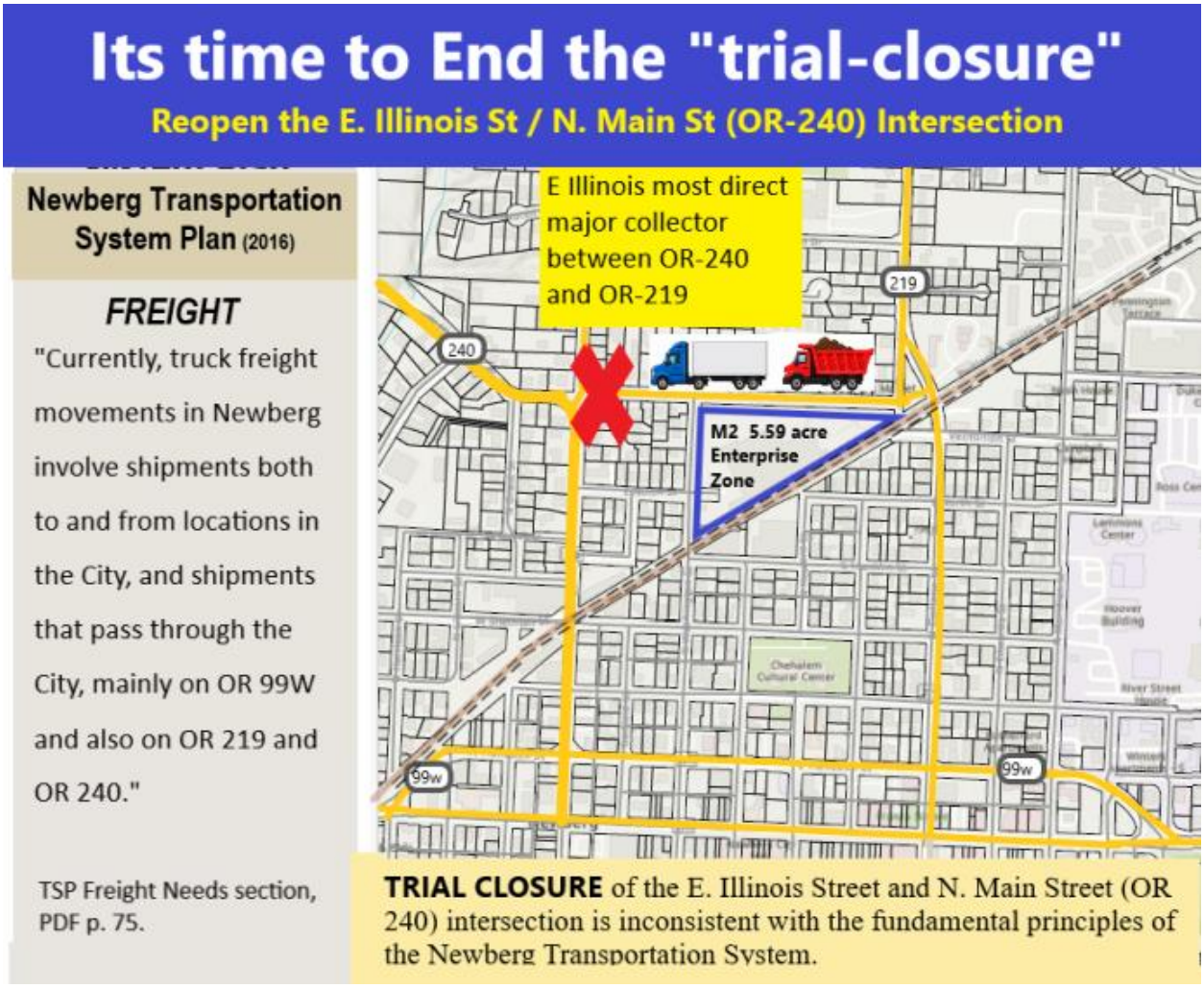


Figure 9. ***E. Illinois Street as a Critical Major Collector Corridor.*** *Author-prepared illustration based on the Newberg Transportation System Plan (2016), showing the role of E. Illinois Street as the only direct Major Collector connection between ODOT Highways OR 219 and OR 240 and its importance to freight movement and Enterprise Zone access.*

Source: Adapted by the author from the City of Newberg Transportation System Plan (2016) and City mapping.

That is precisely why Transportation System Plans are developed over many years. They are intended to ensure that major transportation decisions are based upon sound engineering, objective analysis, public participation, and coordination among affected agencies before fundamental changes are made. In this instance, a decision affecting neighborhood streets, the City's transportation network, Oregon's state highway system, the State of Oregon Enterprise Zone, freight mobility, emergency response, and one of Newberg's largest industrial properties was implemented before the City's engineering process had been completed.

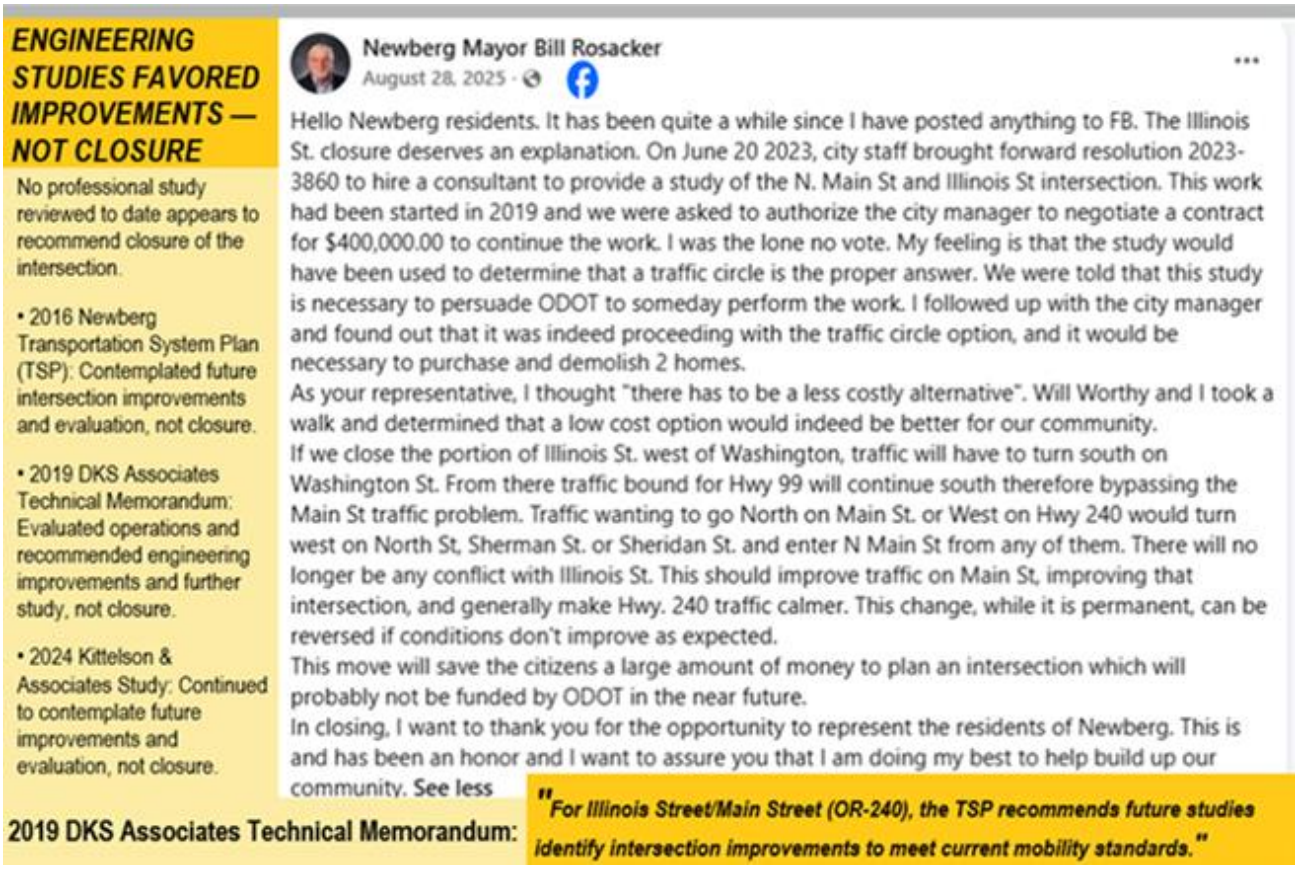


Figure 10. *For decades, Newberg's transportation planning documents and engineering studies consistently recommended improving the E. Illinois Street / N. Main Street (OR 240) intersection—not closing it. Mayor Bill Rosacker's August 28, 2025 Facebook statement likewise explains that the City originally approved a $400,000 engineering study to evaluate intersection improvements and obtain ODOT support before that study was subsequently cancelled.*

Preserving E. Illinois Street as the only direct Major Collector connection between OR 219 and OR 240 maintains the functionality, safety, and efficiency of Newberg's transportation network while supporting the City's long-standing objectives for freight mobility, industrial development, employment, and economic growth.

E. Illinois Street – A Major Collector and Community Connector

E. Illinois Street is more than a Major Collector. For generations, it has served as one of Newberg's principal community connectors, providing a direct, familiar, and efficient route linking neighborhoods, churches, schools, George Fox University, the Chehalem Aquatic and Fitness Center, businesses, and the State of Oregon Enterprise Zone. These connections have become part of the daily lives of Newberg residents and contribute to the accessibility, convenience, and small-town character that define the community.

The corridor does more than move traffic. It connects people with employment, education, recreation, worship, healthcare, commerce, and one another. It also serves as the only direct Major Collector connection between OR 219 and OR 240, making it an essential transportation link for residents, businesses, freight movement, emergency responders, and community institutions alike.

By interrupting this long-established corridor, the "trial closure" affects far more than a single intersection. Without the direct E. Illinois Street connection, travel between the east and west portions of north Newberg becomes less efficient. Many trips are redirected through congested downtown streets or onto neighborhood roads that were never intended to function as substitutes for a Major Collector. The result is longer travel distances, reduced connectivity, and a transportation network that is less efficient for residents, businesses, emergency responders, and community institutions.

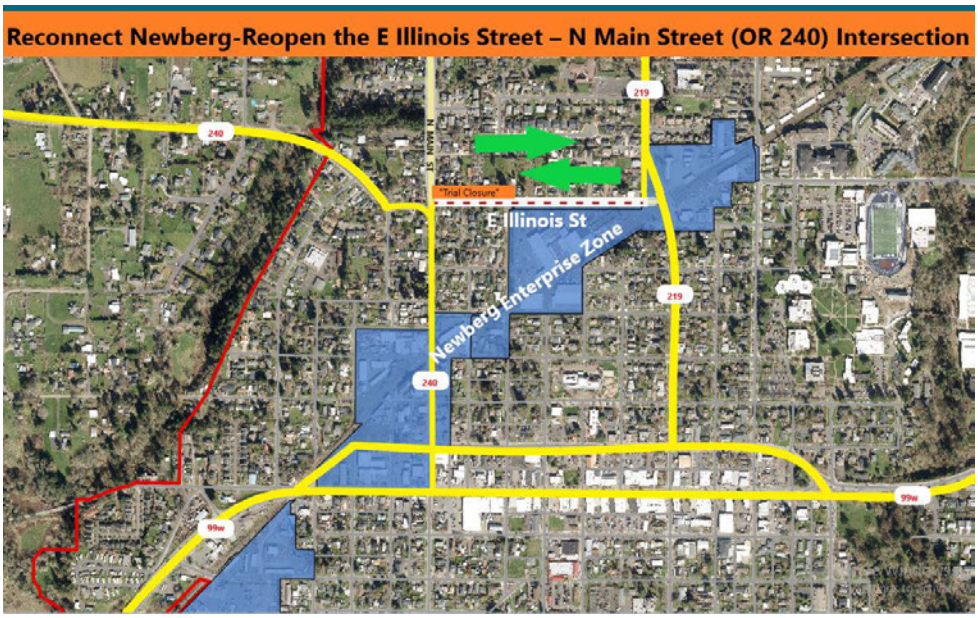


Figure 11.

Principal East-West Transportation Corridor and Enterprise Zone Connectivity

Figure 11. *E. Illinois Street is the only direct Major Collector connection between OR 219 and OR 240. The "trial closure" interrupts this long-established transportation corridor, affecting connectivity between two state highways, the State of Oregon Enterprise Zone, surrounding neighborhoods, and industrial and commercial areas north of downtown. The corridor has historically provided the most direct east-west route for residents, businesses, freight movement, emergency response, and industrial access.*

Traffic Diversion to Residential Streets

The "trial closure" did not eliminate traffic demand—it redirected it.

When the closure was implemented, no formal detour routes or traffic diversion plan were established for motorists traveling between OR 219 and OR 240. Instead, traffic has naturally sought the shortest available alternative routes. As a result, North Street and Washington Street—both local residential streets—have become an unintended bypass around the closure.

In a public statement dated August 28, 2025, Mayor Bill Rosacker explained that traffic unable to continue along E. Illinois Street would instead travel via Washington Street and then access N. Main Street from North Street, Sherman Street, or Sheridan Street. While intended to reduce conflicts at the E. Illinois Street / N. Main Street intersection, this approach redirects through traffic away from a purpose-built Major Collector and onto neighborhood streets.

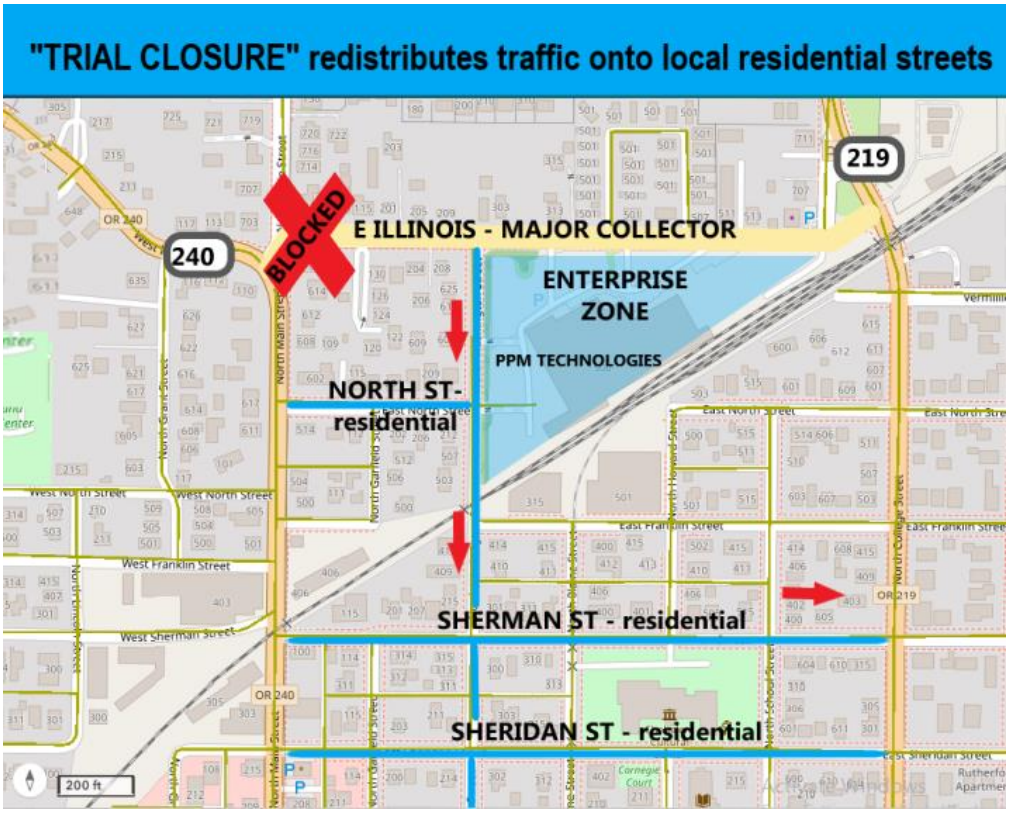


Figure 12. *Author's illustration based on ODOT TransGIS mapping showing how the "trial closure" redirects traffic from E. Illinois Street, a Major Collector, onto North Street, Sherman Street, and Sheridan Street—local residential streets not intended to function as collector routes.*

Source: Author's illustration based on Oregon Department of Transportation (ODOT) TransGIS mapping.

Figure 13. Mayor Bill Rosacker Facebook post, August 28, 2025.

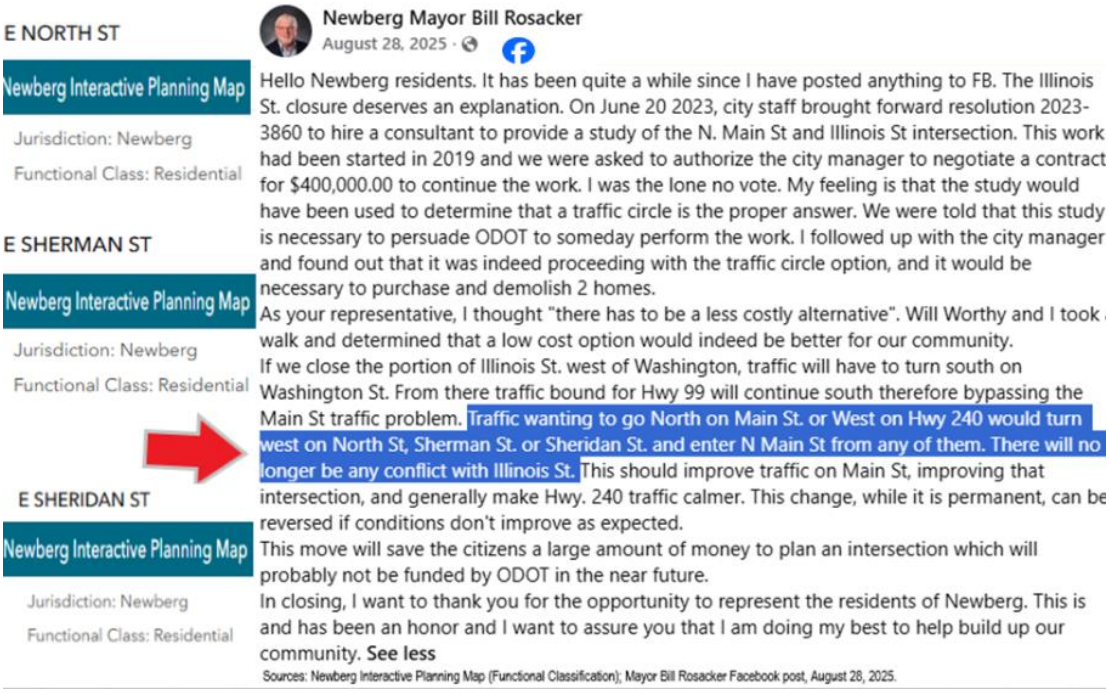


Figure 13 – Mayor Bill Rosacker's August 28, 2025 Public Statement
Highlighted excerpt describing the anticipated diversion of traffic from E. Illinois Street to Washington Street and residential streets (North Street, Sherman Street, and Sheridan Street).

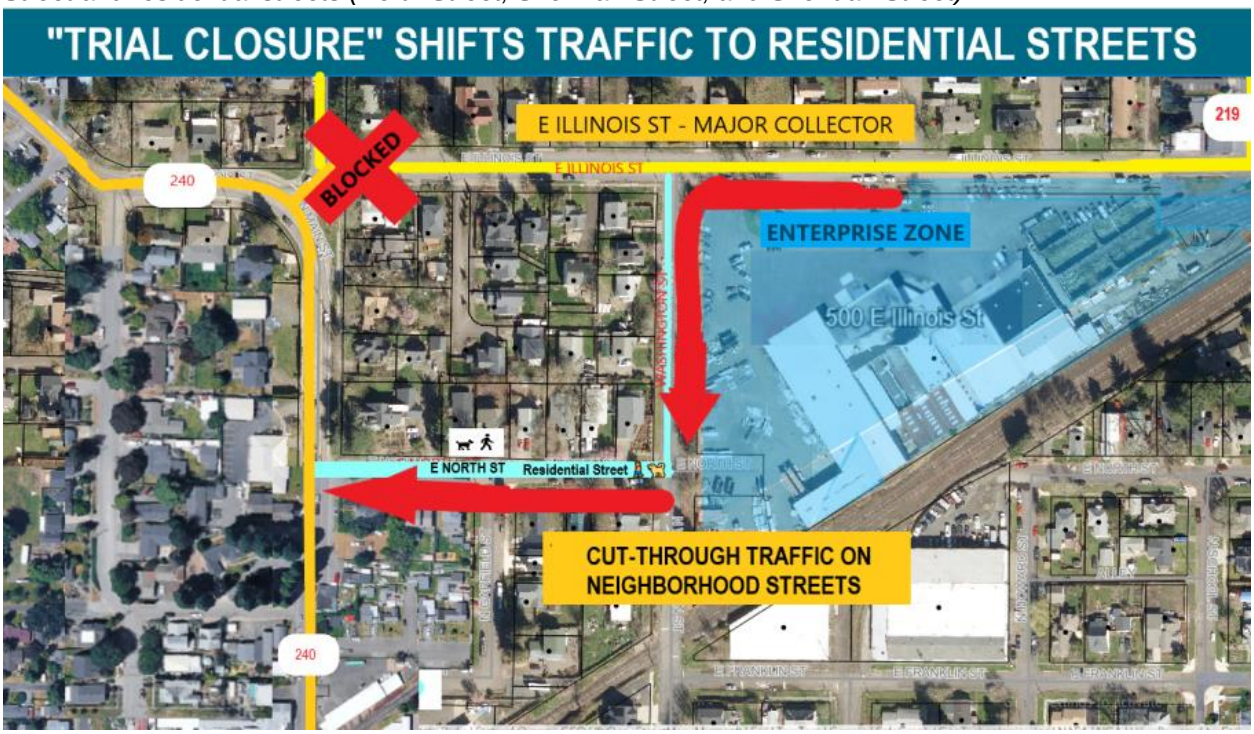


Figure 14. *Illustration showing how the "trial closure" redirects through traffic from the designated E. Illinois Street Major Collector onto North Street and Washington Street, both classified by the City of Newberg as Residential streets.*

The diversion of E Illinois St traffic onto Residential Streets

The diversion of traffic onto North Street and Washington Street is just one example of the broader unintended consequences created by the "trial closure." Rather than eliminating traffic demand, the closure has redistributed traffic onto local residential streets that were never designed or intended to function as substitutes for a designated Major Collector corridor.

"Reconnect Newberg" is therefore more than a request to reopen an intersection. It is a call to restore one of Newberg's historic transportation corridors, reconnect neighborhoods, support local businesses and employment, preserve community connectivity, protect residential streets from unnecessary through traffic, and maintain the transportation network that has linked residents, schools, churches, recreational facilities, businesses, institutions, and the State of Oregon Enterprise Zone for generations.

Reopening the E. Illinois Street / N. Main Street / OR 240 intersection restores more than a roadway—it restores connectivity, strengthens the transportation network, and returns traffic to the Major Collector corridor specifically planned and designed to carry it.

The City of Newberg's own Interactive Planning Map classifies North Street, Sherman Street, and Sheridan Street as **Residential** streets rather than collectors. Their intended function is to provide access to adjoining homes and neighborhoods—not to serve as substitute east-west transportation corridors carrying diverted commuter, commercial, industrial, and freight traffic.

The observed traffic diversion illustrates one of the principal unintended consequences of the "trial closure." Rather than preserving traffic on E. Illinois Street—a designated Major Collector specifically intended to accommodate through traffic—the closure shifts vehicle movements onto residential streets that are narrower, lined with parked vehicles, and less suited to sustained through traffic. North Street, for example, is constrained by residential development and on-street parking along much of its length, reducing maneuverability and creating a more challenging environment for two-way traffic than the Major Collector corridor it now partially replaces.

This diversion is significant because it demonstrates that the transportation demand previously accommodated by E. Illinois Street has not disappeared. Instead, it has been redistributed throughout the surrounding neighborhood, creating new traffic patterns and new impacts that did not previously exist. Rather than solving a transportation problem, the "trial closure" has transferred traffic from a roadway specifically designed and designated to carry it onto neighborhood streets that were never intended to perform that function.

Restoring Community Connectivity

"Reconnect Newberg" is therefore more than a request to reopen a single intersection. It is a call to restore one of Newberg's historic transportation corridors and reconnect the neighborhoods, businesses, schools, churches, recreational facilities, industrial properties, and community institutions that have relied upon E. Illinois Street for generations.

Reopening the E. Illinois Street / N. Main Street / OR 240 intersection would restore the only direct Major Collector connection between OR 219 and OR 240, return through traffic to the corridor specifically designed to accommodate it, reduce unnecessary diversion onto residential streets, and reestablish the transportation connectivity that has long supported Newberg's residents, businesses, emergency responders, freight movement, and economic vitality.

HERE ARE SOME COMMENTS ABOUT THE CLOSURE FROM FACEBOOK

Frances Gierok: You would think The city could have taken a proactive approach to notifying residents. The first I heard of it was when the signs went up? That's just poor planning."

> **Tiffany Olea** there were notices sent out as well as public comment and opportunities to submit comment
>
> > **Frances Gierok:** "Tiffany Olea funny, myself and my neighbors that live directly across the street did not receive any information so it must have been selectively sent."

Kristin Kincaid
This makes it challenging for those of us who live on Hwy 240 to get into North As I am sure the city has considered, most of us will now take North St to Washington to Illinois. These streets are much narrower and less equipped for the amount of traffic they are about to receive. Can't the city work with OOOT 10 find a better solution than cutting off rural Newberg?

Debbie Manning
You are shutting down your connectivity to Highway 240 and to Dundee. Sad day for those of us who use those streets.

Andy Cuddeford
So people will now cut over through the residential neighborhoods on narrow streets.

Elaine Haworth Koskela
As a person who drives through there A LOT- I am very concerned about traffic flow. Did you take into consideration the amount of traffic you are now pushing through narrower residential streets at peak hours?

Joni Zimmerman
I'm sorry to say that I don't think you fixed the problems. The two problems I ever saw there are 1) The left turn lane from 240 to Main St (coming from the west on 240 and turning left to go North on Main or previously also east on Illinois) is not wide enough and is poorly marked and has poor visibility because of the curve of the cars coming up Main St. 2) Coming south on Main Street and trying to continue south on Main St. requires a left turn onto Illinois at the point where it curves to become Main, which creates a lot of back up on Main and previously on Illinois. There should be an all ways stop there to allow for safe left turns. I live west of Morton Street, so I used to use that route frequently if I was going somewhere in the direction of the Re-Store, or the swimming pool etc. Now it is very difficult. I either have to go several blocks out of my way to take 99W, or I have to cross Main Street at Sherman Street, which is a bit dicey sometimes because people go too fast, and it isn't a straight across intersection because of the railroad tracks, and cars are parked along Main Street so there is poor visibility. Or I take Morton Street to Illinois, turn right on Illinois, then turn left from Main Street on to North Street so I can then jog back to Illinois. This also adds several blocks to my trip. Plus, in order to turn left from Main to North where there isn't a left turn lane, I block the traffic coming into Newberg from Hwy 240. It is all very awkward and weird and I think closing Illinois didn't fix anything safety wise and made it hard for those of us who live over that way. I hate to see more stop signs, but that might be the answer here for a poorly designed intersection.

Failure to Provide Notice to Affected Landowners and Stakeholders

Meaningful stakeholder participation is a fundamental component of sound transportation planning, particularly when a proposed action affects a City-designated Major Collector, shared City-ODOT jurisdiction, the State of Oregon Enterprise Zone, and one of Newberg's principal industrial corridors. Direct notification of affected landowners, businesses, and other stakeholders helps ensure that decision-makers receive valuable information regarding transportation operations, freight mobility, business impacts, emergency access, and other potential unintended consequences before significant transportation changes are implemented.

Most notably, as the owners of the 103,000-square-foot manufacturing facility located at 500 E. Illinois Street—immediately adjacent to the E. Illinois Street / N. Main Street (OR 240) intersection—my husband and I were never directly notified of the City's intention to implement the "trial closure." Consequently, we were deprived of the opportunity to provide meaningful input regarding a transportation decision affecting one of the property's most valuable and enduring assets—its transportation connectivity.

Given the property's proximity to the closure, its location within the State of Oregon Enterprise Zone, and the importance of E. Illinois Street as the only direct Major Collector connection between OR 219 and OR 240, direct notification and meaningful stakeholder participation would reasonably have been expected before implementing such a significant modification to the transportation network.

Informal Employee Conversation Presented as Stakeholder Consultation

During the April 7, 2025 City Council meeting, the City presented a slide entitled **"Local Business Engagement"** and advised the Council that the City Manager had visited PPM Technologies and spoken with an employee regarding the proposed "trial closure." The City Manager further stated that he withheld the employee's full name because **"I didn't ask him for a release."** The presentation then quoted the employee's comments regarding the company's freight-routing practices.

However, nothing in the presentation or the public record indicates that the conversation represented the official position of PPM Technologies or that the employee was authorized to speak on behalf of the company, its executive management.

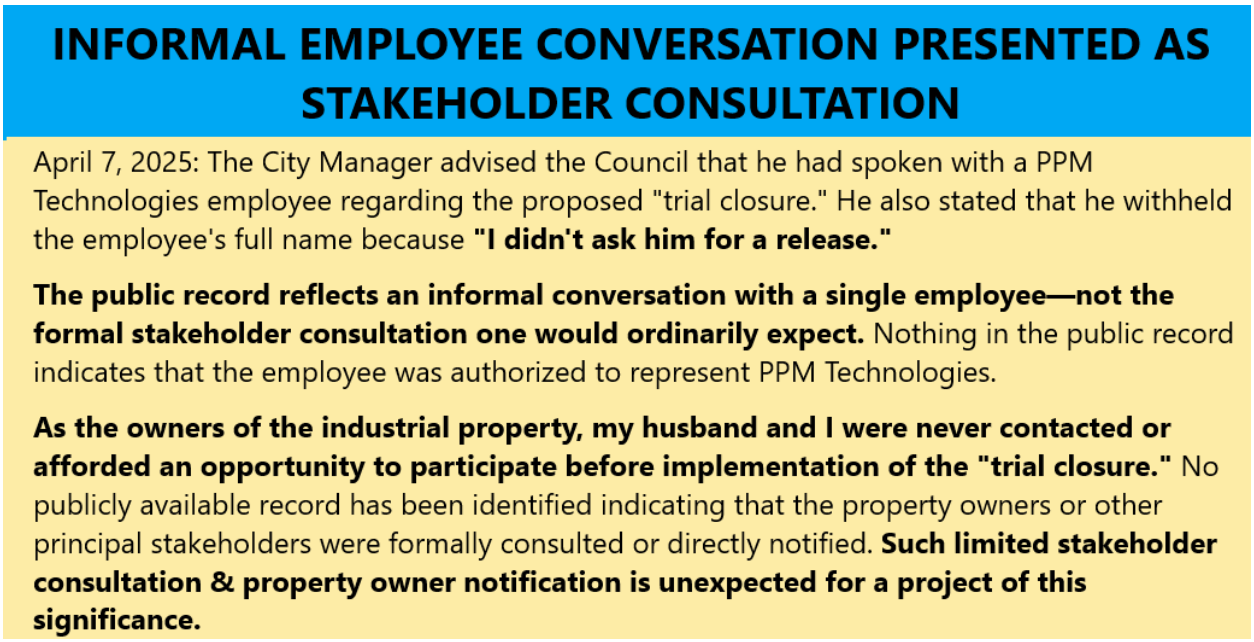


Figure 15: Slide of Informal Employee Conversation Presented as Stakeholder Consultation

Reliance Upon Limited Representative Input

Transportation decisions affecting a Major Collector corridor should ordinarily be supported by objective engineering analysis, representative stakeholder engagement, and public participation commensurate with the significance of the proposed action.

Neither a survey of approximately twenty respondents nor an informal conversation with a single employee provides representative evidence upon which to evaluate a transportation decision affecting one of Newberg's principal transportation **corridors.** Viewed together, these examples raise legitimate questions regarding whether the decision-making process reflected the level of

professional planning, technical analysis, and representative stakeholder engagement ordinarily expected for a transportation decision of this significance.

The lack of direct outreach is also consistent with the City's own public acknowledgment that communication regarding the project was limited. In a *Newsberg* article published on September 2, 2025, Interim Public Information Officer Emily Salsbury acknowledged:

"With our small, scrappy team of public servants, communication to the surrounding neighborhoods was not as robust as we would have liked."

This acknowledgment raises broader questions regarding whether affected landowners, businesses, industrial users, emergency service providers, Enterprise Zone stakeholders, and other directly affected organizations received meaningful notice and an opportunity to participate before the "trial closure" was implemented.

The absence of direct notice and meaningful stakeholder participation underscores the importance of transparency, objective evaluation, and meaningful public involvement when considering significant modifications to one of Newberg's most important Major Collector corridors.

Questions Raised by the Record

The available record gives rise to several important questions:

- Were affected landowners, property owners, businesses, and tenants identified and directly notified before the "trial closure" was implemented?
- Were businesses and property owners within the State of Oregon Enterprise Zone consulted, and were potential impacts to employment, industrial investment, and economic development evaluated?
- Was meaningful public outreach conducted beyond the limited community survey?
- Were transportation impacts to freight movement, emergency response, neighborhood traffic, business access, industrial operations, and the broader transportation network objectively analyzed?
- Were alternatives capable of preserving connectivity—such as sight-distance improvements, vegetation management, revised signage, traffic calming, turn restrictions, or other engineering solutions—publicly discussed and thoroughly evaluated before implementing the "trial closure"?
- Were objective performance measures, evaluation criteria, and a defined process established to determine whether the "trial closure" achieved its intended purpose? If so, what are those measures, how are they being monitored, and when will the results be reported to the public?

These questions are significant because they go to the heart of sound transportation planning. Major changes to a City-designated Major Collector should be informed by objective engineering analysis, meaningful stakeholder participation, transparent decision-making, and a thorough evaluation of alternatives before implementation. The available record raises substantial questions as to whether those principles were fully observed in the implementation of the "trial closure."

The Risk of a "Trial Closure" Becoming a De Facto Permanent Condition

The City's characterization of the closure as a "temporary" or "trial" measure raises a significant concern that a short-term operational change could gradually evolve into a de facto permanent condition without the engineering analysis, public participation, stakeholder involvement, and procedural safeguards ordinarily associated with a permanent transportation decision.

The City's use of varying terminology has contributed to uncertainty regarding both the purpose and duration of the closure. Public statements have referred to the action as a "temporary closure" and a "trial closure," while City project materials state that "a more permanent closure will be considered for the future." Adding to this uncertainty, electronic message boards installed at the site displayed the words **"Illinois Permanent Closure."**

Figure 16 - **Public Announcement of the E. Illinois Street Closure**

Access to East Illinois Street from Main Street to Close in September

The city of Newberg will close access to East Illinois Street from North Main Street beginning Sept. 15 to reduce confusion, congestion, and safety.

By Branden Andersen

Government · August 26, 2025 · 4 min read

Originally published at newsberg.org — © Newsberg Media LLC

NEWSBERG — NEWSBERG.ORG

Figure 17. *Newsberg article published August 26, 2025 announcing the closure of the E. Illinois Street / N. Main Street (OR 240) intersection. The accompanying photograph shows the electronic message board displaying the words "Illinois Permanent Closure." The terminology used in public communications, project materials, and onsite signage varied between "temporary closure," "trial closure," and "permanent closure," contributing to uncertainty regarding the intended duration and evaluation of the project.*

These varying and, at times, conflicting descriptions raise important questions regarding the intended duration of the closure, the criteria by which it is being evaluated, and the process by which a decision will ultimately be made. Residents, businesses, and property owners deserve clear answers regarding what traffic, safety, freight, emergency response, and economic data are being collected; what objective performance measures are being used to evaluate the "trial"; and when and through what public process the City Council will determine whether the closure should be removed or made permanent.

This concern is heightened because no completed engineering study, no publicly available engineering findings, no significant crash history, and no publicly available record demonstrating comprehensive stakeholder outreach, documented coordination with ODOT, or a thorough evaluation of less intrusive engineering alternatives have been identified.

Figure 18. *N. Main Street / E. Illinois Street (OR 240) Engineering Study.* ***On June 20, 2023, the City Council approved an engineering study to identify transportation issues, evaluate alternatives, develop a community-supported preferred solution, and support future coordination with ODOT. Before those objectives were completed, the study was cancelled, as announced during the April 8, 2024 Traffic Safety Commission meeting. It is the author's illustration in yellow "Approved 2023 – Cancelled 2024…"***

According to a *Newsberg* article published on August 6, 2025, City Planner Will Worthey stated that the intersection design study had been cancelled because of its cost and the unlikelihood of timely completion. As a result, one of the most consequential modifications to Newberg's transportation network appears to have been implemented without the objective engineering analysis originally intended to identify transportation problems and evaluate engineering solutions.

Over time, residents, businesses, emergency responders, and traffic patterns naturally adapt to altered conditions. As those adaptations become normalized, a temporary measure can gradually become permanent through inertia rather than through objective evidence and informed public decision-making. Significant transportation policy decisions should not become permanent simply because time has passed or travel patterns have adjusted. Rather, permanent modifications to critical transportation corridors should result from objective engineering evidence, clearly established performance measures, transparent public participation, meaningful stakeholder engagement, coordination with ODOT where appropriate, and comprehensive transportation planning.

A "trial closure" should not become a substitute for the engineering and planning process. Instead, it should remain a genuinely temporary measure with clearly defined objectives, measurable evaluation criteria, a transparent public review process, and a predetermined decision point. If those elements cannot be demonstrated, the appropriate course is to terminate the "trial," reopen the E. Illinois Street / N. Main Street (OR 240) intersection, complete the engineering analysis, collaborate with ODOT, and determine any future improvements through the City's established transportation planning process.

.

A Solution in Search of a Problem

One of the fundamental principles of transportation planning is that the transportation problem must first be clearly defined before an appropriate solution can be selected.

At the April 7, 2025, City Council meeting, City staff acknowledged that there had been **very few actual crashes** at the intersection. The presentation identified **one crash in 2021, one crash in 2022, and two crashes in 2023** and explained that the principal concern was driver behavior associated with traffic delays and difficult turning movements rather than a documented pattern of crashes (Figure18).

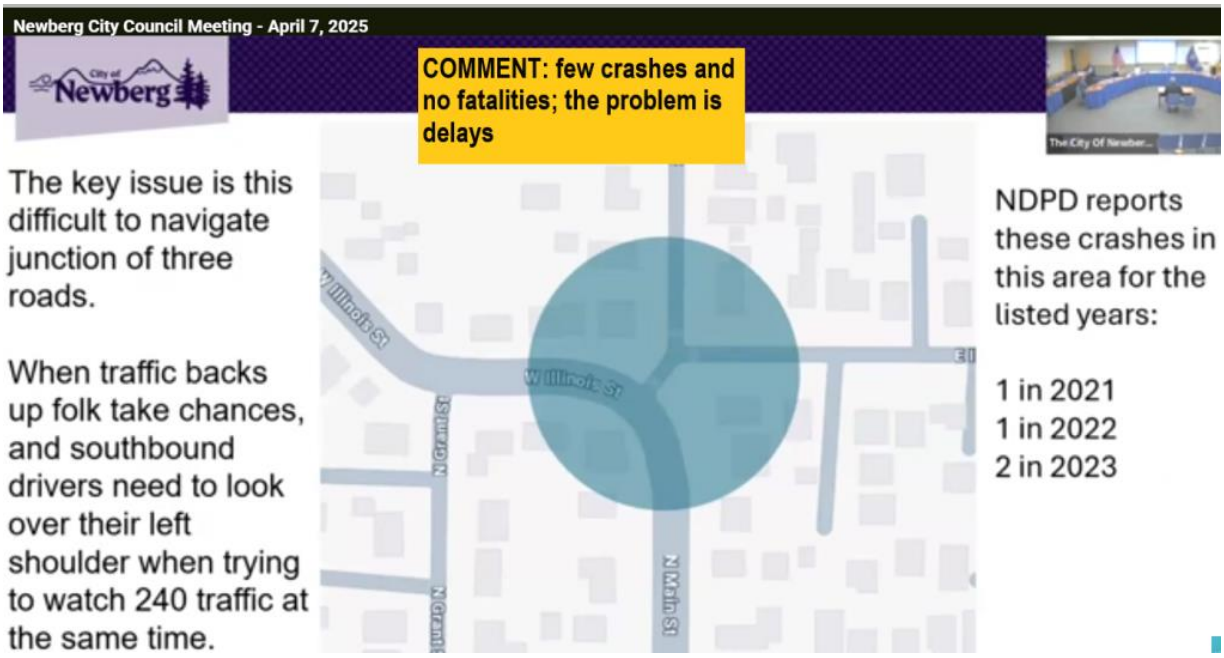


Figure 19. *This is a slide exhibit from the April 7 2025 City Council Meeting where City Manager Will Worthy explained that there were few crashes at the intersection. The yellow comment is the Author's comment on the slide.*

However, in a September 2, 2025 *Newsberg* article, Interim Public Information Officer Emily Salsbury stated that the closure was intended to "prevent crashes and the potential of fatalities."

Meanwhile, for decades, the City's own transportation planning documents consistently focused on improving—not closing—the intersection. The 2016 Transportation System Plan, the 2019 DKS memorandum, the authorized 2023 engineering study, and the most recent Kittelson memorandum all contemplated engineering evaluation and operational improvements. The Kittelson memorandum identified **traffic delay and operational performance** as the principal transportation issue. None of these professional planning documents recommended permanently severing the only direct Major Collector connection between OR 219 and OR 240.

These differing descriptions reinforce why the engineering study was necessary. Before selecting a solution, the transportation problem should first have been objectively defined through engineering analysis to determine the most appropriate, effective, and least intrusive response.

CONTRADICTORY APPROACHES TO VISIBILITY AND SAFETY:

At the corner of N Main Street and OR 240 there exists a very tall hedge. In November 2023, a property owner applied for a vision clearance variance precisely at the E. Illinois Street / N. Main Street / OR 240 intersection—the same intersection later subject to the City's "trial closure." In January 2024, the City granted VAR23-0004 and concluded that strict enforcement of the vision clearance requirements was unnecessary. Accordingly, the property owner's tall hedge was allowed to remain. Later, at the April 7, 2025 City Council meeting, the City cited visibility concerns, driver confusion, reports of near misses, and safety concerns in support of the "trial closure," while acknowledging that there had been few actual crashes.

An obvious question arises: what is the true problem with the intersection? More importantly, did the yet-undetermined problem justify closure of the intersection? These are precisely the questions the cancelled engineering study was intended to answer. Instead, the study was cancelled and the intersection closed before the problems could be fully identified and before engineering solutions could be developed and offered. Thus, a major transportation decision was made and implemented on the basis of anecdotal evidence and seemingly contradictory evidence.

Figure 20. *(Author Illustration at left)* Existing sight-distance conditions at the E. Illinois Street / N. Main Street (OR 240) intersection. The photograph illustrates the mature laurel hedge that was the subject of Vision Clearance Variance VAR23-0004, approved by the City in January 2024. Approved nearly the same time that the engineering study for the intersection was cancelled.

Sight-Distance Survey and Vegetation Assessment first!

Before permanently altering a critical Major Collector connection, the City should conduct a professional sight-distance survey from each of the three approaches to the E. Illinois Street / N. Main Street (OR 240) intersection. Particular attention should be given to the unusually tall laurel hedge and any other vegetation or obstructions that may restrict driver visibility. The survey should evaluate whether trimming, removal, or other sight-distance improvements could adequately address the identified safety concerns before more intrusive transportation measures are considered.

Figure 21. Existing Vegetation and Potential Sight-Distance Considerations at the E. Illinois Street / N. Main Street (OR 240) Intersection. *Annotated street-level photograph showing the mature laurel hedges adjacent to the intersection and their potential influence on driver sight distance. Hedge heights shown are approximate and are provided for illustrative purposes only. This exhibit is not intended to represent surveyed conditions, engineering measurements, or a technical sight-distance analysis. A professional sight-distance survey should be conducted to objectively evaluate existing visibility conditions and determine whether vegetation management or other improvements could adequately address identified safety concerns before more intrusive transportation measures are considered.*

Restore the Stop Sign at E. Illinois Street and N. Main Street (OR 240)

The E. Illinois Street / N. Main Street (OR 240) intersection has been the subject of transportation planning and engineering studies since at least 2005. Throughout that time, the intersection's geometry, traffic operations, visibility, and traffic control devices—including the stop sign—formed part of the existing conditions evaluated by transportation professionals.

Any permanent modification to the stop control should follow—not precede—a completed engineering evaluation and recommendations developed in coordination with ODOT.

Figure 22. Annotated June 2025 Google Street View Image Showing Historic Stop Control at the E. Illinois Street / N. Main Street (OR 240) Intersection. *June 2025 Google Street View image showing the stop sign at the E. Illinois Street / N. Main Street (OR 240) intersection, which has since been removed. Because the stop sign formed part of the intersection's long-established traffic-control system, any decision to modify or eliminate it should be evaluated as part of a comprehensive engineering study and coordinated with ODOT before permanent operational changes are implemented.*

RECONNECT NEWBERG

Reopen the E. Illinois Street / N. Main Street (OR 240) Intersection

Why Reopen?

✓ **Reconnect Newberg**
Restore the only direct Major Collector connection between OR 219 and OR 240, reconnecting neighborhoods, businesses, schools, churches, George Fox University, community facilities, and the State of Oregon Enterprise Zone.

✓ **Protect Neighborhoods**
Return through traffic to E. Illinois Street—the roadway designed to carry it—and reduce unnecessary diversion onto local residential streets.

✓ **Follow Sound Engineering**
Complete the engineering study, identify the transportation problem, evaluate alternatives, and collaborate with ODOT before making permanent changes to a critical transportation corridor.

✓ **Support Safety**
Objectively evaluate both the original intersection and the new traffic patterns created by the "trial closure" using accepted engineering principles and measurable performance criteria.

✓ **Support Jobs and Economic Development**
Preserve efficient access to Newberg Industrial Park, the Enterprise Zone, businesses, freight movement, employees, customers, and emergency responders.

✓ **Restore a Community Asset**
E. Illinois Street has served Newberg for generations. Reopening the corridor restores connectivity, strengthens the transportation network, and preserves one of the community's most valuable transportation assets.

Conclusion

It is my sincere hope that the City will carefully consider the information presented in this report and use it as an opportunity to return to the engineering and planning process originally established for the E. Illinois Street / N. Main Street (OR 240) intersection.

This piece of property has faithfully served Newberg for decades and now it is asking you for a favor in return: Reopen its direct access to West 240 and allow easy movement for workers, freight, emergency responders and the community.

It's the fair thing to do since no one contacted us, as the property owners, to allow us to explain why "access" to this intersection was so important. We deserve that opportunity, especially since PPM Technologies has been purchased by a large corporation and is now leaving Newberg and taking with it at least 100 jobs.

This means that we, as owners, must find a replacement tenant or buyer who will call the property "home." A tenant who will bring back the jobs and vitality to this powerful manufacturing property that is located in the heart of Newberg's Enterprise Zone.

We are confident there is an entity, or entities, who will appreciate all the assets that this property offers which includes:

- Heavy power
- Huge overhead bridge cranes
- Railway docks to offload materials
- Offices
- Ample yard space
- 149 paved parking spaces; and
- Amazing access to highways to the east, 219, and to the west, 240, which connect to Highway 99W and then to further state highway corridors

The closure of E. Illinois Street is like willfully amputating one of this property's healthy, robust legs. Without access to the intersection I am unable to speak to or market with confidence one of this this large industrial facility's primary asset—its **TRANSPORTATION CONNECTIVITY**.

The State of Oregon did not err when it drew up the boundary for the Enterprise Zone, which sits with the railway line at its back and a significant portion of E. Illinois Street as its front. The trial closure defeats the very goal of the Enterprise Zone, which is meant to foster economic opportunities and bring back jobs.

I am asking you to weigh the cost of the closure with the benefits.

We are told the closure of the intersection was in the interest of public safety, yet there have been few crashes and the problem is delays—not crashes.

We were told there was a survey in favor of closing the intersection, yet that survey population consisted of fewer than 20 individuals.

In fact, it is not clear why we are closing the intersection because for nearly 20 years all the professional Transportation System Planners sought to modify the intersection—not close it.

The process by which the intersection was closed deviated from ordinary projects—especially one of this size:

8. The study which would have identified the problems and the solutions was abruptly cancelled.
9. No public notices or stakeholder notices were given.
10. No coordination with ODOT regarding the "Trial Closure", who despite being a multi-jurisdictional partner with State Highway 240 to which the intersection abuts, appears to have ever occurred.
11. There was admittedly limited community outreach and inclusion.
12. There was no consideration of how the closure would impact the Enterprise Zone.
13. There was no formal consideration of how the closure would impact first responders.
14. The Trial Closure's plan was to shift a Major Collector's traffic to narrow residential streets.

The Council has an opportunity today to put the intersection onto the right path by reopening the intersection; and thereafter, I encourage the City to return to a course of professional planning processes.

Time is of the essence. We are adversely impacted by the closure, and negotiations for a property like this are delicate. Transportation and location weigh heavily in the mind of a prospective tenant or buyer.

E. Illinois Street is the shortest and most direct connector to Highways 240 and 219. These two ODOT highways, plus the rail line, allow this property to easily deliver and receive freight. In recent past our industrial building has had multiple tenants like Sokol Blosser and Red Hills Distribution both of whom operated in Wine Country and require direct access to OR-240. This corridor has operated like this for nearly 100 years, and it is a vital corridor to our property, to Newberg, and to the community at large.

Today we ask that you end the trial closure and reopen E. Illinois so that we can confidently market this property and bring jobs and industry back to Newberg.

Thank you.

Kathy and Andre Meyer

Mayor and Members of the Newberg City Council:

We, Andre and Kathleen Meyer, owners of Newberg Industrial Park LLC located at 500 E Illinois Street, respectfully request that the City Council immediately reopen the E Illinois Street / N Main Street (OR 240) intersection because the decision to implement the trial closure appears to have been based upon insufficient objective evidence and a process that lacked the level of transparency, stakeholder outreach, and direct notification ordinarily associated with a significant modification to a critical transportation corridor.

In addition, the trial closure has materially impaired our ability to market and reposition our approximately 103,000-square-foot industrial facility and has imposed a disproportionate and unnecessary burden on a property whose long-standing value and utility have depended upon efficient transportation access, freight mobility, and connectivity. The loss of what is the only direct major collector connection between ODOT'S OR 219 and OR 240 has significantly diminished one of the property's most important transportation assets and placed it at a competitive disadvantage relative to comparable industrial properties offering superior access and mobility.

Major transportation decisions should be supported by meaningful public participation, adequate stakeholder notification, objective analysis, consistency with the Transportation System Plan and Comprehensive Plan, and coordination with ODOT, particularly where a state highway is involved.

As the owners of Newberg Industrial Park, located immediately adjacent to the closure, we received no direct notice prior to implementation and were deprived of the opportunity to provide meaningful input regarding a decision affecting one of the property's most important and enduring assets—its transportation connectivity.

A survey population of approximately twenty respondents, of which only twelve supported the trial closure, represents anecdotal rather than statistically reliable information and does not adequately capture community-wide impacts to mobility, emergency response, freight movement, business, and economic development.

While community concerns deserve consideration, anecdotal reports and limited survey responses should complement—not substitute for—sound engineering analysis and demonstrated need. Significant transportation interventions are ordinarily supported by documented crash patterns, traffic analyses, evaluation of reasonable alternatives, and broad stakeholder participation.

Before severing what is the only direct major collector connection between ODOT'S OR 219 and OR 240, the City should first establish a demonstrated safety need, exhaust less intrusive alternatives, coordinate with ODOT and affected stakeholders, and undertake the transparent engineering and planning processes traditionally associated with permanent modifications to the transportation network.

A critical transportation corridor should not be severed first and studied later. Nor should a temporary measure become permanent through adaptation and inertia.

Time is of the essence. As owners of Newberg Industrial Park, we are experiencing firsthand how the closure is becoming a serious hindrance to our ability to market and reposition this significant industrial property. Over the years, the property has provided more than one hundred well-paid jobs and contributed to the City's tax base. Every day the trial closure remains in place increases the risk that prospective tenants and purchasers will look elsewhere and that future jobs, investment, and economic opportunities will be lost.

The burden should rest upon demonstrating, through objective evidence and sound engineering analysis, that closure is necessary—not upon the community, businesses, and property owners to adapt to a condition whose necessity has never been established.

Accordingly, we respectfully request that a member of the City Council make a motion directing staff to immediately reopen the E. Illinois Street / N. Main Street (OR 240) intersection, restore the stop sign on N. Main Street, and return the intersection to its pre-trial operating condition pending completion of a comprehensive traffic and safety evaluation and formal Council review.

It is time to end the trial closure. Reconnect Newberg.

Respectfully submitted,

Kathleen Meyer and Andre Meyer

Owners, Newberg Industrial Park LLC

500 E Illinois Street

PO Box 62

Gleneden Beach OR 97388

Outlook

New Public Comment

From noreply@revize.com <noreply@revize.com>
Date Wed 7/1/2026 11:35 PM
To City Recorder <cityrecorder@newbergoregon.gov>
Cc Emily Salsbury <Emily.Salsbury@newbergoregon.gov>

1 attachment (2 MB)
Newberg Transportation System Plan Consistency.pdf;

Date = 2026 07 06
Meeting Body = City Council
Agenda Item = Trial Closure E Illinois St intersection
Subject Matter to Comment On =
Name = Andre Meyer
Representing = Self and Newberg Industrial Park
email = [redacted]
phone = [redacted]
Contact info PRR consent = may release
Public Hearing = Yes
public comment format = Written
Written Comment =
Client IP = 2601:1c0:577f:acf7:5d67:8af2:b619:e46b

Consistency with the Newberg Transportation System Plan (2016)

The temporary closure of the E. Illinois Street / N. Main Street (OR 240) intersection appears inconsistent with numerous goals and policies of the Newberg Transportation System Plan (“TSP”) and Comprehensive Plan. Collectively, these plans envision a balanced, interconnected, efficient, multimodal transportation system that supports safety, mobility, economic development, neighborhood livability, environmental stewardship, and coordinated planning. Rather than advancing those objectives, the trial closure appears to transfer traffic, congestion, infrastructure demands, costs, and operational burdens to other parts of the transportation network while severing one of Newberg’s most important east-west transportation corridors.

Goal 1 – Develop and Maintain a Balanced Transportation System

Closing the only direct Major Collector connection between OR 219 and OR 240 disrupts the balance, connectivity, and efficiency of Newberg's transportation network. Rather than eliminating traffic, the closure merely redistributes it from an established Major Collector onto smaller residential streets that are narrower, frequently lined with parked vehicles, and not intended to accommodate sustained commuter or commercial traffic.

The closure also disrupts established freight routes serving industrial businesses and the Enterprise Zone while reducing the efficiency of emergency response routes used by police, fire, and emergency medical services. Instead of strengthening the transportation system, the trial closure transfers traffic, operational demands, and potential conflicts to facilities that were never intended to perform the function of a Major Collector. The result is diminished network connectivity, reduced transportation efficiency, and the transfer of transportation impacts to neighborhood streets rather than their resolution.

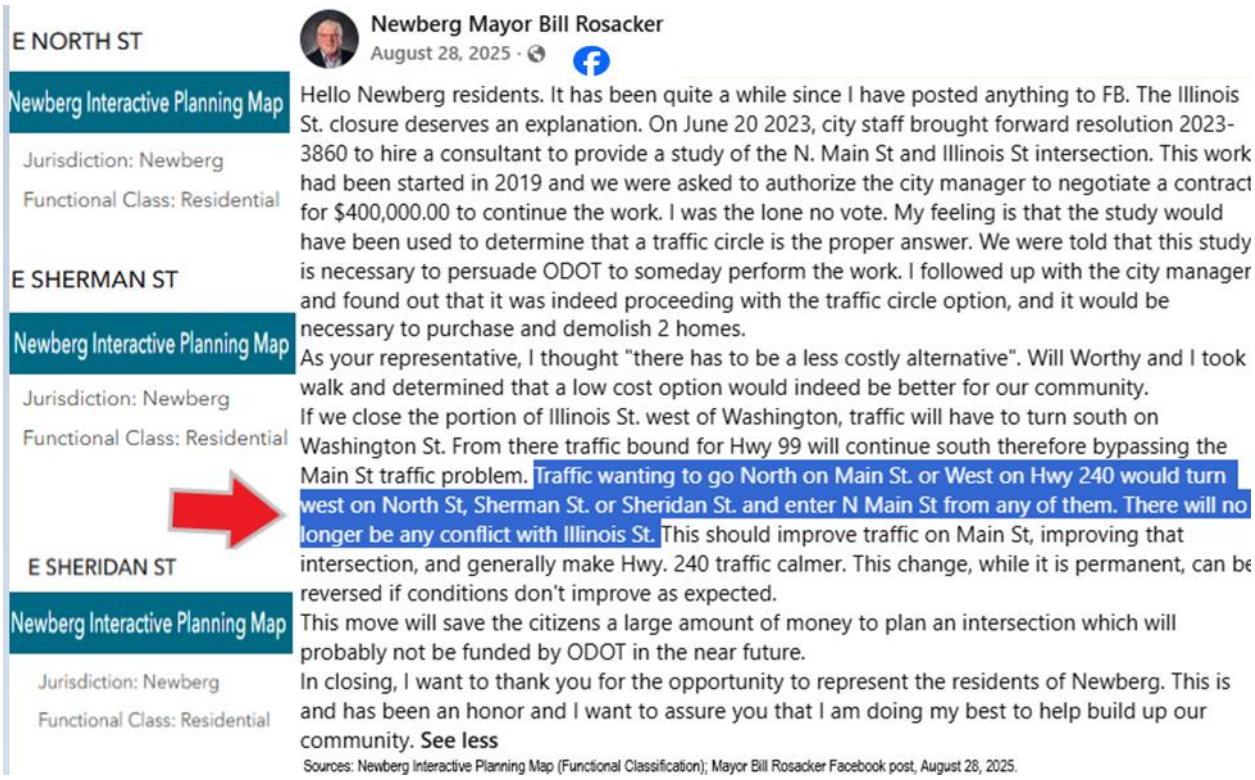


Exhibit: *E. Illinois Closure Diverts Major Collector Traffic to Residential Streets.*

Goal 2 – Coordinate Transportation and Land Use Planning

Transportation and land use decisions should be considered concurrently because each directly influences the other. E. Illinois Street serves far more than the immediately adjacent neighborhood. It provides access for residents, businesses, employees, customers, freight carriers, emergency responders, industrial properties, and the State-designated Enterprise Zone while connecting OR 219 and OR 240.

The closure appears to have focused primarily on localized intersection concerns without adequately considering broader impacts to regional mobility, economic development, land use, freight movement, emergency response, transportation connectivity, and the surrounding communities that depend upon this corridor. Major transportation decisions affecting a principal collector should evaluate network-wide consequences rather than isolated intersection conditions.

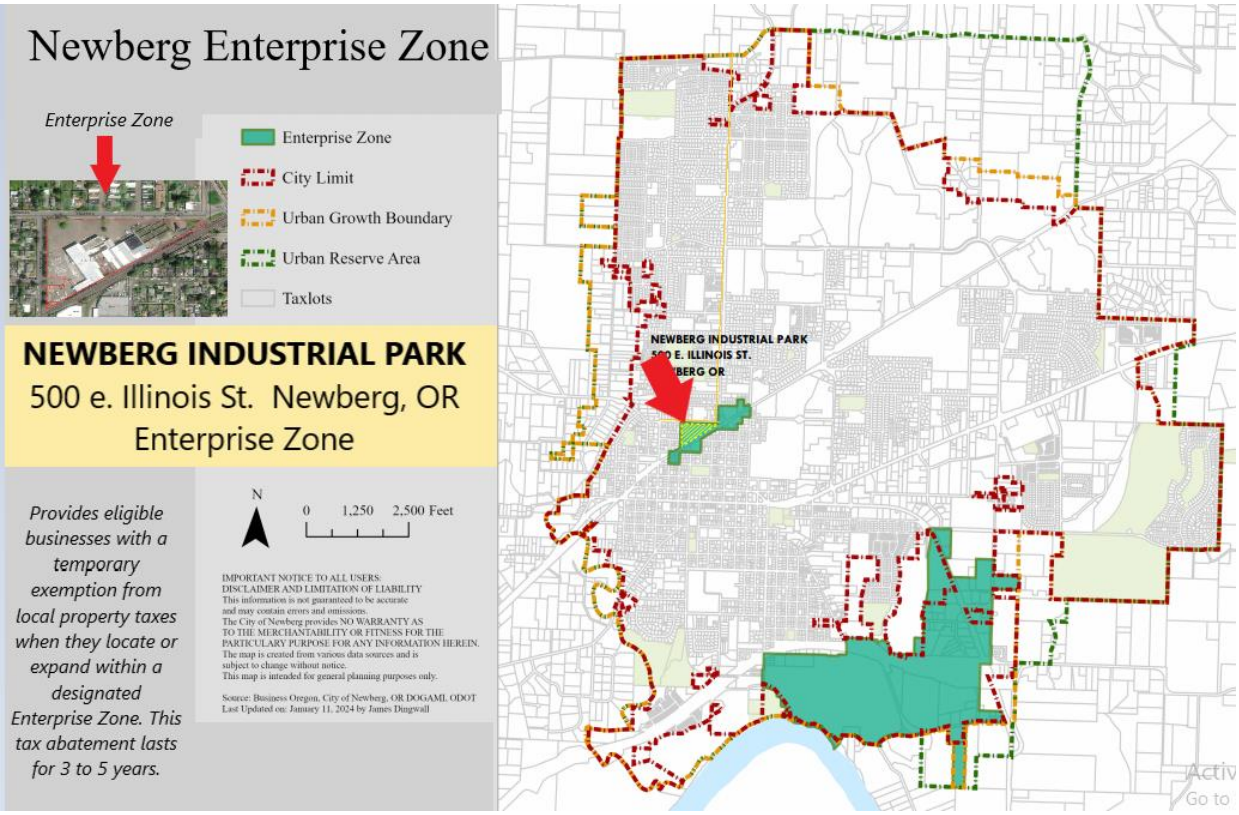


Exhibit: *Enterprise Zone Access / Regional Connectivity Map.*

Goal 3 – Promote a Multimodal Transportation System

Transportation planning should consider the movement of both people and goods. The Transportation System Plan specifically recognizes freight movement as an essential component of Newberg's transportation system.

E. Illinois Street provides direct access for trucks, suppliers, service vehicles, oversized loads, and industrial traffic serving Newberg's manufacturing businesses and Enterprise Zone. The closure appears to have focused primarily on localized automobile safety concerns without fully evaluating impacts to freight movement which includes rail movement and industrial access, commercial transportation, and the interaction between roadway access and Newberg's industrial corridor.

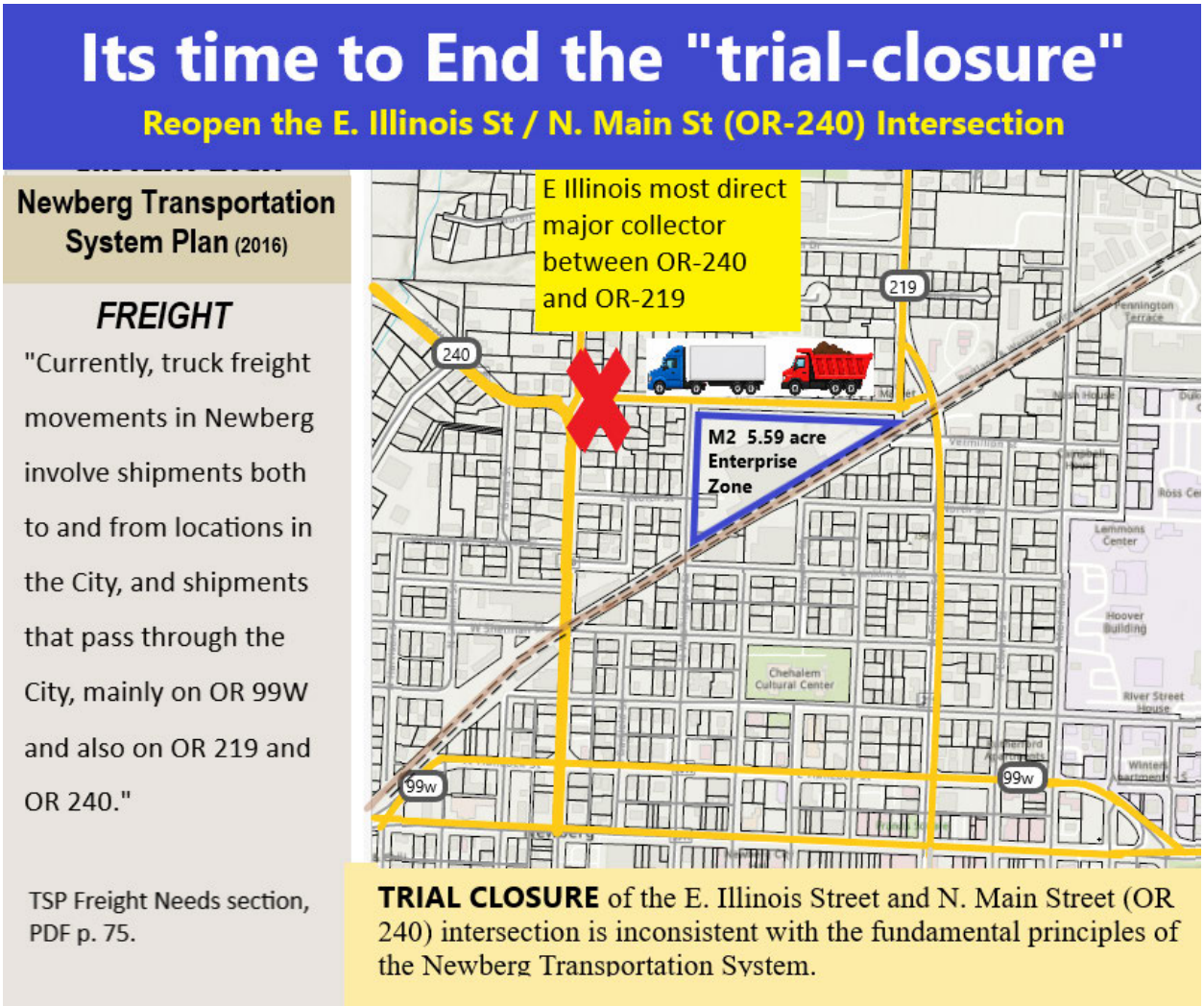


Exhibit: *Freight Corridor Graphic with TSP Freight Quote.*

Goal 4 – Provide Safe and Convenient Transportation Facilities

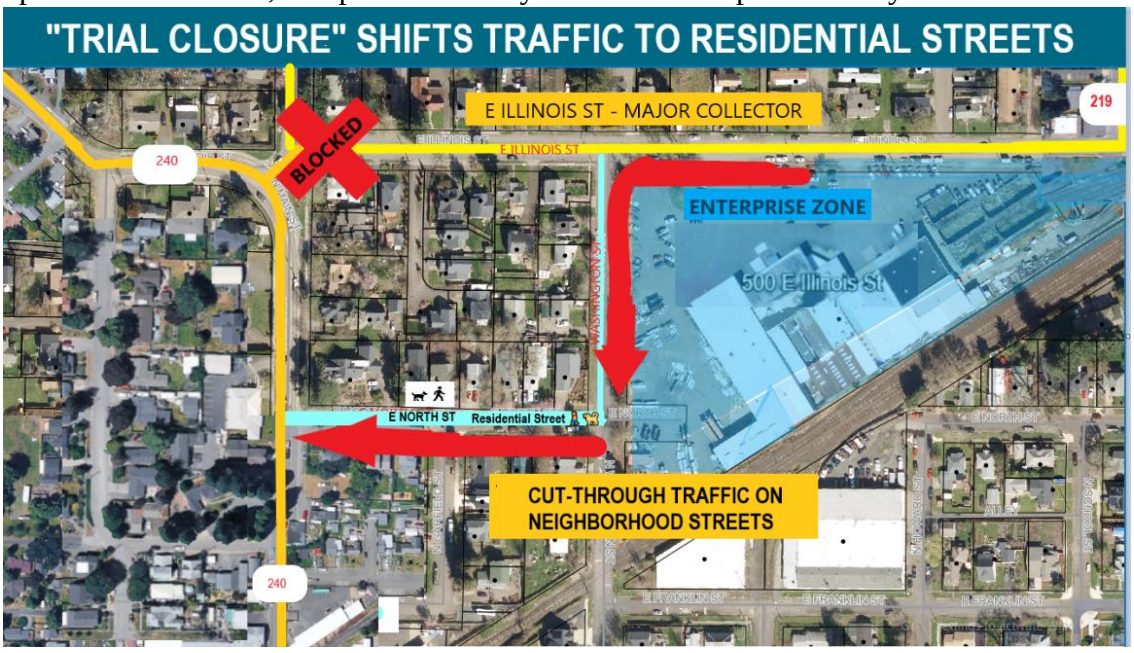
The Newberg Transportation System Plan envisions a transportation network that is both safe and convenient for all users. Safety should be evaluated across the entire transportation system rather than at a single intersection if the result is simply to transfer hazards, congestion, or operational challenges elsewhere.

The trial closure appears to have created unintended safety concerns by diverting traffic from an established Major Collector onto narrower residential streets that were never intended to accommodate increased commuter traffic. Motorists seeking east-west travel between OR 219 and OR 240 have effectively rerouted themselves onto neighborhood streets, increasing potential conflicts with parked vehicles, pedestrians, bicyclists, neighborhood residents, and local traffic. Rather than eliminating traffic, the closure appears to redistribute it to facilities less suited to safely accommodate higher traffic volumes.

The closure also disrupts a long-established freight corridor by redirecting trucks, commercial vehicles, heavy equipment, and oversized loads away from the direct E. Illinois Street connection and through downtown Newberg or other less efficient routes to reach OR 240. This increases travel times, reduces freight efficiency, and shifts commercial traffic onto streets that were never intended to function as substitutes for a Major Collector corridor.

Equally important, E. Illinois Street has long served as a primary east-west route for police, fire, and emergency medical services traveling between OR 219 and OR 240. As the City's only direct Major Collector connecting these two state highways, the corridor provides emergency responders with an efficient and predictable route across the community. Interrupting that connection may reduce route efficiency and require emergency vehicles to use longer or less direct alternatives during time-sensitive responses.

Transportation improvements should preserve safety, convenience, freight mobility, and emergency access while strengthening the transportation network as a whole—not simply transferring traffic, operational demands, and potential safety risks from one part of the system to another.



Goal 5 – Protect the Functional Integrity of the Transportation System

E. Illinois Street lies within the heart of Old Newberg and has served as a principal east-west transportation corridor for well over a century. Its history is closely associated with the Allen Fruit Company, founded in 1892, and the industrial development that ultimately became PPM Technologies and today's Newberg Industrial Park.

As the City's only direct Major Collector connecting OR 219 and OR 240, E. Illinois Street has long been an integral part of Newberg's transportation network, industrial heritage, and economic identity. For nearly two decades, the City's transportation planning documents have consistently recognized the corridor's importance and have recommended continued evaluation and engineering improvements to maintain mobility, safety, and connectivity. The 2005 Transportation System Plan, the 2016 Transportation System Plan Update, the 2019 DKS Associates Technical Memorandum, and the 2023 City Council authorization for an engineering study all contemplated improving the intersection—not eliminating the connection.

The trial closure represents a significant departure from that long-standing planning approach. Permanently severing this historic corridor diminishes both the functional integrity of Newberg's transportation system and the historical continuity of a corridor that has connected neighborhoods, businesses, industry, and the State Highway System for generations.

N Main Street / E Illinois Street (OR 240)

Planning and Decision Chronology

Date	Document / Event	Principal Finding	Action / Direction
2005	**Newberg Transportation System Plan**	E Illinois Street identified as a Major Collector serving east-west circulation and connectivity.	Preserve and improve connectivity.
December 19, 2016	**Newberg Transportation System Plan Update**	Traffic volumes and operations were projected through 2035 assuming the continued existence of the E Illinois Street / N Main Street connection. Future operational deficiencies were identified.	Study and implement intersection improvements. No closure recommended.
August 12, 2019	**DKS Associates Technical Memorandum – Alternative Mobility Targets**	Future traffic operations at Illinois Street / Main Street (OR 240) were projected to experience delay and mobility deficiencies requiring additional attention.	Future studies should identify intersection improvements to meet mobility standards.
June 20, 2023	**City Council Resolution 2023-3860 and presentation by Brett Musick, PE, City of Newberg**	Brett Musick explained that the purpose of the project was to conduct a special study to determine appropriate, community-supported intersection improvements addressing safety and mobility needs, including ADA requirements, bicycle movements, and coordination with ODOT.	City Council authorized negotiation of a consultant contract to continue the engineering study. Mayor Rosacker cast the lone dissenting vote.
February 9, 2024	**Kittelson Existing Conditions Memorandum**	The principal issue identified was operational delay (LOS F) on the southbound stop-controlled approach. Crash history remained below ODOT thresholds. Existing stop sign and crosswalk were present.	Prepare design alternatives and evaluate build and no-build scenarios.

TRANSPORTATION SDC CAPITAL PROJECT LIST - 2024

Adopted by Council on 2/20/2024 with Ordinance No. 2024-2922.

	Project		Cost Estimate	City Construction Factor
S11*	Chehalem Dr Collector Improvement	Reconstruct Chehalem Dr between OR240 and North Valley Rd to major collector street standards to include bicycle lanes and sidewalks on both sides of the street. Yamhill County and City of Newberg jurisdictions.	$ 4,428,000	50.05%
S12*	N Main St Collector Improvement	Reconstruct to full major collector street standards between Illinois St and Mountainview Dr to include sidewalks and bicycle lanes on each side of Main St.	$ 1,350,000	63.96%
S13*	Illinois St Collector Improvement	Reconstruct Illinois St between Main St and College St to major collector street standards to include on-street parking, bicycle lanes, and sidewalks on each side of the street.	$ 945,000	69.20%
S14*	Columbia Dr Collector Improvement	Reconstruct Columbia Dr between Chehalem Dr and College St to minor collector street standards to include a travel lane in		

Goal 6 – Support Economic Development

The State of Oregon established the Enterprise Zone to encourage industrial investment, employment, and economic opportunity. E. Illinois Street forms one of the principal transportation corridors serving Enterprise Zone properties, industrial businesses, and manufacturing facilities.

The trial closure imposes hardships on businesses by reducing direct access, increasing travel times, impairing freight movement, and diminishing transportation efficiency. These impacts discourage investment, threaten existing jobs, undermine the fluid connectivity essential to commerce, and may indirectly reduce the tax base supporting City services and the broader community. The closure appears contrary to the very economic objectives the Enterprise Zone was established to achieve.

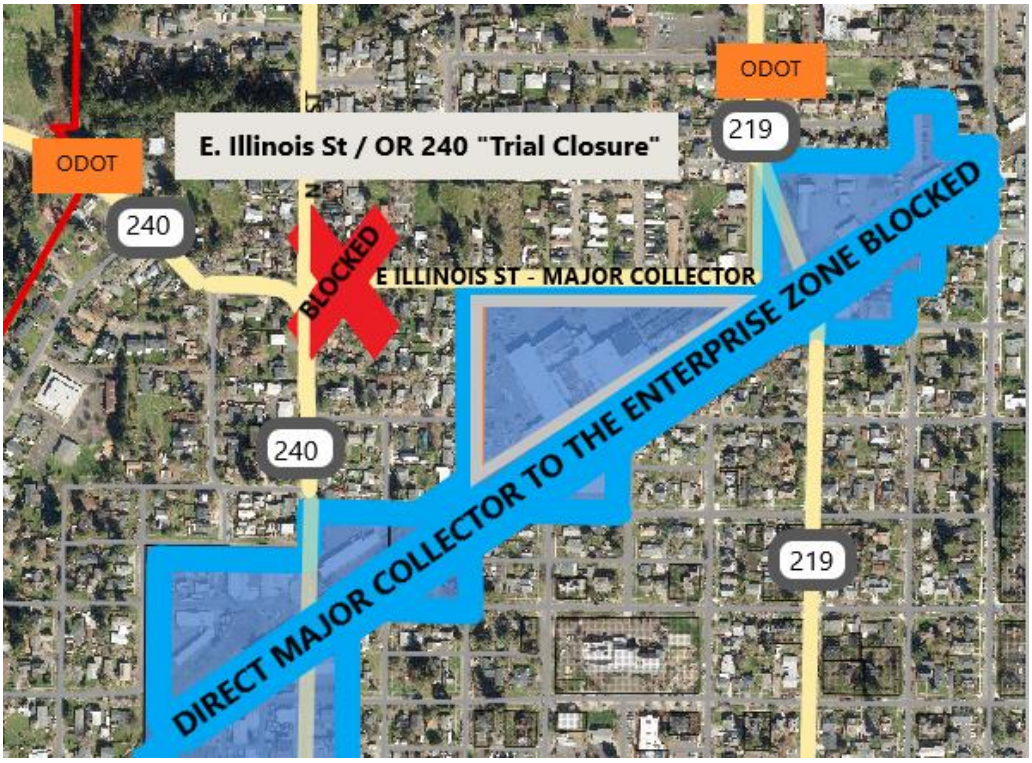


Exhibit: *Enterprise Zone Transportation Connector Map.*

Goal 7 – Minimize Public and Community Costs

Rather than minimizing transportation costs, the trial closure appears to shift costs throughout the transportation network. By diverting traffic from an established Major Collector onto narrower residential streets, the closure transfers traffic to facilities that were not designed or intended to accommodate sustained commuter and commercial traffic. This may accelerate roadway deterioration, increase maintenance obligations, and impose additional costs on businesses, emergency responders, service providers, and the public through longer travel times, increased fuel consumption, and operational inefficiencies.

SINCE THE PROBLEM IS "DELAYS" NOT SAFETY -- THEN LEAVE ALL STREETS OPEN and CANCEL STUDY (SAVES $$ & SAVES THE INTERSECTION)

No harm, no foul with E Illinois remaining open

Community members have also reported vehicles queuing on OR 240 while waiting to turn onto North Street, suggesting that the closure may be creating new operational issues at locations that previously functioned adequately. If these conditions persist, they could ultimately require additional traffic control measures, signalization, parking modifications, intersection improvements, or roadway widening on residential streets to accommodate traffic formerly carried by E. Illinois Street. Such downstream infrastructure costs could substantially exceed the cost of implementing targeted engineering improvements at the existing E. Illinois Street / N. Main Street intersection.

In effect, the trial closure appears to redistribute traffic, congestion, infrastructure demands, and public costs rather than resolve them.

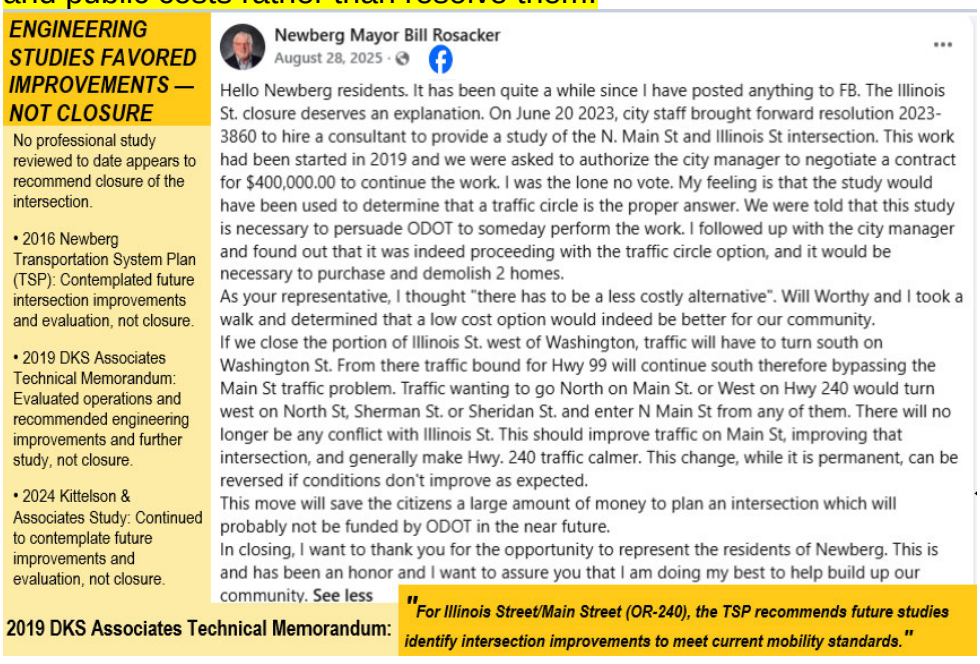


Exhibit: *Engineering Studies Favored Improvements—Not Closure.*

Goal 8 – Maintain and Enhance Community Character and Quality of Life

The trial closure diverts commuter traffic onto residential streets not designed for increased traffic volumes, increasing congestion, noise, and neighborhood conflicts while diminishing neighborhood livability.

By severing one of Newberg's longest-established east-west transportation connections, the closure weakens the historic relationship between the east and west sides of the city and diminishes community cohesion. E. Illinois Street has long connected neighborhoods, businesses, employment centers, schools, churches, industrial areas, and community destinations. Interrupting that connection is inconsistent with preserving the character, livability, and quality of life envisioned by the Transportation System Plan.

Exhibit: *Transportation E Illinois St Community Connector*

Goal 9 – Provide a Transportation System Compatible with Environmental Constraints

The trial closure may inadvertently increase environmental impacts by requiring longer and less efficient travel routes. Additional vehicle miles traveled, increased idling, stop-and-go conditions, and circuitous routing increase fuel consumption and emissions while making less efficient use of existing transportation infrastructure.

Preserving direct collector connections and maximizing the efficiency of existing facilities better supports environmental stewardship while reducing unnecessary travel, congestion, and fuel consumption.

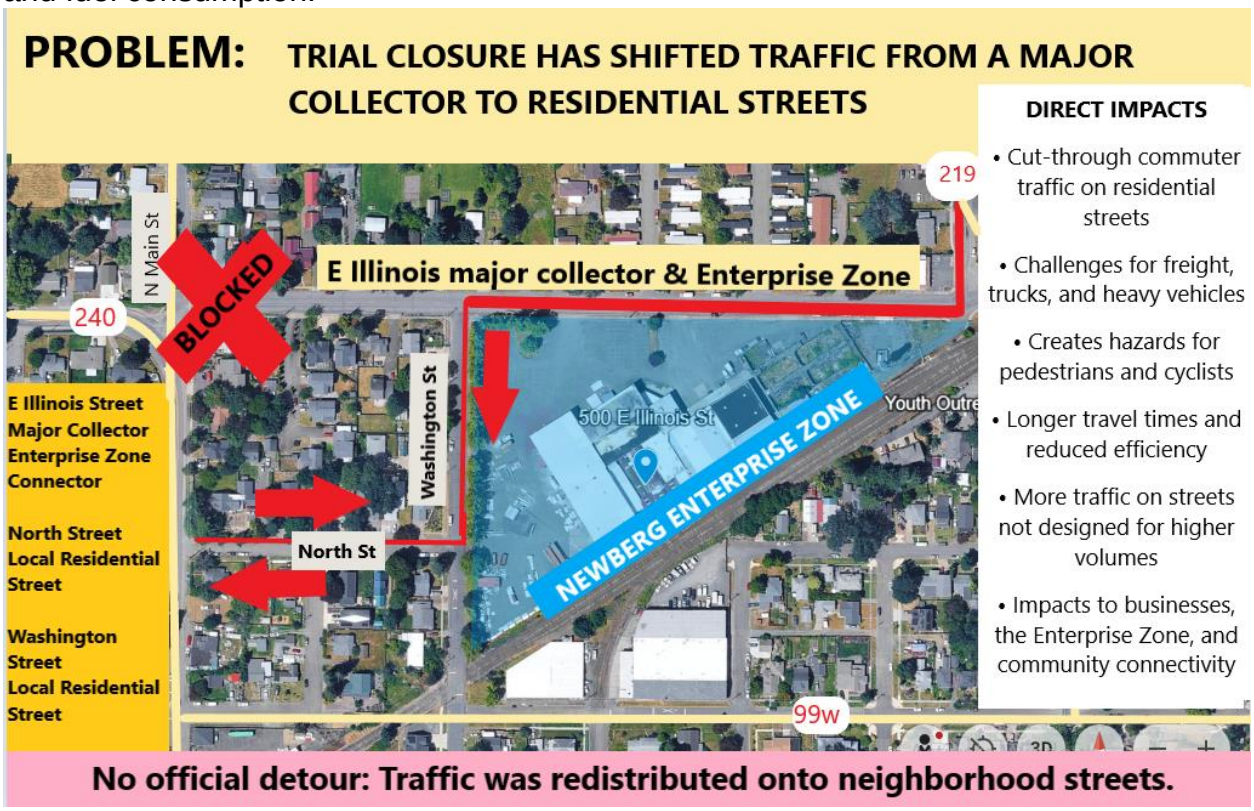


Exhibit: *Traffic Diversion / No Official Detour Graphic.*

Goal 10 – Coordinate Transportation Planning with Other Jurisdictions and Agencies

Transportation decisions affecting connections between OR 219 and OR 240 should involve meaningful coordination with the Oregon Department of Transportation (ODOT) because the impacts extend well beyond the immediate neighborhood and the City's street system.

E. Illinois Street is the City's only direct Major Collector connecting OR 219 and OR 240, two Oregon state highways that form part of the State Transportation System. Closing this corridor alters circulation between state highways, affects freight movement, emergency response routes, regional connectivity, and the operation of both City and state transportation facilities.

Meaningful coordination with ODOT is particularly important where transportation decisions affect access to or circulation between state highways. The record should demonstrate that regional transportation impacts, functional street classifications, and long-term network connectivity were fully evaluated before severing this important collector corridor.

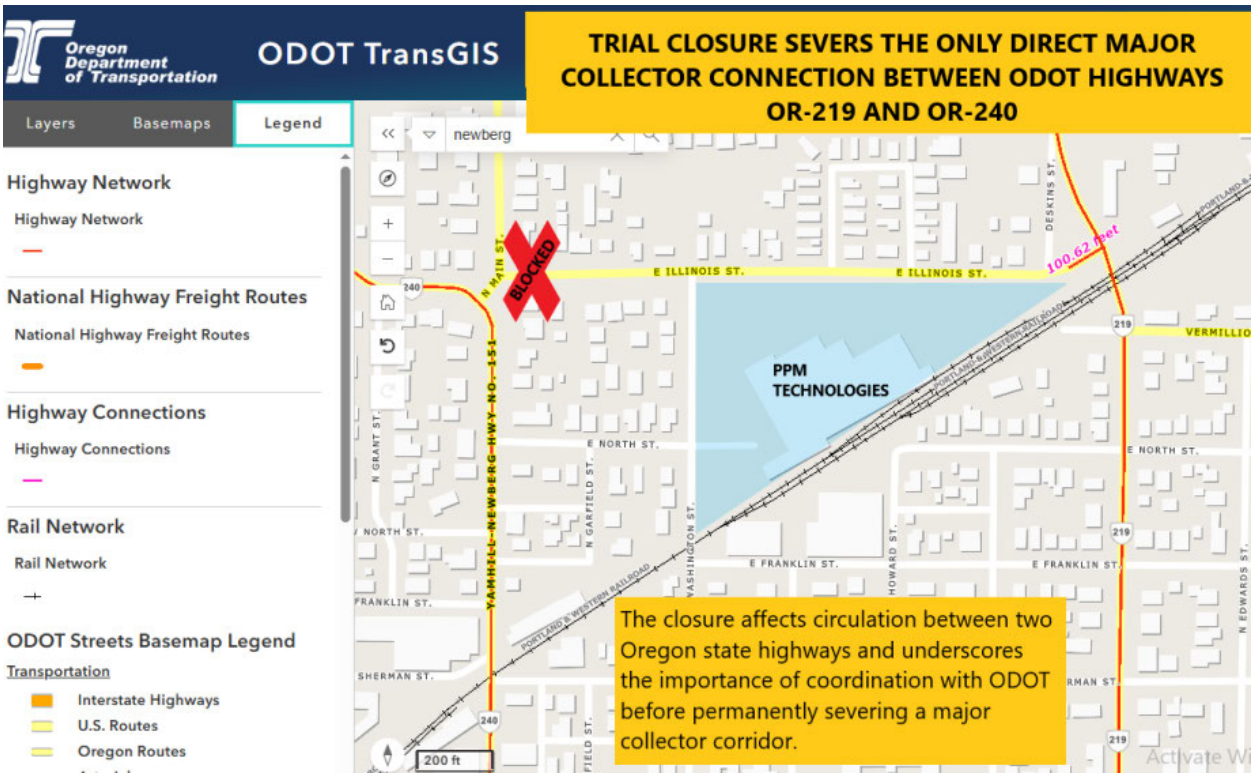


Exhibit: *ODOT TransGIS – Trial Closure Severs the Only Direct Major Collector Connection Between ODOT State Highways OR 219 and OR 240.*

Conclusion

Taken together, the goals of the Newberg Transportation System Plan envision a transportation system that is balanced, connected, efficient, multimodal, economically supportive, environmentally responsible, and coordinated across jurisdictions. The

temporary closure of E. Illinois Street appears inconsistent with these guiding principles by severing the City's only direct Major Collector connection between OR 219 and OR 240, shifting traffic onto residential streets, reducing freight efficiency, diminishing Enterprise Zone access, increasing community costs, and weakening one of Newberg's longest-established transportation corridors.

The professional planning and engineering record has consistently recommended studying and improving the intersection—not eliminating it. Restoring the E. Illinois Street / N. Main Street (OR 240) connection while pursuing appropriate engineering and safety improvements would be more consistent with the adopted goals, policies, and long-term vision of the Newberg Transportation System Plan.

Outlook

New Public Comment

From noreply@revize.com <noreply@revize.com>
Date Wed 7/1/2026 9:07 PM
To City Recorder <cityrecorder@newbergoregon.gov>
Cc Emily Salsbury <Emily.Salsbury@newbergoregon.gov>

Date = 2026-07-06
Meeting-Body = Traffic safety
Agenda-Item = E Illinois St closed suddenly without letting residents of E North St. know. We have small children. Our quiet residential street has become loud and unsafe for our children since the closure of E Illinois St. There is now heavy traffic, cars flying down our street at an unsafe speed, making it unsafe to back out our driveway, and unsafe for our children to play outside as they used to when we bought in this quiet residential street. Also, the heavy traffic and this street becoming a corridor is impacting the sale of our house. All of us neighbors have called and emailed numerous times City Council with no success. Our emails haven't been answered. This is a safety hazard and it's just a matter of time until someone gets hurt on our street. E North was not built to hold that much commercial and heavy traffic and be a corridor in our city. E Illinois must be reopened immediately and any further action should involve the consultation of the residents of this neighborhood.
Subject-Matter-to-Comment-On =
Name = Liliana Argento
Representing =
email = [redacted]
phone = [redacted]
Contact-info-PRR-consent = do not release
Public-Hearing- = Yes
public-comment-format = Written
Written-Comment = E Illinois St. closed suddenly without letting residents of E North St. know. We have small children who were used to playing outside and are not able to since that corridor closure. Our quiet residential street has become loud and unsafe for our children since the closure of E Illinois St. There is now heavy traffic, cars flying down our street at an unsafe speed, making it unsafe to back out our driveway, and unsafe for our children to play outside as they used to when we bought in this quiet residential street. Also, the heavy traffic and this street becoming a corridor is impacting the sale of our house. All of us neighbors have called and emailed numerous times City Council with no success. Our emails haven't been answered. This is a safety hazard and it's just a matter of time until someone gets hurt on our street. E North was not built to hold that much commercial and heavy traffic and be a corridor in our city. E Illinois must be reopened immediately and any further action should involve the consultation of the residents of this neighborhood. It's appalling that such a big decision with such major repercussions was done without notifying nor consulting the residents affected by it. We all found out when we surprisingly started witnessing heavy commercial traffic all of a sudden in our street. I personally had to get my kid out of the way so she wouldn't be hit by a car, and we've had to be very careful since. This reflects extremely poor planning and a lack of consideration for the safety of E North St residents and families.
Client IP = 2601:1c1:8702:cab0:bcda:fd67:6073:972e

Outlook

Fwd: Illinois Street Closure Impact on E. North St.

From Liliana Argento [redacted]
Date Thu 7/2/2026 3:45 PM
To Melissa Morris <Melissa.Morris@newbergoregon.gov>
Cc Emily Salsbury <Emily.Salsbury@newbergoregon.gov>

Dear Melissa,

I wanted to send you the email from September 30, 2025 (see below), addressed to Will Worthey regarding the matter of Illinois St. Closure. I never heard back. He said he would look into it, but there wasn't any follow up. I mentioned this in my public comment. I believe this happened to a number of families in my residential street.

Thank you,
Liliana Argento

Forwarded message
From: **Liliana Argento** <[redacted]
Date: Tue, Sep 30, 2025 at 8:18 AM
Subject: Illinois Street Closure Impact on E. North St.
To: <will.worthey@newbergoregon.gov>

Dear Mr. Worthey,

My name is Liliana Argento, we spoke over the phone yesterday. Thank you again for taking the time to explain the history of Illinois street closure.

As a resident of E. North St. with a young child, I wanted to reach out over email as you suggested to inquire about the possibility of adding some safety measures for our street. We have a ton of kids living on E. North St. who play basketball, ride bikes, or simply walk outside. We are witnessing an increase in traffic that speeds down our street in both directions since the closure of Illinois street.

Thank you very much again for your time and consideration. We appreciate any "slow down" signs or any other safety traffic measure for our residential quiet street. The signs/safety measures would need to be located on Washington St. and E North St. and on the other side, Main and E North St.

Sincerely,
Liliana Argento
[redacted]

Outlook

New Public Comment

From noreply@revize.com <noreply@revize.com>
Date Thu 7/2/2026 2:27 PM
To City Recorder <cityrecorder@newbergoregon.gov>
Cc Emily Salsbury <Emily.Salsbury@newbergoregon.gov>

Date = 2026-07-06
Meeting-Body = City Council Meeting
Agenda-Item = Illinois Street closure
Subject-Matter-to-Comment-On =
Name = Kenneth Snyder
Representing =
email = [redacted]
phone = [redacted]
Contact-info-PRR-consent = do not release
Public-Hearing- = Yes
public-comment-format = Written
Written-Comment = We live at [redacted] [facing North Street]. Our street has been greatly affected by the closure of Illinois St. During the school year, this includes a vast increase of inexperienced drivers going over the speed limit. We have 16 children on or near our street. As a concerned neighbor, and with new information about the new tenant that will be occupying the former PPM Technologies building [we were told there will be a vast increase in traffic due to the type of business that will soon occupy those grounds], with understanding that the traffic flow could potentially increase substantially, I would like to suggest two options: Either add some speed tables and reduce posted speeds to 15 mph, or re-open the intersection and add flashing red lights and grooved built-in rumble strips. Perhaps speed tables should be an option no matter what is decided.
Client IP = 15.218.17.228

Outlook

New Public Comment

From noreply@revize.com <noreply@revize.com>
Date Fri 7/3/2026 9:12 AM
To City Recorder <cityrecorder@newbergoregon.gov>
Cc Emily Salsbury <Emily.Salsbury@newbergoregon.gov>

Date = 2026-07-06
Meeting-Body = Newberg City Council
Agenda-Item =
Subject-Matter-to-Comment-On = Potential of re-opening Illinois St at Main St
Name = Kaleb and Christa Jackson
Representing =
email = [redacted]
phone = [redacted]
Contact-info-PRR-consent = may release
Public-Hearing- = Yes
public-comment-format = Virtual
Written-Comment = To those deciding about the potential of reopening the Illinois/Main intersection, my family would like to speak to sense of safety we have felt for the past multiple months.

Unfortunately, when the intersection was open, vehicles would frequently speed around the corner from highway 240 onto Illinois, in excess of the 25 mile per hour speed limit. It made us feel unsafe when on the street, whether crossing the street or even exiting the driveway in our vehicles. We have really enjoyed the quiet and the limited traffic during the closure of this intersection and we hope you will consider that this closure has provided extra safety for those of us living in this area.

If opening the intersection is being considered, please also consider providing some form of speed limiting like speed-bumps and speed-bumps to make sure the problem of speeding is mitigated properly.

We appreciate your time and attention to this manner.

Kaleb and Christa Jackson
[redacted]

July 3rd, 2026

City Council Members:

It is our understanding that, after discussion with city residents, TVF & R, and PPM logistics, Illinois street was closed approximately 10 months ago at its intersection with North Main street, at its junction with OR 240 to address safety concerns and traffic congestion at this unusual intersection. This closure has rectified those issues on E. Illinois St., but resulted in a transfer of many of the same concerns/congestion to nearby residential streets (e.g., North St., Washington St.). We are sympathetic to those living on North and Washington streets because those of us living on E. Illinois have experienced the same difficulties in the past including vehicles speeding well above the 25 mph limit, difficulty entering the street from our driveway, and safety risks to children who live on E. Illinois St.

We would suggest, however, that the safety concerns are magnified on E. Illinois for two main reasons: The intersection at N. Main/E. Illinois/OR 240 is a three-way convergence with limited visibility from OR 240 due to the curve in the road at the junction. Pedestrians crossing N. Main or E. Illinois are put in a precarious position. Secondly, the uninterrupted distance of approximately 0.3 mi of E. Illinois between N. Main and College St. results in consistently-observed vehicles driving at higher speeds than those that the shorter length of North St. (which runs between OR 240 and Washington) allows for.

Before Traffic Safety Commissioners decide to re-open E. Illinois St. at their meeting on July 13th, we feel it necessary that measures addressing the original safety concerns be taken. These might include both the addition of speed bumps and a 3-way stop at the intersection of E. Illinois and Washington St. to shorten the uninterrupted length of road. An additional approach might be to convert both E. Illinois and North streets to one-way streets (going in opposite directions) to diminish the volume of traffic traveling on each of these residential streets.

Although we do sincerely appreciate the city's attempt to minimize costs for its residents by developing its own innovative solutions to traffic congestion and safety concerns, we feel that it may be time to invest in a longer term, albeit more expensive study to develop a traffic plan that is the safest for all nearby residents of Newberg.

Thank you for your consideration.

Sincerely,

Barb & Tim Trask

[redacted]

Outlook

New Public Comment

From noreply@revize.com <noreply@revize.com>
Date Fri 7/3/2026 12:19 PM
To City Recorder <cityrecorder@newbergoregon.gov>
Cc Emily Salsbury <Emily.Salsbury@newbergoregon.gov>

Date = 2026-07-06
Meeting-Body = Traffic Safety Commission
Agenda-Item = East Illinois ST Closure
Subject-Matter-to-Comment-On = East Illinois ST Closure
Name = Derek R Gerber
Representing =
[redacted]
Contact-info-PRR-consent = do not release
Public-Hearing- = Yes
public-comment-format = Written
Written-Comment = If East Illinois ST is to reopen, something must be done to slow traffic down and improve traffic flow. I have nearly been struck by vehicles exiting HWY 240 onto E. Illinois ST several times. Changing the traffic patterns, speed bumps, rumble strips or traffic barricades (right turn only) may help. One way traffic pattern may also help,
I have no objection to keeping the closure as it is. The barricades are adjacent to my property. While they are an inconvenience it has made living here feel safer for my child. Additionally there has been a lot less horn honking at the intersection of Main and E. Illinois ST from frustrated drivers.
Client IP = 73.11.43.170

From: noreply@revize.com <noreply@revize.com>
Sent: Thursday, July 9, 2026 12:49 PM
To: City Recorder <cityrecorder@newbergoregon.gov>
Cc: Emily Salsbury <Emily.Salsbury@newbergoregon.gov>
Subject: New Public Comment

Date = 2026-07-13
Meeting-Body = Traffic Safety Commission
Agenda-Item = VI(a)(II) E Illinois Street closure
Subject-Matter-to-Comment-On =
Name = Sonda Martin
Representing =
[redacted]
Contact-info-PRR-consent = do not release
Public-Hearing- = No
public-comment-format = Written
Written-Comment =
Client IP = 2600:100f:b19e:a596:435:70f4:2ee7:e24d

Public Comment re: Illinois/Main reopening July 8, 2026

My name is Sonda Martin and I have lived off of Main St, just North of Illinois for over 20 years. The intersection of Main/Illinois/Hwy 240 has been problematic the whole time I have lived there. While there have been few "accidents", the near-misses have been very numerous and crashes/injuries/deaths at this intersection have been avoided more by luck and "the grace of God" then by thoughtful and intelligent design on the behalf of agencies in charge of the intersection.

This intersection was poorly designed from the outset and quite obviously not with the safety concerns of those who actually use it put at the forefront of priority. Each subsequent "fix" has created a new set of problems, resulted in a "kick the can down the road" scenario which, as time goes on, will inevitably result in a higher cost to actually solve the problem.

The change in the early 2000s from a 90 degree turn for Hwy 240 created the dangerous and problematic intersection that we had up until the recent closure and now abruptly have reverted back to:

- ➔ Pedestrians crossing here must constantly be in fear of getting hit from three different directions as cars have limited sight due to the queuing of other cars.
- ➔ Driving north from Hwy 240 on Main, through the intersection, is not just delayed by cars that have pulled into the intersection from Illinois to turn onto Hwy 240, but also requires "creeping" through the intersection because of the ever-present threat of a car on Illinois pulling out unexpectedly into our path.
- ➔ As residents of Illinois have commented, the east-west speeding along Illinois creates its own dangers for the residents along that street.
- ➔ Poor visibility for vehicles turning left off of Hwy 240 onto Illinois or Main, complicated by almost non-existent lane markings on Hwy 240.

The "temporary" closure of the intersection several months ago was touted as the least costly idea by the mayor (who has NO traffic safety and design background), but while solving a couple issues, it created its own set of problems. These issues, quite frankly, were easy to predict and some were actually anticipated, but downplayed by people who would not be affected by them:

- ➔ Higher traffic diverted down narrow residential streets not designed to carry it safely, resulting in increased danger and noise to residents of North St, in particular.
- ➔ Further damage to the intersection of North and Washington St, which was already in poor shape.
- ➔ Alleged financial injury to the owners of the PPM lot.
- ➔ Delays on Hwy 240 due to cars queuing up to turn left onto North St, an intersection with no dedicated left turn lane.

I personally have enjoyed having Illinois closed at the intersection (because of the increase in safety both as a driver and a pedestrian) EVEN THOUGH I experienced the inconvenience of needing to change my driving routes to access the rest of Newberg. However, even I recognized early on that Washington and North St residents were the sacrificial lamb for the city in this decision.

Per public comment from the affected residents and businesses, it appears that this "inexpensive" decision was made without any actual thorough safety studies and with limited public comment and true engagement with stakeholders. Now, I have to wonder if the financial interests of a local business will trump the quality of life of residential stakeholders as the city chooses a new "least expensive" way to punt solving this design boondoggle down the road to some future council. I have to wonder why we have to wait until a severe injury or death occurs to take the safety concerns of residents,

drivers, and pedestrians seriously. Prevention of injury and death is ultimately less costly than dealing with the aftermath, not least of all to the potential victims.

This intersection needs to be fixed, TRULY fixed. It IS going to cost more...past decisions to take the easy route have guaranteed that.

If Newberg is going to be a "A Great Place to Live", than the city needs to make sure it is a safe place to live, drive, and walk.

Do the studies. Engage ALL of the stakeholders with EQUAL consideration given to business and residential concerns. Find the solution that prioritizes SAFETY and QUALITY OF LIFE while also easing the way for businesses to thrive.

Thank you,

Sonda Martin
Newberg resident since 2000