TRAFFIC SAFETY COMMISSION

Newberg Public Safety Building
401 E Third Street
Denise Bacon Community Room

VIA Zoom
Join Zoom Webinar: https://us06web.zoom.us/j/89536547180
Phone: +1 669 444 9171
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

6:00 PM, MONDAY, October 12, 2026

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

IV. PUBLIC COMMENTS

V. STAFF REPORTS & GENERAL INFORMATION

a. Police

b. Public Outreach - Traffic Safety Related
   I. The main traffic safety notifications in July, August and September were:
      A. In July, shared information from a speeding awareness campaign from the National Highway Traffic Safety Administration (NHTSA).
      B. In August, shared about the new Pedestrian crosswalk on Fernwood near Brutscher.

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.

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

C. In August/September, shared about Committee recruitment, including Traffic Safety Commission.
D. In September, shared about Back-to-School traffic safety.
E. In September, Newsberg published an article where the City's Interim Public Information Officer and Sgt. Ronning are quoted sharing information about parking enforcement on residential streets around GFU.

II. 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 **16**.

2) The number of **items completed** since January 2026 is **19**.
3) There are **3** outstanding items noted as **Ongoing – Keller Study in Progress.**

4) There are **13** outstanding items noted as **Ongoing – On Work Plan for Keller Assistance**

5) The number of outstanding items noted as **Ongoing – Speed Data Needed** is **0**.

6) There are **0 items noted as "Received**".

7) The number of items noted as Keller Study Complete – **Limited Traffic Decision issued** is **3**.

8) There are **3** items noted as Keller Study Complete – **With City Engineer for next steps**.

B. Traffic Safety Issues Work Plan for Keller Assistance.
1) Current task assignments: Engineering Studies to review existing conditions, prepare initial evaluations and propose recommendations for:
i. Villa at Haworth
a. Study completed, with City Engineer for next steps.

ii. N Villa at Laurel
a. Study completed, with City Engineer for next steps.

iii. N Morris Street – Speeding concerns, request for speed limit signs.

a. Study in progress.

iv. E Foothills Drive, NE Chehalem to N College – Speeding concerns during non-school times, request for additional speed limit signs.
a. Study in progress.

C. Limited Traffic Decisions
2) E Third at Center Street to Meridian Street
i. Limited Traffic Decision issued by City Engineering on 9/4/2026 for the addition of stop signs.

ii. On 9/9/2026 notification of this decision was mailed to property owners within 300 feet of the location of the traffic safety improvements noted in the decision.
a. The notice includes information on how to appeal the decision in accordance with Newberg Municipal Code 2.15.410.

D. GIS Analyst traffic related data collection
1) GIS has completed collection of speed data and free flow traffic count data associated with items included on the Active Issues Log.

VI. NEW BUSINESS

a. Presentation by the Keller Associates of recently completed traffic safety studies. *Presentation*
I. N Villa at Haworth, *2026-08-28_TSC Villa & Haworth Study*

II. N Villa at Laurel, *2026-09-24 TSC Villa & Laural Study*

VII. OLD BUSINESS

a. Illinois Street at Main Street Discussion, *to suggest and review potential mitigation alternatives.*
I. The motion passed by Council on 7/6/2026, noted in the meeting minutes, to end the trial closure of E Illinois Street included the following:
A. *"a long-term solution be addressed by the Traffic Safety Commission"*

II. Background Information

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

B. Traffic Safety Active Issues Log items: 2025-1229 Archive Log Excerpts

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

1) Open House #1 - Summary

i. Attendees: at least 46 people, with 20 of those submitting a comment form during the 10/27/2023 Open House. – *Most of the comments seem to have been focused on aspects of the Highway 240 portion of the combined intersection.*

a. Most attendees mentioned the **intersection doesn't feel safe**.

b. Many mentioned **heavy traffic** causing disruptions and conflicts.

c. Several said they **avoid the intersection** when possible.

d. **Reducing speeds and traffic** was stated by many as an overall goal for the intersection.

e. Single **car crashes into residential properties** have been a result of high speeds on the curves**.**

f. Many brought up the **lack of sidewalks** or requested **increased safety for people walking or biking**.

g. Some also brought up (**need for) bike lanes (and) or crosswalks,** especially for children using the route or needing to cross Highway 240.

2) Existing Conditions Tech Memo - DRAFT

i. Crash Data – Tables 6 and 7

a. N Main at Illinois (*Combined Project Intersection*): From ODOT self-service online database for January 2017 Through December 2021 = 7 in area of combined intersections.

ii. Operational Analysis Results – Table 8. Year 2023 Existing Traffic Operations - *with staff inserted highlights and correction of typos.*

iii. Conclusion – *with staff correction of typos.*

"This analysis of year 2023 existing conditions found that the project intersection of ***N Main Street (HWY 240) / W Illinois Street (HWY 240)*** **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."

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

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

F. Press Release: N Main St & E Illinois Intersection Update

III. Options for consideration provided by ODOT representatives:

A. Low-cost ideas.
   1) Speed feedback signs (would need ODOT approval and would have to follow ODOT design requirements).
   2) Refreshing the stop bar markings on the City approach.
   3) Switching the crosswalk from standard to continental and adding a double-wide stop bar.
   4) Adding reflective sheeting to the stop sign posts.

B. Higher-cost options
   1) Illumination (Street Lighting)
   2) Bulb-outs on City streets to help slow traffic
   3) Turn restrictions like right-in/right-out or left-in only from the highway.

4) 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.
    ii. 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.

C. Near-miss data collection cameras.
1) ODOT has used Quality Counts recently, but there are other vendors out there too.
    i. These can be really helpful when crash numbers are low because they show where conflicts are actually happening and help focus attention on specific concerns.

IV. Mitigation alternatives suggested by residents.

A. Lower-cost ideas:
1) Sign for "Do Not Block Traffic" and "One Vehicle Only".
2) Add hatched striping at the intersection to indicate that one should not block the intersection.
3) Address any vision clearance triangle encroachments.

B. Higher-cost ideas:
1) Add flashing red lights and rumble strips.
2) Restrict certain turn movements to limit traffic through the intersection (Possibly restrict EB left, or right-in right-out only to access Hwy 240).
3) Stoplight at the intersection.
4) Install a center island
5) Add turn lanes or right turn only lane.
6) Covert E Illinois Street and North Street as one-way streets (going in opposite directions).
7) Install a roundabout
8) All-way stop.
9) Complete the engineering study, collaborate with ODOT and determine any future improvements through the City's established transportation planning process.
10) Do the studies. Engage all stakeholders with equal consideration given to business and residential concerns.

V. Mitigation alternatives suggested by various sources:

A. Lower-cost ideas:

1) Lighted (flashing) stops signs
2) Mobile speed cameras
3) Sight distance evaluations to identify any vegetation trimming or removal to ensure sight distance requirements are met.
4) Install tough curb with delineators at intersection along center line of E Illinois, east of intersection, and along N Main, south of Highway 240.

B. Higher-cost ideas:

1) 25 MPH flashing signs as well as thermal pavement markings on Hwy 240 east and west of the intersection with N Main.
2) Remove the bulb-out and add a stop on northbound N Main south of E Illinois and north of Highway 240.
3) Conduct a study to evaluate an all-way stop controlled intersection of N Main at Highway 240. - *Coordinate with ODOT for consistency with ODOT requirements for an Intersection Control Evaluation.*

VI. Considerations for Traffic Safety Commission Discussion

VIII. COMMISSIONER COMMENTS

IX. ADJOURNMENT January 11, 2026

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Traffic Safety Commission
Active Issue Log - Progress Tracking Notes

9/10/2026

Number of Items added in 2025:	**24**
Number of Items completed in 2025:	**20**
Number of Items added in 2026:	**16**
Number of Items completed in 2026:	**19**

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

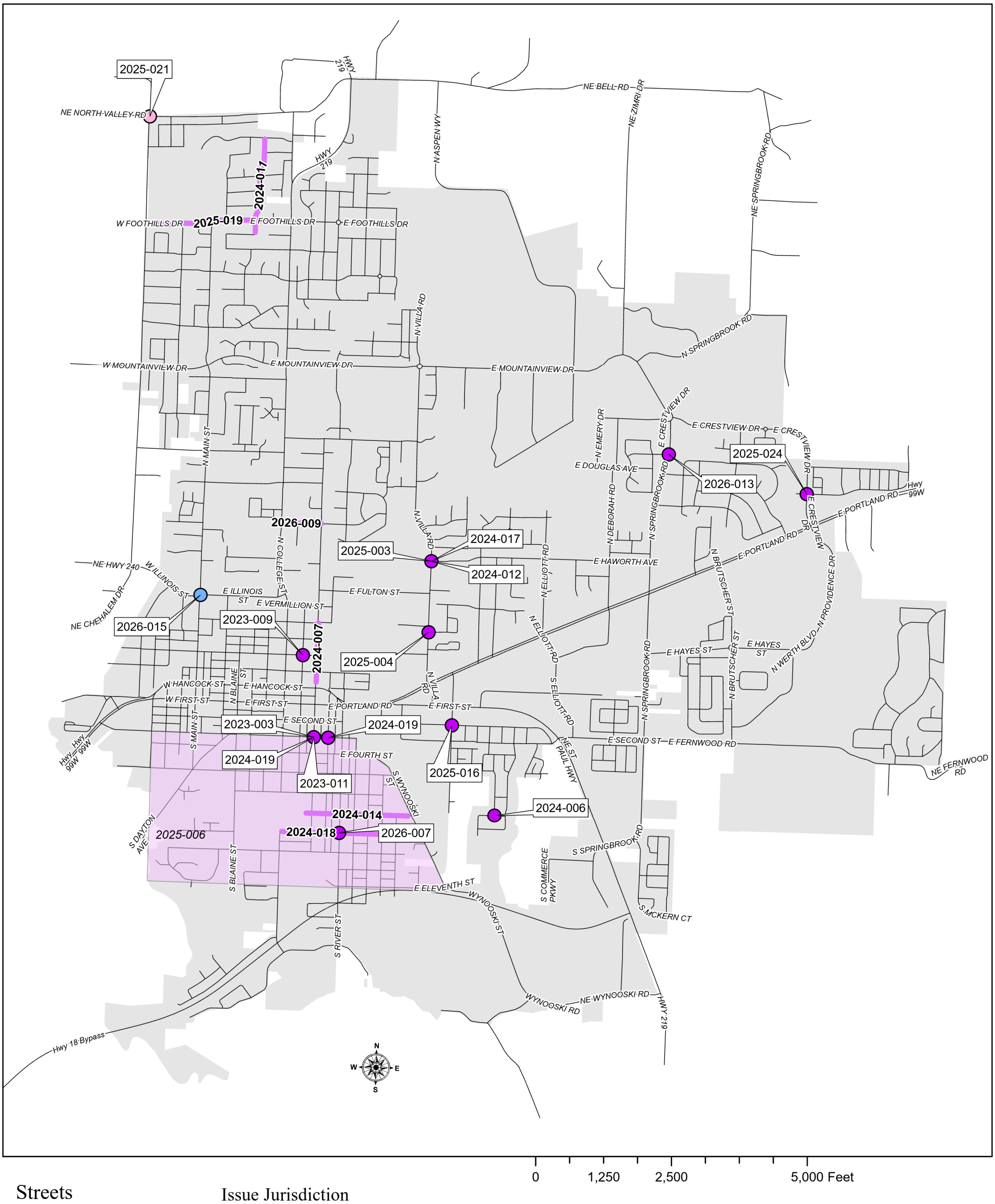
TIME PERIOD JULY 2026 THROUGH SEPTEMBER 2026

			TOTAL	City Jurisdiction
Number of Items noted as Resolved or No Further Action Taken	15	Percent completed	47%	49%
Number of Items noted as Ongoing - Keller Study Complete, Limited Traffic Decision in progress or issued.	3			
Number of Items noted as Ongoing - Keller Study Complete, With City Engineer for next steps.	3			
Number of Items noted as Ongoing - Keller Study In Progress	3			
Number of Items noted as Ongoing - On Work Plan for Keller	13			
Number of Items noted as Ongoing - Speed Data Needed	0			
Number of Items noted as Received	0	Percent outstanding	50%	51%
City Jurisdiction TOTAL	37			
Number of Items noted as in ODOT Jurisdiction - No Further Action Taken	*1*	Percent not City jurisdiction	3%	
TOTAL	38			

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Traffic Safety Commission Active Issues

As of 9/22/2026



Streets

City Limits

Issue Jurisdiction

- City
- Yamhill County
- ODOT
- ODOT and City

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

9/10/2026

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 N Villa at Laurel (TSC Issue 2025-004), N Villa at Haworth (TSC Issue 2024-017, 2025-003)*
	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.***
			Limited Traffic Decision Issued - Item to be moved to Archive Log
	-	-	***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. **Study completed. Item to be moved to Archive Log.**	**Limited Traffic Decision issued 9/2/2026.**	2/23/2023, 6/30/2025, 9/17/2025, 12/12/2025, 4/28/2026, 6/18/2026, **9/2/2026**	**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. **Study completed. Item to be moved to Archive Log.**	**Limited Traffic Decision issued 9/2/2026.**	6/30/2025, 9/17/2025, 12/12/2025, 4/28/2026, 6/18/2026, **9/2/2026**	**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.** **Study completed. Item to be moved to Archive Log.**	**Limited Traffic Decision issued 9/2/2026.**	12/6/2024, 6/30/2025, 9/17/2025, 12/12/2025, 4/28/2026, 6/18/2026, **9/2/2026**	**2**	Stop Sign	E Third at S Center	E Third at S Meridian	

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Traffic Safety
Active Issues Log - City Jurisdiction

9/10/2026

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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.		
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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)
4	1	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. **Study completed.**	**Ongoing - Keller study completed, with City Engineer for next steps.**	9/30/2024, 12/6/2024, 9/16/2025, 12/12/2025, 6/18/2026, **9/2/2026**	**4**	Ped Crossing, Stop Sign	Villa	Haworth	
5	2	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. **Study completed.**	**Ongoing - Keller study completed, with City Engineer for next steps.**	12/6/2024, 9/16/2025, 12/12/2025, 6/18/2026, **9/2/2026**	**4**	Stop Sign	Villa	Haworth	
6	3	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. **Study completed.**	**Ongoing - Keller study completed, with City Engineer for next steps.**	2/7/2025, 9/16/2025, 12/12/2025, 6/18/2026, **9/2/2026**	**4**	Stop Sign	Villa	Haworth	
7	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. Draft study reviewed by staff.	**Ongoing - Keller study in progress**	2/25/2025, 3/26/2025, 9/17/2025, 12/12/2025, **9/2/2026**	**3**	Parking, speed, ped crossing	Villa	Laurel	

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Traffic Safety
Active Issues Log - City Jurisdiction

9/10/2026

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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)
8	2	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 - Keller study in progress**	9/25/2024, 9/16/2025, 12/19/2025, 6/18/2026, **9/2/2026**	**9**	Speed	Morris		
9	3	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. **Speed data was collected between 7/15/2026 and 7/23/2026. The combined 85% percentile free flow speed was found to be 24 mph and the combined 10 mph free flow pace was 17-26 mph.** **The collected speed data does not indicate an immediate need for any further action related to speeds. However, investigations related to the addtional concern regarding the lack of speed limit signange is on the Keller overall Work Plan.**	**Ongoing - Keller study in progress**	9/11/2025, 12/19/2025, 7/28/2026, **9/2/2026**	**10**	Speed	Foothills Drive	NE Chehalem to N College	
10	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	
11	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	

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Traffic Safety
Active Issues Log - City Jurisdiction

9/10/2026

Color	Jurisdiction		Comment
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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.**
	-	-	***New or updated Item.***
			Limited Traffic Decision Issued - Item to be moved to Archive Log
	-	-	***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)
12	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		
13	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		
14	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.		
15	6	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 - **added to Work Plan Item 7**.	Ongoing - On Work Plan for Keller Assistance	4/16/2026, **7/28/2026**	**7**	Traffic, Speed, Ped Crossing	River Street	Eighth Street	

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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 N Villa at Laurel (TSC Issue 2025-004), N Villa at Haworth (TSC Issue 2024-017, 2025-003)*
	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.***
			Limited Traffic Decision Issued - Item to be moved to Archive Log
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16	7	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	
17	8	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	

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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.		
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18	9	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. 7/22/26: CM received request from a resident to have a painted stop line (stop bar) at the corner of Sierra Vista and Meridian.	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. Speed data was collected between 7/6/2026 and 7/13/2026. 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. **The collected speed data does not indicate an immediate need for any further action related to speeds. However, investiagations related to the addtional concerns expressed related to pedestrians and traffic are anticipated to be coordinated with the Keller overall Work Plan.**	Ongoing - On Work Plan for Keller Assistance	5/5/2026, 6/18/2026, **7/28/2026**	**12**	Traffic, Speed, Ped Crossing,	Sierra Vista	N Meridian to N College	
19	10	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.	Ongoing - On Work Plan for Keller Assistance	11/5/2025, **7/28/2026**	**13**	Intersection Visibility Conflict with Street Tree	North Valley	Chehalem Drive	Yamhill County
20	11	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.	Ongoing - On Work Plan for Keller Assistance	12/18/2025, **7/28/2026**	**14**	Ped Crossing	E Crestview	E Jory	
21	12	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.	Ongoing - On Work Plan for Keller Assistance	6/17/2026, **7/28/2026**	**15**	Traffic, Speed	Middlebrook	N Springbrook	

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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.***
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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)
22	13	7/8/2026	2026-015	Resident submitted a Traffic Safety Issue Report form expressing several concerns with the intesection of Illinois, Main and Hwy 240. --When driving north onto Main through this intersection, I frequently must stop and wait for traffic to clear as vehicles from Illinois are blocking the intersection as they queue to turn onto Hwy 240. This has happened at least once daily for the past decade or more. --When driving north onto Main, I frequently have to creep through the intersection because of poor visibility of pedestrians or the danger of a southbound vehicle turning left from Main onto Illinois, or a westbound vehicle on Illinois pulling into the intersection to turn onto Hwy 240. This has happened at least once daily for past decade or more. --As a pedestrian crossing this intersection, I frequently experience a lack of visibility to vehicular traffic because of cars queued up in the intersection. This happens several times a week. --As a pedestrian, the only safe place to cross to the west side of Hwy 240 is at the light at Hwy 240 and Hwy 99W. Newly installed crosswalk ramps do not feature any crosswalk striping and VERY poor visibility for vehicles coming around the bends of Hwy 240.	This is associated with the concerns raised with TSC Issue 2026-012 and also 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. -N Main north of W Illinois (Hwy 240) is City Jurisdiction. -N Main (Hwy 240) south W Illinois is ODOT jurisdiction. -E Illinois east of N Main is City jurisdiction. -W Illinois (Hwy 240) is ODOT jurisdiction. ---------- **Review and investigation to be incorporated into the Keller Overall Work Plan.**	Ongoing - On Work Plan for Keller Assistance	7/9/2026, **7/28/2026**	**16**	Intersection Safety, Ped Crossing, Visibility	Illinois (240)	Main (240)	ODOT and City

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9/10/2026

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 N Villa at Laurel (TSC Issue 2025-004), N Villa at Haworth (TSC Issue 2024-017, 2025-003)*
	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.***
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	-	-	***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)
23	1	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	
24	2	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	
25	3	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. Speed data was collected along E Haworth in the area of concern between 8/17/2026 and 8/24/2026. **The combined 85% percentile free flow speed was found to be 28 mph, and the combined 10mph pace free flow pace was 22-31 mph.** The collected speed data does not indicate an immediate need for any further action related to speeds. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken.	11/24/2025, 4/29/2026, 7/28/2026, **8/31/2026**		Speed	Haworth	Elliot to Sitka	
26	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, 6/182026	**11**	Ped Crossing	E Mountainview	N Alice	

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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)
27	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.		
28	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		
29	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		
30	8	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 Jurisdiction	3/10/2026, 4/29/2026		Traffic	E Columbia	N College / HWY 219	ODOT

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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)
31	9	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 Provindence Medical Office Building, located on the east side of Proividence Drive. Informed resident of the existing marked mid-block crosswalk installed with the Provindence 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.	
32	10	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	
33	11	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	
34	12	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	
35	13	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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36	14	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.....*" --- **At the 7/6/2026 City Council meeting the council passed a motion to repoen, effective immediately, Illinois Street at the intersection with Main Street and that a long term solution be addressed by the Traffic Safety Commission.** **The request by council that a long term solution for this intersection be addressed by the Traffic Safety Commission is to be a an agenda discussion item for the October 12, 2026 Traffic Safety Commission meeting. This item is also related to TSC Issue number 2026-015.**	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* --- **Item to be moved to Archive Log - No Further Action Taken.**	No Further Action Taken	6/3/2026, **7/28/2026**		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	
37	15	7/6/2026	2026-014	Resident expressed concern with trees obscuring the stop sign on the southwest corner of Third and Main.	This has been sent to Code Compliance to check for potential enforcement action for a tree, or trees, blocking the visibility of a stop sign, or stop signs at this intersection. **Item to be moved to Archive Log - No Further Action Taken.**	No Further Action Taken	7/6/2026, **7/9/2026**		Tree Blocking Stop Sign	Third	Main	
38	16	8/3/2026	2026-016	Resident submitted a Traffic Safety Issue Report form expressing that *"Vehicles are traveling 10-25 mph above the posted limit creating an unsafe environment ."* In a letter accompanying the issue report form the resident referenced a two vehicle collision that occured on N Meridian north of Sierra (*Sierra Vista?*) The resident also requested installation of a digital speed feedback sign on N Meridian. --- *Below is a summary of information provided by NDPD regarding a vehicle collision on N Meridian.* *The crash the complainant is referencing is believed to have occurred on July 16th, and occurred significantly south of Sierra Vista, near the tracks. There are no other crashes reported in that area. A small SUV traveling north bound, struck a parked vehicle and rolled on its side. The driver claimed to be driving about 25 mph and drifted into parked cars while watching bicyclists in his rear-view mirror. Photos of the crash scene don't support the speeding claim (at least excessively) as the moving vehicle came to rest about only a car length from the impact point.*	Resident informed that this concern has been added to the active issues log. NDPD asked to review this location for potential enforcement action and for information regarding the crash referenced by the resident. Preparations being made to obtain speed and traffic count data in this area. Speed data was collected along N Meridian in the area of concern between 8/17/2026 and 8/24/2026. **The combined 85% percentile free flow speed was found to be 30 mph, and the combined 10mph pace free flow pace was 22-31 mph.** The collected speed data does not indicate an immediate need for any further action related to speeds. **Item to be moved to Archive Log - No Further Action Taken.**	No Further Action Taken.	8/4/2026, **8/31/2026**		Speed, pedestrian and cyclist safety. Request for Speed Feedback Sign.	N Meridian	South of Pinehurst	

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TO: NEWBERG TRAFFIC SAFTEY COMMISSION

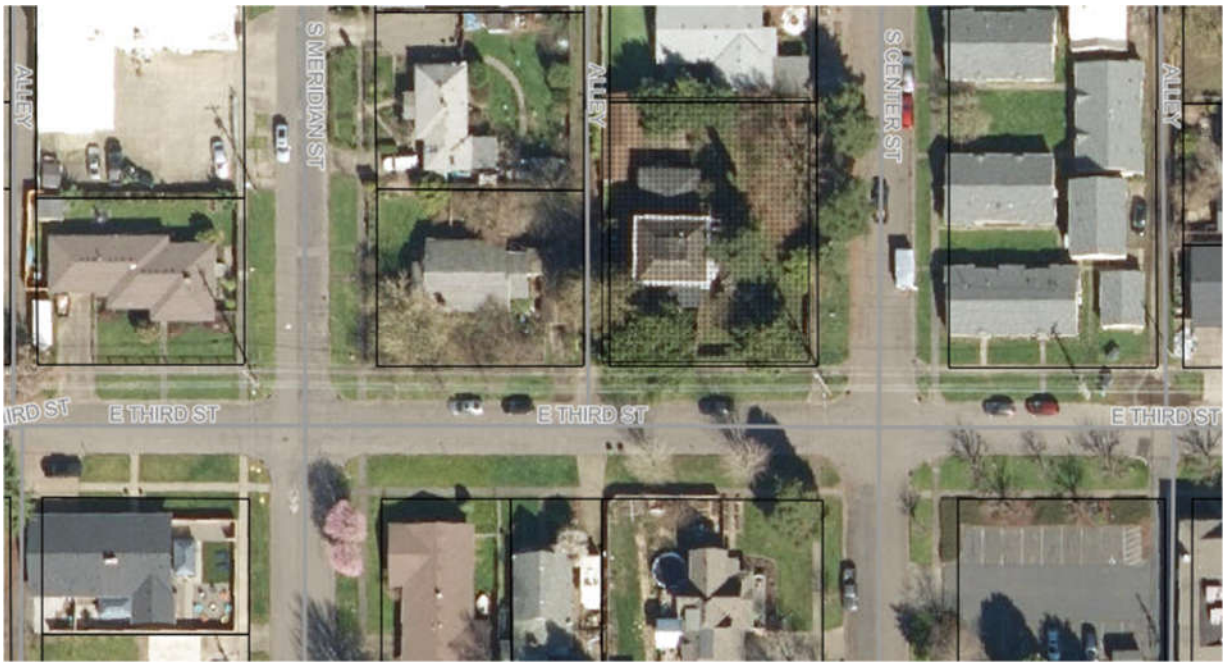
CC: JEFF KOSMICKI, CHIEF OF POLICE
AHMAD QAYOUMI, PUBLIC WORKS DIRECTOR
BRETT MUSICK, SENIOR ENGINEER

FROM: TREVIS SMITH, CITY ENGINEER

SUBJECT: E THIRD STREET – S MERIDIAN TO S CENTER STOP SIGN REQUESTS: LIMITED TRAFFIC DECISION TSC-26-001

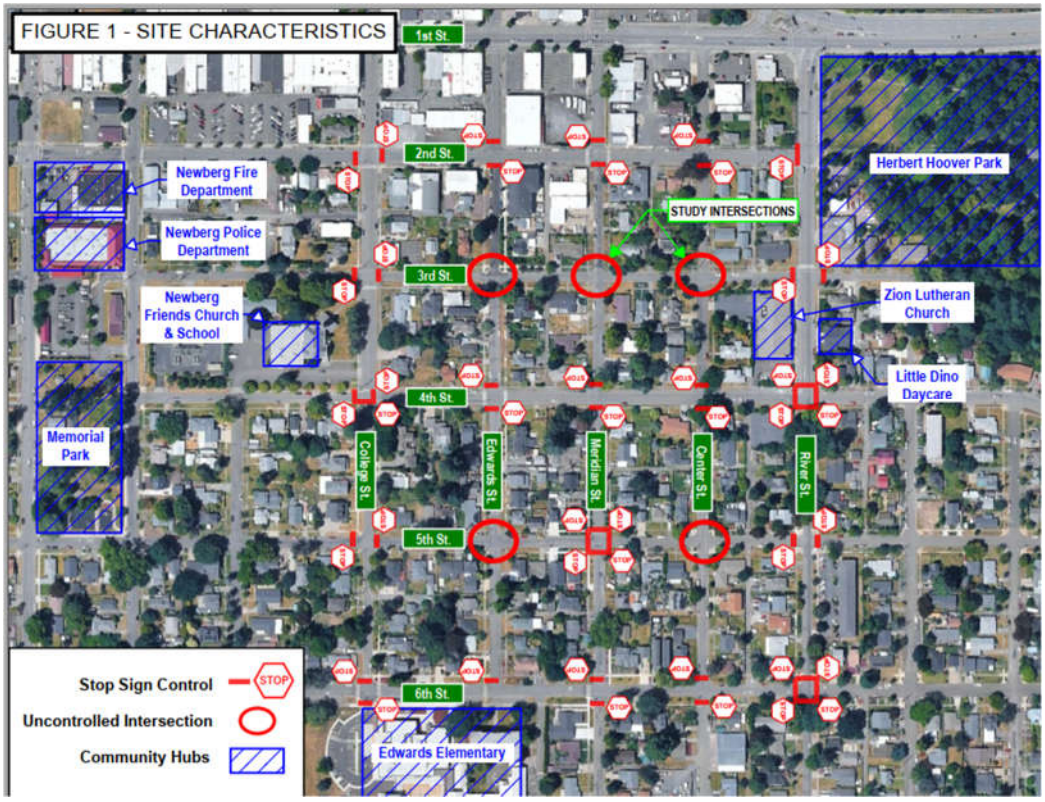
DATE: SEPTEMBER 4, 2026

Multiple concerns with uncontrolled intersections, and requests for stop signs, at the location of E Third at S Meridian and E Third at S Center have been expressed by residents to the City of Newberg. The most recent of these are associated with Traffic Safety Active Issues Log Issue Numbers 2023-003, 2023-011 and 2024-019.

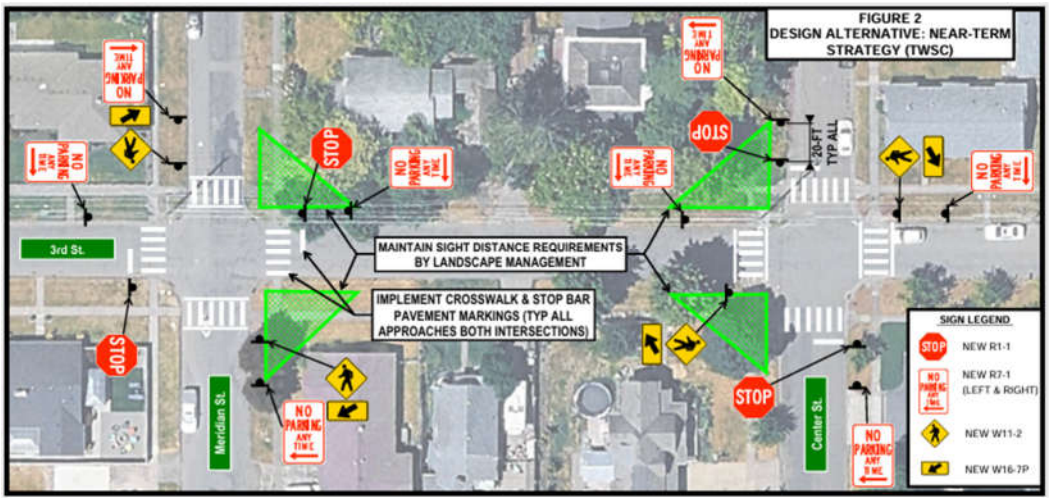


To address these concerns, and others in the backlog of unresolved items in the active issues log, the staff liaison to the Traffic Safety Commission worked with the City Manager for the assignment of resources and funds to move forward with clearing the backlog. This included approval for utilizing resources of Keller Associates, the consultant providing City Engineer services to the City of Newberg, to assist with obtaining needed traffic count data along with performing safety studies or other needed analysis to confirm issues and identify options for resolution of these items.

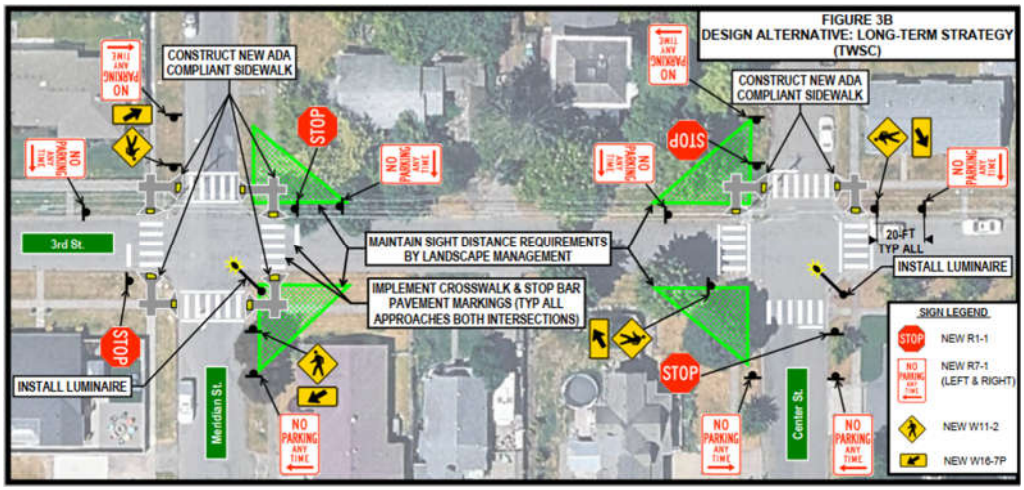
For the concerns raised with E Third between S Meridian and S Center location, Keller prepared an intersection study in accordance with the City of Newberg Sign Policy. The full study is included for reference. This study included obtaining available crash data and traffic count data. The study includes recommended near-term and long-term strategies for addressing the concerns raised by residents and issues identified in the study. These strategies include two-way stop control at both intersections at this location.



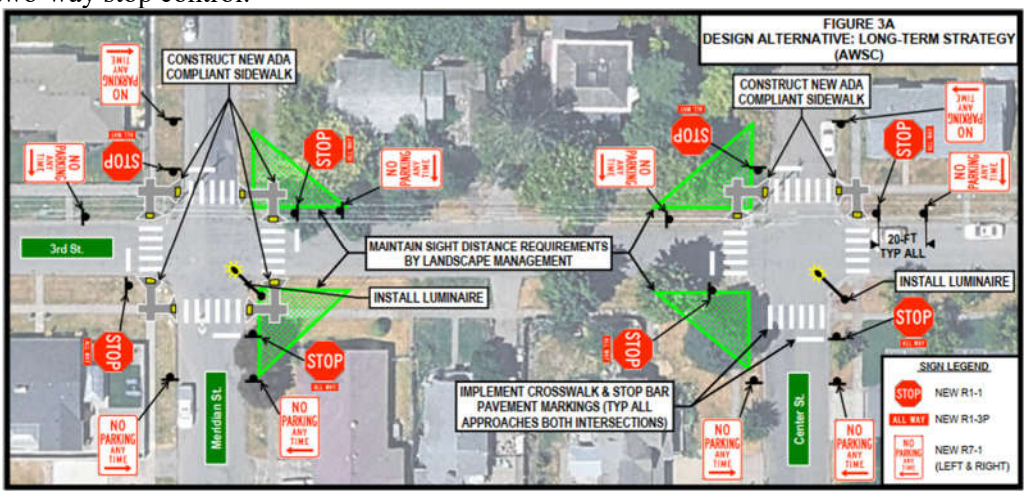
In addition to stops signs for two-way intersection control, the near-term strategy includes enhanced crosswalk markings, intersection sight distance maintenance and "no parking" signage for 20-feet from the intersection in all directions.



The long-term strategy recommendation expands on the short-term strategy through additional intersection lighting, continued sight distance maintenance and ADA curb ramp improvements when funding is available.



An all-way stop control evaluation is also recommended if yielding for pedestrians is not improved through two-way stop control.



The study also included conclusions and guidance for implementation of the recommended near-term and long-term strategies. These include recommendations for:

1) A future evaluation of two-way stop control for E Third Street at S Edwards Street.
2) A future study to evaluate stop control configurations between First Street and Ninth Street to establish a consistent pattern of stop control in this area consistent with guidance in the City of Newberg Stop Sign Policy.
3) Future Transportation System Plan (TSP) updates to consider designating corridors in this study area as critical bike and/or pedestrian routes.

FINDINGS:

It has been determined that implementation of the near-term strategy with the traffic safety improvements shown in Figure 2 from the study is consistent with City of Newberg Stop Sign Policy and will address concerns raised by residents and issues identified in the study.

Implementation of the required sight distance vision clearance triangles will require coordination with the City of Newberg Code Compliance officer.

AUTHORITY OF THE CITY ENGINEER

The Newberg Municipal Code authorizes the City Engineer to make limited traffic decisions:

2.15.410 Authority.
A.L imited Traffic Decisions. Limited traffic decisions are traffic decisions which affect and are confined to one particular location.

1. The city engineer will make an initial decision based on city policies. Notice of the decision will be mailed to property owner(s) within 300 feet of the subject location if more than one property owner is affected by the decision. The notice will include information on how to appeal the decision.

2. Request for Public Hearing. A public hearing will be held before the traffic safety commission upon written request by two or more affected property owners. Notice of the hearing will be given to property owners within 300 feet of the subject location in a manner reasonably calculated to notify affected property owners.

3. Notice of the decision by the traffic safety commission will be mailed to all property owners within 300 feet of the subject location within 10 business days of the decision.

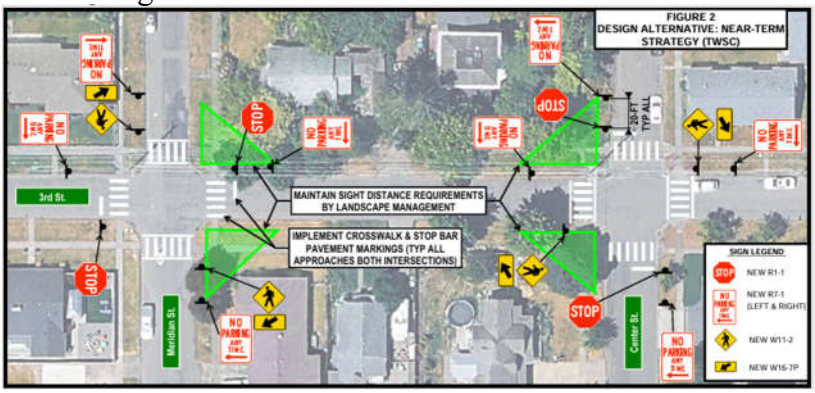
4. Appeal. Limited traffic decisions of the traffic safety commission may be appealed to the Newberg city council within 30 days of the notice of the decision. A notice of appeal and council hearing date will be mailed to property owners within 300 feet of the subject location as provided in NMC 2.15.450.

2.15.470 Authority of city engineer.
The city engineer will have the authority to make traffic decisions as follows:
A. General Authority. The city engineer will have the authority to establish, maintain, remove or alter any traffic control device. Such orders of the city engineer will designate the findings as to reasons for taking such action, will make entry into the schedule of decisions, and submit a report and findings as to reasons for taking such action to the traffic safety commission.

ENGINEERING DECISION

Implement the traffic safety improvements shown in Figure 2 from the intersection study prepared by Keller Associates for E Third Street between S Meridian Street and S Center Street. This includes:

1) Two-way stop control on E Third Street at Meridian Street, to include:
    a. Marked crosswalks on all legs of the intersection, with supplemental signage as shown in Figure 2.
    b. Updated MUTCD compliant shared lane bicycle markings along Meridian.
2) Two-way stop control on S Center Street at Third Street, to include:
    a. Marked crosswalks on all legs of the intersection, with supplemental signage as shown in Figure 2.



FISCAL IMPACT

The installation of the traffic safety improvements shown in Figure 2 from the intersection study will cost the City approximately $16,000 initially, and will be required to be maintained periodically. The cost of installation of the indicated stop signs alone is approximately $4,500. Funds for these traffic safety improvements will come from account 02-5120-541000.

NEXT STEPS

1. Notice of this Limited Traffic Decision will be mailed to property owner(s) within 300 feet of the subject location. The notice will include information on how to appeal the decision.
2. Capital Engineering will work with Public Works Maintenance for the indicated modifications and installations of traffic safety improvements shown in Figure 2 from the intersection study.
    a. Budget constraints might require the installation of these improvements in stages. The first stage is anticipated to be the stop signs. Other signage and crosswalk markings to follow as available budget allows.

KELLER ASSOCIATES

Technical Memorandum

TO: Brett Musick
City of Newberg
414 E. First Street
Newberg, OR 97132

FROM: Colby GeDeros, PE, PTOE
Matt Steele
Keller Associates, Inc.
4800 SW Griffith Dr. Suite 128
Beaverton, OR 97005

REGISTERED PROFESSIONAL ENGINEER
90271PE
OREGON
JUL. 11, 2019
COLBY GEDEROS
EXPIRES: 06-30-2027

DATE: May 15, 2026

SUBJECT: Third Street & Meridian Street and Third Street & Center Street Intersection Study (TSC #2023-003, 2023-011, 2024-19, 2024-19)

1.1. PROJECT BACKGROUND

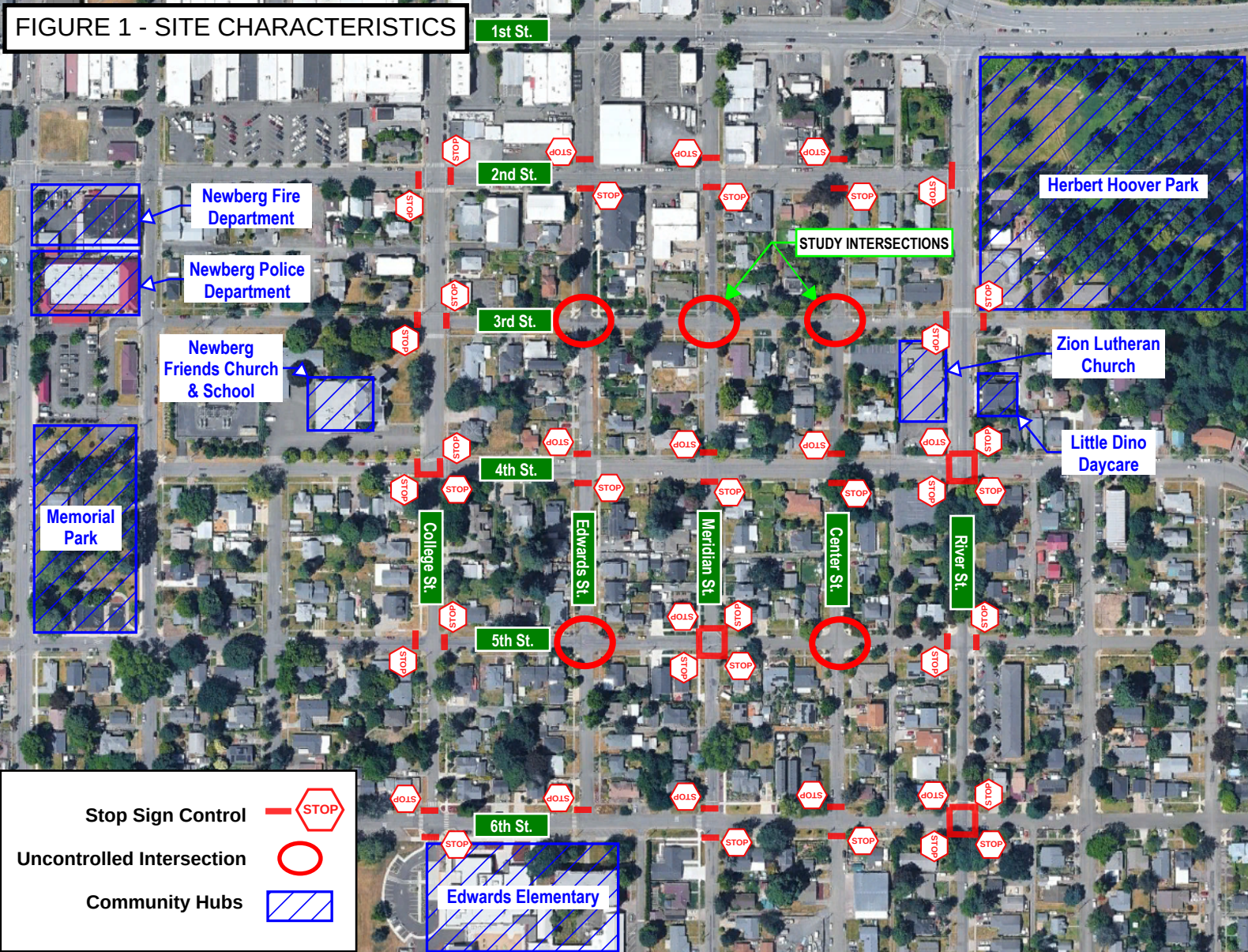
The City of Newberg requested an intersection study at the intersections of Third Street & Meridian Street and Third Street & Center Street. These intersections are identified in the Transportation Safety Commission as a result of community concerns regarding vehicles speeding and failing to yield to pedestrians. This study identifies existing intersection conditions and provides recommendations to address existing safety challenges and improve pedestrian safety.

1.2. SITE CHARACTERISTICS AND EVALUATION

The study intersections are both four-legged uncontrolled intersections and operate under Oregon Revised Statutes rather than traffic control devices. Specifically, ORS 811.275 requires drivers approaching an uncontrolled intersection to yield the right-of-way to vehicles approaching from the right when arriving at approximately the same time. The study intersections are among four uncontrolled intersections left in the area.

Many community hubs, including schools, churches, parks, civil services, and local businesses are within a ¼ mile radius of the study intersections. Nearby community hubs and traffic control are illustrated in **FIGURE 1**.

FIGURE 1 - SITE CHARACTERISTICS



Three reported vehicle crashes occurred at the study intersections between 2019 and 2025: a fixed-object crash at Third Street & Center Street, and two angle crashes at Third Street & Meridian Street (Appendix A). One of the angle crashes resulted in injury.

Field observations indicate that sidewalk at Third Street & Meridian Street lacks ADA compliant ramps. New sidewalk was constructed at two of the intersection corners at Third Street & Center Street that has provided new ramps. There are existing shared lane markings for bicycles traveling northbound and southbound on Meridian Street, but no designated bicycle facilities on Third Street or Center Street. The existing pavement markings are visible but have deteriorated over time due to weather and roadway repair. At the time of field observations, field and shrub growth along 3rd St obstructed driver sight lines. Fences and buildings further restricted sight distance for approaching vehicles at each study intersection. Relevant site characteristics are tabulated in **Table 1**.

TABLE 1 : SITE CHARACTERISTICS

Feature	Description
Total Number of Approaches	4, per intersection
Presence of a Median	No
Distance from adjacent signalized intersections / other controlled crossings	250 ft
Roadway Functional Classification[5]	Local
Posted Speed Limit	25 mph[3]
Lighting	Overhead streetlight at both intersections
Sidewalk / Shared Use Path	Sidewalk, all approaches sides
Bicycle Facilities	Shared lane markings on Meridian
Roadway Width	24 ft
Peak Hour Pedestrian & Bicyclist Volumes (Center, Meridian)[1]	2, 10
ADT[4]	352 (Third Street & Center Street) 635 (Third Street & Meridian Street)

[1]Determined by traffic count Thursday, 11/20/2025 & Wednesday, 12/3/2025 (Appendix B)
[2]VPH: Vehicles Per Hour, determined by traffic count Thursday, 11/20/2025 & Wednesday, 12/3/2025 (Appendix B)
[3]MPH: Miles Per Hour
[4]ADT: Average Daily Traffic, determined by traffic count Thursday, 11/20/2025 & Wednesday, 12/3/2025 (Appendix B)
[5]Per Newberg Transportation System Plan (Reference 2)

Speed and volume data was collected on Thursday, November 20th, 2025, and Wednesday, December 3rd, 2025, to capture midweek travel patterns of vehicles, bicycles, and pedestrians (Appendix B). The measured 85th-percentile speeds were between 19 to 21 mph at both study intersections—below the 25 mph posted speed limits. No vehicles exceeding the posted speed limit were observed during the data collection period. Between the two days of data collection, an average of 659 vehicles were observed at the intersection of Third Street & Meridian Street, with Meridian Street carrying approximately 300% more traffic than Third Street. 352 vehicles entered the intersection of Third Street & Center Street with nearly equivalent volumes on both streets.

Pedestrian and bicycle activity at Third Street & Center Street totaled 40 combined units over the 24-hour study period. Third Street & Meridian Street experienced higher pedestrian and bicycle volumes, with a total of 103 combined units. Pedestrian and bicycle crossings were higher across the east and west legs of the intersection as people travel north and south.

1.3. REGIONAL PLANNING REVIEW

Newberg's ADA/Pedestrian/Bike Route Improvement Plan (Reference 1) does not identify either of the study intersections as part of critical bike / ped on-street routes. Adjacent collectors – E Second Street, E Fourth Street, S River Street, and S College Street – are identified as critical bicycle and pedestrian routes that are anticipated to see improvements to mobility, access, and safety. Improvements to adjacent collectors will encourage residents to walk or bike in the vicinity, consequently increasing the need for robust safety investments at adjacent locations.

The Newberg Transportation System Plan (Reference 2) indicates that First Street and Fourth Street to the north and south, and College Street and River Street to the west and east are designated freight routes – effectively making the three blocks encapsulating the study intersections a standout non-freight route segment.

1.3.1. Newberg Stop Sign Policy

According to the City of Newberg Stop Sign Policy (Reference 3), installation of stop signs at intersections of two local streets should be based on the magnitude of traffic conflicts and traffic engineering judgment. While stop sign warrants may be used to inform where installation should be considered, they do not require installation themselves. For new stop sign installations on local roads, the policy requires evaluation of the surrounding area, including identification of streets that provide the most direct access to collectors or arterial roadways before determining stop-sign necessity.

1.4. ALL-WAY AND TWO-WAY STOP CONTROL CONSIDERATIONS

The 11th Edition of the MUTCD recommends that traffic control used at an existing unsignalized intersection should be the least restrictive that provides appropriate levels of safety and efficiency for all road users. Yield control is not used at conventional unsignalized intersections in Newberg.

The MUTCD recommends minor road stop control be considered when:

- **A.** A restricted view exists.
- **B.** Crash history reaches three or more in 12-month period, or six or more in a 36-month period
- **C.** The intersection is of a lower functional classification roadway and a higher functional classification roadway.
- **D.** A previous all-way stop control is no longer required.

MUTCD All-Way Stop Control Warrants (Reference 4) A through E are used to evaluate conversion to an all-way stop control at an intersection:

- **A.** Crash Experience
- **B.** Sight Distance
- **C.** Transition to Signal Control or Transition to Yield Control at a Circular Intersection
- **D.** 8 – Hour Volume
- **E.** Other Factors

Warrants A through E were evaluated at the study intersections and were not met.

Based on sight distance limitations and all-way stop control warrants not being met, a conversion to two-way stop control is recommended for both study intersections.

1.5. SAFE SYSTEM APPROACH

Modern transportation safety best practices include adopting a Vision Zero Mindset – that the only ethical design approach is one that acknowledges even one roadway fatality is unacceptable. As part of an industry commitment to reach a goal of zero deaths on our roadways, the Federal Highway Administration has adopted a Safe System Approach (Reference 5). This proactive safety approach is rooted in the fact that humans make mistakes, and the human body is fragile.



Figure 2: The Safe Systems Approach (Source: Federal Highway Administration)

The Safe System Approach uses a five-layer multi-disciplinary process of creating mitigations that, when a crash occurs, reduces the severity of the crash. The six principles that guide Safe System Approach are:

1. Deaths and serious injuries are unacceptable.
2. Humans make mistakes.
3. Humans are vulnerable.
4. Responsibility is shared.
5. Safety is proactive.
6. Redundancy is crucial.

The goal of the countermeasures explored in this study is to leverage multiple principles, thereby creating a system of road user safety. Safety countermeasures should mitigate human mistakes and facilitate safe travel by the most vulnerable road users.

1.6. POTENTIAL COUNTERMEASURE OPTIONS

Given the existing conditions and documented community concerns for pedestrian and bicycle safety at the study intersections, the following potential countermeasure solutions should be considered. The following approaches are potential engineering solutions to the observed safety challenges. These recommendations are taken from publicly available FHWA guidance (Reference 6, 7, 8, and 9).

- **Crosswalk Visibility Enhancements – High Visibility Crosswalks and Signing / Pavement Markings**

Enhanced crosswalk visibility improves driver awareness of pedestrian and bicyclist crossing locations and provides adequate sight distance to oncoming traffic. High-visibility pavement markings increase the likelihood that motorists will recognize and yield to pedestrians and bicyclists, particularly at uncontrolled residential intersections. Implementation of ladder, zebra, or continental markings are effective in improving yielding behavior in vehicles. Moreover, crosswalk markings done in thermoplastic, Methyl Methacrylate (MMA), or preformed tape provide durability and enhance service life. Supplemental signage (e.g. W11-2 Pedestrian Crossing) would also enhance driver awareness of the pedestrian facility. Crosswalk visibility enhancements are relatively inexpensive and can be implemented quickly with minimal disruption, making them an effective near-term safety countermeasure.

- **Additional Overhead Lighting**

Installing additional lighting enhances night-time and low-light visibility at intersections by improving illumination of pedestrians and bicyclists within the crossing area. Providing lighting on each side of the intersection reduces pedestrian silhouette which improves driver's ability to detect crossing movements. Enhanced lighting also increases the effectiveness of crosswalk markings and traffic control devices, contributing to overall intersection safety.

- **Stop Control (All-Way or Two-Way)**

Implementation of a two-way or all-way stop control increases driver yielding behavior to pedestrians and bicyclists by clearly assigning right-of-way at each intersection approach. This treatment reduces vehicle speeds, improves predictability of movements, and minimizes conflicts between vehicles, pedestrians, and bicyclists. As a low-cost and widely understood traffic control measure, a stop control configuration offers an effective means of addressing safety concerns at uncontrolled intersections.

- **Sight Distance Management**

Maintaining adequate sight distance is critical to safe intersection operation for all users over time. Parking setback management and removal of sight obstructions are notable strategies recommended to retain satisfactory sight distance. Trimming hedges, trees, and other landscaping within intersection sight triangles improves visibility of pedestrians, bicyclists, and approaching vehicles, reducing the likelihood of surprise encounters and last-minute braking. Sight distance improvements support the effectiveness of all other countermeasures by ensuring that drivers can perceive crossing activity and traffic control devices in sufficient time to respond.

- **Curb Extensions / Curb Bulb-Outs**

Curb extensions reduce pedestrian crossing distances and improve visibility by extending the curb into the parking lane. When combined with on-street parking, curb bulb-outs can create a protected parking bay. Corner extensions can slow vehicle turning speeds, shorten pedestrian crossing distances, and increase pedestrian visibility. However, the existing crossing distance is already relatively short, which limits the incremental safety benefit. Roadway widths currently vary from approximately 22 feet along Third Street and 28 feet along Center and Meridian Streets, which does not strongly support implementation of this countermeasure. As a result, curb extensions are not expected to be a particularly effective treatment at this location.

1.7. POTENTIAL DESIGN ALTERNATIVES

- **Near-Term Strategy: Two-Way Stop Control**

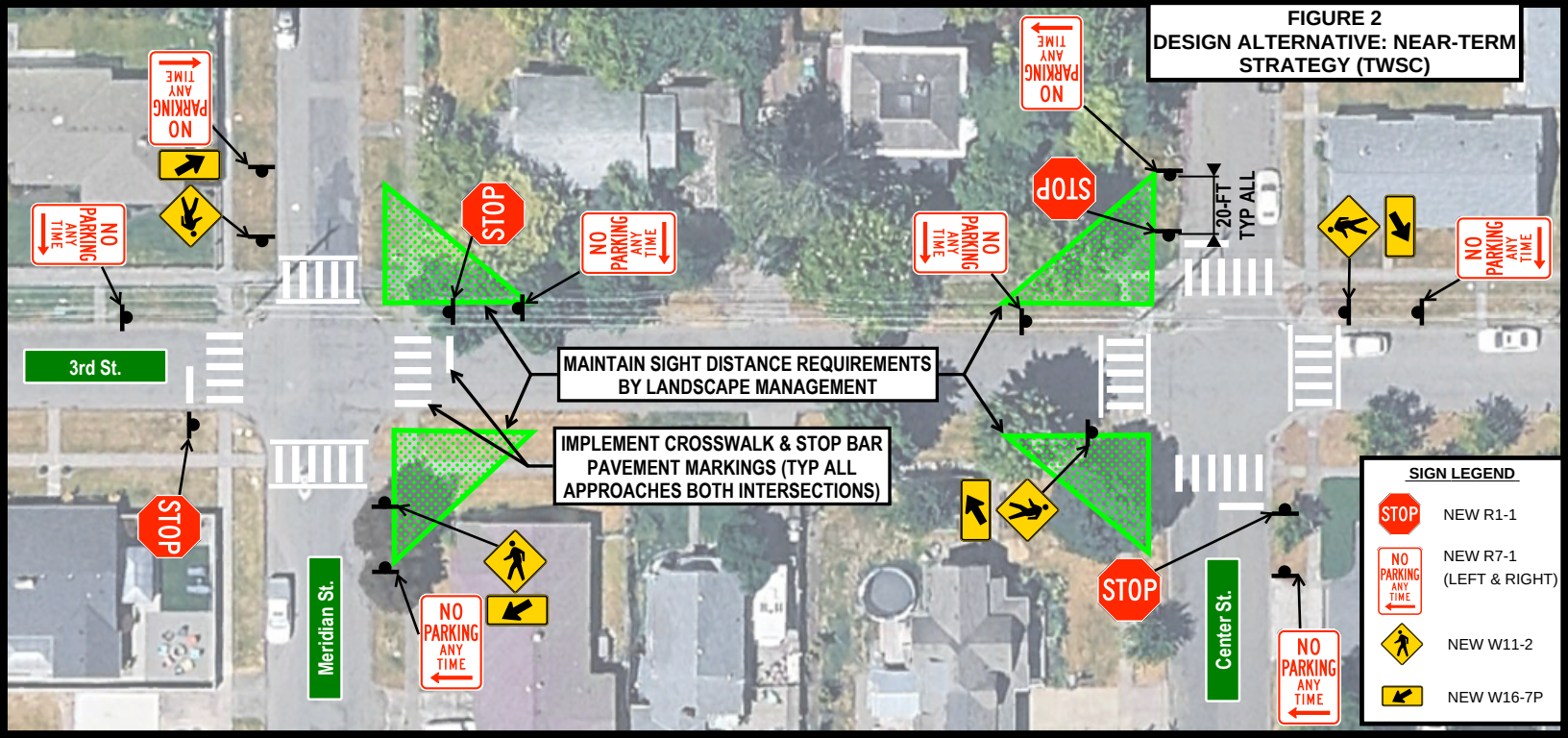
A two-way stop control configuration would be an effective means of addressing the existing safety challenges – when paired with enhanced crosswalk markings, intersection sight distance maintenance, and daylighting the study intersections via “no parking” signage. The two-way stop control would establish a predictable right-of-way at the intersection. To ensure parked vehicles do not impede on intersection sight distance, it is recommended that “no parking” signage is implemented to establish a 20-foot parking setback from the intersection on all directions. Establishing high visibility crosswalk markings delineates a dedicated facility for pedestrians and improves conspicuity for drivers. See **FIGURE 2**.

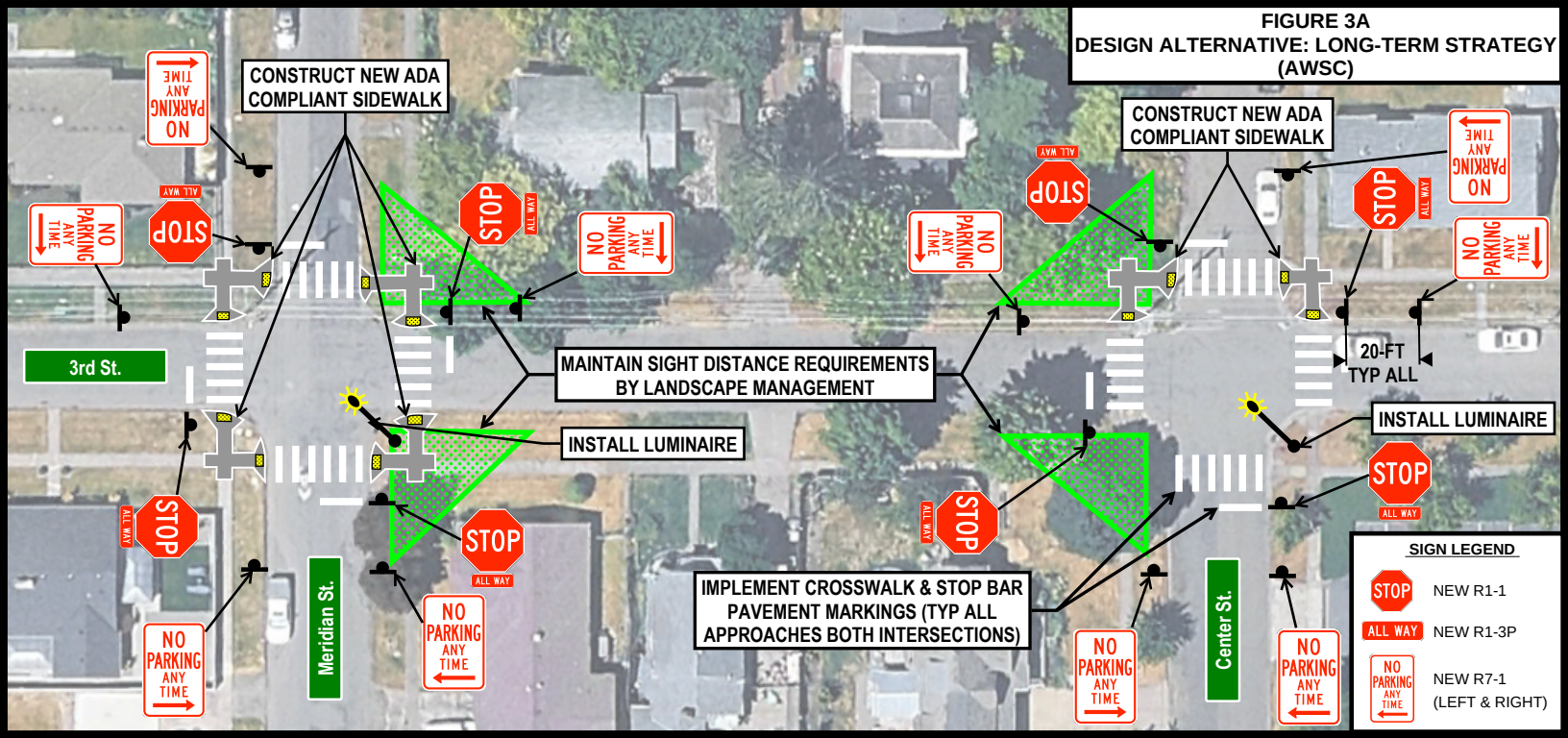
Installing stop control on Third Street at Meridian Street is recommended due to higher vehicle and pedestrian volumes traveling north-south on Meridian Street at this intersection. Given Third Street serves as an east-west connector to several community services, a crosswalk is recommended to serve vulnerable road users travelling in those directions, with supplemental signage. Existing, weathered shared lane bicycle markings should updated to MUTCD compliant markings.

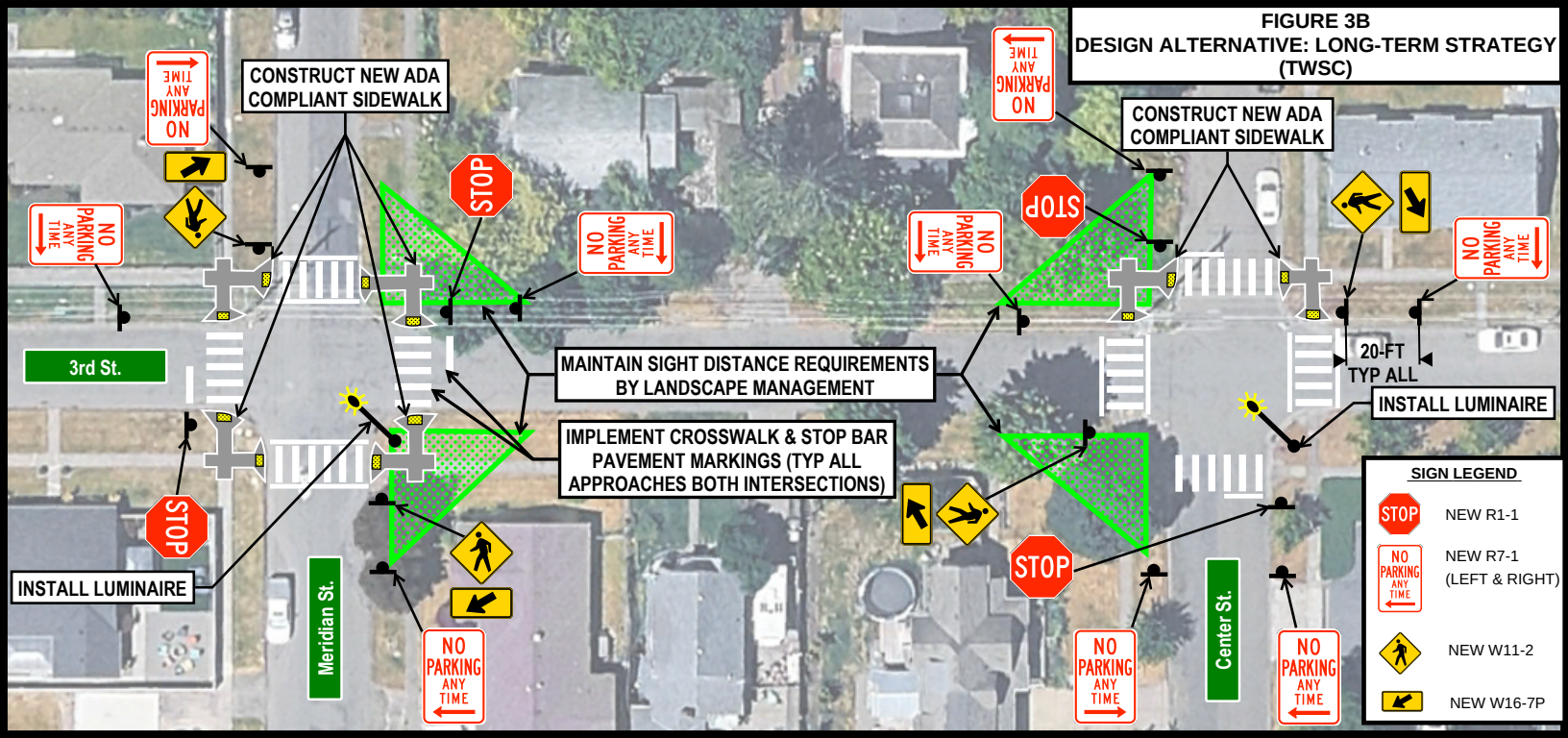
At Third Street and Center Street, vehicle volumes were nearly similar, but there was a higher volume of pedestrian traffic in the east-west direction, and the east-west directions are stopped at River Street to the east and Meridian Street to the west through these recommendations. Therefore, installing stop control on Center Street is recommended at this intersection.

- **Long-Term Strategy**

The initial interim strategy can be further expanded upon through additional intersection lighting, continued sight distance maintenance, and ADA-compliant curb ramp improvements when funding becomes available. Providing overhead lighting on both sides of the intersection will improve driver detection of pedestrians and bicyclists during low-light conditions. Ongoing sight distance maintenance ensures that visibility gains are preserved over time as landscaping matures. As part of any future Transportation System Plan updates, reclassifying Third Street, Meridian Street, or Center Street as Bicycle Boulevards to better accommodate multimodal traffic is recommended. ADA ramp improvements further enhance accessibility and safety for all users. If yielding behavior for bikes and pedestrians is not improved through two-way stop control, evaluate an all-way stop control conversion. While this long-term approach requires greater capital investment and coordination, it provides a robust, multi-layered solution that establishes a system of safety enhancements. All-way stop and two-way stop control strategies are illustrated in **FIGURE 3A** and **FIGURE 3B**, respectively.


FIGURE 2
DESIGN ALTERNATIVE: NEAR-TERM STRATEGY (TWSC)
NO PARKING ANY TIME
STOP
3rd St.
MAINTAIN SIGHT DISTANCE REQUIREMENTS BY LANDSCAPE MANAGEMENT
IMPLEMENT CROSSWALK & STOP BAR PAVEMENT MARKINGS (TYP ALL APPROACHES BOTH INTERSECTIONS)
Meridian St.
Center St.
20-FT TYP ALL
SIGN LEGEND
NEW R1-1
NEW R7-1 (LEFT & RIGHT)
NEW W11-2
NEW W16-7P


FIGURE 3A
DESIGN ALTERNATIVE: LONG-TERM STRATEGY
(AWSC)
CONSTRUCT NEW ADA COMPLIANT SIDEWALK
CONSTRUCT NEW ADA COMPLIANT SIDEWALK
NO PARKING ANY TIME
STOP
ALL WAY
NO PARKING ANY TIME
3rd St.
MAINTAIN SIGHT DISTANCE REQUIREMENTS BY LANDSCAPE MANAGEMENT
20-FT TYP ALL
INSTALL LUMINAIRE
INSTALL LUMINAIRE
Meridian St.
Center St.
IMPLEMENT CROSSWALK & STOP BAR PAVEMENT MARKINGS (TYP ALL APPROACHES BOTH INTERSECTIONS)
SIGN LEGEND
STOP
NEW R1-1
ALL WAY
NEW R1-3P
NO PARKING ANY TIME
NEW R7-1
(LEFT & RIGHT)


FIGURE 3B
DESIGN ALTERNATIVE: LONG-TERM STRATEGY
(TWSC)
CONSTRUCT NEW ADA COMPLIANT SIDEWALK
CONSTRUCT NEW ADA COMPLIANT SIDEWALK
NO PARKING ANY TIME
NO PARKING ANY TIME
NO PARKING ANY TIME
NO PARKING ANY TIME
NO PARKING ANY TIME
NO PARKING ANY TIME
NO PARKING ANY TIME
STOP
STOP
STOP
STOP
3rd St.
MAINTAIN SIGHT DISTANCE REQUIREMENTS BY LANDSCAPE MANAGEMENT
IMPLEMENT CROSSWALK & STOP BAR PAVEMENT MARKINGS (TYP ALL APPROACHES BOTH INTERSECTIONS)
20-FT TYP ALL
INSTALL LUMINAIRE
INSTALL LUMINAIRE
Meridian St.
Center St.
SIGN LEGEND
NEW R1-1
NEW R7-1 (LEFT & RIGHT)
NEW W11-2
NEW W16-7P

1.8. CONCLUSIONS AND GUIDANCE FOR IMPLEMENTATION

This safety study was a result of community concerns around vehicles speeding and failing to yield to pedestrians and other vehicles at two uncontrolled intersections. Existing vehicle speed data does not indicate vehicles exceed the posted speed limit. However, other factors support safety countermeasure recommendations at both intersections. This study indicates that an effective solution to current safety challenges would be implementation of two-way stop control configurations at both study intersections. This configuration would mitigate sight distance limitations and provide clear right-of-way responsibilities for drivers. Addition of pedestrian crosswalk markings and warning signs will improve drivers' expectancy across uncontrolled approaches, prioritizing safety of vulnerable road users.

When implementing new stop conditions at an intersection, "NEW TRAFFIC PATTERN AHEAD" signs or reader board messages should be placed in advance of the intersection temporarily for several weeks to notify drivers of the new stop-condition.

For consistency along Third Street, the City should evaluate two-way stop control at the remaining uncontrolled intersection – Third Street and Edwards Street.

A future study to evaluate the stop control configurations between 1st Street and Ninth Street should be considered to establish a consistent pattern of stop control throughout this part of Newberg. Currently, there is an inconsistent distribution of all-way and two-way stop-controlled configurations. This inconsistent traffic control pattern does not align with the guidance established in the Newberg Stop Control Policy.

Future TSP updates can also consider designating corridors in this study as critical bike and/or pedestrian routes. Reclassifying the corridors may justify additional intersection upgrades to enhance vulnerable road user safety.

The interim design alternatives can be implemented at a relatively low cost, using only paint and furnishing the signage, poles, and associated hardware. This interim designs would directly address the initial community concerns. The long term design alternatives can be implemented at a later date when funding becomes available to enhance other safety and accessibility concerns identified in this study.

These findings may inform future decisions about safety improvements at other locations in Newberg.

Sincerely,

KELLER ASSOCIATES, INC.



Matt Steele
Project Engineer / EI

Colby GeDeros, PE, PTOE
Traffic Engineer

REFERENCES

***Reference 1**: City of Newberg, Oregon. ADA / Pedestrian / Bike Route Improvement Plan. June 2007.*

***Reference 2**. City of Newberg, Oregon. City of Newberg Transportation System Plan. December 2016.*

***Reference 3.** City of Newberg, Oregon. Stop Sign Policy. https://www.newbergoregon.gov/Documents/Department/stop_sign_policy.pdf*

***Reference 4.** Federal Highway Administration. Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 11th Edition – Chapter 2B: All-Way Stop Control Warrants. December 2023.*

***Reference 5.** US Department of Transportation – Federal Highway Administration. Safe Systems Approach. August 2025. Zero Deaths and Safe System | FHWA*

***Reference 6.** American Association of State Highways and Transportation Officials (AASHTO). 7th Edition – AASHTO Policy on Geometric Design of Highways and Streets. September 2018.*

***Reference 7.** US Department of Transportation – Federal Highway Administration. Traffic Calming ePrimer | FHWA*

***Reference 8.** US Department of Transportation – Federal Highway Administration. Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. July 2018.*

***Reference 9.** US Department of Transportation – Federal Highway Administration. Proven Safety Countermeasures | FHWA*

APPENDICES

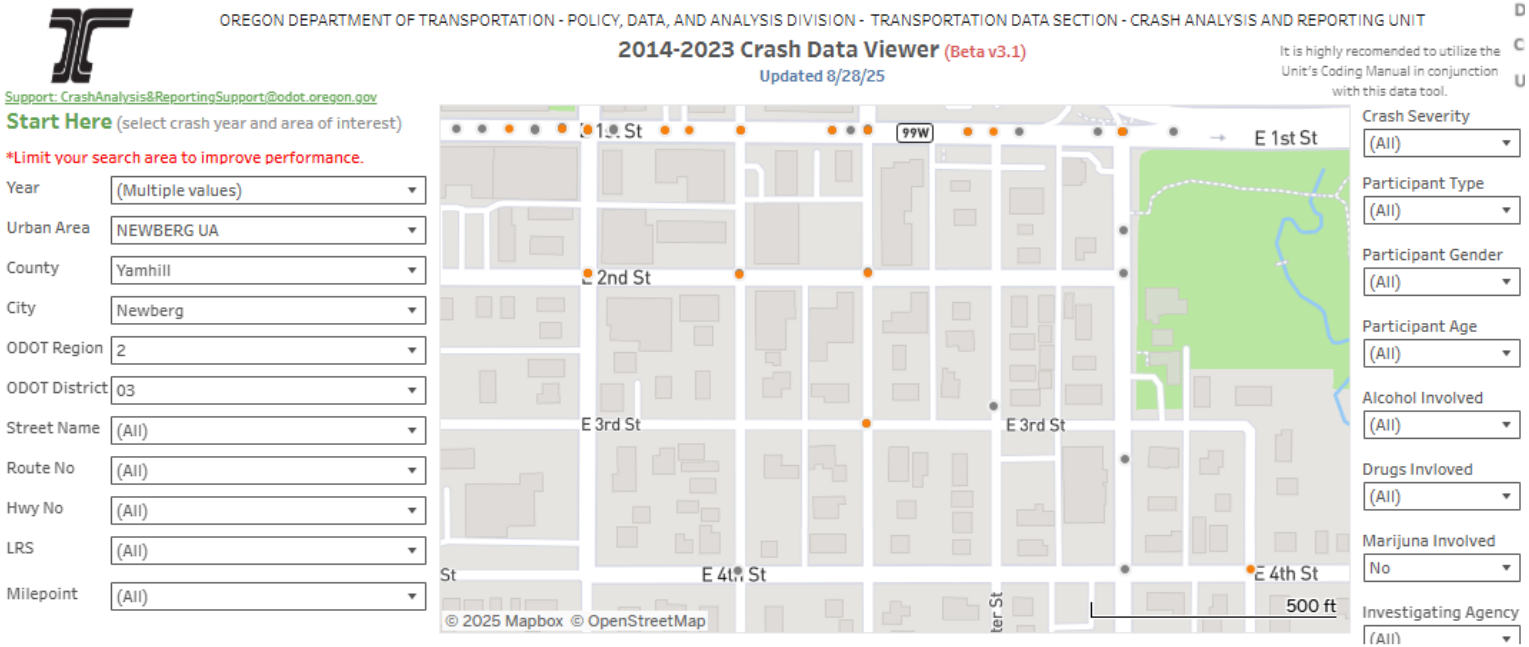
Appendix A: Crash Data

Appendix B: Traffic Counts

APPENDIX A:

CRASH DATA

Latitude	Longitude	City Name	Crash Svrty Short Desc	In / Out of Motorcycle Involved	Alchl Invlv Flg	Cnty Nm	Collis Typ Short Desc	Crash Hit Run Flg	Crash Hr Short Desc	Crash Speed Invlv Flg	Crash Typ Short Desc	Crash Yr No	Drug Invlv Flg	Rd Char Short Desc	St Full Nm	Wthr Cond Short Desc
45.29875278	-122.9696056	Newberg	Property Damage Only	In	No	Yamhill	FIX	No	4P	No	FIX OBJ	2019	No	Straight	CENTER ST	Rain
45.29865278	-122.9706111	Newberg	Injury	In	No	Yamhill	ANGL	No	12P	No	ANGL-OTH	2023	No	Intersection	MERIDIAN ST	Clear
45.29865278	-122.9706111	Newberg	Property Damage Only	In	No	Yamhill	ANGL	No	6P	No	ANGL-OTH	2021	No	Intersection	MERIDIAN ST	Rain



APPENDIX B:

TRAFFIC COUNT DATA (NOVEMBER, 2025)

Type of report: Midblock Count - Speed Data

SUMMARY - Midblock Count - Speed Data

LOCATION: Center St south of 3rd St
SPECIFIC LOCATION:
CITY/STATE: Newberg, OR

QC JOB #: 17262908
DIRECTION: NB
DATE: Nov 20 2025

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	21	31	13	2	1	0	0	0	0	0	0	0	0	0	68	16-25	44
Percent	30.9%	45.6%	19.1%	2.9%	1.5%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	30.9%	76.5%	95.6%	98.5%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
68



85th Percentile: 22 MPH
Mean Speed(Average): 17 MPH
Median: 17 MPH
Mode: 18 MPH

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

SUMMARY - Midblock Count - Speed Data

LOCATION: Center St south of 3rd St
SPECIFIC LOCATION:
CITY/STATE: Newberg, OR

QC JOB #: 17262908
DIRECTION: SB
DATE: Nov 20 2025

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 Percent	21 27.3%	45 58.4%	11 14.3%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	77	16-25	56
Cumulative Percent	27.3%	85.7%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
77



85th Percentile: 19 MPH
Mean Speed(Average): 16 MPH
Median: 16 MPH
Mode: 18 MPH

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

SUMMARY - Midblock Count - Speed Data

LOCATION: 3rd St east of Center St
SPECIFIC LOCATION:
CITY/STATE: Newberg, OR

QC JOB #: 17262911
DIRECTION: EB
DATE: Nov 20 2025

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 Percent	36 42.9%	37 44%	11 13.1%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	84	11-20	49
Cumulative Percent	42.9%	86.9%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
84



85th Percentile: 19 MPH
Mean Speed(Average): 15 MPH
Median: 15 MPH
Mode: 18 MPH

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

SUMMARY - Midblock Count - Speed Data

LOCATION: 3rd St east of Center St
QC JOB #: 17262911
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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	67	52	4	0	0	0	0	0	0	0	0	0	0	0	123	11-20	74
Percent	54.5%	42.3%	3.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	54.5%	96.7%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
123



85th Percentile: 18 MPH
Mean Speed(Average): 13 MPH
Median: 13 MPH
Mode: 8 MPH

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Center St -- E 3rd St

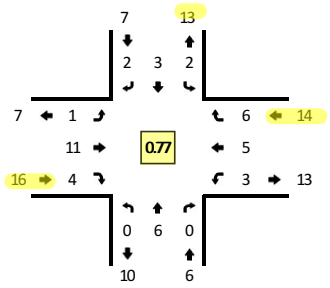
CITY/STATE: Newberg, OR

QC JOB #: 17262917

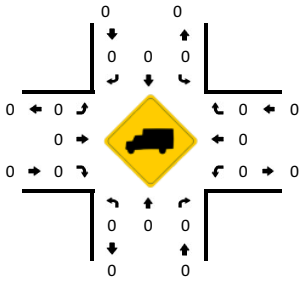
DATE: Thu, Nov 20 2025

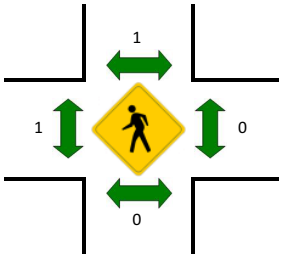
Peak-Hour: 4:20 PM -- 5:20 PM

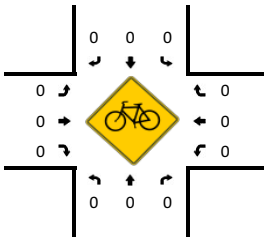
Peak 15-Min: 4:30 PM -- 4:45 PM

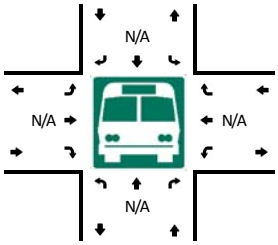


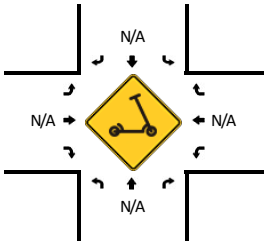
TRUE DATA TO IMPROVE MOBILITY











5-Min Count Period Beginning At	S Center St (Northbound)				S Center St (Southbound)				E 3rd St (Eastbound)				E 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:35 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
12:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
2:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5-Min Count Period Beginning At	S Center St (Northbound)				S Center St (Southbound)				E 3rd St (Eastbound)				E 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:25 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:25 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
6:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	4
6:35 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
6:40 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	7
6:45 AM	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	4	11
6:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
6:55 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	13
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	13
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3	16
7:20 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	17
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
7:30 AM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3	17
7:35 AM	1	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	5	21
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	20
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	1	0	4	20
7:50 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	23
7:55 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	23
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
8:25 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
8:35 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3	14
8:40 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	11
8:50 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	4	12
8:55 AM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	3	13
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	15
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
9:10 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	16
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	17
9:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	3	20
9:35 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	18
9:40 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3	20
9:45 AM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3	22
9:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	21
9:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
10:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17
10:05 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	19
10:10 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	20
10:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	21
10:25 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	3	23
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	21

5-Min Count Period Beginning At	S Center St (Northbound)				S Center St (Southbound)				E 3rd St (Eastbound)				E 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
10:35 AM	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3	23
10:40 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	21
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
10:50 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	17
10:55 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	19
11:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	3	21
11:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
11:10 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	20
11:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	19
11:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	20
11:25 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	19
11:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20
11:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	18
11:40 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	19
11:45 AM	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	4	23
11:50 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	23
11:55 AM	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	4	25
12:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	24
12:05 PM	0	2	0	0	0	0	1	0	0	0	0	0	1	0	0	0	4	28
12:10 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	3	29
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	30
12:20 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	30
12:25 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	30
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
12:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
12:40 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	28
12:45 PM	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	4	28
12:50 PM	0	0	0	0	0	1	0	0	1	1	1	0	0	1	0	0	5	31
12:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
1:00 PM	2	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	5	30
1:05 PM	0	1	0	0	1	0	0	0	1	0	0	0	0	2	0	0	5	31
1:10 PM	0	0	1	0	0	0	0	0	1	1	0	0	1	2	0	0	6	34
1:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	33
1:20 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	33
1:25 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	33
1:30 PM	0	0	1	0	0	1	0	0	0	3	0	0	1	0	0	0	6	39
1:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	41
1:40 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	39
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	36
1:50 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	3	34
1:55 PM	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	6	40
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	37
2:05 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	35
2:10 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	31
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	33
2:20 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	32
2:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	33
2:30 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	30
2:35 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	30
2:40 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	32
2:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	33
2:50 PM	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	33
2:55 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	29
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	30
3:05 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	3	30
3:10 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	30
3:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3	30
3:20 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	31
3:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
3:30 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	2	0	5	30
3:35 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	30
3:40 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	29
3:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	29
3:50 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	28
3:55 PM	1	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	5	31
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	30
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
4:10 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	27
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	25
4:25 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	28
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3	26
4:35 PM	0	0	0	0	0	0	0	0	0	2	3	0	0	2	0	0	7	31
4:40 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4	33
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	32
4:50 PM	0	1	0	0	2	1	1	0	0	1	0	0	0	1	1	0	8	38
4:55 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	35
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	35
5:10 PM	0	1	0	0	0	1	0	0	0	4	0	0	2	0	0	0	8	41
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	3	43
5:20 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	42
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3	39
5:35 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3	35
5:40 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	33
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	2	1	0	5	37

5-Min Count Period Beginning At	S Center St (Northbound)				S Center St (Southbound)				E 3rd St (Eastbound)				E 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:50 PM	1	0	0	0	0	2	0	0	0	0	1	0	1	0	1	0	6	35
5:55 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	35
6:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	37
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
6:10 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	3	31
6:15 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3	31
6:20 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	33
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	34
6:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	33
6:35 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	31
6:40 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	31
6:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	3	29
6:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
6:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
7:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	3	21
7:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
7:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	16
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	13
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	11
7:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
7:50 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	9
7:55 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	10
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	8
8:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8
8:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	9
8:25 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	9
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	11
8:35 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	11
8:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
8:50 PM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	12
8:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	13
9:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	13
9:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
9:10 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	1	2	0	5	18
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	18
9:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
9:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
9:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	14
9:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	14
9:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
9:55 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	12
10:05 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
10:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	6
10:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
11:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

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	12	0	0	0	4	0	0	0	12	12	0	4	12	0	0	56
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
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 11/26/2025 1:12 PM

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

QUALITY COUNTS REPORT
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Intersectio	S Center St E 3rd St		Lane Configuration:	
City/State:	Newberg OR		SBLane1 SBLane2 SBLane3 SBLane4 SBLane5 SBLane6 SBLane7	
QCJobNo:	17262917			
ClientID:			EBLane7	WBLane1
Date:	########		EBLane6	WBLane2
Comments:			EBLane5	WBLane3
Latitude/Lc	45.29865	-122.97	EBLane4	WBLane4
PEAK HOUI	4:20 PM		EBLane3	WBLane5
PEAK HOUI	5:20 PM		EBLane2	WBLane6
PEAK 15-M	4:30 PM		EBLane1	WBLane7
PEAK 15-M	4:45 PM			
PHF	0.77		NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 NBLane1	

PEAK-HOUR VOLUMES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
	0	6	0	2	3	2	1	11	4	3	5	6	6	7	16	14	13	10	13	7

PERCENT HEAVY VEHICLES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
HEAVY VEH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES																				

PEAK-HOUR VOLUMES - PEDESTRIANS

Leg/Crossv	South	North	West	East
	0	1	1	0

PEAK-HOUR VOLUMES - MICROMOBILITY

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0
Scooters												

PEAK 15-MIN FLOWRATES

VehicleTyp	NBLeft	NBThru	NBRight	NBU-Turn	NBRTOR	SBLeft	SBThru	SBRight	SBU-Turn	SBRTOR	EBLeft	EBThru	EBRight	EBU-Turn	EBRTOR	WBLeft	WBThru	WBRight	WBU-Turn	WBRTOR	Total
All Vehicles	0	12	0	0	0	0	4	0	0	0	0	12	12	0	0	4	12	0	0	0	56
Heavy Truc	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					4					0					0				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

ALL-VEHICLE VOLUMES

Time Perioc	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totals
12:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:05 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:10 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:20 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:25 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:35 AM	0	0	0	0		1	0	0	0		0	0	0	0		0	0	0	0		1	
12:40 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:50 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:55 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:05 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:10 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:20 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:25 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:35 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
1:40 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
1:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
1:50 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
1:55 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
2:00 AM	0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	0		1	1
2:05 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
2:10 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
2:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
2:20 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
2:25 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
2:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
2:35 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
2:40 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
2:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
2:50 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
2:55 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
3:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
3:05 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
3:10 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
3:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
3:20 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
3:25 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
3:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
3:35 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
3:40 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
3:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
3:50 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
3:55 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
4:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
4:05 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
4:10 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
4:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
4:20 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0

4:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:25 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:25 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
6:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	4
6:35 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
6:40 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	7
6:45 AM	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	4	11
6:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
6:55 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	13
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	13
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	3	16
7:20 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	17
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
7:30 AM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	17
7:35 AM	1	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	5	21
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	20
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	4	20
7:50 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	3	23
7:55 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	23
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
8:25 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
8:35 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	3	14
8:40 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	11
8:50 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	4	12
8:55 AM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3	13
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	15
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
9:10 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	16
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	17
9:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	3	20
9:35 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	18
9:40 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	20
9:45 AM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	22
9:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	21
9:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
10:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	17
10:05 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	19
10:10 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2	20
10:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	21
10:25 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	3	23
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	21
10:35 AM	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3	23
10:40 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	21
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
10:50 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	17
10:55 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	19
11:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	3	21
11:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
11:10 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	20
11:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	19
11:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	20
11:25 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	19
11:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20
11:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	18
11:40 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	19
11:45 AM	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	4	23
11:50 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	23
11:55 AM	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	25
12:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	24
12:05 PM	0	2	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	4	28
12:10 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	3	29
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	30
12:20 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	30
12:25 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	30
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
12:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27

12:40 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	28
12:45 PM	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	4	28
12:50 PM	0	0	0	0	0	1	0	0	1	1	1	0	0	1	0	0	5	31
12:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
1:00 PM	2	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	5	30
1:05 PM	0	1	0	0	1	0	0	0	1	0	0	0	0	2	0	0	5	31
1:10 PM	0	0	1	0	0	0	0	0	1	1	0	0	1	2	0	0	6	34
1:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	33
1:20 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	33
1:25 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	33
1:30 PM	0	0	1	0	0	1	0	0	0	3	0	0	1	0	0	0	6	39
1:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	41
1:40 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	39
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	36
1:50 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	3	34
1:55 PM	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	6	40
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	37
2:05 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	35
2:10 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	31
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	33
2:20 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	32
2:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	33
2:30 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	30
2:35 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	30
2:40 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	32
2:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	33
2:50 PM	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	33
2:55 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	29
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	30
3:05 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	3	30
3:10 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	30
3:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3	30
3:20 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	31
3:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
3:30 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	2	0	5	30
3:35 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	30
3:40 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	29
3:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	29
3:50 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	28
3:55 PM	1	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	5	31
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	30
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
4:10 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	27
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	25
4:25 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	28
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3	26
4:35 PM	0	0	0	0	0	0	0	0	0	2	3	0	0	2	0	0	7	31
4:40 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4	33
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	32
4:50 PM	0	1	0	0	2	1	1	0	0	1	0	0	0	1	1	0	8	38
4:55 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	35
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	35
5:10 PM	0	1	0	0	0	1	0	0	0	4	0	0	2	0	0	0	8	41
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	3	43
5:20 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	42
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3	39
5:35 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3	35
5:40 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	33
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	2	1	0	5	37
5:50 PM	1	0	0	0	0	2	0	0	0	0	1	0	1	0	1	0	6	35
5:55 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	35
6:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	37
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
6:10 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	3	31
6:15 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3	31
6:20 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	33
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	34
6:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	33
6:35 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	31
6:40 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	31
6:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	3	29
6:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
6:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
7:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	3	21
7:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
7:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	16
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	13
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	11
7:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
7:50 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	9
7:55 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	10
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	8
8:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8
8:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	9
8:25 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	9
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	11
8:35 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	11
8:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
8:50 PM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	12

8:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	13
9:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	13
9:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
9:10 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	1	2	0	5	18
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	18
9:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
9:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
9:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	14
9:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	14
9:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
9:55 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	12
10:05 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
10:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	6
10:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
11:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

HEAVY-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

4:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
6:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	2
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:35 AM	0	1	0	0	0	0	0	0	0	0	0	1	2
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	1	2
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:25 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

1:05 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
1:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
1:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:40 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:55 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:20 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
2:25 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:40 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:55 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

9:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

BUS VOLUMES

Time Perio	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
12:00 AM													
12:05 AM													
12:10 AM													
12:15 AM													
12:20 AM													
12:25 AM													
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12:45 AM													
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11:45 PM	
11:50 PM	
11:55 PM	

PEDESTRIAN VOLUMES

Time Perio	South Leg	North Leg	West Leg	East Leg	Total
12:00 AM	0	0	0	0	0
12:05 AM	0	0	0	0	0
12:10 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:20 AM	0	0	0	0	0
12:25 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:35 AM	0	0	0	0	0
12:40 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
12:50 AM	0	0	0	0	0
12:55 AM	0	0	0	0	0
1:00 AM	0	0	0	0	0
1:05 AM	0	0	0	0	0
1:10 AM	0	0	0	0	0
1:15 AM	0	0	0	0	0
1:20 AM	0	0	0	0	0
1:25 AM	0	0	0	0	0
1:30 AM	0	0	0	0	0
1:35 AM	0	0	0	0	0
1:40 AM	0	0	0	0	0
1:45 AM	0	0	0	0	0
1:50 AM	0	0	0	0	0
1:55 AM	0	0	0	0	0
2:00 AM	0	0	0	0	0
2:05 AM	0	0	0	0	0
2:10 AM	0	0	0	0	0
2:15 AM	0	0	0	0	0
2:20 AM	0	0	0	0	0
2:25 AM	0	0	0	0	0
2:30 AM	0	0	0	0	0
2:35 AM	0	0	0	0	0
2:40 AM	0	0	0	0	0
2:45 AM	0	0	0	0	0
2:50 AM	0	0	0	0	0
2:55 AM	0	0	0	0	0
3:00 AM	0	0	0	0	0
3:05 AM	0	0	0	0	0
3:10 AM	0	0	0	0	0
3:15 AM	0	0	0	0	0
3:20 AM	0	0	0	0	0
3:25 AM	0	0	0	0	0
3:30 AM	0	0	0	0	0
3:35 AM	0	0	0	0	0
3:40 AM	0	0	0	0	0
3:45 AM	0	0	0	0	0
3:50 AM	0	0	0	0	0
3:55 AM	0	0	0	0	0
4:00 AM	0	0	0	0	0
4:05 AM	0	0	0	0	0
4:10 AM	0	0	0	0	0
4:15 AM	0	0	0	0	0
4:20 AM	0	0	0	0	0
4:25 AM	0	0	0	0	0
4:30 AM	0	0	0	0	0
4:35 AM	0	0	0	0	0
4:40 AM	0	0	0	0	0
4:45 AM	0	0	0	0	0
4:50 AM	0	0	0	0	0
4:55 AM	0	0	0	0	0
5:00 AM	0	0	0	0	0
5:05 AM	0	0	0	0	0
5:10 AM	0	0	0	0	0
5:15 AM	0	0	0	0	0
5:20 AM	0	0	0	0	0
5:25 AM	0	0	0	0	0
5:30 AM	0	0	0	0	0
5:35 AM	0	0	0	0	0
5:40 AM	0	0	0	0	0
5:45 AM	0	0	0	0	0

5:50 AM	0	0	0	0	0
5:55 AM	0	0	0	0	0
6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:20 AM	0	0	0	0	0
6:25 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	0	0
6:40 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0
7:55 AM	1	1	1	0	3
8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	1	1
8:10 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0
8:40 AM	0	0	1	0	1
8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:05 AM	0	0	0	0	0
9:10 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:20 AM	0	0	0	0	0
9:25 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:35 AM	0	0	0	0	0
9:40 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
9:50 AM	0	0	0	0	0
9:55 AM	0	0	0	0	0
10:00 AM	0	0	0	0	0
10:05 AM	0	0	0	0	0
10:10 AM	0	0	0	0	0
10:15 AM	0	0	0	0	0
10:20 AM	0	0	0	0	0
10:25 AM	0	0	0	0	0
10:30 AM	1	0	0	0	1
10:35 AM	0	0	0	0	0
10:40 AM	0	0	0	0	0
10:45 AM	0	0	0	0	0
10:50 AM	0	0	0	0	0
10:55 AM	0	0	0	0	0
11:00 AM	0	0	0	0	0
11:05 AM	0	0	0	0	0
11:10 AM	0	0	0	0	0
11:15 AM	2	0	0	0	2
11:20 AM	0	0	0	0	0
11:25 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:35 AM	0	0	0	0	0
11:40 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
11:50 AM	0	0	0	1	1
11:55 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:05 PM	0	0	0	0	0
12:10 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:20 PM	2	0	0	0	2
12:25 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:35 PM	1	0	0	0	1
12:40 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
12:50 PM	0	0	0	0	0
12:55 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0
1:05 PM	0	0	0	0	0
1:10 PM	0	0	0	0	0
1:15 PM	0	0	0	0	0
1:20 PM	0	0	0	0	0
1:25 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0
1:35 PM	0	0	0	0	0
1:40 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0
1:50 PM	0	0	0	0	0
1:55 PM	0	0	0	0	0
2:00 PM	0	0	0	0	0

2:05 PM	0	0	0	0	0
2:10 PM	0	0	0	0	0
2:15 PM	0	0	2	0	2
2:20 PM	0	0	0	0	0
2:25 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0
2:35 PM	0	0	0	0	0
2:40 PM	0	0	0	1	1
2:45 PM	0	0	0	0	0
2:50 PM	0	0	0	1	1
2:55 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:05 PM	0	2	0	0	2
3:10 PM	0	0	2	0	2
3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0
3:25 PM	0	1	0	0	1
3:30 PM	0	0	0	1	1
3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:05 PM	0	1	0	0	1
4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:20 PM	0	0	1	0	1
4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:35 PM	0	1	0	0	1
4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:05 PM	0	0	0	0	0
6:10 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:20 PM	0	0	0	0	0
6:25 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:35 PM	0	0	0	0	0
6:40 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
6:50 PM	0	0	0	0	0
6:55 PM	0	0	0	0	0
7:00 PM	0	0	0	0	0
7:05 PM	0	0	0	0	0
7:10 PM	0	0	0	0	0
7:15 PM	0	0	0	0	0
7:20 PM	0	0	0	0	0
7:25 PM	0	0	0	0	0
7:30 PM	0	0	0	0	0
7:35 PM	0	0	0	0	0
7:40 PM	0	0	0	0	0
7:45 PM	0	0	0	0	0
7:50 PM	0	0	0	0	0
7:55 PM	0	0	0	0	0
8:00 PM	0	0	0	0	0
8:05 PM	0	0	0	0	0
8:10 PM	0	0	0	0	0
8:15 PM	0	0	0	0	0
8:20 PM	0	0	0	0	0
8:25 PM	0	0	0	0	0
8:30 PM	0	0	0	0	0
8:35 PM	0	0	0	0	0
8:40 PM	0	0	0	0	0
8:45 PM	0	0	0	0	0
8:50 PM	0	0	0	0	0
8:55 PM	0	0	0	0	0
9:00 PM	0	0	0	0	0
9:05 PM	0	0	0	0	0
9:10 PM	0	0	0	0	0
9:15 PM	0	0	0	0	0
9:20 PM	0	0	0	0	0
9:25 PM	0	0	0	0	0
9:30 PM	0	0	0	0	0
9:35 PM	0	0	0	0	0
9:40 PM	0	0	0	0	0
9:45 PM	0	0	0	0	0
9:50 PM	0	0	0	0	0
9:55 PM	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:05 PM	0	0	0	0	0
10:10 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0

10:20 PM	0	0	0	0	0
10:25 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:35 PM	0	0	0	0	0
10:40 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
10:50 PM	0	0	0	0	0
10:55 PM	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:05 PM	0	0	0	0	0
11:10 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:20 PM	0	0	0	0	0
11:25 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:35 PM	0	0	0	0	0
11:40 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
11:50 PM	0	0	0	0	0
11:55 PM	0	0	0	0	0

BICYCLE VOLUMES

Time Perio	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:40 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

2:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
3:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

10:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

SCOOTER VOLUMES

Time Perio	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
12:00 AM													
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11:20 PM
11:25 PM
11:30 PM
11:35 PM
11:40 PM
11:45 PM
11:50 PM
11:55 PM

Type of report: Midblock Count - Speed Data

SUMMARY - Midblock Count - Speed Data

LOCATION: Meridian St south of 3rd St
SPECIFIC LOCATION:
CITY/STATE: Newberg, OR

QC JOB #: 17262904
DIRECTION: NB
DATE: Dec 3 2025

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	53	100	65	1	0	0	0	0	0	0	0	0	0	0	219	16-25	165
Percent	24.2%	45.7%	29.7%	0.5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	24.2%	69.9%	99.5%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
219



85th Percentile: 22 MPH
Mean Speed(Average): 17 MPH
Median: 17 MPH
Mode: 18 MPH

Comments:

Report generated on 12/10/2025 1:59 PM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

SUMMARY - Midblock Count - Speed Data

LOCATION: Meridian St south of 3rd St
SPECIFIC LOCATION:
CITY/STATE: Newberg, OR

QC JOB #: 17262904
DIRECTION: SB
DATE: Dec 3 2025

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 **Percent**	57 24.8%	141 61.3%	32 13.9%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	230	16-25	173
Cumulative Percent	24.8%	86.1%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
230



85th Percentile: 19 MPH
Mean Speed(Average): 17 MPH
Median: 17 MPH
Mode: 18 MPH

Comments:

Report generated on 12/10/2025 1:59 PM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

SUMMARY - Midblock Count - Speed Data

LOCATION: 3rd St west of Meridian St
QC JOB #: 17262906
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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	33	25	11	2	0	0	0	0	0	0	0	0	0	0	71	13-22	36
Percent	46.5%	35.2%	15.5%	2.8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	46.5%	81.7%	97.2%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
71



85th Percentile: 21 MPH
Mean Speed(Average): 15 MPH
Median: 15 MPH
Mode: 8 MPH

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

SUMMARY - Midblock Count - Speed Data

LOCATION: 3rd St west of Meridian St
SPECIFIC LOCATION:
CITY/STATE: Newberg, OR

QC JOB #: 17262906
DIRECTION: WB
DATE: Nov 20 2025

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	48	55	10	2	0	0	0	0	0	0	0	0	0	0	115	11-20	71
Percent	41.7%	47.8%	8.7%	1.7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	41.7%	89.6%	98.3%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
115



85th Percentile: 19 MPH
Mean Speed(Average): 15 MPH
Median: 15 MPH
Mode: 18 MPH

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

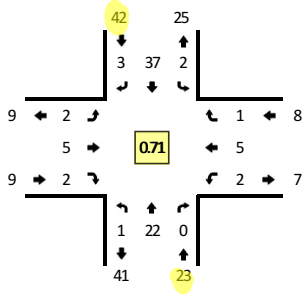
Type of peak hour being reported: Intersection Peak

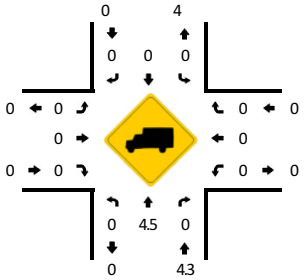
Method for determining peak hour: Total Entering Volume

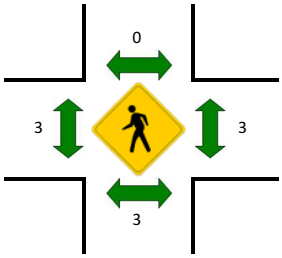
LOCATION: S Meridian St -- E 3rd St
CITY/STATE: Newberg, OR

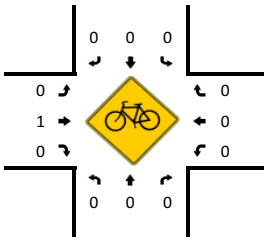
QC JOB #: 17262916
DATE: Thu, Nov 20 2025

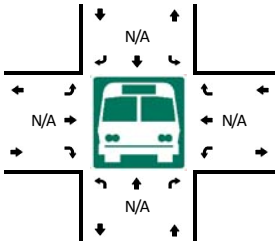
Peak-Hour: 4:10 PM -- 5:10 PM
Peak 15-Min: 4:50 PM -- 5:05 PM

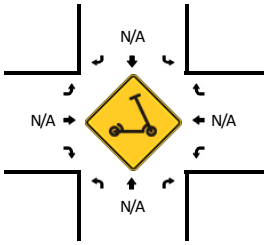












5-Min Count Period Beginning At	S Meridian St (Northbound)				S Meridian St (Southbound)				E 3rd St (Eastbound)				E 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:10 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:10 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:50 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
2:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

5-Min Count Period Beginning At	S Meridian St (Northbound)				S Meridian St (Southbound)				E 3rd St (Eastbound)				E 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:05 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
5:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
5:20 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
5:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:35 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
5:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:50 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
5:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:10 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
6:25 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
6:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	9
6:35 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
6:40 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	10
6:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	12
6:50 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	14
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:05 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	15
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	15
7:20 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	18
7:25 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	19
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	19
7:35 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19
7:40 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	19
7:50 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	20
7:55 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	23
8:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	0	5	28
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	27
8:10 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	29
8:15 AM	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	5	32
8:20 AM	0	2	0	0	0	3	0	0	1	0	0	0	0	0	0	0	6	34
8:25 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	36
8:30 AM	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8	42
8:35 AM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	47
8:40 AM	1	5	1	0	0	2	0	0	0	0	0	0	0	0	0	0	9	55
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	54
8:50 AM	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	5	55
8:55 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	6	58
9:00 AM	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5	58
9:05 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	59
9:10 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	58
9:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	55
9:20 AM	0	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0	5	54
9:25 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	52
9:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	46
9:35 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	42
9:40 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3	36
9:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3	38
9:50 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	36
9:55 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	32
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
10:05 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	0	7	32
10:10 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	5	36
10:15 AM	0	2	0	0	0	0	1	0	1	1	0	0	0	0	0	0	5	39
10:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	35
10:25 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34
10:30 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	35

5-Min Count Period Beginning At	S Meridian St (Northbound)				S Meridian St (Southbound)				E 3rd St (Eastbound)				E 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
10:35 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34
10:40 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	32
10:45 AM	0	1	0	0	0	4	0	0	0	0	0	0	0	1	0	0	6	35
10:50 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	34
10:55 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	35
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	37
11:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	33
11:10 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	29
11:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	26
11:20 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	29
11:25 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	32
11:30 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	32
11:35 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	33
11:40 AM	0	0	0	0	1	1	0	0	1	0	0	0	0	2	0	0	5	37
11:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3	34
11:50 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	34
11:55 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	33
12:00 PM	0	0	0	0	0	3	0	0	0	2	0	0	0	1	0	0	6	37
12:05 PM	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	0	6	40
12:10 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	41
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
12:20 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	38
12:25 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	36
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	35
12:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
12:40 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	30
12:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	30
12:50 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	5	33
12:55 PM	0	0	0	0	0	2	2	0	0	0	0	0	1	0	0	0	5	36
1:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	34
1:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	29
1:10 PM	0	0	0	0	1	2	0	0	0	1	0	0	0	2	0	0	6	33
1:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3	36
1:20 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34
1:25 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	4	36
1:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	1	1	0	5	39
1:35 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3	42
1:40 PM	0	0	1	0	0	2	0	0	1	0	0	0	0	1	1	0	6	46
1:45 PM	0	2	0	0	0	4	0	0	0	0	1	0	0	0	0	0	7	50
1:50 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	4	49
1:55 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3	47
2:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	46
2:05 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	48
2:10 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	45
2:15 PM	0	6	0	0	0	3	0	0	0	0	0	0	0	2	0	0	11	53
2:20 PM	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	4	56
2:25 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	55
2:30 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	56
2:35 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	56
2:40 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	52
2:45 PM	1	1	0	0	1	2	0	0	0	0	0	0	0	2	0	0	7	52
2:50 PM	0	4	0	0	0	5	2	0	0	0	0	0	0	1	0	0	12	60
2:55 PM	0	3	0	0	0	2	1	0	0	0	0	0	0	1	0	0	7	64
3:00 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	64
3:05 PM	0	2	0	0	1	1	0	0	0	1	0	0	0	0	0	0	5	66
3:10 PM	0	2	0	0	0	1	0	0	0	2	0	0	0	0	1	0	6	69
3:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	4	62
3:20 PM	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	6	64
3:25 PM	0	0	0	0	0	3	1	0	0	1	0	0	1	0	0	0	6	67
3:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	1	2	0	6	67
3:35 PM	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	6	70
3:40 PM	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0	4	72
3:45 PM	0	3	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	70
3:50 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	60
3:55 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	58
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	56
4:05 PM	0	0	0	0	1	1	0	0	0	2	0	0	0	0	1	0	5	56
4:10 PM	0	2	0	0	1	6	0	0	0	3	0	0	1	0	0	0	13	63
4:15 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5	64
4:20 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	60
4:25 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	4	58
4:30 PM	0	5	0	0	0	4	0	0	0	0	0	0	0	2	0	0	11	63
4:35 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	58
4:40 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3	57
4:45 PM	0	1	0	0	0	5	0	0	0	0	0	0	0	2	0	0	8	60
4:50 PM	1	5	0	0	0	3	0	0	1	0	1	0	0	0	0	0	11	69
4:55 PM	0	4	0	0	0	3	0	0	0	1	0	0	1	0	0	0	9	73
5:00 PM	0	1	0	0	0	5	1	0	1	0	0	0	0	0	1	0	9	81
5:05 PM	0	1	0	0	1	2	1	0	0	0	1	0	0	0	0	0	6	82
5:10 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	4	73
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0	0	5	73
5:20 PM	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	0	4	75
5:25 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	73
5:30 PM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	5	67
5:35 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	69
5:40 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	67
5:45 PM	0	0	0	0	0	3	0	0	0	2	0	0	0	1	0	0	6	65

5-Min Count Period Beginning At	S Meridian St (Northbound)				S Meridian St (Southbound)				E 3rd St (Eastbound)				E 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:50 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	55
5:55 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	4	50
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
6:05 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3	38
6:10 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	36
6:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	33
6:20 PM	0	1	0	0	0	1	1	0	1	0	0	0	0	1	1	0	6	35
6:25 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34
6:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	31
6:35 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	33
6:40 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	0	4	36
6:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3	33
6:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	33
6:55 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	31
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	33
7:05 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	31
7:10 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3	32
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	31
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
7:25 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	25
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	26
7:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
7:40 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
7:50 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	15
7:55 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3	16
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
8:05 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	1	0	6	19
8:10 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17
8:20 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3	20
8:25 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	21
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
8:35 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	20
8:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
8:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21
8:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
8:55 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	19
9:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20
9:05 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	16
9:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
9:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
9:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	10
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	11
9:35 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	11
9:40 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	13
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
9:50 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12
9:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	10
10:05 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
10:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
10:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	10
10:20 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
10:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	11
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
10:35 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	10
10:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
10:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:55 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	9
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
11:50 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
11:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

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	40	0	0	0	44	4	0	8	4	4	0	4	0	4	0	116
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		4				0				4				8			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 12/10/2025 1:57 PM

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

QUALITY COUNTS REPORT
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Intersectio	S Meridian St	E 3rd St	Lane Configuration:									
City/State:	Newberg	OR			SBLane1	SBLane2	SBLane3	SBLane4	SBLane5	SBLane6	SBLane7	
QCJobNo:	17262916				LTR							
ClientID:			EBLane7								LTR	WBLane1
Date:	11/20/2025		EBLane6									WBLane2
Comments:			EBLane5									WBLane3
Latitude/Lo	45.29864853	-122.971	EBLane4									WBLane4
PEAK HOUI	4:10 PM		EBLane3									WBLane5
PEAK HOUI	5:10 PM		EBLane2									WBLane6
PEAK 15-MI	4:50 PM		EBLane1	LTR								WBLane7
PEAK 15-MI	5:05 PM										LTR	
PHF	0.71				NBLane7	NBLane6	NBLane5	NBLane4	NBLane3	NBLane2	NBLane1	

PEAK-HOUR VOLUMES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
1	22	0	2	37	3	2	5	2	2	5	1	23	42	9	8	25	41	7	9

PERCENT HEAVY VEHICLES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
HEAVY VEH	0	4.5	0	0	0	0	0	0	0	0	0	0	4.3	0	0	0	4	0	0	0
BUSES																				

PEAK-HOUR VOLUMES - PEDESTRIANS

Leg/Crossw	South	North	West	East
	3	0	3	3

PEAK-HOUR VOLUMES - MICROMOBILITY

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
Bicycles	0	0	0	0	0	0	0	1	0	0	0	0
Scooters												

PEAK 15-MIN FLOWRATES

VehicleType	NBLeft	NBThru	NBRight	NBU-Turn	NBRTOR	SBLeft	SBThru	SBRight	SBU-Turn	SBRTOR	EBLeft	EBThru	EBRight	EBU-Turn	EBRTOR	WBLeft	WBThru	WBRight	WBU-Turn	WBRTOR	Total
All Vehicles	4	40	0	0	0	0	44	4	0	0	8	4	4	0	0	4	0	4	0	0	116
Heavy Truc	0	4	0			0	0	0			0	0	0			0	0	0			4
Buses																					
Pedestrians		4					0					4					8				16
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

ALL-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totals
12:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:05 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:10 AM	0	0	0	0		1	0	0	0		0	0	0	0		0	0	0	0		1	
12:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:20 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:25 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:35 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:40 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:50 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:55 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:05 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:10 AM	0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	0		1	1
1:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:20 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:25 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:35 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:40 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:50 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
1:55 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
2:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
2:05 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
2:10 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
2:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
2:20 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
2:25 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
2:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
2:35 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
2:40 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
2:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
2:50 AM	0	0	0	0		0	0	0	0		1	0	0	0		0	0	0	0		1	1
2:55 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
3:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
3:05 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
3:10 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
3:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
3:20 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
3:25 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
3:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
3:35 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
3:40 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
3:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
3:50 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
3:55 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
4:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
4:05 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
4:10 AM	0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	0		1	1
4:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
4:20 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
4:25 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1
4:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1

4:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:05 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3
5:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
5:20 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	4
5:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:35 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
5:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:50 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
5:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:10 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6
6:25 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
6:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	9
6:35 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
6:40 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	10
6:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
6:50 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	14
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:05 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	15
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	15
7:20 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	18
7:25 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	19
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	19
7:35 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19
7:40 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	19
7:50 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	20
7:55 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	23
8:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	5	28
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	27
8:10 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	29
8:15 AM	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	32
8:20 AM	0	2	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	6	34
8:25 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	36
8:30 AM	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	42
8:35 AM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6	47
8:40 AM	1	5	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	9	55
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	54
8:50 AM	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	5	55
8:55 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	6	58
9:00 AM	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	58
9:05 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	59
9:10 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	58
9:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	55
9:20 AM	0	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	5	54
9:25 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	52
9:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	46
9:35 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	42
9:40 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	3	36
9:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	3	38
9:50 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	36
9:55 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	32
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
10:05 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	7	32
10:10 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	5	36
10:15 AM	0	2	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	5	39
10:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	35
10:25 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34
10:30 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	35
10:35 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	34
10:40 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	32
10:45 AM	0	1	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	6	35
10:50 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	34
10:55 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	35
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	37
11:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	33
11:10 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	29
11:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	26
11:20 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	29
11:25 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	32
11:30 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	32
11:35 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	33
11:40 AM	0	0	0	0	1	1	0	0	1	0	0	0	0	2	0	0	0	0	5	37
11:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	3	34
11:50 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	34
11:55 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	33
12:00 PM	0	0	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	0	6	37
12:05 PM	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	6	40
12:10 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	41
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
12:20 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	38
12:25 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	36
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	35
12:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
12:40 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	30
12:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	30
12:50 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	5	33
12:55 PM	0	0	0	0	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5	36

1:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	34
1:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	29
1:10 PM	0	0	0	0	1	2	0	0	0	1	0	0	0	2	0	0	6	33
1:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3	36
1:20 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34
1:25 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	4	36
1:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	1	1	0	5	39
1:35 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3	42
1:40 PM	0	0	1	0	0	2	0	0	1	0	0	0	0	1	1	0	6	46
1:45 PM	0	2	0	0	0	4	0	0	0	0	1	0	0	0	0	0	7	50
1:50 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	4	49
1:55 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3	47
2:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	46
2:05 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	48
2:10 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	45
2:15 PM	0	6	0	0	0	3	0	0	0	0	0	0	0	2	0	0	11	53
2:20 PM	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	4	56
2:25 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	55
2:30 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	56
2:35 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	56
2:40 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	52
2:45 PM	1	1	0	0	1	2	0	0	0	0	0	0	0	2	0	0	7	52
2:50 PM	0	4	0	0	0	5	2	0	0	0	0	0	0	1	0	0	12	60
2:55 PM	0	3	0	0	0	2	1	0	0	0	0	0	0	1	0	0	7	64
3:00 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	64
3:05 PM	0	2	0	0	1	1	0	0	0	1	0	0	0	0	0	0	5	66
3:10 PM	0	2	0	0	0	1	0	0	0	2	0	0	0	0	1	0	6	69
3:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	4	62
3:20 PM	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	6	64
3:25 PM	0	0	0	0	0	3	1	0	0	1	0	0	1	0	0	0	6	67
3:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	1	2	0	6	67
3:35 PM	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	6	70
3:40 PM	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0	4	72
3:45 PM	0	3	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	70
3:50 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	60
3:55 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	58
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	56
4:05 PM	0	0	0	0	1	1	0	0	0	2	0	0	0	0	1	0	5	56
4:10 PM	0	2	0	0	1	6	0	0	0	3	0	0	1	0	0	0	13	63
4:15 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5	64
4:20 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	60
4:25 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	4	58
4:30 PM	0	5	0	0	0	4	0	0	0	0	0	0	0	2	0	0	11	63
4:35 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	58
4:40 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3	57
4:45 PM	0	1	0	0	0	5	0	0	0	0	0	0	0	2	0	0	8	60
4:50 PM	1	5	0	0	0	3	0	0	1	0	1	0	0	0	0	0	11	69
4:55 PM	0	4	0	0	0	3	0	0	0	1	0	0	1	0	0	0	9	73
5:00 PM	0	1	0	0	0	5	1	0	1	0	0	0	0	0	1	0	9	81
5:05 PM	0	1	0	0	1	2	1	0	0	0	1	0	0	0	0	0	6	82
5:10 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	4	73
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0	0	5	73
5:20 PM	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	0	4	75
5:25 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	73
5:30 PM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	5	67
5:35 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	69
5:40 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	67
5:45 PM	0	0	0	0	0	3	0	0	0	2	0	0	0	1	0	0	6	65
5:50 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	55
5:55 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	4	50
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
6:05 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3	38
6:10 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	36
6:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	33
6:20 PM	0	1	0	0	0	1	1	0	1	0	0	0	0	1	1	0	6	35
6:25 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34
6:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	31
6:35 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	33
6:40 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	0	4	36
6:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3	33
6:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	33
6:55 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	31
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	33
7:05 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	31
7:10 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3	32
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	31
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
7:25 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	25
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	26
7:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
7:40 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
7:50 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	15
7:55 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3	16
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
8:05 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	1	0	6	19
8:10 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17
8:20 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3	20
8:25 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	21
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
8:35 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	20
8:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
8:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21
8:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
8:55 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	19
9:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20
9:05 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	16
9:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
9:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11

9:25 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0		1	10
9:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	1	0	0		1	11
9:35 PM	0	1	0	0		0	0	0	0		0	0	0	0		0	1	0	0		2	11
9:40 PM	0	0	0	0		0	2	0	0		0	0	0	0		0	0	0	0		2	13
9:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	11
9:50 PM	0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	0		1	12
9:55 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	10
10:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	1	0	0		1	10
10:05 PM	0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	0		1	9
10:10 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	9
10:15 PM	0	0	0	0		0	0	0	0		0	1	0	0		0	0	0	0		1	10
10:20 PM	0	1	0	0		0	0	0	0		0	0	0	0		0	0	0	0		1	11
10:25 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0		1	11
10:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	10
10:35 PM	0	1	0	0		1	0	0	0		0	0	0	0		0	0	0	0		2	10
10:40 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	8
10:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	8
10:50 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	7
10:55 PM	0	0	0	0		0	2	0	0		0	0	0	0		0	0	0	0		2	9
11:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	8
11:05 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	7
11:10 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	7
11:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	6
11:20 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	5
11:25 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	4
11:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	4
11:35 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	2
11:40 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	2
11:45 PM	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		1	3
11:50 PM	0	1	0	0		0	0	0	0		0	0	0	0		0	0	0	0		1	4
11:55 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	2

HEAVY-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:40 AM	0	0	0	0	1	0	0	0	0	0	0	1	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:50 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
9:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
10:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
10:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
11:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:25 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

1:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
2:20 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
2:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:35 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
2:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:55 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
3:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

10:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

BUS VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
12:00 AM													
12:05 AM													
12:10 AM													
12:15 AM													
12:20 AM													
12:25 AM													
12:30 AM													
12:35 AM													
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12:45 AM													
12:50 AM													
12:55 AM													
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11:45 PM
11:50 PM
11:55 PM

PEDESTRIAN VOLUMES

Time Period	South Leg	North Leg	West Leg	East Leg	Total
12:00 AM	0	0	0	0	0
12:05 AM	0	0	0	0	0
12:10 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:20 AM	0	0	0	0	0
12:25 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:35 AM	0	0	0	0	0
12:40 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
12:50 AM	0	0	0	0	0
12:55 AM	0	0	0	0	0
1:00 AM	0	0	0	0	0
1:05 AM	0	0	0	0	0
1:10 AM	0	0	0	0	0
1:15 AM	0	0	0	0	0
1:20 AM	0	0	0	0	0
1:25 AM	0	0	0	0	0
1:30 AM	0	0	0	0	0
1:35 AM	0	0	0	0	0
1:40 AM	0	0	0	0	0
1:45 AM	0	0	0	0	0
1:50 AM	0	0	0	0	0
1:55 AM	0	0	0	0	0
2:00 AM	0	0	0	0	0
2:05 AM	0	0	0	0	0
2:10 AM	0	0	0	0	0
2:15 AM	0	0	0	0	0
2:20 AM	0	0	0	0	0
2:25 AM	0	0	0	0	0
2:30 AM	0	0	0	0	0
2:35 AM	0	0	0	0	0
2:40 AM	0	0	0	0	0
2:45 AM	0	0	0	0	0
2:50 AM	0	0	1	0	1
2:55 AM	0	0	0	0	0
3:00 AM	0	0	0	0	0
3:05 AM	0	0	0	0	0
3:10 AM	0	0	0	0	0
3:15 AM	0	0	0	0	0
3:20 AM	0	0	0	0	0
3:25 AM	1	0	1	0	2
3:30 AM	0	0	0	0	0
3:35 AM	0	0	0	0	0
3:40 AM	0	0	0	0	0
3:45 AM	0	0	0	0	0
3:50 AM	1	0	0	0	1
3:55 AM	0	0	0	0	0
4:00 AM	0	0	0	0	0
4:05 AM	0	0	0	0	0
4:10 AM	0	0	0	0	0
4:15 AM	0	0	0	0	0
4:20 AM	0	0	0	0	0
4:25 AM	0	0	0	0	0
4:30 AM	0	0	0	0	0
4:35 AM	0	0	0	1	1
4:40 AM	0	0	0	0	0
4:45 AM	0	0	0	0	0
4:50 AM	0	0	0	0	0
4:55 AM	0	0	0	0	0
5:00 AM	0	0	0	0	0
5:05 AM	0	0	0	0	0
5:10 AM	0	0	0	0	0
5:15 AM	0	0	0	0	0
5:20 AM	0	0	0	0	0
5:25 AM	0	0	0	0	0
5:30 AM	0	0	0	0	0
5:35 AM	0	0	0	0	0
5:40 AM	0	0	0	0	0
5:45 AM	0	0	0	0	0
5:50 AM	0	0	0	0	0
5:55 AM	0	0	0	0	0
6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0
6:10 AM	0	0	1	0	1
6:15 AM	0	0	0	0	0
6:20 AM	0	0	0	0	0
6:25 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	0	0
6:40 AM	0	0	0	1	1
6:45 AM	1	0	1	0	2
6:50 AM	1	0	1	0	2
6:55 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0

7:30 AM	0	0	0	1	1
7:35 AM	0	1	0	0	1
7:40 AM	0	1	1	0	2
7:45 AM	0	0	0	0	0
7:50 AM	0	0	2	0	2
7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1
8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0
8:40 AM	0	0	1	1	2
8:45 AM	0	0	0	0	0
8:50 AM	1	0	0	0	1
8:55 AM	0	0	0	1	1
9:00 AM	1	0	0	0	1
9:05 AM	0	0	0	0	0
9:10 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:20 AM	0	0	0	0	0
9:25 AM	0	0	0	0	0
9:30 AM	0	0	1	0	1
9:35 AM	1	0	0	0	1
9:40 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
9:50 AM	0	0	0	0	0
9:55 AM	0	0	0	0	0
10:00 AM	0	0	0	0	0
10:05 AM	0	0	0	1	1
10:10 AM	0	0	0	0	0
10:15 AM	0	0	0	0	0
10:20 AM	0	0	0	0	0
10:25 AM	0	0	0	0	0
10:30 AM	0	0	0	0	0
10:35 AM	0	0	0	0	0
10:40 AM	0	0	0	0	0
10:45 AM	0	0	0	0	0
10:50 AM	0	0	0	0	0
10:55 AM	0	0	0	0	0
11:00 AM	0	0	0	0	0
11:05 AM	1	0	0	0	1
11:10 AM	1	0	0	0	1
11:15 AM	0	0	0	0	0
11:20 AM	0	0	0	0	0
11:25 AM	0	0	0	0	0
11:30 AM	0	0	1	0	1
11:35 AM	0	0	0	0	0
11:40 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
11:50 AM	0	0	0	0	0
11:55 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:05 PM	0	0	0	0	0
12:10 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:20 PM	0	0	0	0	0
12:25 PM	0	0	0	0	0
12:30 PM	0	0	1	0	1
12:35 PM	0	0	0	0	0
12:40 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
12:50 PM	0	0	0	0	0
12:55 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0
1:05 PM	0	0	0	0	0
1:10 PM	1	0	1	0	2
1:15 PM	0	0	0	0	0
1:20 PM	0	0	0	0	0
1:25 PM	0	0	1	0	1
1:30 PM	1	0	1	0	2
1:35 PM	0	0	0	0	0
1:40 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0
1:50 PM	0	0	0	0	0
1:55 PM	0	0	0	0	0
2:00 PM	0	0	0	0	0
2:05 PM	1	0	0	0	1
2:10 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0
2:20 PM	1	0	0	0	1
2:25 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0
2:35 PM	0	0	0	1	1
2:40 PM	1	0	0	0	1
2:45 PM	0	0	0	0	0
2:50 PM	0	0	0	0	0
2:55 PM	1	0	0	0	1
3:00 PM	1	0	0	0	1
3:05 PM	1	0	0	0	1
3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	3	3
3:35 PM	0	0	0	0	0
3:40 PM	6	1	4	1	12
3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0

3:55 PM	2	0	1	0	3
4:00 PM	1	0	1	0	2
4:05 PM	0	0	1	2	3
4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0
4:30 PM	2	0	0	0	2
4:35 PM	0	0	2	1	3
4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
4:50 PM	1	0	1	0	2
4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	2	2
5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0
5:40 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:05 PM	0	0	0	0	0
6:10 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:20 PM	0	0	0	0	0
6:25 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:35 PM	0	0	0	0	0
6:40 PM	0	0	0	0	0
6:45 PM	0	0	1	0	1
6:50 PM	0	0	0	0	0
6:55 PM	0	0	0	0	0
7:00 PM	0	0	0	0	0
7:05 PM	0	0	0	0	0
7:10 PM	0	0	0	0	0
7:15 PM	0	0	1	0	1
7:20 PM	0	0	0	0	0
7:25 PM	0	0	0	2	2
7:30 PM	0	0	0	0	0
7:35 PM	0	0	0	0	0
7:40 PM	0	0	0	0	0
7:45 PM	0	0	0	0	0
7:50 PM	0	0	0	0	0
7:55 PM	0	0	1	0	1
8:00 PM	0	0	0	0	0
8:05 PM	0	0	0	0	0
8:10 PM	0	0	0	0	0
8:15 PM	0	0	0	0	0
8:20 PM	0	0	0	0	0
8:25 PM	0	0	0	0	0
8:30 PM	0	0	0	0	0
8:35 PM	0	0	0	0	0
8:40 PM	0	0	0	0	0
8:45 PM	0	0	0	0	0
8:50 PM	0	0	0	0	0
8:55 PM	0	0	0	0	0
9:00 PM	0	0	0	0	0
9:05 PM	0	0	0	0	0
9:10 PM	0	0	0	0	0
9:15 PM	0	0	0	0	0
9:20 PM	0	0	0	0	0
9:25 PM	0	0	0	0	0
9:30 PM	0	0	0	0	0
9:35 PM	0	0	0	0	0
9:40 PM	0	0	1	0	1
9:45 PM	0	0	0	1	1
9:50 PM	0	0	0	0	0
9:55 PM	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:05 PM	0	0	0	0	0
10:10 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:20 PM	0	0	0	0	0
10:25 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:35 PM	0	0	0	0	0
10:40 PM	0	0	1	0	1
10:45 PM	0	0	0	0	0
10:50 PM	0	0	0	0	0
10:55 PM	0	0	1	0	1
11:00 PM	0	0	0	0	0
11:05 PM	0	0	0	0	0
11:10 PM	0	0	1	0	1
11:15 PM	0	0	0	0	0
11:20 PM	0	0	0	0	0
11:25 PM	0	0	1	0	1
11:30 PM	0	0	0	0	0
11:35 PM	0	0	0	0	0
11:40 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
11:50 PM	0	0	0	0	0
11:55 PM	0	0	0	0	0

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

12:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:25 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
10:20 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
10:25 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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2:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:40 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:10 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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10:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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11:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

SCOOTER VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
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September 9, 2026

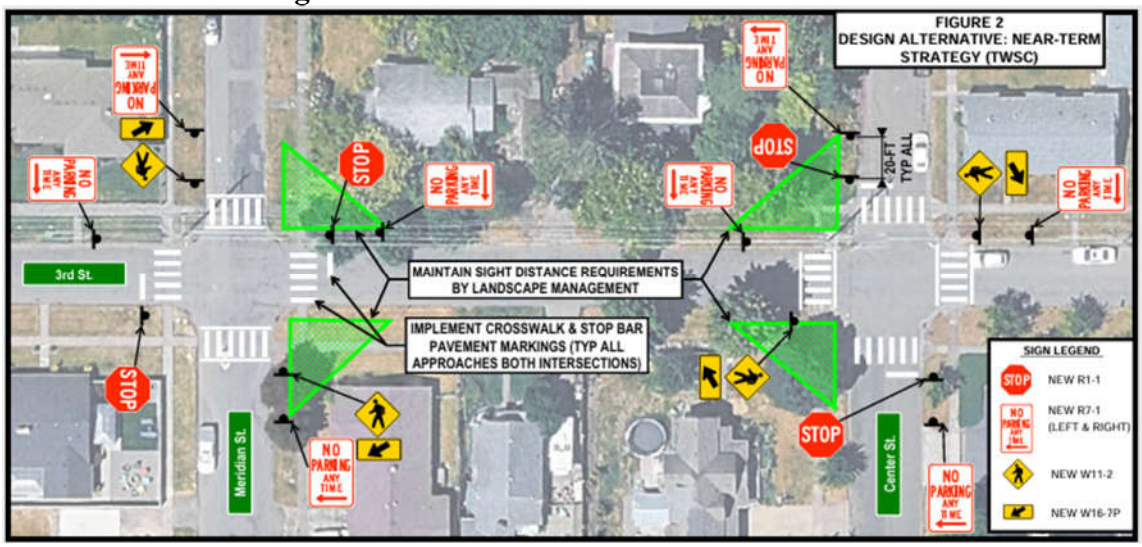
Dear Property Owner:

RE: Notice of Limited Traffic Decision (File #TSC 26-001), E Third Street – S Meridian to S Center Stop Sign Requests

In accordance with Newberg Municipal Code (NMC) 2.15.410 the City Engineer has made the following Limited Traffic Decision based on city policies:

Implement the traffic safety improvements shown in Figure 2 from the intersection study prepared by Keller Associates for E Third Street between S Meridian Street and S Center Street. This includes:

1) **Two-way stop control on E Third Street at Meridian Street, to include:**
   a. **Marked crosswalks on all legs of the intersection, with supplemental signage as shown in Figure 2.**
   b. **Updated MUTCD compliant shared lane bicycle markings along Meridian.**
2) **Two-way stop control on S Center Street at Third Street, to include:**
   a. **Marked crosswalks on all legs of the intersection, with supplemental signage as shown in Figure 2.**



NEXT STEPS

1. Notice of this Limited Traffic Decision will be mailed to property owner(s) within 300 feet of the subject location. The notice will include information on how to appeal the decision.
2. Capital Engineering will work with Public Works Maintenance for the indicated modifications and installations of traffic safety improvements shown in Figure 2 from the intersection study.
   a. Budget constraints might require the installation of these improvements in stages. The first stage is anticipated to be the stop signs. Other signage and crosswalk markings to follow as available budget allows.

BACKGROUND INFORMATION
Multiple concerns with uncontrolled intersections, and requests for stop signs, at the location of E Third at S Meridian and E Third at S Center have been expressed by residents to the City of Newberg.

To address these concerns, and others in the backlog of unresolved items in the Traffic Safety Active Issues Log, the staff liaison to the Traffic Safety Commission worked with the City Manager for the assignment of resources and funds to move forward with clearing the backlog. This included approval for utilizing resources of Keller Associates, the consultant providing City Engineer services to the City of Newberg, to assist with obtaining needed traffic count data along with performing safety studies or other needed analysis to confirm issues and identify options for resolution of these items.

For the concerns raised with E Third between S Meridian and S Center location, Keller prepared an intersection study in accordance with the City of Newberg Sign Policy. This study included obtaining available crash data and traffic count data. To address concerns raised by residents and issues identified in the study, this study recommends two-way stop control at both intersections at this location.

REASON FOR NOTICE
You are notified of this decision as a property owner within 300 feet of the subject location. Upon written request by two or more affected property owners, a public hearing will be held before the Traffic Safety Commission.

Written comments on this Limited Traffic Decision can be submitted within thirty (30) days of the date of this letter to:

Newberg Traffic Safety Commission
P.O. Box 970, 401 E. Third Street
Newberg, OR 97132

Written comments on this Limited Traffic Decision can also be submitted within thirty (30) days of the date of this letter by email to:

TrafficSafety@newbergoregon.gov

The appeal process is explained in 2.15.450 Appeals of decisions of the Newberg Municipal City Code, you may access it at the city website: www.newbergoregon.gov.

The Newberg Municipal Code authorizes the City Engineer to make limited traffic decisions:

2.15.410 Authority.
A. Limited Traffic Decisions. Limited traffic decisions are traffic decisions which affect and are confined to one particular location.

1. The city engineer will make an initial decision based on city policies. Notice of the decision will be mailed to property owner(s) within 300 feet of the subject location if more than one property owner is affected by the decision. The notice will include information on how to appeal the decision.

2. Request for Public Hearing. A public hearing will be held before the traffic safety commission upon written request by two or more affected property owners. Notice of the hearing will be given to property

owners within 300 feet of the subject location in a manner reasonably calculated to notify affected property owners.

3. Notice of the decision by the traffic safety commission will be mailed to all property owners within 300 feet of the subject location within 10 business days of the decision.

4. Appeal. Limited traffic decisions of the traffic safety commission may be appealed to the Newberg city council within 30 days of the notice of the decision. A notice of appeal and council hearing date will be mailed to property owners within 300 feet of the subject location as provided in NMC 2.15.450.

2.15.470 Authority of city engineer.
The city engineer will have the authority to make traffic decisions as follows:
A. General Authority. The city engineer will have the authority to establish, maintain, remove or alter any traffic control device. Such orders of the city engineer will designate the findings as to reasons for taking such action, will make entry into the schedule of decisions, and submit a report and findings as to reasons for taking such action to the traffic safety commission.

Please call (503) 503-554-1631 if you have questions or require additional information.

Sincerely,

Brett Musick

Brett Musick, PE
Senior Engineer
City of Newberg

cc: Trevis Smith, PE, City Engineer

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Traffic Safety Study Overview

City of Newberg

Traffic Safety Commission

October 12, 2026



KELLER ASSOCIATES

Keller Team



Colby GeDeros

PE, PTOE

Traffic Discipline Manager



Matt Steele

Engineering Associate

Agenda/Overview

- How We Study An Intersection

- Findings and Recommendations of Recent Studies:
  1. Villa Road & Haworth Avenue
  2. Villa Road & Laurel Drive
  3. Third Street & Center Street / Meridian Street
     - Limited Traffic Decision

- Next Steps / Questions

How We Study An Intersection

Identify the Concern & Define the Problem

Collect Data

Perform Engineering Analysis

Review Nearby Planned Improvements

Develop Recommendations



Defining the Problem

The staff liaison to the Traffic Safety Commission, working with the City Engineer, identifies study needs based on citizen and staff concerns

Defining the Problem

- When is the problem occurring?
- Are there specific directions of travel this most applies to?
- Is the concern affecting drivers, walkers, bikers, etc.?

What Data We Collect

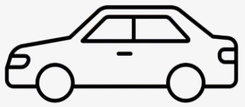
FIELD DATA



Crash data



Bicycle and Pedestrian volumes

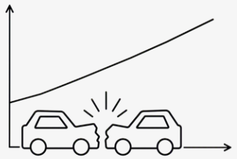


Vehicle speed and volume

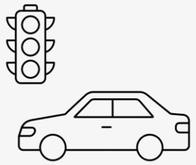
SITE CHARACTERISTICS

- **Presence of sidewalks and bike lanes**
- **Existing traffic control devices (signs, pavement markings)**
- **Lighting**
- **Sight obstructions (vegetation, fences, parked cars)**

Analysis and Plan Review







ANALYSIS

- **Crash analysis**
- **Stop control warrants**
- **Signal warrants**
- **Pedestrian crossing analysis**
- **Intersection operations (Level of Service, Delay)**
- **Lighting analysis**

EXISTING PLANNING DOCUMENTS

City of Newberg

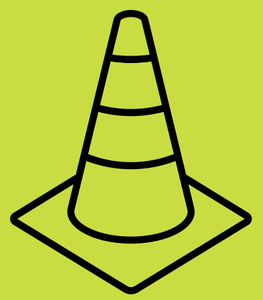
- **ADA / Pedestrian / Bike Route Improvement Plan**
- **Transportation System Plan**

ODOT

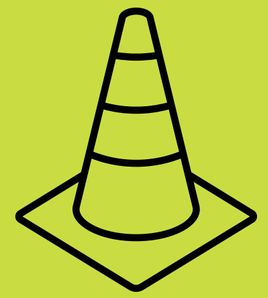
- **Traffic Manual**

National / FHWA

- **Proven Safety Countermeasures**
- **Manual for Uniform Traffic Control Devices (MUTCD)**



Study Recommendations



Villa Road & Haworth Avenue

PROBLEM: Vehicles are failing to yield to bikes, and prolonged westbound vehicle delays.

DATA COLLECTED: 2020-2024 crash data, vehicle speeds and Volumes, pedestrian and bicycle volumes.

SITE CHARACTERISTICS: Existing RRFB on north leg, lack of curb ramp on south leg, incomplete sidewalk network, existing bike lanes

ANALYSIS: Crash Analysis, Stop Control Warrants, Signal Warrants, 2026 and 2046 Operational Analysis

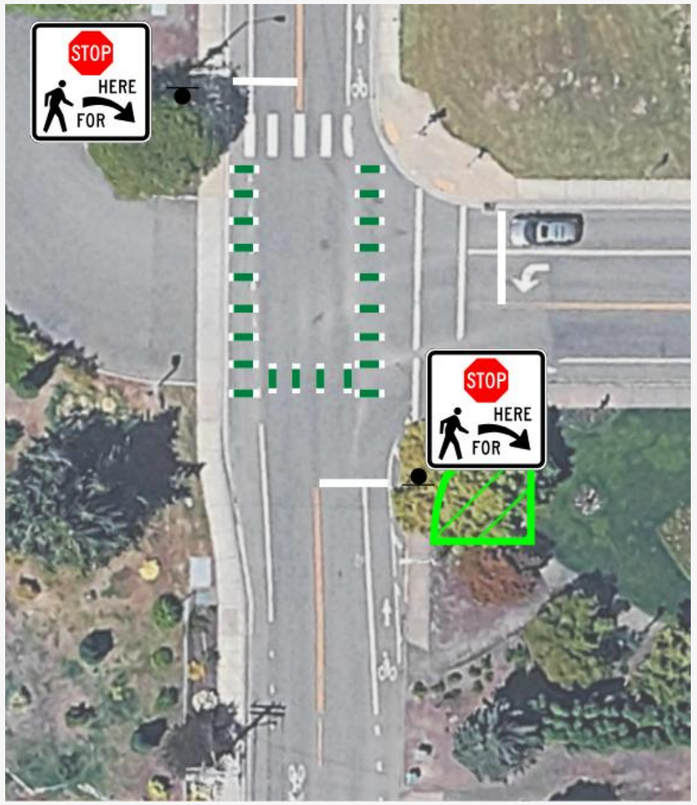


Key Findings:

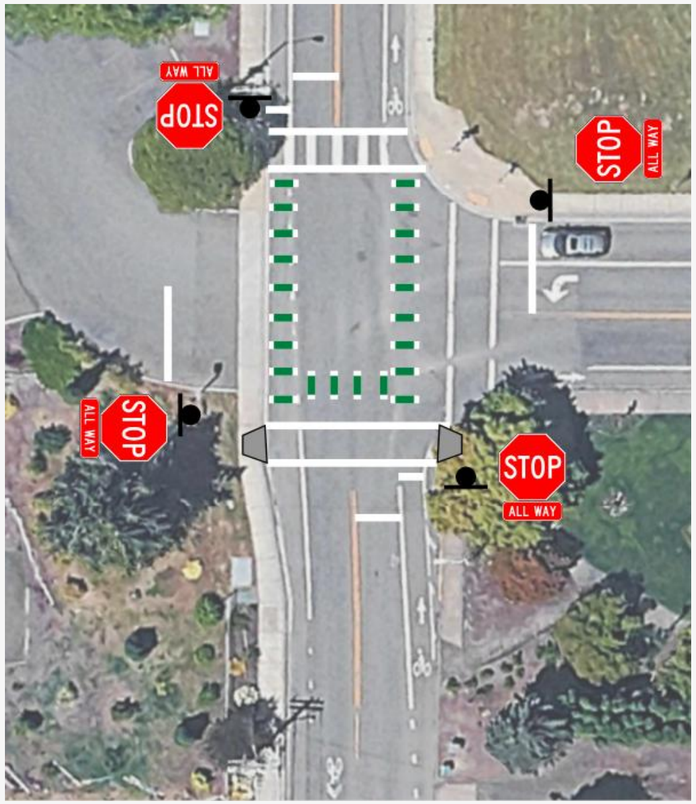
- **Two bicycle related crashes** (suspected injury)
- Currently all approaches meet City standards for traffic operations.
  - **Westbound will be below standards by 2045.**
- **All Way Stop Control Warrant is met.**
- **Slight improvement** in overall intersection operations with all-way stop control in existing and in 2045.
- Vegetation overgrown on SE corner.
- Pedestrian accessibility concerns

Villa Road & Haworth Avenue

Near-Term (0-1 Year)



Intermediate (1-3 Years)



Near-Term (0-1 year)
Enhanced Signage and Pavement Markings

Intermediate (1-3 years)
All Way Stop Control

Long-Term (3+ years)
Traffic Calming Circle and Sidewalk Construction

Villa Road & Laurel Drive

PROBLEM: Vehicles are failing to yield to crossing pedestrians, compounded by illegal parking

DATA COLLECTED: 2020-2024 crash data.

SITE CHARACTERISTICS: Lack of curb ramps and sidewalk on east side of Villa.

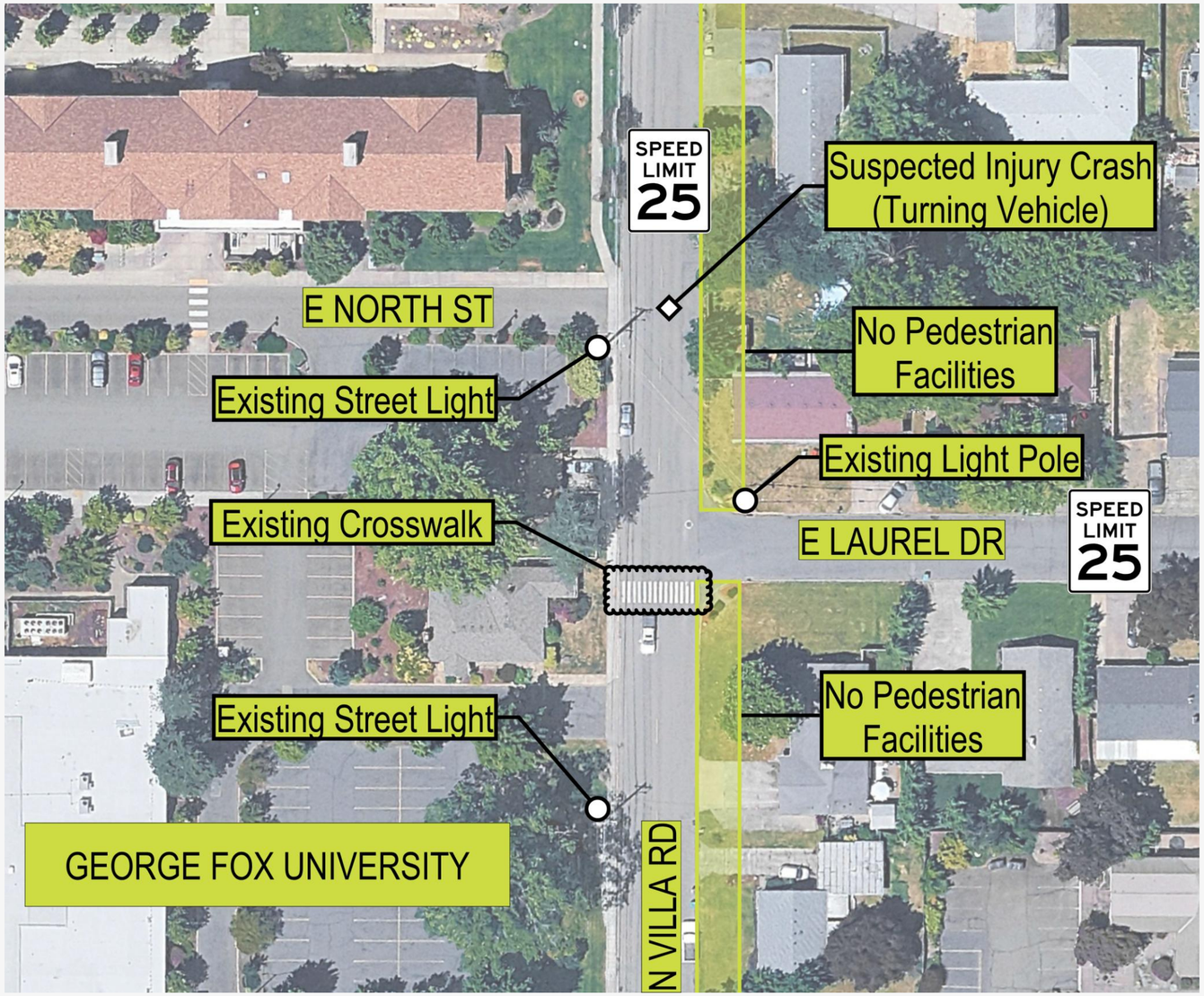
ANALYSIS: Crash Analysis, Pedestrian network connectivity analysis, Crossing treatment evaluation



Key Findings:

- **Single turning related crash** (suspected injury)
- Study intersection is centrally located in sidewalk network gap.
- **Improvements to safety are contingent on reinforcing parking restrictions.**
- Vegetation sight line obstructions on NE corner.
- Pedestrian accessibility concerns with lack of receiving ramp on east side.

Villa Road & Laurel Drive



<u>Near-Term (0-1 year)</u>
Refresh Curb Markings

<u>Long-Term (3+ years)</u>
Fill Sidewalk Gap with ADA-Compliant Ramp at Southeast Corner

Implement Dedicated Bike Lanes

Explore Curb Extensions

Third & Center / Third & Meridian

PROBLEM: Vehicles failing to yield to crossing pedestrians, Vehicles exceeding the posted speed limit

DATA COLLECTED: 2020-2024 crash data, vehicle speeds and volumes, pedestrian and bicycle volumes.

SITE CHARACTERISTICS: Non ADA compliant ramps and sidewalk at both intersections, uncontrolled intersections

ANALYSIS: Crash Analysis, local network traffic control evaluation, vehicle and speed profile analysis

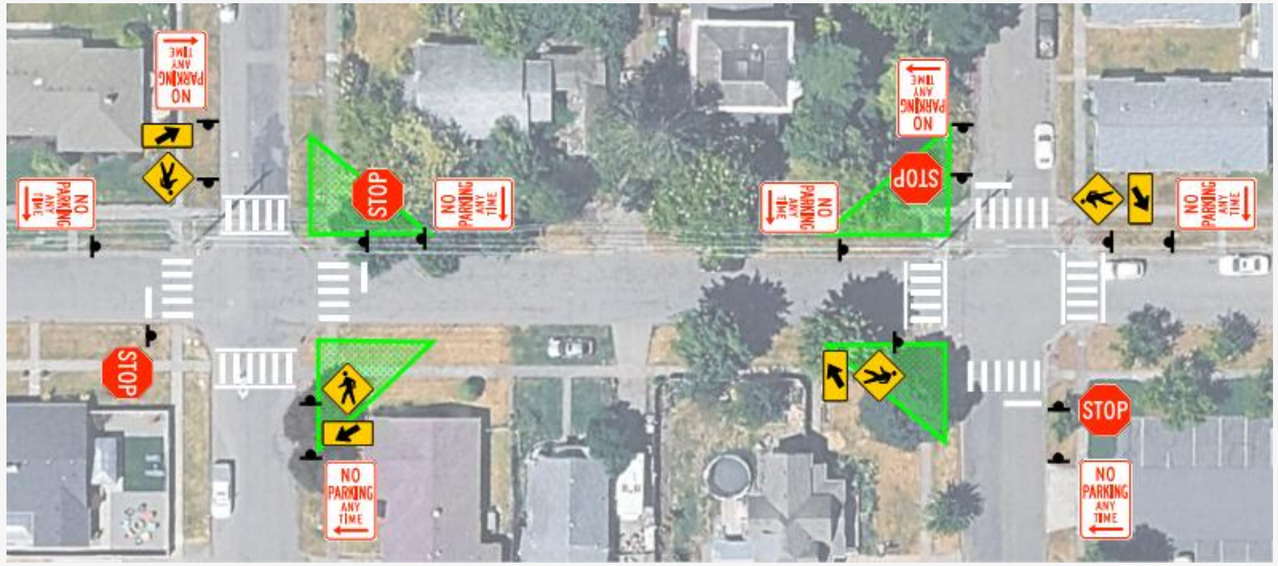


Key Findings:

- **Three crashes** (injury)
- Study intersections are two of three that are the only non controlled among the nearby neighborhood streets.
- **Vehicle speeds were consistent with the posted speed limit.**
- Vegetation sight line obstructions at both intersections.
- Pedestrian accessibility and visibility concerns.

Third & Center / Third & Meridian

Near-Term (0–1 year)

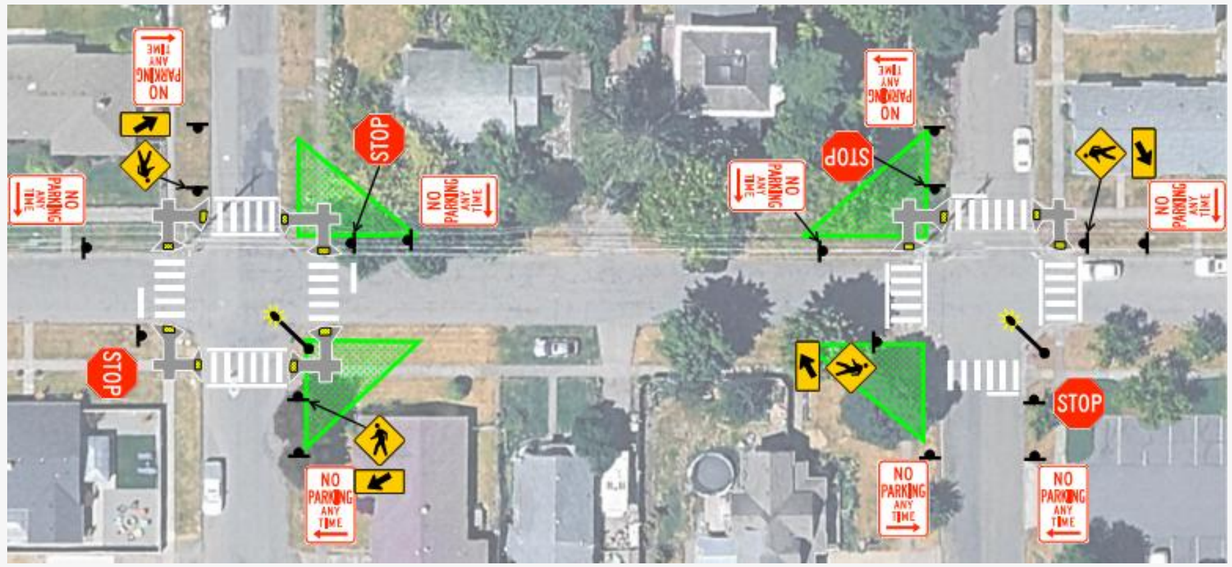


Two-Way Stop Control

Enhanced Crosswalk Markings

Removal of Sight Line Obstructions

Long Term (3+ Years)



Additional Intersection Lighting

ADA Curb Ramp Improvements

Holistic Evaluation of Neighborhood Stop Control Configuration

Next Steps

- Implement Near-Term recommendations for Third & Center/Meridian following Limited Traffic Decision.
- City reviews Near-Term Recommendations for the upcoming maintenance cycle.
- Long-Term Items carried into Capital Planning as funding becomes available.
- Commission feedback and endorsement.



Thank You!

Questions?

KELLER ASSOCIATES

Technical Memorandum

TO: Brett Musick
City of Newberg
414 E. First Street
Newberg, OR 97132

FROM: Colby GeDeros, PE, PTOE
Matt Steele
Keller Associates, Inc.
4800 SW Griffith Dr. Suite 128
Beaverton, OR 97005

REGISTERED PROFESSIONAL ENGINEER
90271PE
OREGON
JUL. 11, 2019
COLBY GEDEROS
EXPIRES: 06-30-2027

DATE: August 27, 2026

SUBJECT: Villa & Haworth
Traffic Safety Issue (TSC #2024-12, 2024-17, 2025-003)

1.1. PROJECT BACKGROUND

The City of Newberg requested that Keller perform a safety evaluation examining the intersection of Villa Road and Haworth Avenue. This study is motivated by observations of high pedestrian crossing volumes between the north side crossing and the western parking lot entrance, as well as prolonged delays of westbound vehicles. This study identifies existing conditions, potential operational changes, and recommended effective safety countermeasures.

1.2. SITE CHARACTERISTICS AND EVALUATION

The study intersection of Villa Road and Haworth Avenue is a four-legged intersection with two-way stop control (TWSC) on Haworth Avenue (the east leg) and a private driveway access on the west leg. The western leg of the intersection is a driveway access that provides access to the George Fox University Thomas Center Plant Services Center and Morse Athletic Fields. The Chehalem Aquatic and Fitness Center and Chehalem Park are located east of the study intersection. A marked crosswalk with a Rectangular Rapid Flashing Beacon (RRFB) serves pedestrian movements on the north side of the intersection. Villa Road has on-street bike lanes from the study intersection, consistently north to the intersection with Hess Creek Court. Bike lanes are present south of the study intersection for 90 feet, after which they transition to shared lanes. Haworth is a shared lane facility for bicycles. The posted speed limit on Villa Road and Haworth Avenue is 25 miles per hour. Villa Road has a 20mph advisory curve descending downhill approximately 400 feet north of the study intersection, with a dynamic speed feedback sign prior to the curve.

Traffic data (including vehicle speeds and volumes, as well as pedestrian and bicycle volumes) was collected by Quality Counts on Thursday, November 20th, 2025 (**Appendix A**). Traffic data indicated the 85th percentile speed along both roads in the vicinity of the study intersection was 28 mph. Vehicles travelling at excessive speeds (10+ mph over the speed limit) comprised less than 1% of total vehicle volumes (approximately 30 instances over 24 hours of data collection).

Site observations and data collection indicate that pedestrians at the study intersection either cross via the northern crossing or the eastern crossing. Bicyclists typically use the east-west approaches and move in either direction.

There were two reported crashes at the study intersection in the five most-recent years of available crash data (2020-2024). Both crashes were reported as possible injury (type C) crashes that involved a bicycle

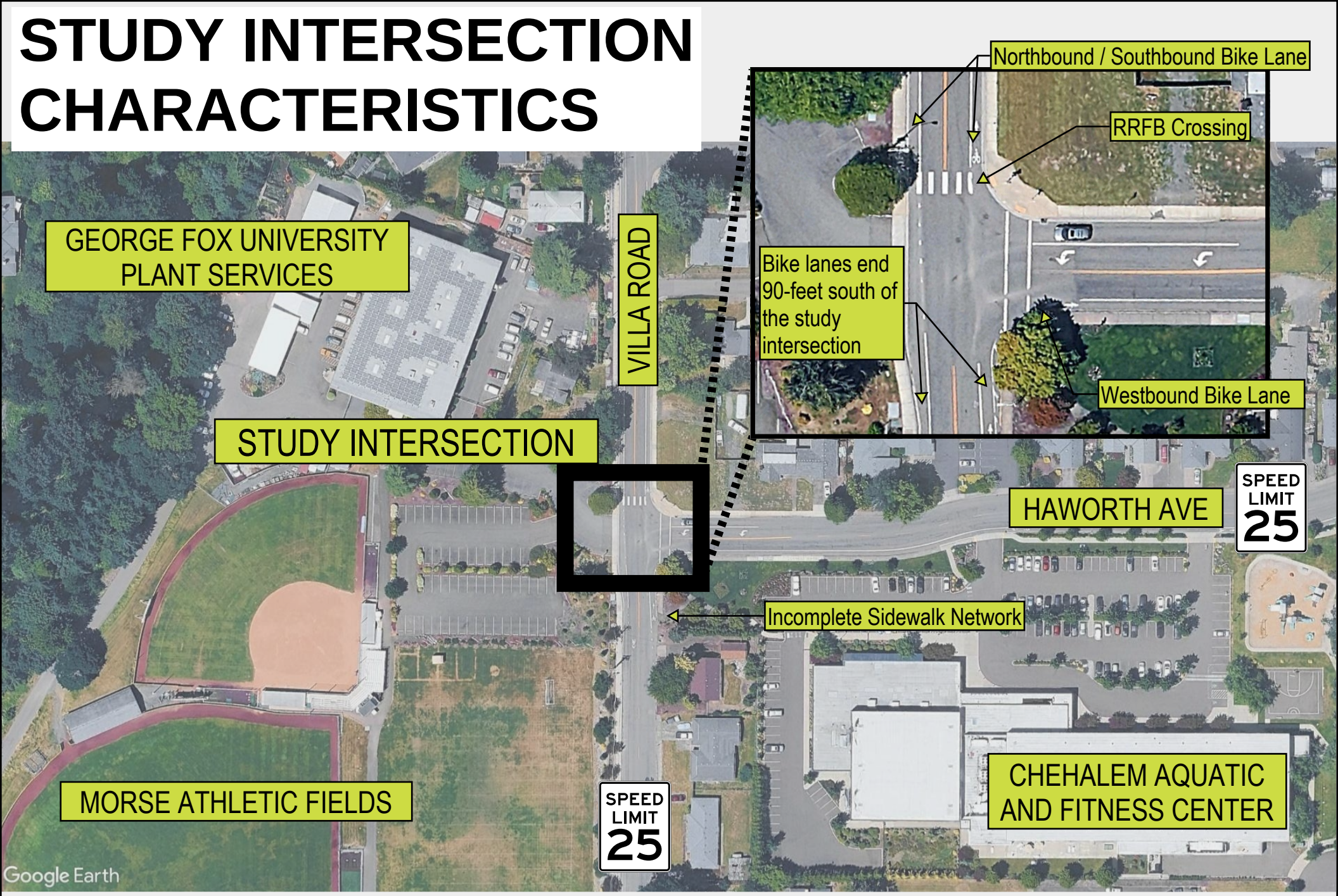
(**Appendix B**). One was a sideswipe-opposite direction with a bicyclist and the other was a turning vehicle colliding with a bicyclist.

TABLE 1 : SITE CHARACTERISTICS

Feature	Description
Total Number of Approach Lanes	4 lanes (parking lot access via western approach)
Presence of a Median	No
Distance from adjacent signalized intersections / other controlled crossings	Haworth & Sitka Ave – 900 ft east Villa & Laurel – 1300 ft south. Villa & E Park Ln – 1500 ft north
Peak Hour Pedestrian Volumes	25 pph[1]
Public Transit Stops	Within 0.5 Mile, South on US-99W
Peak Hour Vehicle Volume	840 vph[2]
Posted Speed Limit	25 mph[3]
Lighting	Overhead streetlight at Villa & Haworth
Sidewalk	Both sides north of intersection. Only west side south of intersection.
Bicycle Facilities	Villa: - North of intersection bike lanes, both sides - South of intersection shared lane marking, both sides Haworth - Shared lane markings
Roadway Width	33 ft along Villa, 36 ft along Haworth
ADT[4]	< 5,000 along Haworth, 5,000 along Villa
Roadway Functional Classification[5]	Villa Rd: Major Collector Haworth Ave: Major Collector

[1]PPH: Pedestrians Per Hour, determined by traffic count Thursday, 11/20/2025 (Appendix A)
[2]VPH: Vehicles Per Hour, determined by traffic count Thursday, 11/20/2025 (Appendix A)
[3]MPH: Miles Per Hour
[4]ADT: Average Daily Traffic, determined by traffic count Thursday, 11/20/2025 (Appendix A)
[5]Per Newberg Master Transportation System Plan (Reference 2)

STUDY INTERSECTION CHARACTERISTICS



1.3. REGIONAL PLANNING REVIEW

The Newberg ADA/Pedestrian/Bike Route Improvement Plan (**Reference 1**) indicates that Villa Road is a Critical Bicycle and Pedestrian Route. Villa road provides a critical north-south route in a portion of the city where few other choices exist for travel. Villa Road connects residential, school, and commercial areas through the city. Sidewalk presence is currently inconsistent. Bike lanes are present on both sides of the road north from the study intersection to E Hess Creek Court, and shared use lane markings are present south of the study intersection until Highway 99W.

The Newberg Transportation System Plan (TSP) (**Reference 2**) has both Villa and Haworth listed as Major Collector streets that provide connections between commercial areas of town and the surrounding neighborhoods. The TSP has identified an extension of Mountainview Drive to the north, and to reconstruct Haworth Avenue between Villa Road and Springbrook Street to include sidewalks and bicycle lanes on both sides of the road. The intersection of Villa and Haworth has been identified for improvements to add a southbound left turn lane and northbound right turn lane and is to be monitored for signalization or roundabout conversion. The Newberg TSP also recommends the study intersection be considered a candidate for intersection improvements to accommodate growing vehicle volumes and mitigate increased delay of vehicles turning from side streets.

1.4. EXISTING INTERSECTION OPERATIONS

The City of Newberg requires study intersections on public streets to meet a maximum acceptable peak hour volume to capacity (v/c) ratio of < 0.90, and Level of Service (LOS) threshold D. Intersection operations were analyzed using Synchro's 11's Highway Capacity Manual (HCM) methodology with both 2025 traffic volume data and projected 20-year (2045) traffic volumes. Annual traffic growth rates were derived from the previous 10 years of traffic data from ODOT's online database, and varied between -22% and +25%, with larger variability occurring during the COVID-19 Pandemic travel pattern disruptions. Removing outlying growth percentages, an average 2% annual growth rate was calculated and applied to forecast traffic volumes over a 20-year horizon to the year 2045. Operations analysis results for both 2025 existing volumes and 2045 forecasted volumes can be seen in **Table 2**.

TABLE 2: TWSC EXISTING CONFIGURATION OPERATIONAL ANALYSIS

	AM					PM				
	LOS	Movement	Delay (sec)	V/C Ratio	Queue (Veh)	LOS	Movement	Delay (sec)	V/C Ratio	Queue (Veh)
2025	C	WB Left	24.7	0.34	1.4	C	WB Left	19.3	0.15	0.5
2045	F	WB Left	150.1	1.03	7.4	F	WB Left	120.8	1.04	9.6

Results in **Table 2** show that the intersection currently meets the City operational standards, but westbound approach is projected to exceed City v/c and LOS standards by year 2045 in it's current two-way stop control configuration.

1.5. STOP CONTROL AND SIGNALIZATION CONSIDERATIONS

Newberg's Stop Sign Policy dictates that stop signs be installed only when specific warrants—such as those in the Manual of Uniform Traffic Control Devices (MUTCD) or defined street-type hierarchies—are met through traffic engineering judgment. The policy strictly prohibits the use of stop signs for speed or volume control, favoring uncontrolled residential intersections unless data justifies an intervention to avoid unnecessary delays and non-compliance. Requests for new signage follow a formal evaluation process led by the City Engineer, with provisions for review by the Traffic Safety Commission and appeals to the City Council, ensuring that all installations align with the magnitude of traffic conflicts and existing municipal codes.

The 11th Edition of the MUTCD points to All-Way Stop Control (AWSC) Warrants A through E to evaluate conversion to an all-way stop control at an intersection:

A. Crash Experience
B. Sight Distance
C. Transition to Signal Control or Transition to Yield Control at a Circular Intersection
D. 8 – Hour Volume
E. Other Factors

Warrants A through E were evaluated at the study intersection. **Warrants A through D were not met (See Appendix D)**. Warrant E supports AWSC installation through engineering judgment when other warrants are not fully satisfied but other broader and contextual concerns are present. Common justifications include active pedestrian and bicyclist movements, potential safety concerns from left-turn conflicts, and nearby trail crossings. In this instance, Warrant E could be considered due to a history of bicycle-related crashes, and conversion to AWSC at this location is aligned with the Newberg Stop Control Policy (**Reference 3**). Conversion to an AWSC is also expected to moderately improve intersection operations in both the 2025 and 2045 conditions as seen in **Table 3**.

TABLE 3: AWSC PROPOSED CONFIGURATION OPERATIONAL ANALYSIS

	AM					PM				
	LOS	Movement	Delay (sec)	V/C Ratio	Queue (Veh)	LOS	Movement	Delay (sec)	V/C Ratio	Queue (Veh)
2025	C	SB Combo	13.0	0.52	0.5	B	SB Combo	12.1	0.41	1.2
2045	D	SB Combo	34.9	0.88	10.6	C	SB Combo	23.2	0.71	5.8

A traffic signal warrant analysis was completed using the Highway Capacity Software (HCS) MUTCD 11th Edition methodology. The intersection failed to meet any traffic signal warrants based on 2025 volumes. Results are attached in Appendix D.

1.6. SAFETY COUNTERMEASURE OPTIONS

- **Bicycle Conflict Markings:**

  High-visibility green pavement markings highlight areas where motor vehicle and bicycle paths intersect, such as at right-turn lanes. These markings increase motorist awareness and reinforce right-of-way expectations for all users.

- **All-Way Stop Control:**

  An AWSC configuration requires all approaching vehicles to stop, effectively managing right-of-way intersections with balanced traffic volumes. This countermeasure reduces the severity of collisions by lowering entry speeds and simplifying driver decision-making.

  LED-enhanced or solar-powered flashing beacons draw attention to stop signs that may be overlooked due to visual clutter or environmental conditions. These are particularly effective at night or in locations with a history of stop-sign-running violations. This countermeasure was implemented at the intersection of N Springbrook Road and Haworth Avenue, with a radar unit installed to activate flashing lights only when traffic is present.

- **Vegetation Management:**

  Vegetation management to remove obstructions from the clear sight triangle, and improve intersection sight distance, and improve driver visibility to the crossings and signs.

- **Speed Management**

  Strategic implementations like lane narrowing use visual cues to influence driver behavior. These methods aim to lower the 85th percentile speed to align more closely with the posted limit.

Physical measures such as speed tables or raised crosswalks incentivize drivers to reduce speeds through vertical displacement. These countermeasures are highly effective at maintaining lower, consistent speeds in residential or high-pedestrian zones.

- **Advanced Signage**

  Warning signs placed ahead of the intersection provide drivers with additional reaction time regarding upcoming stop conditions or hidden intersections. This is a low-cost method to improve safety at approaches with limited visibility or high approach speeds.

- **Roundabout**

  A roundabout eliminates high-speed right-angle crashes by forcing traffic into a circular, one-way flow at reduced speeds. This alternative provides high throughput while significantly lowering the frequency of fatal or injury-prone accidents. An urban-compact roundabout would be best applicable here.

1.7. PHASED RECOMMENDATION DESCRIPTIONS

Conversion of the intersection to AWSC is recommended because it is expected to improve safety by providing better control of potential pedestrian and bicycle conflicts. Operational analysis indicates that AWSC would maintain acceptable intersection performance and provide operational benefits under both existing and future traffic conditions. Implementation of AWSC is recommended with construction of ADA-compliant curb ramps and associated pedestrian improvements. For this reason, a phased approach is presented to allow the City to address the identified safety concerns based on funding availability and capital improvement priorities.

The near-term strategy focuses on low-cost signing, pavement marking, and maintenance improvements that can be implemented with little to no engineering design, right-of-way acquisition, or major construction. The intermediate strategy consists of conversion to AWSC and construction of the necessary ADA-compliant improvements to fully address the primary safety concerns identified in this study. The long-term strategy provides a more comprehensive corridor and network-wide approach to traffic calming and multimodal safety.

- **Near-Term Strategy: Enhanced Signage and Pavement Markings**

To address immediate safety concerns, the city can deploy several low-cost, high impact countermeasures including high-visibility bicycle markings, enhanced signage, and vegetation management. Enhanced signage would include “STOP HERE FOR PEDESTRIANS” signage as well as crosswalk warning signage placed in advance of the study intersection. Bicycle conflict markings (in the Elephant’s Feet style) would identify a distinct path of travel for bicycles. These conflict markings would be most effective to serve north and southbound traffic – with dedicated bike lanes and higher volumes anticipated along these travel paths – as well as conflict markings serving westbound bicycles leaving the George Fox University driveway to increase bicycle conspicuity and driver awareness that this conflict may occur.

These short-term alternatives are particularly advantageous because they can be implemented without removing the existing RRFB from the pedestrian crossing, reconstructing any curb ramps or sidewalks, expensive roadway improvements or right-of-way impacts. Unlike major infrastructure overhauls, these enhancements require no significant changes to the intersection’s physical geometry, allowing for rapid installation with minimal impact to vehicle operations. These improvements are illustrated in **Figure 1**.

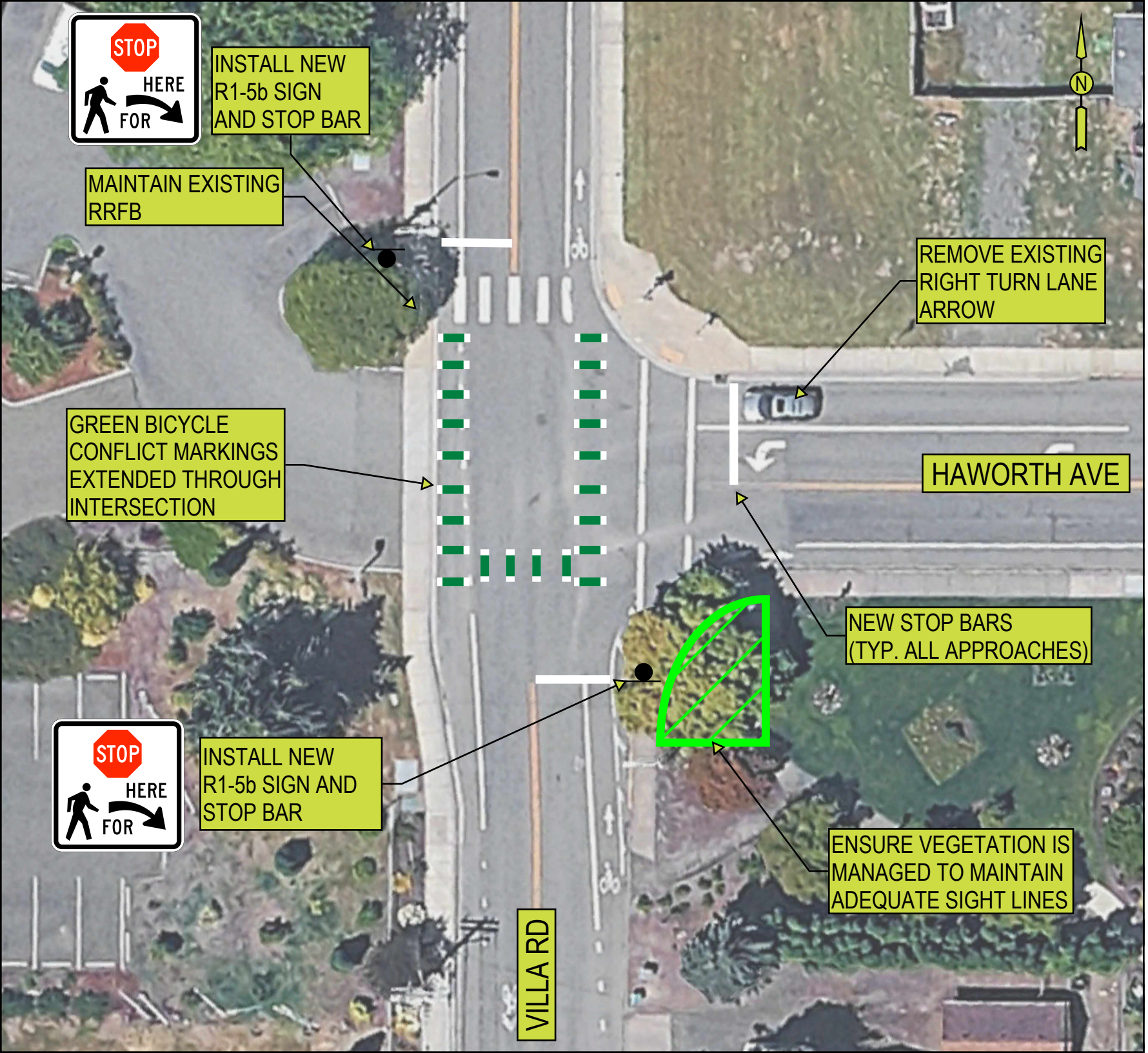


FIGURE 1 - INTERIM STRATEGY: SIGNING AND PAVEMENT IMPROVEMENTS

- **Intermediate Strategy: All Way Stop Control**

Traffic modelling of an all-way stop control condition indicates that the conversion to an all-way stop control configuration would operate acceptably and improve intersection operations. Conversion to an all-way stop configuration would facilitate implementation of crosswalks across all legs of the intersections, when paired with construction of receiving ramps on the southern leg of the intersection. Construction of ADA compliant curb ramps on the southwestern and southeastern intersection corners would be required as part of this strategy, as well as removal of the existing RRFB. See **Figure 2**. Ramp design and construction would require greater investment in time and capital to implement. It is recommended that, while construction efforts at the intersection are being considered, that construction of sidewalk on the east side of Villa Road be packaged with this strategy. The mobility enhancements associated with the crosswalk across the southern leg of the intersection are complemented, and arguably necessitate, the pedestrian network gap on Villa Road be addressed in tandem. This intermediate strategy would directly address the existing safety and operational concerns and enhance pedestrian mobility.

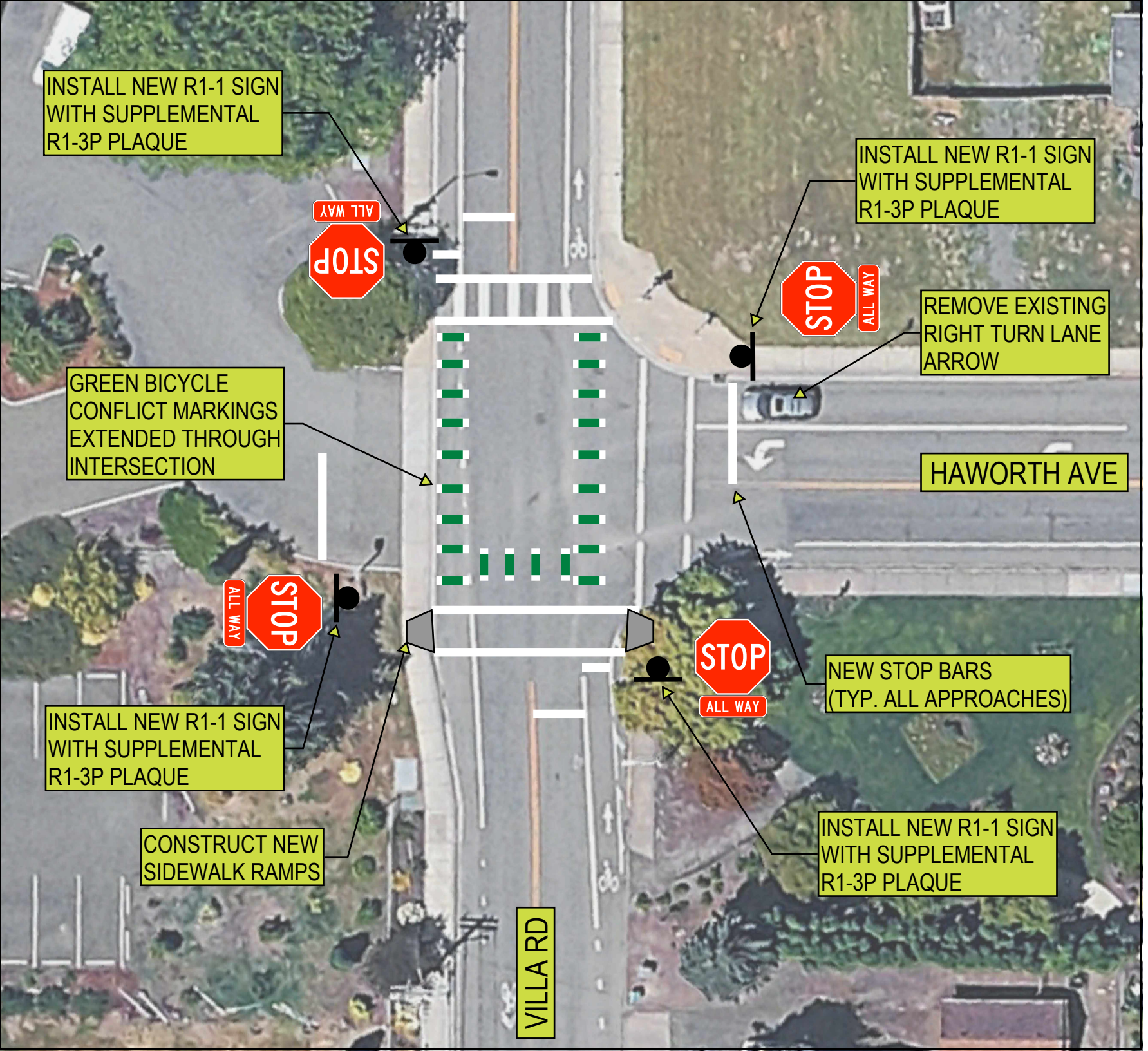


FIGURE 2 - INTERMEDIATE STRATEGY: ALL-WAY STOP CONTROL AND RAMP UPGRADES

- **Optional Long Term Strategy: Traffic Calming Circle**

For a more sustainable and transformative approach to corridor safety, the city may consider in long-term infrastructure modifications such as modern roundabouts, raised crosswalks, and strategic lane narrowing. While these capital-intensive projects require more extensive planning and temporary construction impacts, they provide a permanent reduction in vehicle speeds and conflict points. For example, lane narrowing physically tighten the roadway, forcing a 'traffic calming' effect that naturally slows motorists, while raised crosswalks elevate pedestrian visibility to the level of the sidewalk. Unlike short-term signage, these physical alterations reconfigure the intersection's geometry to prioritize the safety of all road users, ensuring a high-functioning and walkable urban environment. Initial community concerns were focused on the delay of westbound left-turning vehicles. For this reason, and to mitigate speeding vehicles, a potential long-term solution would be to install a compact traffic calming circle. This would necessitate restriping lanes and adding additional signage. See Figure 3. This long term strategy should be done in concert with construction of sidewalk on the eastern side of Villa Road, to close a critical pedestrian network gap.

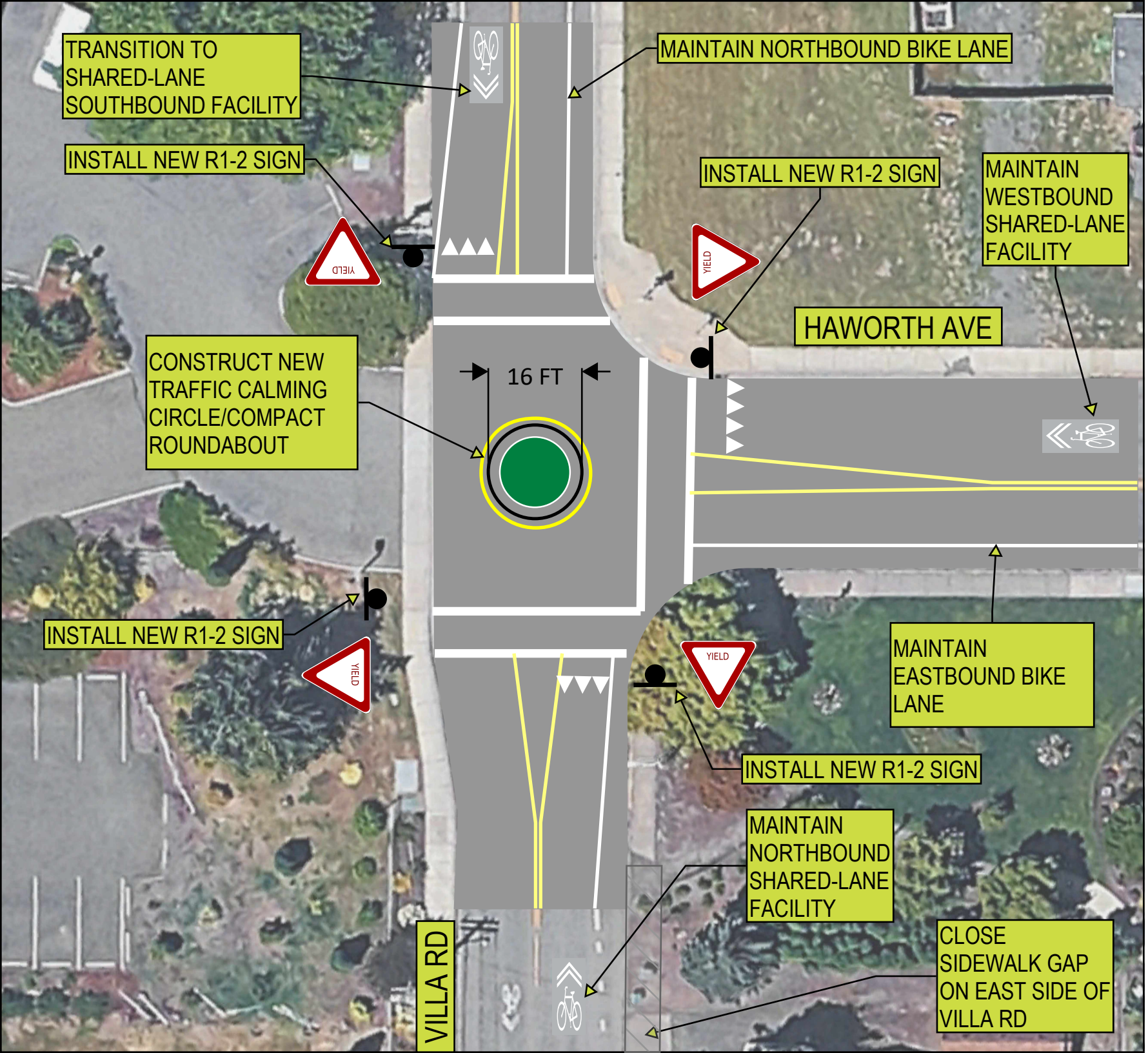


FIGURE 3 - LONG TERM STRATEGY:
TRAFFIC CALMING CIRCLE

1.8. CONCLUSIONS

This analysis evaluated existing and forecasted traffic operations and safety conditions at the intersection of Villa Road and Haworth Avenue to support the consideration of appropriate intersection control and safety improvements. Under existing conditions, the intersection operates acceptably with stop control, and no traffic signal warrant is currently met. Forecasted volumes indicate that the existing stop control configuration will exceed acceptable operations in the future.

While operational deficiencies are not immediately evident, the intersection's multimodal patterns, crash history, and anticipated growth warrant a conversion to AWSC along with other low-cost safety improvements such as visibility and signing and pavement marking enhancements.

A phased approach is recommended, with a near-term strategy enhancing the intersection with low-cost countermeasures to begin to address current safety challenges. An AWSC configuration can be phased as a mid-term strategy that fully addresses the site specific safety challenges. A holistic perspective on traffic safety along the corridor supports future consideration of a traffic circle or mini roundabout to address network wide challenges – presented as a long-term strategy.

The results of this analysis provide a documented technical basis to inform future decision-making related to this location.

REFERENCES

***Reference 1**: City of Newberg, Oregon. ADA / Pedestrian / Bike Route Improvement Plan. June 2007.*

***Reference 2**. City of Newberg, Oregon. City of Newberg Transportation System Plan. December 2016.*

***Reference 3.** City of Newberg, Oregon. Stop Sign Policy.*
https://www.newbergoregon.gov/Documents/Department/stop_sign_policy.pdf

APPENDICES

Appendix A: Traffic Counts

Appendix B: Crash Data

Appendix C: Synchro Intersection Operations Results

Appendix D: Signal Warrants

Appendix E: ODOT Traffic Data

APPENDIX A: TRAFFIC COUNTS (NOV. 2025)

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road North of Haworth Ave
QC JOB #: 17262919
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
12:15 AM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	21-30	4
12:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
12:45 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	2	2	0	0	0	0	0	0	0	0	0	4	26-35	4
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
02:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
02:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
03:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
03:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
03:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
03:45 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	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
04:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
04:45 AM	0	1	4	7	2	0	0	0	0	0	0	0	0	0	14	21-30	11
05:00 AM	0	0	2	5	0	0	0	0	0	0	0	0	0	0	7	21-30	7
05:15 AM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5	21-30	5
05:30 AM	0	0	2	6	0	0	0	0	0	0	0	0	0	0	8	21-30	8
05:45 AM	0	1	2	4	0	0	0	0	0	0	0	0	0	0	7	21-30	6
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road North of Haworth Ave
QC JOB #: 17262919
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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
06:00 AM	1	1	6	4	2	0	0	0	0	0	0	0	0	0	14	21-30	10
06:15 AM	0	1	4	1	2	0	0	0	0	0	0	0	0	0	8	20-29	5
06:30 AM	1	2	4	5	2	0	0	0	0	0	0	0	0	0	14	21-30	9
06:45 AM	1	2	12	9	1	0	0	0	0	0	0	0	0	0	25	21-30	21
07:00 AM	2	2	18	7	1	0	0	0	0	0	0	0	0	0	30	21-30	25
07:15 AM	4	1	7	**18**	2	**1**	0	0	0	0	0	0	0	0	33	21-30	25
07:30 AM	4	2	12	7	3	0	0	0	0	0	0	0	0	0	28	21-30	19
07:45 AM	**7**	1	7	3	1	0	0	0	0	0	0	0	0	0	19	21-30	10
08:00 AM	7	4	23	11	1	0	0	0	0	0	0	0	0	0	**46**	21-30	34
08:15 AM	5	3	10	12	0	0	0	0	0	0	0	0	0	0	30	21-30	22
08:30 AM	0	3	14	12	3	1	0	0	0	0	0	0	0	0	33	21-30	26
08:45 AM	1	1	10	10	2	0	0	0	0	0	0	0	0	0	24	21-30	20
09:00 AM	2	4	12	7	3	0	0	0	0	0	0	0	0	0	28	21-30	19
09:15 AM	1	2	18	13	2	0	0	0	0	0	0	0	0	0	36	21-30	31
09:30 AM	3	0	10	8	0	0	0	0	0	0	0	0	0	0	21	21-30	18
09:45 AM	0	2	8	8	1	0	0	0	0	0	0	0	0	0	19	21-30	16
10:00 AM	2	1	20	14	1	0	0	0	0	0	0	0	0	0	38	21-30	34
10:15 AM	2	0	12	10	1	1	0	0	0	0	0	0	0	0	26	21-30	22
10:30 AM	4	1	11	14	1	0	0	0	0	0	0	0	0	0	31	21-30	25
10:45 AM	5	2	**24**	8	2	0	0	0	0	0	0	0	0	0	41	21-30	32
11:00 AM	3	**5**	16	12	2	0	0	0	0	0	0	0	0	0	38	21-30	28
11:15 AM	1	1	22	14	2	0	0	0	0	0	0	0	0	0	40	21-30	36
11:30 AM	2	5	20	15	2	0	0	0	0	0	0	0	0	0	44	21-30	35
11:45 AM	0	4	12	16	**6**	0	0	0	0	0	0	0	0	0	38	21-30	28
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Report generated on 11/26/2025 8:01 AM

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

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road North of Haworth Ave
QC JOB #: 17262919
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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 PM	4	**6**	19	10	3	0	0	0	0	0	0	0	0	0	42	21-30	29
12:15 PM	2	4	17	15	2	1	0	0	0	0	0	0	0	0	41	21-30	32
12:30 PM	4	2	12	16	2	0	0	0	0	0	0	0	0	0	36	21-30	28
12:45 PM	2	1	13	13	2	**2**	0	0	0	0	0	0	0	0	33	21-30	26
01:00 PM	1	2	20	16	0	0	0	0	0	0	0	0	0	0	39	21-30	36
01:15 PM	0	2	18	20	1	0	0	0	0	0	0	0	0	0	41	21-30	38
01:30 PM	2	1	11	15	3	0	0	0	0	0	0	0	0	0	32	21-30	26
01:45 PM	3	1	18	30	5	0	0	0	0	0	0	0	0	0	57	21-30	48
02:00 PM	2	1	14	11	6	1	0	0	0	0	0	0	0	0	35	21-30	25
02:15 PM	4	2	18	19	6	0	0	0	0	0	0	0	0	0	49	21-30	37
02:30 PM	4	2	18	27	4	0	0	0	0	0	0	0	0	0	55	21-30	45
02:45 PM	2	0	20	21	7	0	0	0	0	0	0	0	0	0	50	21-30	41
03:00 PM	6	3	27	24	1	0	0	0	0	0	0	0	0	0	61	21-30	51
03:15 PM	7	2	25	**36**	2	1	0	0	0	0	0	0	0	0	73	21-30	61
03:30 PM	7	6	21	27	3	0	0	0	0	0	0	0	0	0	64	21-30	48
03:45 PM	7	2	29	28	6	0	0	0	0	0	0	0	0	0	72	21-30	57
04:00 PM	4	4	28	23	5	0	0	0	0	0	0	0	0	0	64	21-30	51
04:15 PM	1	1	27	22	2	0	0	0	0	0	0	0	0	0	53	21-30	49
04:30 PM	4	5	23	23	1	0	0	0	0	0	0	0	0	0	56	21-30	46
04:45 PM	5	5	29	21	4	0	0	0	0	0	0	0	0	0	64	21-30	50
05:00 PM	6	3	**40**	23	2	0	0	0	0	0	0	0	0	0	74	21-30	63
05:15 PM	5	3	35	17	2	0	0	0	0	0	0	0	0	0	62	21-30	52
05:30 PM	8	2	33	31	2	0	0	0	0	0	0	0	0	0	**76**	21-30	64
05:45 PM	**9**	5	17	26	**9**	0	0	0	0	0	0	0	0	0	66	21-30	43
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

TRUE DATA TO IMPROVE MOBILITY

Report generated on 11/26/2025 8:01 AM

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

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road North of Haworth Ave
QC JOB #: 17262919
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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
06:00 PM	6	3	18	20	4	0	0	0	0	0	0	0	0	0	51	21-30	38
06:15 PM	1	3	26	20	1	0	0	0	0	0	0	0	0	0	51	21-30	46
06:30 PM	1	5	30	18	6	0	1	0	0	0	0	0	0	0	61	21-30	48
06:45 PM	0	2	22	16	1	0	0	0	0	0	0	0	0	0	41	21-30	38
07:00 PM	0	1	20	23	5	2	0	0	0	0	0	0	0	0	51	21-30	43
07:15 PM	0	2	21	18	7	0	0	0	0	0	0	0	0	0	48	21-30	39
07:30 PM	0	3	14	11	2	0	0	0	0	0	0	0	0	0	30	21-30	25
07:45 PM	1	2	13	13	8	0	0	0	0	0	0	0	0	0	37	21-30	26
08:00 PM	1	4	13	11	1	0	0	0	0	0	0	0	0	0	30	21-30	24
08:15 PM	0	1	13	16	2	1	0	0	0	0	0	0	0	0	33	21-30	29
08:30 PM	1	4	11	11	4	0	0	0	0	0	0	0	0	0	31	21-30	22
08:45 PM	2	1	10	7	0	0	0	0	0	0	0	0	0	0	20	21-30	17
09:00 PM	1	4	19	7	2	0	0	0	0	0	0	0	0	0	33	21-30	26
09:15 PM	1	2	11	8	3	0	0	0	0	0	0	0	0	0	25	21-30	19
09:30 PM	0	2	6	2	0	1	0	0	0	0	0	0	0	0	11	18-27	8
09:45 PM	0	1	2	11	2	0	0	0	0	0	0	0	0	0	16	25-34	13
10:00 PM	0	4	3	5	2	0	0	0	0	0	0	0	0	0	14	21-30	8
10:15 PM	0	1	4	6	1	0	0	0	0	0	0	0	0	0	12	21-30	10
10:30 PM	0	1	5	4	1	0	0	0	0	0	0	0	0	0	11	21-30	9
10:45 PM	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5	21-30	4
11:00 PM	0	2	4	5	0	0	0	0	0	0	0	0	0	0	11	21-30	9
11:15 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	21-30	2
11:30 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	16-25	2
11:45 PM	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6	16-25	4
Day Total	172	169	1134	1025	184	12	1	0	0	0	0	0	0	0	2697	21-30	2159
Percent	6.4%	6.3%	42%	38%	6.8%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%			
																	
AM Peak	7:45 AM	11:00 AM	10:45 AM	7:15 AM	11:45 AM	7:15 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		
15-min Vol	7	5	24	18	6	1	0	0	0	0	0	0	0	0	46		
PM Peak	5:45 PM	12:00 PM	5:00 PM	3:15 PM	5:45 PM	12:45 PM	6:30 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:30 PM		
15-min Vol	9	6	40	36	9	2	1	0	0	0	0	0	0	0	76		

Comments:

Report generated on 11/26/2025 8:01 AM

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

Type of report: Midblock Count - Speed Data

SUMMARY - Midblock Count - Speed Data

LOCATION: Villa Road North of Haworth Ave
QC JOB #: 17262919
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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	172	169	1134	1025	184	12	1	0	0	0	0	0	0	0	2697	21-30	2159
Percent	6.4%	6.3%	42%	38%	6.8%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	6.4%	12.6%	54.7%	92.7%	99.5%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
2697



85th Percentile: 28 MPH
Mean Speed(Average): 24 MPH
Median: 24 MPH
Mode: 23 MPH

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road North of Haworth Ave
QC JOB #: 17262919
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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	2	0	0	0	0	0	0	0	0	0	0	3	21-30	2
12:15 AM	0	0	4	2	0	0	0	0	0	0	0	0	0	0	6	21-30	6
12:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
12:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	26-35	2
01:00 AM	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5	26-35	4
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21-30	3
02:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
02:15 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21-30	3
02:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
02:45 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21-30	3
03:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
03:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	21-30	2
03:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
03:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	21-30	2
04:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4	26-35	2
04:15 AM	0	1	0	4	2	0	0	0	0	0	0	0	0	0	7	26-35	6
04:30 AM	0	0	2	8	2	0	0	0	0	0	0	0	0	0	12	25-34	10
04:45 AM	0	2	6	9	2	0	0	0	0	0	0	0	0	0	19	21-30	15
05:00 AM	0	0	9	14	0	0	0	0	0	0	0	0	0	0	23	21-30	23
05:15 AM	0	0	8	12	4	0	0	0	0	0	0	0	0	0	24	21-30	20
05:30 AM	0	1	7	15	1	0	0	0	0	0	0	0	0	0	24	21-30	22
05:45 AM	0	2	10	17	2	0	0	0	0	0	0	0	0	0	31	21-30	27
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Report generated on 11/26/2025 8:01 AM

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

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road North of Haworth Ave
QC JOB #: 17262919
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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
06:00 AM	2	2	13	15	5	0	0	0	0	0	0	0	0	0	37	21-30	28
06:15 AM	0	2	12	12	3	0	0	0	0	0	0	0	0	0	29	21-30	24
06:30 AM	1	5	16	19	2	0	0	0	0	0	0	0	0	0	43	21-30	35
06:45 AM	1	5	28	29	4	0	0	0	0	0	0	0	0	0	67	21-30	57
07:00 AM	5	9	33	19	4	1	0	0	0	0	0	0	0	0	71	21-30	52
07:15 AM	7	2	34	37	6	**2**	0	0	0	0	0	0	0	0	88	21-30	71
07:30 AM	10	8	45	26	4	0	0	0	0	0	0	0	0	0	93	21-30	71
07:45 AM	**23**	**19**	59	25	1	0	0	0	0	0	0	0	0	0	127	21-30	84
08:00 AM	20	17	**63**	28	6	0	0	0	0	0	0	0	0	0	**134**	21-30	91
08:15 AM	7	9	35	**41**	4	0	0	0	0	0	0	0	0	0	96	21-30	76
08:30 AM	0	4	29	33	5	1	0	0	0	0	0	0	0	0	72	21-30	62
08:45 AM	4	9	36	34	3	0	0	0	0	0	0	0	0	0	86	21-30	70
09:00 AM	3	5	20	29	**9**	0	0	0	0	0	0	0	0	0	66	21-30	49
09:15 AM	4	5	45	33	3	0	0	0	0	0	0	0	0	0	90	21-30	78
09:30 AM	5	0	29	27	3	0	0	0	0	0	0	0	0	0	64	21-30	56
09:45 AM	1	2	20	29	3	0	0	0	0	0	0	0	0	0	55	21-30	49
10:00 AM	5	3	29	24	3	1	0	0	0	0	0	0	0	0	65	21-30	53
10:15 AM	2	1	24	25	1	1	0	0	0	0	0	0	0	0	54	21-30	49
10:30 AM	5	2	22	26	3	0	0	0	0	0	0	0	0	0	58	21-30	48
10:45 AM	8	6	35	29	4	0	0	0	0	0	0	0	0	0	82	21-30	64
11:00 AM	3	8	37	24	4	0	0	0	0	0	0	0	0	0	76	21-30	61
11:15 AM	2	5	46	26	3	0	0	0	0	0	0	0	0	0	82	21-30	72
11:30 AM	4	6	41	35	5	0	0	0	0	0	0	0	0	0	91	21-30	76
11:45 AM	1	11	27	40	9	0	0	0	0	0	0	0	0	0	88	21-30	67
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road North of Haworth Ave
QC JOB #: 17262919
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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 PM	9	7	28	30	5	0	0	0	0	0	0	0	0	0	79	21-30	58
12:15 PM	6	6	28	40	3	1	0	0	0	0	0	0	0	0	84	21-30	68
12:30 PM	6	3	25	37	3	0	0	0	0	0	0	0	0	0	74	21-30	62
12:45 PM	6	3	23	26	6	**3**	0	0	0	0	0	0	0	0	67	21-30	49
01:00 PM	5	4	33	33	1	0	0	0	0	0	0	0	0	0	76	21-30	66
01:15 PM	0	3	23	41	3	0	0	0	0	0	0	0	0	0	70	21-30	64
01:30 PM	4	2	22	27	3	0	0	0	0	0	0	0	0	0	58	21-30	49
01:45 PM	4	1	27	46	6	0	0	0	0	0	0	0	0	0	84	21-30	73
02:00 PM	5	3	22	34	8	1	0	0	0	0	0	0	0	0	73	21-30	56
02:15 PM	6	2	41	36	9	0	0	0	0	0	0	0	0	0	94	21-30	77
02:30 PM	8	4	35	54	9	0	0	0	0	0	0	0	0	0	110	21-30	89
02:45 PM	8	3	38	37	**11**	1	0	0	0	0	0	0	0	0	98	21-30	75
03:00 PM	11	5	53	47	1	1	0	0	0	0	0	0	0	0	118	21-30	100
03:15 PM	13	7	38	51	4	1	0	0	0	0	0	0	0	0	114	21-30	89
03:30 PM	11	11	47	55	8	0	0	0	0	0	0	0	0	0	132	21-30	102
03:45 PM	15	8	55	**58**	7	0	0	0	0	0	0	0	0	0	**143**	21-30	113
04:00 PM	14	8	54	37	8	0	0	0	0	0	0	0	0	0	121	21-30	91
04:15 PM	1	2	44	45	5	0	0	0	0	0	0	0	0	0	97	21-30	89
04:30 PM	5	7	53	43	2	0	0	0	0	0	0	0	0	0	110	21-30	96
04:45 PM	15	**17**	52	36	4	0	0	0	0	0	0	0	0	0	124	21-30	88
05:00 PM	**21**	12	**59**	36	4	0	0	0	0	0	0	0	0	0	132	21-30	95
05:15 PM	19	11	56	27	3	0	0	0	0	0	0	0	0	0	116	21-30	83
05:30 PM	13	6	48	38	5	0	0	0	0	0	0	0	0	0	110	21-30	86
05:45 PM	13	12	34	46	10	0	0	0	0	0	0	0	0	0	115	21-30	80
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Report generated on 11/26/2025 8:01 AM

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

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road North of Haworth Ave
QC JOB #: 17262919
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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
06:00 PM	10	13	34	35	7	0	0	0	0	0	0	0	0	0	99	21-30	69
06:15 PM	4	4	38	26	2	0	0	0	0	0	0	0	0	0	74	21-30	64
06:30 PM	2	7	37	31	7	0	1	0	0	0	0	0	0	0	85	21-30	68
06:45 PM	3	5	39	30	2	0	0	0	0	0	0	0	0	0	79	21-30	69
07:00 PM	3	3	28	37	6	2	0	0	0	0	0	0	0	0	79	21-30	65
07:15 PM	1	7	32	24	10	0	0	0	0	0	0	0	0	0	74	21-30	56
07:30 PM	1	5	31	27	9	0	0	0	0	0	0	0	0	0	73	21-30	58
07:45 PM	1	5	26	27	8	0	0	0	0	0	0	0	0	0	67	21-30	53
08:00 PM	3	7	17	26	2	0	0	0	0	0	0	0	0	0	55	21-30	43
08:15 PM	1	2	20	20	4	1	0	0	0	0	0	0	0	0	48	21-30	40
08:30 PM	1	4	12	15	4	0	0	0	0	0	0	0	0	0	36	21-30	27
08:45 PM	4	1	15	15	2	0	0	0	0	0	0	0	0	0	37	21-30	30
09:00 PM	1	5	30	10	2	0	0	0	0	0	0	0	0	0	48	21-30	40
09:15 PM	1	2	15	15	5	0	0	0	0	0	0	0	0	0	38	21-30	30
09:30 PM	0	3	11	4	0	1	0	0	0	0	0	0	0	0	19	21-30	15
09:45 PM	0	2	3	21	3	0	0	0	0	0	0	0	0	0	29	26-35	24
10:00 PM	0	5	9	9	2	0	0	0	0	0	0	0	0	0	25	21-30	18
10:15 PM	0	1	5	9	3	0	0	0	0	0	0	0	0	0	18	21-30	14
10:30 PM	0	1	6	10	2	0	0	0	0	0	0	0	0	0	19	21-30	16
10:45 PM	0	2	2	2	2	0	0	0	0	0	0	0	0	0	8	16-25	4
11:00 PM	0	2	6	7	1	0	0	0	0	0	0	0	0	0	16	21-30	13
11:15 PM	0	0	3	4	1	0	0	0	0	0	0	0	0	0	8	21-30	7
11:30 PM	0	2	3	3	0	0	0	0	0	0	0	0	0	0	8	21-30	6
11:45 PM	0	2	4	3	2	0	0	0	0	0	0	0	0	0	11	21-30	7
Day Total	377	390	2197	2133	330	18	1	0	0	0	0	0	0	0	5446	21-30	4330
Percent	6.9%	7.2%	40.3%	39.2%	6.1%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	7:45 AM	7:45 AM	8:00 AM	8:15 AM	9:00 AM	7:15 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		
15-min Vol	23	19	63	41	9	2	0	0	0	0	0	0	0	0	134		
PM Peak	5:00 PM	4:45 PM	5:00 PM	3:45 PM	2:45 PM	12:45 PM	6:30 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:45 PM		
15-min Vol	21	17	59	58	11	3	1	0	0	0	0	0	0	0	143		



Comments:

Report generated on 11/26/2025 8:01 AM

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

Type of report: Midblock Count - Speed Data

SUMMARY - Midblock Count - Speed Data

LOCATION: Villa Road North of Haworth Ave
SPECIFIC LOCATION:
CITY/STATE: Newberg, OR

QC JOB #: 17262919
DIRECTION: NB, SB
DATE: Nov 20 2025

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	377	390	2197	2133	330	18	1	0	0	0	0	0	0	0	5446	21-30	4330
Percent	6.9%	7.2%	40.3%	39.2%	6.1%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	6.9%	14.1%	54.4%	93.6%	99.7%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
5446



85th Percentile: 28 MPH
Mean Speed(Average): 24 MPH
Median: 24 MPH
Mode: 23 MPH

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road North of Haworth Ave
QC JOB #: 17262919
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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	1	0	0	0	0	0	0	0	0	0	0	2	11-20	1
12:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
12:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
12:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
01:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 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	0	0	0	0	0	0	0	0	0	1	16-25	1
02:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
02:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
02:45 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
03:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
04:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4	26-35	2
04:15 AM	0	1	0	3	2	0	0	0	0	0	0	0	0	0	6	26-35	5
04:30 AM	0	0	2	8	1	0	0	0	0	0	0	0	0	0	11	21-30	10
04:45 AM	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5	21-30	4
05:00 AM	0	0	7	9	0	0	0	0	0	0	0	0	0	0	16	21-30	16
05:15 AM	0	0	6	9	4	0	0	0	0	0	0	0	0	0	19	21-30	15
05:30 AM	0	1	5	9	1	0	0	0	0	0	0	0	0	0	16	21-30	14
05:45 AM	0	1	8	13	2	0	0	0	0	0	0	0	0	0	24	21-30	21
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road North of Haworth Ave
QC JOB #: 17262919
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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
06:00 AM	1	1	7	11	3	0	0	0	0	0	0	0	0	0	23	21-30	18
06:15 AM	0	1	8	11	1	0	0	0	0	0	0	0	0	0	21	21-30	19
06:30 AM	0	3	12	14	0	0	0	0	0	0	0	0	0	0	29	21-30	26
06:45 AM	0	3	16	20	3	0	0	0	0	0	0	0	0	0	42	21-30	36
07:00 AM	3	7	15	12	3	**1**	0	0	0	0	0	0	0	0	41	21-30	27
07:15 AM	3	1	27	19	4	1	0	0	0	0	0	0	0	0	55	21-30	46
07:30 AM	6	6	33	19	1	0	0	0	0	0	0	0	0	0	65	21-30	52
07:45 AM	**16**	**18**	**52**	22	0	0	0	0	0	0	0	0	0	0	**108**	21-30	74
08:00 AM	13	13	40	17	5	0	0	0	0	0	0	0	0	0	88	21-30	57
08:15 AM	2	6	25	**29**	4	0	0	0	0	0	0	0	0	0	66	21-30	54
08:30 AM	0	1	15	21	2	0	0	0	0	0	0	0	0	0	39	21-30	36
08:45 AM	3	8	26	24	1	0	0	0	0	0	0	0	0	0	62	21-30	50
09:00 AM	1	1	8	22	**6**	0	0	0	0	0	0	0	0	0	38	21-30	30
09:15 AM	3	3	27	20	1	0	0	0	0	0	0	0	0	0	54	21-30	47
09:30 AM	2	0	19	19	3	0	0	0	0	0	0	0	0	0	43	21-30	38
09:45 AM	1	0	12	21	2	0	0	0	0	0	0	0	0	0	36	21-30	33
10:00 AM	3	2	9	10	2	1	0	0	0	0	0	0	0	0	27	21-30	19
10:15 AM	0	1	12	15	0	0	0	0	0	0	0	0	0	0	28	21-30	27
10:30 AM	1	1	11	12	2	0	0	0	0	0	0	0	0	0	27	21-30	23
10:45 AM	3	4	11	21	2	0	0	0	0	0	0	0	0	0	41	21-30	32
11:00 AM	0	3	21	12	2	0	0	0	0	0	0	0	0	0	38	21-30	33
11:15 AM	1	4	24	12	1	0	0	0	0	0	0	0	0	0	42	21-30	36
11:30 AM	2	1	21	20	3	0	0	0	0	0	0	0	0	0	47	21-30	41
11:45 AM	1	7	15	24	3	0	0	0	0	0	0	0	0	0	50	21-30	39
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road North of Haworth Ave
QC JOB #: 17262919
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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 PM	5	1	9	20	2	0	0	0	0	0	0	0	0	0	37	21-30	29
12:15 PM	4	2	11	25	1	0	0	0	0	0	0	0	0	0	43	21-30	36
12:30 PM	2	1	13	21	1	0	0	0	0	0	0	0	0	0	38	21-30	34
12:45 PM	4	2	10	13	4	**1**	0	0	0	0	0	0	0	0	34	21-30	23
01:00 PM	4	2	13	17	1	0	0	0	0	0	0	0	0	0	37	21-30	30
01:15 PM	0	1	5	21	2	0	0	0	0	0	0	0	0	0	29	21-30	26
01:30 PM	2	1	11	12	0	0	0	0	0	0	0	0	0	0	26	21-30	23
01:45 PM	1	0	9	16	1	0	0	0	0	0	0	0	0	0	27	21-30	25
02:00 PM	3	2	8	23	2	0	0	0	0	0	0	0	0	0	38	21-30	31
02:15 PM	2	0	23	17	3	0	0	0	0	0	0	0	0	0	45	21-30	40
02:30 PM	4	2	17	27	5	0	0	0	0	0	0	0	0	0	55	21-30	44
02:45 PM	6	3	18	16	4	1	0	0	0	0	0	0	0	0	48	21-30	34
03:00 PM	5	2	26	23	0	1	0	0	0	0	0	0	0	0	57	21-30	49
03:15 PM	6	5	13	15	2	0	0	0	0	0	0	0	0	0	41	21-30	28
03:30 PM	4	5	26	28	5	0	0	0	0	0	0	0	0	0	68	21-30	54
03:45 PM	8	6	26	**30**	1	0	0	0	0	0	0	0	0	0	**71**	21-30	56
04:00 PM	10	4	26	14	3	0	0	0	0	0	0	0	0	0	57	21-30	40
04:15 PM	0	1	17	23	3	0	0	0	0	0	0	0	0	0	44	21-30	40
04:30 PM	1	2	**30**	20	1	0	0	0	0	0	0	0	0	0	54	21-30	50
04:45 PM	10	**12**	23	15	0	0	0	0	0	0	0	0	0	0	60	21-30	38
05:00 PM	**15**	9	19	13	2	0	0	0	0	0	0	0	0	0	58	21-30	32
05:15 PM	14	8	21	10	1	0	0	0	0	0	0	0	0	0	54	21-30	31
05:30 PM	5	4	15	7	3	0	0	0	0	0	0	0	0	0	34	21-30	22
05:45 PM	4	7	17	20	1	0	0	0	0	0	0	0	0	0	49	21-30	37
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

TRUE DATA TO IMPROVE MOBILITY

Report generated on 11/26/2025 8:01 AM

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

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road North of Haworth Ave
QC JOB #: 17262919
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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
06:00 PM	4	10	16	15	3	0	0	0	0	0	0	0	0	0	48	21-30	31
06:15 PM	3	1	12	6	1	0	0	0	0	0	0	0	0	0	23	21-30	18
06:30 PM	1	2	7	13	1	0	0	0	0	0	0	0	0	0	24	21-30	20
06:45 PM	3	3	17	14	1	0	0	0	0	0	0	0	0	0	38	21-30	31
07:00 PM	3	2	8	14	1	0	0	0	0	0	0	0	0	0	28	21-30	22
07:15 PM	1	5	11	6	3	0	0	0	0	0	0	0	0	0	26	21-30	17
07:30 PM	1	2	17	16	7	0	0	0	0	0	0	0	0	0	43	21-30	33
07:45 PM	0	3	13	14	0	0	0	0	0	0	0	0	0	0	30	21-30	27
08:00 PM	2	3	4	15	1	0	0	0	0	0	0	0	0	0	25	21-30	19
08:15 PM	1	1	7	4	2	0	0	0	0	0	0	0	0	0	15	21-30	11
08:30 PM	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5	21-30	5
08:45 PM	2	0	5	8	2	0	0	0	0	0	0	0	0	0	17	21-30	13
09:00 PM	0	1	11	3	0	0	0	0	0	0	0	0	0	0	15	21-30	14
09:15 PM	0	0	4	7	2	0	0	0	0	0	0	0	0	0	13	21-30	11
09:30 PM	0	1	5	2	0	0	0	0	0	0	0	0	0	0	8	21-30	7
09:45 PM	0	1	1	10	1	0	0	0	0	0	0	0	0	0	13	21-30	11
10:00 PM	0	1	6	4	0	0	0	0	0	0	0	0	0	0	11	21-30	10
10:15 PM	0	0	1	3	2	0	0	0	0	0	0	0	0	0	6	26-35	5
10:30 PM	0	0	1	6	1	0	0	0	0	0	0	0	0	0	8	21-30	7
10:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	26-35	2
11:00 PM	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5	21-30	4
11:15 PM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5	21-30	5
11:30 PM	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5	21-30	4
11:45 PM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5	21-30	5
Day Total	205	221	1063	1108	146	6	0	0	0	0	0	0	0	0	2749	21-30	2171
Percent	7.5%	8%	38.7%	40.3%	5.3%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	7:45 AM	7:45 AM	7:45 AM	8:15 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	7:45 AM		
15-min Vol	16	18	52	29	6	1	0	0	0	0	0	0	0	0	108		
PM Peak	5:00 PM	4:45 PM	4:30 PM	3:45 PM	7:30 PM	12:45 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	3:45 PM		
15-min Vol	15	12	30	30	7	1	0	0	0	0	0	0	0	0	71		



Comments:

Report generated on 11/26/2025 8:01 AM

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

Type of report: Midblock Count - Speed Data

SUMMARY - Midblock Count - Speed Data

LOCATION: Villa Road North of Haworth Ave
QC JOB #: 17262919
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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	205	221	1063	1108	146	6	0	0	0	0	0	0	0	0	2749	21-30	2171
Percent	7.5%	8%	38.7%	40.3%	5.3%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	7.5%	15.5%	54.2%	94.5%	99.8%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
2749



85th Percentile: 28 MPH
Mean Speed(Average): 24 MPH
Median: 24 MPH
Mode: 28 MPH

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road South of Haworth Ave
QC JOB #: 17262920
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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
12:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
12:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
12:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
01:00 AM	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5	21-30	5
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
01:45 AM	0	0	0	1	0	**1**	0	0	0	0	0	0	0	0	2	21-30	1
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
03:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
03:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
03:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
03:45 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21-30	3
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
04:30 AM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5	21-30	5
04:45 AM	0	0	4	7	1	0	0	0	0	0	0	0	0	0	12	21-30	11
05:00 AM	0	1	6	4	0	0	0	0	0	0	0	0	0	0	11	21-30	10
05:15 AM	0	0	11	3	0	0	0	0	0	0	0	0	0	0	14	21-30	14
05:30 AM	0	1	9	4	0	0	0	0	0	0	0	0	0	0	14	21-30	13
05:45 AM	0	0	7	2	0	0	0	0	0	0	0	0	0	0	9	21-30	9
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road South of Haworth Ave
QC JOB #: 17262920
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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
06:00 AM	0	1	7	6	0	0	0	0	0	0	0	0	0	0	14	21-30	13
06:15 AM	0	0	6	2	0	0	0	0	0	0	0	0	0	0	8	21-30	8
06:30 AM	1	1	14	3	1	0	0	0	0	0	0	0	0	0	20	21-30	17
06:45 AM	1	1	21	6	1	0	0	0	0	0	0	0	0	0	30	21-30	27
07:00 AM	0	4	9	10	0	0	0	0	0	0	0	0	0	0	23	21-30	19
07:15 AM	1	1	27	13	1	0	0	0	0	0	0	0	0	0	43	21-30	40
07:30 AM	1	9	20	11	1	1	0	0	0	0	0	0	0	0	43	21-30	31
07:45 AM	**10**	**10**	21	5	0	0	0	0	0	0	0	0	0	0	46	16-25	31
08:00 AM	6	10	23	**15**	**3**	0	0	0	0	0	0	0	0	0	**57**	21-30	38
08:15 AM	5	1	19	11	1	1	0	0	0	0	0	0	0	0	38	21-30	30
08:30 AM	1	8	19	8	0	0	0	0	0	0	0	0	0	0	36	18-27	27
08:45 AM	4	4	25	8	0	0	0	0	0	0	0	0	0	0	41	21-30	33
09:00 AM	1	4	25	9	1	0	0	0	0	0	0	0	0	0	40	21-30	34
09:15 AM	3	7	22	9	1	0	0	0	0	0	0	0	0	0	42	21-30	31
09:30 AM	0	5	9	10	0	0	0	0	0	0	0	0	0	0	24	21-30	19
09:45 AM	0	2	21	6	0	0	0	0	0	0	0	0	0	0	29	21-30	27
10:00 AM	2	2	24	8	0	0	0	0	0	0	0	0	0	0	36	21-30	32
10:15 AM	5	6	18	12	1	0	0	0	0	0	0	0	0	0	42	21-30	30
10:30 AM	3	5	19	8	1	0	0	0	0	0	0	0	0	0	36	21-30	27
10:45 AM	3	7	25	8	1	0	0	0	0	0	0	0	0	0	44	21-30	33
11:00 AM	5	3	22	10	1	0	0	0	0	0	0	0	0	0	41	21-30	32
11:15 AM	6	5	**30**	9	1	0	0	0	0	0	0	0	0	0	51	21-30	39
11:30 AM	4	5	18	13	0	0	0	0	0	0	0	0	0	0	40	21-30	31
11:45 AM	7	3	15	11	0	0	0	0	0	0	0	0	0	0	36	21-30	26
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road South of Haworth Ave **QC JOB #:** 17262920

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Newberg, OR **DATE:** Nov 20 2025

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 PM	1	5	18	12	0	0	0	0	0	0	0	0	0	0	36	21-30	30
12:15 PM	3	2	20	12	1	0	0	0	0	0	0	0	0	0	38	21-30	32
12:30 PM	3	2	25	7	0	0	0	0	0	0	0	0	0	0	37	21-30	32
12:45 PM	4	4	16	19	0	0	0	0	0	0	0	0	0	0	43	21-30	35
01:00 PM	4	2	25	11	1	0	0	0	0	0	0	0	0	0	43	21-30	36
01:15 PM	6	3	21	10	0	0	0	0	0	0	0	0	0	0	40	21-30	31
01:30 PM	3	2	16	16	0	0	0	0	0	0	0	0	0	0	37	21-30	32
01:45 PM	4	3	17	**23**	0	0	0	0	0	0	0	0	0	0	47	21-30	40
02:00 PM	4	5	17	10	1	0	0	0	0	0	0	0	0	0	37	21-30	27
02:15 PM	1	3	19	20	2	0	0	0	0	0	0	0	0	0	45	21-30	39
02:30 PM	2	2	25	14	0	0	0	0	0	0	0	0	0	0	43	21-30	39
02:45 PM	3	2	23	21	**3**	0	0	0	0	0	0	0	0	0	52	21-30	44
03:00 PM	7	0	40	14	2	0	0	0	0	0	0	0	0	0	63	21-30	54
03:15 PM	6	2	30	12	0	0	0	0	0	0	0	0	0	0	50	21-30	42
03:30 PM	8	2	25	8	1	0	0	0	0	0	0	0	0	0	44	21-30	33
03:45 PM	9	5	41	22	1	0	0	0	0	0	0	0	0	0	**78**	21-30	63
04:00 PM	2	9	30	20	0	0	0	0	0	0	0	0	0	0	61	21-30	50
04:15 PM	5	6	32	8	0	0	0	0	0	0	0	0	0	0	51	21-30	40
04:30 PM	**12**	1	26	11	1	0	0	0	0	0	0	0	0	0	51	21-30	37
04:45 PM	6	9	37	9	0	0	0	0	0	0	0	0	0	0	61	16-25	46
05:00 PM	5	**11**	**48**	13	0	0	0	0	0	0	0	0	0	0	77	21-30	61
05:15 PM	2	6	36	10	0	0	0	0	0	0	0	0	0	0	54	21-30	46
05:30 PM	4	1	32	18	1	0	0	0	0	0	0	0	0	0	56	21-30	50
05:45 PM	4	2	26	12	1	0	0	0	0	0	0	0	0	0	45	21-30	38
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road South of Haworth Ave
QC JOB #: 17262920
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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
06:00 PM	3	6	33	14	2	0	0	0	0	0	0	0	0	0	58	21-30	47
06:15 PM	3	4	20	12	0	0	0	0	0	0	0	0	0	0	39	21-30	32
06:30 PM	6	6	19	10	1	0	0	0	0	0	0	0	0	0	42	21-30	29
06:45 PM	2	1	37	8	3	0	0	0	0	0	0	0	0	0	51	21-30	45
07:00 PM	1	1	30	11	2	**1**	0	0	0	0	0	0	0	0	46	21-30	41
07:15 PM	0	1	18	22	1	0	0	0	0	0	0	0	0	0	42	21-30	40
07:30 PM	2	0	11	7	0	0	0	0	0	0	0	0	0	0	20	21-30	18
07:45 PM	0	3	9	12	1	0	0	0	0	0	0	0	0	0	25	21-30	21
08:00 PM	2	1	22	3	0	0	0	0	0	0	0	0	0	0	28	21-30	25
08:15 PM	0	2	15	15	0	0	0	0	0	0	0	0	0	0	32	21-30	30
08:30 PM	3	4	17	7	0	0	0	0	0	0	0	0	0	0	31	21-30	24
08:45 PM	0	2	8	6	0	0	0	0	0	0	0	0	0	0	16	21-30	14
09:00 PM	2	4	13	2	2	0	0	0	0	0	0	0	0	0	23	16-25	17
09:15 PM	0	3	5	8	0	0	0	0	0	0	0	0	0	0	16	21-30	13
09:30 PM	0	3	11	3	1	0	0	0	0	0	0	0	0	0	18	16-25	14
09:45 PM	0	0	5	6	1	0	0	0	0	0	0	0	0	0	12	21-30	11
10:00 PM	0	1	5	4	1	0	0	0	0	0	0	0	0	0	11	21-30	9
10:15 PM	0	2	7	7	1	0	0	0	0	0	0	0	0	0	17	21-30	14
10:30 PM	0	1	3	3	1	0	0	0	0	0	0	0	0	0	8	21-30	6
10:45 PM	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6	16-25	5
11:00 PM	0	0	5	3	0	0	0	0	0	0	0	0	0	0	8	21-30	8
11:15 PM	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4	21-30	3
11:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
11:45 PM	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4	16-25	2
Day Total	202	244	1457	741	50	4	0	0	0	0	0	0	0	0	2698	21-30	2198
Percent	7.5%	9%	54%	27.5%	1.9%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	7:45 AM	7:45 AM	11:15 AM	8:00 AM	8:00 AM	1:45 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		
15-min Vol	10	10	30	15	3	1	0	0	0	0	0	0	0	0	57		
PM Peak	4:30 PM	5:00 PM	5:00 PM	1:45 PM	2:45 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	12:00 PM	3:45 PM		
15-min Vol	12	11	48	23	3	1	0	0	0	0	0	0	0	0	78		



Comments:

Report generated on 11/26/2025 8:01 AM

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

Type of report: Midblock Count - Speed Data

SUMMARY - Midblock Count - Speed Data

LOCATION: Villa Road South of Haworth Ave
QC JOB #: 17262920
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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	202	244	1457	741	50	4	0	0	0	0	0	0	0	0	2698	21-30	2198
Percent	7.5%	9%	54%	27.5%	1.9%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	7.5%	16.5%	70.5%	98%	99.9%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
2698



85th Percentile: 27 MPH
Mean Speed(Average): 23 MPH
Median: 23 MPH
Mode: 23 MPH

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road South of Haworth Ave
QC JOB #: 17262920
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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
12:15 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	21-30	4
12:30 AM	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5	18-27	4
12:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	16-25	1
01:00 AM	0	0	4	2	0	0	0	0	0	0	0	0	0	0	6	21-30	6
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21-30	3
01:45 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	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
02:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	16-25	1
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21-30	3
03:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
03:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
03:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
03:45 AM	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5	21-30	4
04:00 AM	0	0	3	0	2	0	0	0	0	0	0	0	0	0	5	16-25	3
04:15 AM	0	1	0	4	0	0	0	0	0	0	0	0	0	0	5	21-30	4
04:30 AM	0	0	3	4	2	0	0	0	0	0	0	0	0	0	9	21-30	7
04:45 AM	0	0	6	8	1	0	0	0	0	0	0	0	0	0	15	21-30	14
05:00 AM	0	1	9	8	0	0	0	0	0	0	0	0	0	0	18	21-30	17
05:15 AM	0	0	15	10	2	0	0	0	0	0	0	0	0	0	27	21-30	25
05:30 AM	0	1	16	10	1	0	0	0	0	0	0	0	0	0	28	21-30	26
05:45 AM	0	0	12	12	1	1	0	0	0	0	0	0	0	0	26	21-30	24
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road South of Haworth Ave
QC JOB #: 17262920
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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
06:00 AM	0	1	13	14	6	0	0	0	0	0	0	0	0	0	34	21-30	27
06:15 AM	0	1	10	9	0	0	0	0	0	0	0	0	0	0	20	21-30	19
06:30 AM	1	1	23	14	3	0	0	0	0	0	0	0	0	0	42	21-30	37
06:45 AM	3	1	29	19	4	0	0	0	0	0	0	0	0	0	56	21-30	48
07:00 AM	2	6	23	22	1	0	0	0	0	0	0	0	0	0	54	21-30	45
07:15 AM	2	3	49	27	**7**	0	0	0	0	0	0	0	0	0	88	21-30	76
07:30 AM	5	**11**	**54**	25	3	1	0	0	0	0	0	0	0	0	99	21-30	79
07:45 AM	**15**	11	48	**39**	2	0	0	0	0	0	0	0	0	0	**115**	21-30	87
08:00 AM	7	11	47	30	3	0	0	0	0	0	0	0	0	0	98	21-30	77
08:15 AM	10	4	42	37	1	1	0	0	0	0	0	0	0	0	95	21-30	79
08:30 AM	3	9	35	19	3	0	0	0	0	0	0	0	0	0	69	21-30	54
08:45 AM	5	5	42	25	4	0	0	0	0	0	0	0	0	0	81	21-30	67
09:00 AM	3	5	44	24	4	0	0	0	0	0	0	0	0	0	80	21-30	68
09:15 AM	7	9	43	30	2	0	0	0	0	0	0	0	0	0	91	21-30	73
09:30 AM	3	5	17	22	1	0	0	0	0	0	0	0	0	0	48	21-30	39
09:45 AM	1	2	34	20	2	0	0	0	0	0	0	0	0	0	59	21-30	54
10:00 AM	5	2	43	19	2	1	0	0	0	0	0	0	0	0	72	21-30	62
10:15 AM	5	8	33	22	1	0	0	0	0	0	0	0	0	0	69	21-30	55
10:30 AM	7	9	34	25	1	0	0	0	0	0	0	0	0	0	76	21-30	59
10:45 AM	5	9	44	25	3	0	0	0	0	0	0	0	0	0	86	21-30	69
11:00 AM	9	4	41	18	3	0	0	0	0	0	0	0	0	0	75	21-30	59
11:15 AM	9	9	53	17	1	0	0	0	0	0	0	0	0	0	89	21-30	70
11:30 AM	8	8	40	34	4	0	0	0	0	0	0	0	0	0	94	21-30	74
11:45 AM	8	5	39	34	3	0	0	0	0	0	0	0	0	0	89	21-30	73
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Report generated on 11/26/2025 8:01 AM

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

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road South of Haworth Ave
QC JOB #: 17262920
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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 PM	6	7	32	29	5	0	0	0	0	0	0	0	0	0	79	21-30	61
12:15 PM	7	4	34	36	3	0	0	0	0	0	0	0	0	0	84	21-30	70
12:30 PM	7	8	47	21	1	0	0	0	0	0	0	0	0	0	84	21-30	68
12:45 PM	5	5	28	37	2	0	0	0	0	0	0	0	0	0	77	21-30	65
01:00 PM	9	5	47	31	1	0	0	0	0	0	0	0	0	0	93	21-30	78
01:15 PM	9	5	33	24	1	0	0	0	0	0	0	0	0	0	72	21-30	57
01:30 PM	6	3	31	27	2	0	0	0	0	0	0	0	0	0	69	21-30	58
01:45 PM	7	8	30	38	4	0	0	0	0	0	0	0	0	0	87	21-30	68
02:00 PM	9	6	38	22	6	0	0	0	0	0	0	0	0	0	81	21-30	60
02:15 PM	4	7	40	33	4	0	0	0	0	0	0	0	0	0	88	21-30	73
02:30 PM	3	4	41	42	5	0	0	0	0	0	0	0	0	0	95	21-30	83
02:45 PM	6	2	43	46	4	0	0	0	0	0	0	0	0	0	101	21-30	89
03:00 PM	10	0	56	39	5	**1**	0	0	0	0	0	0	0	0	111	21-30	95
03:15 PM	17	7	54	39	4	1	0	0	0	0	0	0	0	0	122	21-30	93
03:30 PM	17	9	46	40	7	0	0	0	0	0	0	0	0	0	119	21-30	86
03:45 PM	14	7	64	**57**	2	0	0	0	0	0	0	0	0	0	**144**	21-30	121
04:00 PM	6	11	53	42	2	0	0	0	0	0	0	0	0	0	114	21-30	95
04:15 PM	10	10	53	30	3	0	0	0	0	0	0	0	0	0	106	21-30	83
04:30 PM	**19**	3	60	35	1	0	**1**	0	0	0	0	0	0	0	119	21-30	95
04:45 PM	12	13	56	24	2	0	0	0	0	0	0	0	0	0	107	21-30	80
05:00 PM	9	**17**	**77**	29	3	0	0	0	0	0	0	0	0	0	135	21-30	106
05:15 PM	5	10	54	29	**8**	0	0	0	0	0	0	0	0	0	106	21-30	83
05:30 PM	8	3	42	37	2	0	0	0	0	0	0	0	0	0	92	21-30	79
05:45 PM	9	4	46	34	7	0	0	0	0	0	0	0	0	0	100	21-30	80
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Report generated on 11/26/2025 8:01 AM

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

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road South of Haworth Ave
QC JOB #: 17262920
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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
06:00 PM	6	9	50	33	6	0	0	0	0	0	0	0	0	0	104	21-30	83
06:15 PM	3	7	31	26	1	0	0	0	0	0	0	0	0	0	68	21-30	57
06:30 PM	10	7	29	25	2	0	0	0	0	0	0	0	0	0	73	21-30	54
06:45 PM	4	2	57	27	6	1	0	0	0	0	0	0	0	0	97	21-30	84
07:00 PM	1	3	42	32	4	1	0	0	0	0	0	0	0	0	83	21-30	74
07:15 PM	0	2	28	32	6	0	0	0	0	0	0	0	0	0	68	21-30	60
07:30 PM	3	3	30	24	4	0	0	0	0	0	0	0	0	0	64	21-30	54
07:45 PM	0	4	18	25	2	0	0	0	0	0	0	0	0	0	49	21-30	43
08:00 PM	3	1	39	20	2	0	0	0	0	0	0	0	0	0	65	21-30	59
08:15 PM	2	4	22	27	2	0	0	0	0	0	0	0	0	0	57	21-30	49
08:30 PM	4	4	22	14	1	0	0	0	0	0	0	0	0	0	45	21-30	36
08:45 PM	1	5	16	17	3	0	0	0	0	0	0	0	0	0	42	21-30	33
09:00 PM	3	6	24	21	4	0	0	0	0	0	0	0	0	0	58	21-30	45
09:15 PM	0	4	11	13	3	1	0	0	0	0	0	0	0	0	32	21-30	24
09:30 PM	0	3	13	9	1	0	0	0	0	0	0	0	0	0	26	21-30	22
09:45 PM	1	0	9	8	2	0	0	0	0	0	0	0	0	0	20	21-30	17
10:00 PM	0	1	8	8	1	0	0	0	0	0	0	0	0	0	18	21-30	16
10:15 PM	0	2	8	13	2	0	0	0	0	0	0	0	0	0	25	21-30	21
10:30 PM	0	1	5	6	1	0	0	0	0	0	0	0	0	0	13	21-30	11
10:45 PM	3	3	3	1	0	0	0	0	0	0	0	0	0	0	10	16-25	6
11:00 PM	0	0	6	6	0	0	0	0	0	0	0	0	0	0	12	21-30	12
11:15 PM	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7	21-30	6
11:30 PM	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5	21-30	4
11:45 PM	1	2	1	6	1	0	0	0	0	0	0	0	0	0	11	21-30	7
Day Total	382	374	2545	1860	216	10	1	0	0	0	0	0	0	0	5388	21-30	4405
Percent	7.1%	6.9%	47.2%	34.5%	4%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	7:45 AM	7:30 AM	7:30 AM	7:45 AM	7:15 AM	1:45 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	7:45 AM		
15-min Vol	15	11	54	39	7	1	0	0	0	0	0	0	0	0	115		
PM Peak	4:30 PM	5:00 PM	5:00 PM	3:45 PM	5:15 PM	3:00 PM	4:30 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:45 PM		
15-min Vol	19	17	77	57	8	1	1	0	0	0	0	0	0	0	144		



Comments:

Report generated on 11/26/2025 8:01 AM

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

Type of report: Midblock Count - Speed Data

SUMMARY - Midblock Count - Speed Data

LOCATION: Villa Road South of Haworth Ave
SPECIFIC LOCATION:
CITY/STATE: Newberg, OR

QC JOB #: 17262920
DIRECTION: NB, SB
DATE: Nov 20 2025

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	382	374	2545	1860	216	10	1	0	0	0	0	0	0	0	5388	21-30	4405
Percent	7.1%	6.9%	47.2%	34.5%	4%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	7.1%	14%	61.3%	95.8%	99.8%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
5388



85th Percentile: 28 MPH
Mean Speed(Average): 23 MPH
Median: 23 MPH
Mode: 23 MPH

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road South of Haworth Ave
QC JOB #: 17262920
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
12:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	21-30	2
12:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
12:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
01:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
01:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
02:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
02:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 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
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	26-35	2
04:00 AM	0	0	3	0	2	0	0	0	0	0	0	0	0	0	5	16-25	3
04:15 AM	0	1	0	3	0	0	0	0	0	0	0	0	0	0	4	21-30	3
04:30 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4	26-35	3
04:45 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21-30	3
05:00 AM	0	0	3	4	0	0	0	0	0	0	0	0	0	0	7	21-30	7
05:15 AM	0	0	4	7	2	0	0	0	0	0	0	0	0	0	13	21-30	11
05:30 AM	0	0	7	6	1	0	0	0	0	0	0	0	0	0	14	21-30	13
05:45 AM	0	0	5	10	1	**1**	0	0	0	0	0	0	0	0	17	21-30	15
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road South of Haworth Ave
QC JOB #: 17262920
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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
06:00 AM	0	0	6	8	**6**	0	0	0	0	0	0	0	0	0	20	21-30	14
06:15 AM	0	1	4	7	0	0	0	0	0	0	0	0	0	0	12	21-30	11
06:30 AM	0	0	9	11	2	0	0	0	0	0	0	0	0	0	22	21-30	20
06:45 AM	2	0	8	13	3	0	0	0	0	0	0	0	0	0	26	21-30	21
07:00 AM	2	2	14	12	1	0	0	0	0	0	0	0	0	0	31	21-30	26
07:15 AM	1	2	22	14	6	0	0	0	0	0	0	0	0	0	45	21-30	36
07:30 AM	4	2	**34**	14	2	0	0	0	0	0	0	0	0	0	56	21-30	48
07:45 AM	**5**	1	27	**34**	2	0	0	0	0	0	0	0	0	0	**69**	21-30	61
08:00 AM	1	1	24	15	0	0	0	0	0	0	0	0	0	0	41	21-30	39
08:15 AM	5	3	23	26	0	0	0	0	0	0	0	0	0	0	57	21-30	49
08:30 AM	2	1	16	11	3	0	0	0	0	0	0	0	0	0	33	21-30	27
08:45 AM	1	1	17	17	4	0	0	0	0	0	0	0	0	0	40	21-30	34
09:00 AM	2	1	19	15	3	0	0	0	0	0	0	0	0	0	40	21-30	34
09:15 AM	4	2	21	21	1	0	0	0	0	0	0	0	0	0	49	21-30	42
09:30 AM	3	0	8	12	1	0	0	0	0	0	0	0	0	0	24	21-30	20
09:45 AM	1	0	13	14	2	0	0	0	0	0	0	0	0	0	30	21-30	27
10:00 AM	3	0	19	11	2	1	0	0	0	0	0	0	0	0	36	21-30	30
10:15 AM	0	2	15	10	0	0	0	0	0	0	0	0	0	0	27	21-30	25
10:30 AM	4	**4**	15	17	0	0	0	0	0	0	0	0	0	0	40	21-30	32
10:45 AM	2	2	19	17	2	0	0	0	0	0	0	0	0	0	42	21-30	36
11:00 AM	4	1	19	8	2	0	0	0	0	0	0	0	0	0	34	21-30	27
11:15 AM	3	4	23	8	0	0	0	0	0	0	0	0	0	0	38	21-30	31
11:30 AM	4	3	22	21	4	0	0	0	0	0	0	0	0	0	54	21-30	43
11:45 AM	1	2	24	23	3	0	0	0	0	0	0	0	0	0	53	21-30	47
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Report generated on 11/26/2025 8:01 AM

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

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road South of Haworth Ave **QC JOB #:** 17262920

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Newberg, OR **DATE:** Nov 20 2025

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 PM	5	2	14	17	5	0	0	0	0	0	0	0	0	0	43	21-30	31
12:15 PM	4	2	14	24	2	0	0	0	0	0	0	0	0	0	46	21-30	38
12:30 PM	4	6	22	14	1	0	0	0	0	0	0	0	0	0	47	21-30	36
12:45 PM	1	1	12	18	2	0	0	0	0	0	0	0	0	0	34	21-30	30
01:00 PM	5	3	22	20	0	0	0	0	0	0	0	0	0	0	50	21-30	42
01:15 PM	3	2	12	14	1	0	0	0	0	0	0	0	0	0	32	21-30	26
01:30 PM	3	1	15	11	2	0	0	0	0	0	0	0	0	0	32	21-30	26
01:45 PM	3	5	13	15	4	0	0	0	0	0	0	0	0	0	40	21-30	28
02:00 PM	5	1	21	12	5	0	0	0	0	0	0	0	0	0	44	21-30	33
02:15 PM	3	4	21	13	2	0	0	0	0	0	0	0	0	0	43	21-30	34
02:30 PM	1	2	16	28	5	0	0	0	0	0	0	0	0	0	52	21-30	44
02:45 PM	3	0	20	25	1	0	0	0	0	0	0	0	0	0	49	21-30	45
03:00 PM	3	0	16	25	3	**1**	0	0	0	0	0	0	0	0	48	21-30	41
03:15 PM	**11**	5	24	27	4	1	0	0	0	0	0	0	0	0	72	21-30	51
03:30 PM	9	**7**	21	32	6	0	0	0	0	0	0	0	0	0	**75**	21-30	53
03:45 PM	5	2	23	**35**	1	0	0	0	0	0	0	0	0	0	66	21-30	58
04:00 PM	4	2	23	22	2	0	0	0	0	0	0	0	0	0	53	21-30	45
04:15 PM	5	4	21	22	3	0	0	0	0	0	0	0	0	0	55	21-30	43
04:30 PM	7	2	**34**	24	0	0	**1**	0	0	0	0	0	0	0	68	21-30	58
04:45 PM	6	4	19	15	2	0	0	0	0	0	0	0	0	0	46	21-30	34
05:00 PM	4	6	29	16	3	0	0	0	0	0	0	0	0	0	58	21-30	45
05:15 PM	3	4	18	19	**8**	0	0	0	0	0	0	0	0	0	52	21-30	37
05:30 PM	4	2	10	19	1	0	0	0	0	0	0	0	0	0	36	21-30	29
05:45 PM	5	2	20	22	6	0	0	0	0	0	0	0	0	0	55	21-30	42
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

TRUE DATA TO IMPROVE MOBILITY

Report generated on 11/26/2025 8:01 AM

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

Type of report: Midblock Count - Speed Data

LOCATION: Villa Road South of Haworth Ave
QC JOB #: 17262920
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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
06:00 PM	3	3	17	19	4	0	0	0	0	0	0	0	0	0	46	21-30	36
06:15 PM	0	3	11	14	1	0	0	0	0	0	0	0	0	0	29	21-30	25
06:30 PM	4	1	10	15	1	0	0	0	0	0	0	0	0	0	31	21-30	25
06:45 PM	2	1	20	19	3	1	0	0	0	0	0	0	0	0	46	21-30	39
07:00 PM	0	2	12	21	2	0	0	0	0	0	0	0	0	0	37	21-30	33
07:15 PM	0	1	10	10	5	0	0	0	0	0	0	0	0	0	26	21-30	20
07:30 PM	1	3	19	17	4	0	0	0	0	0	0	0	0	0	44	21-30	36
07:45 PM	0	1	9	13	1	0	0	0	0	0	0	0	0	0	24	21-30	22
08:00 PM	1	0	17	17	2	0	0	0	0	0	0	0	0	0	37	21-30	34
08:15 PM	2	2	7	12	2	0	0	0	0	0	0	0	0	0	25	21-30	19
08:30 PM	1	0	5	7	1	0	0	0	0	0	0	0	0	0	14	21-30	12
08:45 PM	1	3	8	11	3	0	0	0	0	0	0	0	0	0	26	21-30	19
09:00 PM	1	2	11	19	2	0	0	0	0	0	0	0	0	0	35	21-30	30
09:15 PM	0	1	6	5	3	1	0	0	0	0	0	0	0	0	16	21-30	11
09:30 PM	0	0	2	6	0	0	0	0	0	0	0	0	0	0	8	21-30	8
09:45 PM	1	0	4	2	1	0	0	0	0	0	0	0	0	0	8	21-30	6
10:00 PM	0	0	3	4	0	0	0	0	0	0	0	0	0	0	7	21-30	7
10:15 PM	0	0	1	6	1	0	0	0	0	0	0	0	0	0	8	21-30	7
10:30 PM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5	21-30	5
10:45 PM	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4	11-20	2
11:00 PM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	21-30	4
11:15 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21-30	3
11:30 PM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	26-35	3
11:45 PM	1	1	0	5	0	0	0	0	0	0	0	0	0	0	7	21-30	5
Day Total	180	130	1088	1119	166	6	1	0	0	0	0	0	0	0	2690	21-30	2207
Percent	6.7%	4.8%	40.4%	41.6%	6.2%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak	7:45 AM	10:30 AM	7:30 AM	7:45 AM	6:00 AM	5:45 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	7:45 AM		
15-min Vol	5	4	34	34	6	1	0	0	0	0	0	0	0	0	69		
PM Peak	3:15 PM	3:30 PM	4:30 PM	3:45 PM	5:15 PM	3:00 PM	4:30 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:30 PM		
15-min Vol	11	7	34	35	8	1	1	0	0	0	0	0	0	0	75		



Comments:

Report generated on 11/26/2025 8:01 AM

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

Type of report: Midblock Count - Speed Data

SUMMARY - Midblock Count - Speed Data

LOCATION: Villa Road South of Haworth Ave
QC JOB #: 17262920
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Newberg, OR
DATE: Nov 20 2025

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	180	130	1088	1119	166	6	1	0	0	0	0	0	0	0	2690	21-30	2207
Percent	6.7%	4.8%	40.4%	41.6%	6.2%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	6.7%	11.5%	52%	93.6%	99.7%	100%	100%	100%	100%	100%	100%	100%	100%	100%			

ADT
2690



85th Percentile: 28 MPH
Mean Speed(Average): 24 MPH
Median: 24 MPH
Mode: 28 MPH

Comments:

Report generated on 11/26/2025 8:01 AM

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

TRUE DATA TO IMPROVE MOBILITY

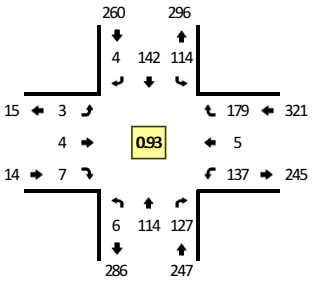
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

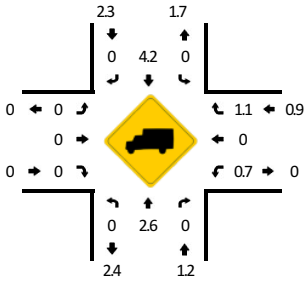
LOCATION: Villa Rd -- Haworth Ave
CITY/STATE: Newberg, OR

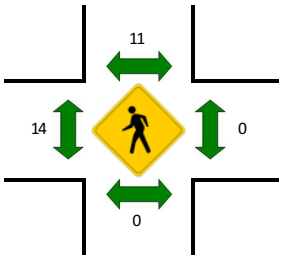
QC JOB #: 17262918
DATE: Thu, Nov 20 2025

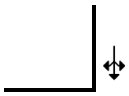
Peak-Hour: 3:10 PM -- 4:10 PM
Peak 15-Min: 3:10 PM -- 3:25 PM

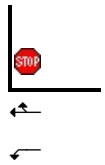


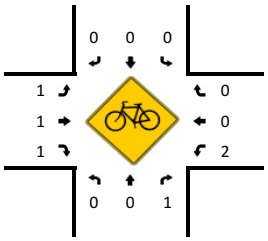


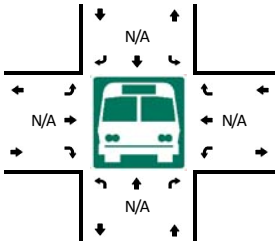


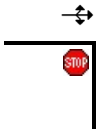


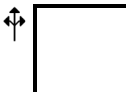


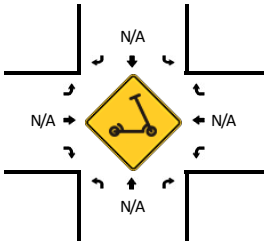












5-Min Count Period Beginning At	Villa Rd (Northbound)				Villa Rd (Southbound)				Haworth Ave (Eastbound)				Haworth Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:05 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
12:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	
12:20 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	0	4	
12:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
12:30 AM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
12:35 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
12:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
12:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18
1:05 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18
1:10 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	20
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
1:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
1:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
1:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
1:40 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3	11
1:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	12
1:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
1:55 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13
2:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12
2:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	11
2:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
2:20 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	12
2:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
2:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
2:40 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	11
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
2:50 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
2:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
3:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8

5-Min Count Period Beginning At	Villa Rd (Northbound)				Villa Rd (Southbound)				Haworth Ave (Eastbound)				Haworth Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
3:20 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	7
3:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
3:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
3:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3:50 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	6
3:55 AM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	9
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
4:05 AM	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	3	11
4:10 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	14
4:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	16
4:20 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	18
4:25 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	20
4:30 AM	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	6	25
4:35 AM	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5	30
4:40 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	4	34
4:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	38
4:50 AM	0	5	1	0	0	1	0	0	0	0	0	0	0	0	4	0	11	47
4:55 AM	0	3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	7	51
5:00 AM	0	1	3	0	2	5	0	0	0	0	0	0	0	0	1	0	12	63
5:05 AM	0	2	2	0	3	0	0	0	0	0	0	0	0	0	0	0	7	67
5:10 AM	0	2	2	0	5	2	0	0	0	0	0	0	0	0	0	0	11	75
5:15 AM	0	2	4	0	2	4	0	0	0	0	0	0	1	0	0	0	13	86
5:20 AM	0	1	3	0	2	2	0	0	0	0	0	0	0	0	1	0	9	91
5:25 AM	0	1	2	0	3	5	0	0	0	0	0	0	0	0	0	0	11	100
5:30 AM	0	2	4	0	2	4	0	0	0	0	0	0	0	0	0	0	12	106
5:35 AM	0	2	4	0	2	1	0	0	0	0	0	0	3	1	1	0	14	115
5:40 AM	0	2	1	0	4	4	0	0	0	0	1	0	0	0	1	0	13	124
5:45 AM	1	2	0	0	3	5	0	0	0	0	0	0	1	0	1	0	13	133
5:50 AM	0	1	3	0	3	4	0	0	0	0	0	0	1	0	1	0	13	135
5:55 AM	0	1	1	0	4	4	0	0	0	0	0	0	3	0	1	0	14	142
6:00 AM	0	1	1	0	4	3	0	0	0	0	1	0	2	0	2	0	14	144
6:05 AM	0	2	2	0	4	1	0	0	0	0	0	0	2	0	1	0	12	149
6:10 AM	0	3	4	0	5	6	0	0	1	0	0	0	3	0	4	0	26	164
6:15 AM	0	1	2	0	4	3	0	0	0	0	0	0	2	0	3	0	15	166
6:20 AM	0	1	1	0	3	2	0	0	0	0	0	0	0	0	1	0	8	165
6:25 AM	0	2	2	0	7	3	0	0	0	0	0	0	2	0	0	0	16	170
6:30 AM	0	0	3	0	3	3	0	0	0	0	0	0	1	0	0	0	10	168
6:35 AM	0	2	5	0	3	4	0	0	0	0	0	0	9	0	2	0	25	179
6:40 AM	0	3	7	0	12	5	0	0	0	0	0	0	2	0	10	0	39	205
6:45 AM	1	2	2	0	7	8	0	0	0	0	1	0	4	0	4	0	29	221
6:50 AM	1	5	5	0	8	7	0	0	0	0	0	0	1	0	4	0	31	239
6:55 AM	0	7	8	0	13	7	0	0	0	0	0	0	0	0	2	0	37	262
7:00 AM	0	4	4	0	4	8	0	1	0	0	0	0	5	0	8	0	34	282
7:05 AM	0	5	2	0	5	5	0	0	0	0	0	0	5	0	5	0	27	297
7:10 AM	0	4	6	0	7	5	0	0	0	0	0	0	4	0	3	0	29	300
7:15 AM	1	7	5	0	6	12	0	0	0	0	0	0	1	0	2	0	34	319
7:20 AM	0	10	6	0	8	11	0	0	0	0	0	0	3	0	3	0	41	352
7:25 AM	1	6	7	0	9	12	0	0	0	0	0	0	5	0	5	0	45	381
7:30 AM	1	8	7	0	5	10	0	0	0	0	0	0	8	0	6	0	45	416
7:35 AM	2	5	7	0	14	16	0	0	0	0	0	0	4	0	3	0	51	442
7:40 AM	1	6	7	0	13	13	0	0	0	0	0	0	4	0	5	0	49	452
7:45 AM	4	1	8	0	15	15	1	0	0	0	0	0	6	0	4	0	54	477
7:50 AM	0	3	12	0	17	21	0	0	0	0	0	0	5	0	5	0	63	509
7:55 AM	3	8	12	0	26	18	1	0	0	0	0	0	10	0	10	0	88	560
8:00 AM	1	4	19	0	24	7	4	0	0	0	1	0	4	0	8	0	72	598
8:05 AM	0	4	19	0	28	10	0	0	0	0	0	0	5	0	10	0	76	647
8:10 AM	0	1	11	0	14	7	0	0	0	0	0	0	10	0	15	0	58	676
8:15 AM	0	5	9	0	12	9	0	0	1	0	0	0	9	1	11	0	57	699
8:20 AM	0	3	4	0	13	15	2	0	0	0	0	0	9	0	4	0	50	708
8:25 AM	1	10	7	0	5	12	0	0	0	0	0	0	6	0	4	0	45	708
8:30 AM	1	9	5	0	6	7	0	0	0	0	0	0	3	0	4	0	35	698
8:35 AM	0	3	4	0	5	13	0	0	0	0	0	0	2	1	2	0	30	677
8:40 AM	0	8	7	0	5	3	0	0	0	0	0	0	5	0	3	0	31	659
8:45 AM	0	5	9	0	13	14	0	0	0	0	0	0	2	0	5	0	48	653
8:50 AM	1	5	8	0	11	11	0	0	0	0	0	0	4	0	2	0	42	632
8:55 AM	0	4	11	0	5	9	0	0	0	0	0	0	3	0	5	0	37	581
9:00 AM	0	5	10	0	6	8	0	0	0	0	0	0	6	0	0	0	35	544
9:05 AM	1	3	6	0	4	7	0	0	0	0	0	0	6	0	7	0	34	502
9:10 AM	0	7	7	0	8	6	0	0	1	0	1	0	7	0	6	0	43	487
9:15 AM	1	5	9	0	6	7	1	0	0	0	0	0	10	0	5	0	44	474
9:20 AM	0	7	8	0	8	14	1	0	0	0	0	0	5	0	7	0	50	474
9:25 AM	0	8	6	0	8	12	0	0	0	0	0	0	3	0	4	0	41	470
9:30 AM	0	2	5	0	8	6	0	0	0	0	0	0	1	0	2	0	24	459
9:35 AM	0	2	8	0	9	7	0	0	0	0	0	0	2	0	7	0	35	464
9:40 AM	1	4	4	0	8	5	1	0	0	0	0	0	2	0	4	0	29	462
9:45 AM	0	4	5	0	1	10	0	0	0	1	0	0	4	0	4	0	29	443
9:50 AM	0	2	6	0	7	5	0	0	0	0	0	0	1	0	3	0	24	425
9:55 AM	0	5	8	0	6	8	0	0	0	1	1	0	2	0	4	0	35	423
10:00 AM	2	1	6	0	4	4	0	0	0	0	1	0	7	0	7	0	32	420
10:05 AM	0	11	4	0	6	6	0	0	1	0	0	0	7	0	6	0	41	427
10:10 AM	0	7	7	0	4	3	0	0	0	0	0	0	8	0	4	0	33	417
10:15 AM	0	4	5	0	7	2	0	0	0	0	1	0	5	0	5	0	29	402
10:20 AM	1	4	12	0	2	5	1	0	1	0	0	0	2	0	5	0	33	385
10:25 AM	1	5	9	0	9	4	0	0	1	0	0	0	12	1	3	0	45	389
10:30 AM	0	5	7	0	2	6	0	0	0	0	0	0	8	0	7	0	35	400

5-Min Count Period Beginning At	Villa Rd (Northbound)				Villa Rd (Southbound)				Haworth Ave (Eastbound)				Haworth Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
10:35 AM	3	4	5	0	3	5	0	0	0	0	0	0	5	0	6	0	31	396
10:40 AM	1	6	7	0	6	9	0	0	0	0	1	0	6	0	9	0	45	412
10:45 AM	0	9	5	0	7	10	0	0	0	0	1	0	2	2	4	0	40	423
10:50 AM	2	5	8	0	9	10	0	0	0	0	0	0	7	0	6	0	47	446
10:55 AM	0	3	13	0	6	5	0	0	2	1	0	0	9	0	10	0	49	460
11:00 AM	1	5	2	0	5	4	0	0	0	0	0	0	7	1	5	0	30	458
11:05 AM	0	8	8	0	2	9	1	0	0	0	1	0	3	0	4	0	36	453
11:10 AM	1	9	9	0	7	12	0	0	0	1	0	0	0	0	8	0	47	467
11:15 AM	0	7	4	0	10	5	3	0	0	0	2	0	10	0	3	0	44	482
11:20 AM	0	9	10	0	7	6	1	0	0	0	0	0	6	0	4	0	43	492
11:25 AM	0	9	11	0	3	8	0	0	0	0	2	0	4	0	6	0	43	490
11:30 AM	0	10	4	0	4	8	0	0	0	1	1	0	8	0	9	0	45	500
11:35 AM	2	8	5	0	5	16	0	0	1	1	0	0	8	0	3	0	49	518
11:40 AM	2	8	5	0	7	7	0	0	1	0	0	0	8	1	7	0	46	519
11:45 AM	1	8	5	0	1	12	0	0	1	0	1	0	8	1	6	0	44	523
11:50 AM	0	3	10	0	4	7	1	0	0	1	1	0	4	0	8	0	39	515
11:55 AM	0	7	2	0	8	15	0	0	0	0	0	0	8	0	5	0	45	511
12:00 PM	0	11	5	0	8	11	0	0	0	0	2	0	1	0	6	0	44	525
12:05 PM	0	4	7	0	6	6	0	0	1	1	0	0	13	0	8	0	46	535
12:10 PM	0	4	9	0	5	3	0	0	1	0	1	0	7	0	9	0	39	527
12:15 PM	0	7	8	0	4	8	0	0	0	0	0	0	7	0	9	0	43	526
12:20 PM	1	7	3	0	8	7	0	0	0	0	0	0	8	1	9	0	44	527
12:25 PM	0	3	10	0	7	8	1	0	0	1	0	0	9	0	6	0	45	529
12:30 PM	0	8	7	0	8	6	0	0	1	0	3	0	3	0	5	0	41	525
12:35 PM	1	4	7	0	6	6	0	0	0	0	2	0	6	0	10	0	42	518
12:40 PM	0	6	5	0	10	8	0	0	0	0	0	0	13	0	5	0	47	519
12:45 PM	0	5	14	0	5	7	0	0	0	0	1	0	8	0	4	0	44	519
12:50 PM	3	8	6	0	4	6	0	0	1	0	0	0	4	0	4	0	36	516
12:55 PM	0	4	4	0	5	5	1	0	2	0	3	0	3	2	4	0	33	504
1:00 PM	1	10	6	0	6	3	0	0	0	0	1	0	12	0	4	0	43	503
1:05 PM	1	8	9	0	7	8	1	0	0	0	0	0	6	0	6	0	46	503
1:10 PM	0	3	4	0	2	11	0	0	1	1	2	0	8	0	9	0	41	505
1:15 PM	0	9	12	0	0	7	0	0	0	0	1	0	2	0	11	0	42	504
1:20 PM	0	6	7	0	6	6	0	0	0	0	0	0	7	0	5	0	37	497
1:25 PM	1	7	4	0	4	5	0	0	0	0	0	0	5	1	6	0	33	485
1:30 PM	0	6	7	0	6	2	0	0	0	0	0	0	4	0	4	0	29	473
1:35 PM	2	9	7	0	4	6	1	0	0	0	0	0	9	0	5	0	43	474
1:40 PM	0	2	4	0	5	2	0	0	0	0	2	0	7	0	5	0	27	454
1:45 PM	1	9	4	0	7	5	0	0	0	0	1	0	7	0	4	0	38	448
1:50 PM	1	8	4	0	5	7	0	0	1	0	0	0	10	0	13	0	49	461
1:55 PM	0	11	11	0	6	4	0	0	0	0	1	0	8	0	13	0	54	482
2:00 PM	0	10	4	0	7	9	0	0	0	1	1	0	11	0	4	0	47	486
2:05 PM	0	6	4	0	4	4	0	0	0	0	0	0	8	1	5	0	32	472
2:10 PM	1	5	10	0	6	9	0	0	0	0	0	0	5	0	8	0	44	475
2:15 PM	0	4	4	0	7	11	0	0	0	1	1	0	4	0	13	0	45	478
2:20 PM	0	10	7	0	9	9	0	0	0	0	2	0	2	0	8	0	47	488
2:25 PM	0	12	9	0	4	9	0	0	0	0	1	0	5	0	7	0	47	502
2:30 PM	0	12	4	0	3	11	0	0	0	0	1	0	10	0	6	0	47	520
2:35 PM	0	7	6	0	10	12	0	0	0	0	0	0	4	0	6	0	45	522
2:40 PM	0	13	3	0	7	12	0	0	0	1	0	0	5	0	11	0	52	547
2:45 PM	0	14	10	0	9	9	0	0	2	0	0	0	6	0	11	0	61	570
2:50 PM	1	4	7	0	9	6	0	0	0	0	0	0	10	0	7	0	44	565
2:55 PM	0	9	9	0	7	9	0	0	0	0	1	0	8	0	9	0	52	563
3:00 PM	1	9	17	0	11	10	1	0	0	0	0	0	3	0	7	0	59	575
3:05 PM	0	6	12	0	13	8	0	0	0	0	0	0	10	0	11	0	60	603
3:10 PM	0	7	15	0	8	6	0	0	0	1	0	0	16	0	25	0	78	637
3:15 PM	2	9	15	0	14	9	0	0	0	1	1	0	11	0	21	0	83	675
3:20 PM	0	8	4	0	5	10	0	0	0	0	1	0	21	0	17	0	66	694
3:25 PM	0	8	7	0	7	5	0	0	0	0	1	0	15	2	13	0	58	705
3:30 PM	0	9	9	0	10	15	0	0	0	0	0	0	13	0	15	0	71	729
3:35 PM	1	9	6	0	10	17	0	0	0	0	0	0	11	0	11	0	65	749
3:40 PM	1	6	9	0	8	13	0	0	0	0	0	0	9	0	12	0	58	755
3:45 PM	1	13	12	0	8	14	0	0	1	1	1	0	6	0	12	0	69	763
3:50 PM	0	14	14	0	12	18	1	0	0	1	0	0	9	1	9	0	79	798
3:55 PM	0	12	14	0	6	17	2	0	1	0	1	0	9	1	14	0	77	823
4:00 PM	1	10	12	0	12	9	0	0	1	0	1	0	11	1	11	0	69	833
4:05 PM	0	9	10	0	14	9	1	0	0	0	1	0	6	0	19	0	69	842
4:10 PM	0	9	13	0	5	11	0	0	0	0	0	0	7	0	8	0	53	817
4:15 PM	0	7	11	0	6	6	0	0	0	0	0	0	6	0	8	0	44	778
4:20 PM	1	12	9	0	6	11	0	0	0	0	0	0	12	0	10	0	61	773
4:25 PM	0	7	7	0	11	6	0	0	0	0	5	0	14	0	15	0	65	780
4:30 PM	0	7	11	0	4	10	0	0	0	1	3	0	9	0	4	0	49	758
4:35 PM	0	15	10	0	6	12	0	0	0	0	3	0	12	0	15	0	73	766
4:40 PM	0	7	10	0	8	17	0	0	0	1	1	0	11	0	7	0	62	770
4:45 PM	0	7	5	0	12	8	1	0	0	1	0	0	7	0	12	0	53	754
4:50 PM	0	9	10	0	10	8	0	0	0	0	0	0	11	1	14	0	63	738
4:55 PM	1	20	15	0	17	6	1	0	0	0	3	0	9	0	10	0	82	743
5:00 PM	0	17	11	0	9	12	0	0	1	1	2	0	9	0	11	0	73	747
5:05 PM	0	14	13	0	14	11	0	0	0	0	3	0	6	0	15	0	76	754
5:10 PM	1	11	12	0	8	11	0	0	0	0	0	0	6	1	9	0	59	760
5:15 PM	0	5	9	0	9	5	0	0	0	1	0	0	8	0	13	0	50	766
5:20 PM	0	10	12	0	13	5	0	0	0	0	0	0	12	0	18	0	70	775
5:25 PM	0	14	7	0	12	12	1	0	0	0	0	0	12	0	17	0	75	785
5:30 PM	0	12	4	0	6	5	0	0	0	0	1	0	3	0	15	0	46	782
5:35 PM	0	10	11	0	9	6	0	0	0	0	0	0	10	0	11	0	57	766
5:40 PM	0	12	5	0	8	3	0	0	0	1	1	0	9	0	13	0	52	756
5:45 PM	0	9	8	0	7	8	0	0	1	0	0	0	12	0	15	0	60	763

5-Min Count Period Beginning At	Villa Rd (Northbound)				Villa Rd (Southbound)				Haworth Ave (Eastbound)				Haworth Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:50 PM	0	11	7	0	8	10	0	0	0	0	0	0	10	0	12	0	58	758
5:55 PM	1	8	8	0	13	10	1	0	0	0	1	0	7	0	9	0	58	734
6:00 PM	0	10	12	0	10	7	0	0	0	1	0	0	9	0	6	0	55	716
6:05 PM	2	10	8	0	11	8	0	0	0	0	1	0	7	0	13	0	60	700
6:10 PM	0	14	6	0	7	12	0	0	0	0	0	0	5	1	11	0	56	697
6:15 PM	0	11	6	0	3	7	0	0	0	0	0	0	4	1	14	0	46	693
6:20 PM	0	2	5	0	1	2	0	0	0	0	0	0	6	0	10	0	26	649
6:25 PM	0	8	8	0	5	5	0	0	0	0	2	0	6	0	6	0	40	614
6:30 PM	1	17	3	0	4	4	0	0	0	0	0	0	6	0	9	0	44	612
6:35 PM	1	3	4	0	3	6	0	0	0	0	0	0	5	0	10	0	32	587
6:40 PM	0	9	11	0	5	5	0	0	0	0	1	0	10	0	14	0	55	590
6:45 PM	0	5	14	0	7	6	0	0	0	0	1	0	7	0	10	0	50	580
6:50 PM	0	4	8	0	6	4	0	0	0	0	0	0	7	0	6	0	35	557
6:55 PM	0	11	11	0	6	8	0	0	0	0	1	0	13	0	6	0	56	555
7:00 PM	0	13	6	0	5	2	0	0	1	0	0	0	4	0	4	0	35	535
7:05 PM	0	7	0	0	5	6	0	0	0	0	0	0	9	0	7	0	34	509
7:10 PM	1	13	5	0	2	8	0	0	0	0	0	0	9	1	8	0	47	500
7:15 PM	0	12	6	0	5	3	0	0	0	0	0	0	3	0	5	0	34	488
7:20 PM	1	8	5	0	5	8	0	0	0	0	0	0	3	0	5	0	35	497
7:25 PM	0	8	2	0	4	1	0	0	0	0	0	0	8	0	10	0	33	490
7:30 PM	0	6	4	0	3	6	0	0	0	1	0	0	7	0	3	0	30	476
7:35 PM	0	4	1	0	7	15	0	0	0	0	0	0	3	1	8	0	39	483
7:40 PM	1	3	3	0	4	9	0	0	0	0	1	0	6	0	8	0	35	463
7:45 PM	0	8	2	0	7	9	0	0	1	0	0	0	0	0	6	0	33	446
7:50 PM	0	4	4	0	3	4	0	0	1	0	1	0	1	1	4	0	23	434
7:55 PM	0	5	2	0	3	4	0	0	0	0	0	0	4	0	9	0	27	405
8:00 PM	0	3	2	0	2	5	0	0	0	0	0	0	7	0	0	0	19	389
8:05 PM	2	6	3	0	5	3	0	0	0	0	0	0	5	0	6	0	30	385
8:10 PM	0	6	7	0	4	8	0	0	0	0	0	0	9	0	10	0	44	382
8:15 PM	1	7	3	0	3	1	0	0	0	0	0	0	8	0	4	0	27	375
8:20 PM	0	10	4	0	2	1	0	0	0	0	0	0	4	0	6	0	27	367
8:25 PM	0	4	3	0	2	5	0	0	0	0	0	0	5	0	4	0	23	357
8:30 PM	0	2	1	0	1	2	0	0	0	0	0	0	1	0	6	0	13	340
8:35 PM	0	8	3	0	1	2	0	0	0	0	0	0	4	0	2	0	20	321
8:40 PM	0	12	6	0	0	0	0	0	0	0	1	0	6	0	2	0	27	313
8:45 PM	0	3	3	0	0	5	0	0	0	0	1	0	1	0	2	0	15	295
8:50 PM	1	3	1	0	3	4	0	0	0	0	0	0	3	0	3	0	18	290
8:55 PM	0	5	0	0	3	5	0	0	0	0	0	0	7	0	5	0	25	288
9:00 PM	0	11	1	0	3	2	0	0	0	0	0	0	10	0	3	0	30	299
9:05 PM	0	3	2	0	3	3	0	0	0	0	0	0	9	0	8	0	28	297
9:10 PM	0	2	3	0	0	6	0	0	0	0	0	0	5	0	5	0	21	274
9:15 PM	0	3	2	0	0	4	0	0	0	0	1	0	3	0	5	0	18	265
9:20 PM	0	6	0	0	3	2	0	0	0	0	0	0	3	0	3	0	17	255
9:25 PM	0	5	1	0	1	2	0	0	0	0	0	0	1	0	4	0	14	246
9:30 PM	2	4	0	0	0	1	0	0	0	0	1	0	2	0	1	0	11	244
9:35 PM	3	3	2	0	2	2	0	0	0	0	0	0	0	0	1	0	13	237
9:40 PM	1	1	0	0	3	0	0	0	0	0	0	0	2	0	1	0	8	218
9:45 PM	0	7	2	0	3	4	0	0	0	0	0	0	0	0	1	0	17	220
9:50 PM	0	4	0	0	2	1	0	0	0	0	0	0	1	0	1	0	9	211
9:55 PM	0	0	1	0	2	1	0	0	0	0	0	0	0	0	5	0	9	195
10:00 PM	0	1	1	0	0	4	0	0	0	0	0	0	0	0	2	0	8	173
10:05 PM	0	3	2	0	2	0	0	0	0	0	0	0	1	0	4	0	12	157
10:10 PM	1	2	0	0	2	2	0	0	0	0	0	0	0	0	1	0	8	144
10:15 PM	1	3	2	0	1	1	0	0	0	0	0	0	0	0	1	0	9	135
10:20 PM	0	6	1	0	0	3	0	0	0	0	1	0	0	0	1	0	12	130
10:25 PM	0	3	2	0	0	3	0	0	0	0	0	0	0	0	0	0	8	124
10:30 PM	0	3	2	0	2	1	0	0	0	0	0	0	0	0	1	0	9	122
10:35 PM	0	1	0	0	1	2	0	0	0	0	0	0	1	0	2	0	7	116
10:40 PM	0	2	0	0	1	0	0	0	0	0	0	0	1	0	2	0	6	114
10:45 PM	0	1	1	0	0	1	1	0	0	0	0	0	0	0	3	0	7	104
10:50 PM	0	1	1	0	0	1	0	0	0	0	1	0	0	0	0	0	4	99
10:55 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	92
11:00 PM	0	3	1	0	0	3	0	0	0	0	0	0	1	0	2	0	10	94
11:05 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	86
11:10 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	5	83
11:15 PM	1	2	0	0	1	1	0	0	0	0	0	0	0	0	1	0	6	80
11:20 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	71
11:25 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	65
11:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	58
11:35 PM	0	2	0	0	0	2	1	0	0	0	0	0	1	0	0	0	6	57
11:40 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	52
11:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	3	0	5	50
11:50 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	0	4	50
11:55 PM	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	5	53

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	96	136	0	108	100	0	0	0	8	8	0	192	0	252	0	908
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	0	4		8
Buses																	
Pedestrians		0				16				20				0			36
Bicycles	0	0	0		0	0	0		0	4	0		4	0	0		8
Scooters																	

Comments:

Report generated on 11/26/2025 1:12 PM

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

QUALITY COUNTS REPORT
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Intersectio	Villa Rd	Haworth Ave	Lane Configuration:									
City/State:	Newberg	OR			SBLane1	SBLane2	SBLane3	SBLane4	SBLane5	SBLane6	SBLane7	
QCJobNo:	17262918				LTR							STOP
ClientID:			EBLane7								TR	WBLane1
Date:	########		EBLane6								L	WBLane2
Comments:			EBLane5									WBLane3
Latitude/Lo	45.30769	-122.963	EBLane4									WBLane4
PEAK HOUI	3:10 PM		EBLane3									WBLane5
PEAK HOUI	4:10 PM		EBLane2									WBLane6
PEAK 15-MI	3:10 PM		EBLane1	LTR								WBLane7
PEAK 15-MI	3:25 PM		STOP							LTR		
PHF	0.93				NBLane7	NBLane6	NBLane5	NBLane4	NBLane3	NBLane2	NBLane1	

PEAK-HOUR VOLUMES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
	6	114	127	114	142	4	3	4	7	137	5	179	247	260	14	321	296	286	245	15

PERCENT HEAVY VEHICLES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
HEAVY VEH	0	2.6	0	0	4.2	0	0	0	0	0.7	0	1.1	1.2	2.3	0	0.9	1.7	2.4	0	0
BUSES																				

PEAK-HOUR VOLUMES - PEDESTRIANS

Leg/Crossw	South	North	West	East
	0	11	14	0

PEAK-HOUR VOLUMES - MICROMOBILITY

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
Bicycles	0	0	1	0	0	0	1	1	1	2	0	0
Scooters												

PEAK 15-MIN FLOWRATES

VehicleTyp	NBLeft	NBThru	NBRight	NBU-Turn	NBRTOR	SBLeft	SBThru	SBRight	SBU-Turn	SBRTOR	EBLeft	EBThru	EBRight	EBU-Turn	EBRTOR	WBLeft	WBThru	WBRight	WBU-Turn	WBRTOR	Total
All Vehicles	8	96	136	0	0	108	100	0	0	0	0	8	8	0	0	192	0	252	0	0	908
Heavy Truc	0	4	0			0	0	0			0	0	0			0	0	4			8
Buses																					
Pedestrians		0					16					20					0				36
Bicycles	0	0	0			0	0	0			0	4	0			4	0	0			8
Scooters																					

ALL-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totals
12:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:05 AM	0	1	0	0		0	1	0	0		0	0	0	0		0	0	0	0		2	
12:10 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:15 AM	0	0	0	0		0	1	0	0		0	0	0	0		0	0	1	0		2	
12:20 AM	0	2	0	0		0	1	0	0		0	0	0	0		0	0	1	0		4	
12:25 AM	0	0	0	0		0	0	0	0		0	0	0	0		1	0	0	0		1	
12:30 AM	0	0	2	0		0	1	0	0		0	0	0	0		0	0	0	0		3	
12:35 AM	0	1	1	0		0	0	0	0		0	0	0	0		0	0	0	0		2	
12:40 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:45 AM	0	1	0	0		0	1	0	0		0	0	0	0		0	0	0	0		2	
12:50 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
12:55 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	16
1:00 AM	0	2	0	0		0	0	0	0		0	0	0	0		0	0	0	0		2	18
1:05 AM	1	1	0	0		0	0	0	0		0	0	0	0		0	0	0	0		2	18
1:10 AM	0	1	0	0		0	1	0	0		0	0	0	0		0	0	0	0		2	20
1:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	18
1:20 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	14
1:25 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	13
1:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	10
1:35 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	8
1:40 AM	1	0	0	0		0	1	0	0		0	0	0	0		1	0	0	0		3	11
1:45 AM	0	2	0	0		0	1	0	0		0	0	0	0		0	0	0	0		3	12
1:50 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	12
1:55 AM	0	0	0	0		1	0	0	0		0	0	0	0		0	0	0	0		1	13
2:00 AM	0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	0		1	12
2:05 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0		1	11
2:10 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	9
2:15 AM	0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	0		1	10
2:20 AM	0	1	0	0		0	0	0	0		0	0	0	0		0	0	1	0		2	12
2:25 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	12
2:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	12
2:35 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	12
2:40 AM	0	0	0	0		1	1	0	0		0	0	0	0		0	0	0	0		2	11
2:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	8
2:50 AM	0	2	0	0		0	0	0	0		0	0	0	0		0	0	0	0		2	10
2:55 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	9
3:00 AM	0	1	0	0		0	0	0	0		0	0	0	0		0	0	0	0		1	9
3:05 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	8
3:10 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	8
3:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	7
3:20 AM	0	1	0	0		1	0	0	0		0	0	0	0		0	0	0	0		2	7
3:25 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	7
3:30 AM	0	1	0	0		0	0	0	0		0	0	0	0		0	0	0	0		1	8
3:35 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	8
3:40 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	6
3:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	6
3:50 AM	0	1	0	0		0	0	0	0		0	0	0	0		1	0	0	0		2	6
3:55 AM	0	0	2	0		0	1	0	0		0	0	0	0		0	0	0	0		3	9
4:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	8
4:05 AM	0	0	0	0		0	1	0	0		0	0	0	0		2	0	0	0		3	11
4:10 AM	0	0	0	0		0	2	1	0		0	0	0	0		0	0	0	0		3	14
4:15 AM	0	0	0	0		1	0	0	0		0	0	1	0		0	0	0	0		2	16
4:20 AM	0	1	0	0		0	3	0	0		0	0	0	0		0	0	0	0		4	18
4:25 AM	0	0	0	0		2	0	0	0		0	0	0	0		0	0	0	0		2	20
4:30 AM	0	0	2	0		1	3	0	0		0	0	0	0		0	0	0	0		6	25
4:35 AM	0	0	0	0		4	1	0	0		0	0	0	0		0	0	0	0		5	30
4:40 AM	0	1	1	0		2	0	0	0		0	0	0	0		0	0	0	0		4	34
4:45 AM	0	3	0	0		1	0	0	0		0	0	0	0		0	0	0	0		4	38
4:50 AM	0	5	1	0		0	1	0	0		0	0	0	0		0	0	4	0		11	47
4:55 AM	0	3	0	0		2	2	0	0		0	0	0	0		0	0	0	0		7	51
5:00 AM	0	1	3	0		2	5	0	0		0	0	0	0		0	0	1	0		12	63
5:05 AM	0	2	2	0		3	0	0	0		0	0	0	0		0	0	0	0		7	67
5:10 AM	0	2	2	0		5	2	0	0		0	0	0	0		0	0	0	0		11	75
5:15 AM	0	2	4	0		2	4	0	0		0	0	0	0		1	0	0	0		13	86
5:20 AM	0	1	3	0		2	2	0	0		0	0	0	0		0	0	1	0		9	91

5:25 AM	0	1	2	0	3	5	0	0	0	0	0	0	0	0	0	0	11	100
5:30 AM	0	2	4	0	2	4	0	0	0	0	0	0	0	0	0	0	12	106
5:35 AM	0	2	4	0	2	1	0	0	0	0	0	0	3	1	1	0	14	115
5:40 AM	0	2	1	0	4	4	0	0	0	0	1	0	0	0	1	0	13	124
5:45 AM	1	2	0	0	3	5	0	0	0	0	0	0	1	0	1	0	13	133
5:50 AM	0	1	3	0	3	4	0	0	0	0	0	0	1	0	1	0	13	135
5:55 AM	0	1	1	0	4	4	0	0	0	0	0	0	3	0	1	0	14	142
6:00 AM	0	1	1	0	4	3	0	0	0	0	1	0	2	0	2	0	14	144
6:05 AM	0	2	2	0	4	1	0	0	0	0	0	0	2	0	1	0	12	149
6:10 AM	0	3	4	0	5	6	0	0	1	0	0	0	3	0	4	0	26	164
6:15 AM	0	1	2	0	4	3	0	0	0	0	0	0	2	0	3	0	15	166
6:20 AM	0	1	1	0	3	2	0	0	0	0	0	0	0	0	1	0	8	165
6:25 AM	0	2	2	0	7	3	0	0	0	0	0	0	2	0	0	0	16	170
6:30 AM	0	0	3	0	3	3	0	0	0	0	0	0	1	0	0	0	10	168
6:35 AM	0	2	5	0	3	4	0	0	0	0	0	0	9	0	2	0	25	179
6:40 AM	0	3	7	0	12	5	0	0	0	0	0	0	2	0	10	0	39	205
6:45 AM	1	2	2	0	7	8	0	0	0	0	1	0	4	0	4	0	29	221
6:50 AM	1	5	5	0	8	7	0	0	0	0	0	0	1	0	4	0	31	239
6:55 AM	0	7	8	0	13	7	0	0	0	0	0	0	0	0	2	0	37	262
7:00 AM	0	4	4	0	4	8	0	1	0	0	0	0	5	0	8	0	34	282
7:05 AM	0	5	2	0	5	5	0	0	0	0	0	0	5	0	5	0	27	297
7:10 AM	0	4	6	0	7	5	0	0	0	0	0	0	4	0	3	0	29	300
7:15 AM	1	7	5	0	6	12	0	0	0	0	0	0	1	0	2	0	34	319
7:20 AM	0	10	6	0	8	11	0	0	0	0	0	0	3	0	3	0	41	352
7:25 AM	1	6	7	0	9	12	0	0	0	0	0	0	5	0	5	0	45	381
7:30 AM	1	8	7	0	5	10	0	0	0	0	0	0	8	0	6	0	45	416
7:35 AM	2	5	7	0	14	16	0	0	0	0	0	0	4	0	3	0	51	442
7:40 AM	1	6	7	0	13	13	0	0	0	0	0	0	4	0	5	0	49	452
7:45 AM	4	1	8	0	15	15	1	0	0	0	0	0	6	0	4	0	54	477
7:50 AM	0	3	12	0	17	21	0	0	0	0	0	0	5	0	5	0	63	509
7:55 AM	3	8	12	0	26	18	1	0	0	0	0	0	10	0	10	0	88	560
8:00 AM	1	4	19	0	24	7	4	0	0	0	1	0	4	0	8	0	72	598
8:05 AM	0	4	19	0	28	10	0	0	0	0	0	0	5	0	10	0	76	647
8:10 AM	0	1	11	0	14	7	0	0	0	0	0	0	10	0	15	0	58	676
8:15 AM	0	5	9	0	12	9	0	0	1	0	0	0	9	1	11	0	57	699
8:20 AM	0	3	4	0	13	15	2	0	0	0	0	0	9	0	4	0	50	708
8:25 AM	1	10	7	0	5	12	0	0	0	0	0	0	6	0	4	0	45	708
8:30 AM	1	9	5	0	6	7	0	0	0	0	0	0	3	0	4	0	35	698
8:35 AM	0	3	4	0	5	13	0	0	0	0	0	0	2	1	2	0	30	677
8:40 AM	0	8	7	0	5	3	0	0	0	0	0	0	5	0	3	0	31	659
8:45 AM	0	5	9	0	13	14	0	0	0	0	0	0	2	0	5	0	48	653
8:50 AM	1	5	8	0	11	11	0	0	0	0	0	0	4	0	2	0	42	632
8:55 AM	0	4	11	0	5	9	0	0	0	0	0	0	3	0	5	0	37	581
9:00 AM	0	5	10	0	6	8	0	0	0	0	0	0	6	0	0	0	35	544
9:05 AM	1	3	6	0	4	7	0	0	0	0	0	0	6	0	7	0	34	502
9:10 AM	0	7	7	0	8	6	0	0	1	0	1	0	7	0	6	0	43	487
9:15 AM	1	5	9	0	6	7	1	0	0	0	0	0	10	0	5	0	44	474
9:20 AM	0	7	8	0	8	14	1	0	0	0	0	0	5	0	7	0	50	474
9:25 AM	0	8	6	0	8	12	0	0	0	0	0	0	3	0	4	0	41	470
9:30 AM	0	2	5	0	8	6	0	0	0	0	0	0	1	0	2	0	24	459
9:35 AM	0	2	8	0	9	7	0	0	0	0	0	0	2	0	7	0	35	464
9:40 AM	1	4	4	0	8	5	1	0	0	0	0	0	2	0	4	0	29	462
9:45 AM	0	4	5	0	1	10	0	0	0	1	0	0	4	0	4	0	29	443
9:50 AM	0	2	6	0	7	5	0	0	0	0	0	0	1	0	3	0	24	425
9:55 AM	0	5	8	0	6	8	0	0	0	1	1	0	2	0	4	0	35	423
10:00 AM	2	1	6	0	4	4	0	0	0	0	1	0	7	0	7	0	32	420
10:05 AM	0	11	4	0	6	6	0	0	1	0	0	0	7	0	6	0	41	427
10:10 AM	0	7	7	0	4	3	0	0	0	0	0	0	8	0	4	0	33	417
10:15 AM	0	4	5	0	7	2	0	0	0	0	1	0	5	0	5	0	29	402
10:20 AM	1	4	12	0	2	5	1	0	1	0	0	0	2	0	5	0	33	385
10:25 AM	1	5	9	0	9	4	0	0	1	0	0	0	12	1	3	0	45	389
10:30 AM	0	5	7	0	2	6	0	0	0	0	0	0	8	0	7	0	35	400
10:35 AM	3	4	5	0	3	5	0	0	0	0	0	0	5	0	6	0	31	396
10:40 AM	1	6	7	0	6	9	0	0	0	0	1	0	6	0	9	0	45	412
10:45 AM	0	9	5	0	7	10	0	0	0	0	1	0	2	2	4	0	40	423
10:50 AM	2	5	8	0	9	10	0	0	0	0	0	0	7	0	6	0	47	446
10:55 AM	0	3	13	0	6	5	0	0	2	1	0	0	9	0	10	0	49	460
11:00 AM	1	5	2	0	5	4	0	0	0	0	0	0	7	1	5	0	30	458
11:05 AM	0	8	8	0	2	9	1	0	0	0	1	0	3	0	4	0	36	453
11:10 AM	1	9	9	0	7	12	0	0	0	1	0	0	0	0	8	0	47	467
11:15 AM	0	7	4	0	10	5	3	0	0	0	2	0	10	0	3	0	44	482
11:20 AM	0	9	10	0	7	6	1	0	0	0	0	0	6	0	4	0	43	492
11:25 AM	0	9	11	0	3	8	0	0	0	0	2	0	4	0	6	0	43	490
11:30 AM	0	10	4	0	4	8	0	0	0	1	1	0	8	0	9	0	45	500
11:35 AM	2	8	5	0	5	16	0	0	1	1	0	0	8	0	3	0	49	518
11:40 AM	2	8	5	0	7	7	0	0	1	0	0	0	8	1	7	0	46	519
11:45 AM	1	8	5	0	1	12	0	0	1	0	1	0	8	1	6	0	44	523
11:50 AM	0	3	10	0	4	7	1	0	0	1	1	0	4	0	8	0	39	515
11:55 AM	0	7	2	0	8	15	0	0	0	0	0	0	8	0	5	0	45	511
12:00 PM	0	11	5	0	8	11	0	0	0	0	2	0	1	0	6	0	44	525
12:05 PM	0	4	7	0	6	6	0	0	1	1	0	0	13	0	8	0	46	535
12:10 PM	0	4	9	0	5	3	0	0	1	0	1	0	7	0	9	0	39	527
12:15 PM	0	7	8	0	4	8	0	0	0	0	0	0	7	0	9	0	43	526
12:20 PM	1	7	3	0	8	7	0	0	0	0	0	0	8	1	9	0	44	527
12:25 PM	0	3	10	0	7	8	1	0	0	1	0	0	9	0	6	0	45	529
12:30 PM	0	8	7	0	8	6	0	0	1	0	3	0	3	0	5	0	41	525
12:35 PM	1	4	7	0	6	6	0	0	0	0	2	0	6	0	10	0	42	518
12:40 PM	0	6	5	0	10	8	0	0	0	0	0	0	13	0	5	0	47	519
12:45 PM	0	5	14	0	5	7	0	0	0	0	1	0	8	0	4	0	44	519
12:50 PM	3	8	6	0	4	6	0	0	1	0	0	0	4	0	4	0	36	516
12:55 PM	0	4	4	0	5	5	1	0	2	0	3	0	3	2	4	0	33	504
1:00 PM	1	10	6	0	6	3	0	0	0	0	1	0	12	0	4	0	43	503
1:05 PM	1	8	9	0	7	8	1	0	0	0	0	0	6	0	6	0	46	503
1:10 PM	0	3	4	0	2	11	0	0	1	1	2	0	8	0	9	0	41	505
1:15 PM	0	9	12	0	0	7	0	0	0	0	1	0	2	0	11	0	42	504
1:20 PM	0	6	7	0	6	6	0	0	0	0	0	0	7	0	5	0	37	497
1:25 PM	1	7	4	0	4	5	0	0	0	0	0	0	5	1	6	0	33	485
1:30 PM	0	6	7	0	6	2	0	0	0	0	0	0	4	0	4	0	29	473
1:35 PM	2	9	7	0	4	6	1	0	0	0	0	0	9	0	5	0	43	474
1:40 PM	0	2	4	0	5	2	0	0	0	0	2	0	7	0	5	0	27	454
1:45 PM	1	9	4	0	7	5	0	0	0	0	1	0	7	0	4	0	38	448
1:50 PM	1	8	4	0	5	7	0	0	1	0	0	0	10	0	13	0	49	461
1:55 PM	0	11	11	0	6	4	0	0	0	0	1	0	8	0	13	0	54	482
2:00 PM	0	10	4	0	7	9	0	0	0	1	1	0	11	0	4	0	47	486
2:05 PM	0	6	4	0	4	4	0	0	0	0	0	0	8	1	5	0	32	472
2:10 PM	1	5	10	0	6	9	0	0	0	0	0	0	5	0	8	0	44	475
2:15 PM	0	4	4	0	7	11	0	0	0	1	1	0	4	0	13	0	45	478
2:20 PM	0	10	7	0	9	9	0	0	0	0	2	0	2	0	8	0	47	488
2:25 PM	0	12	9	0	4	9	0	0	0	0	1	0	5	0	7	0	47	502
2:30 PM	0	12	4	0	3	11	0	0	0	0	1	0	10	0	6	0	47	520
2:35 PM	0	7	6	0	10	12	0	0	0	0	0	0	4	0	6	0	45	522

2:40 PM	0	13	3	0	7	12	0	0	0	1	0	0	5	0	11	0	52	547
2:45 PM	0	14	10	0	9	9	0	0	2	0	0	0	6	0	11	0	61	570
2:50 PM	1	4	7	0	9	6	0	0	0	0	0	0	10	0	7	0	44	565
2:55 PM	0	9	9	0	7	9	0	0	0	0	1	0	8	0	9	0	52	563
3:00 PM	1	9	17	0	11	10	1	0	0	0	0	0	3	0	7	0	59	575
3:05 PM	0	6	12	0	13	8	0	0	0	0	0	0	10	0	11	0	60	603
3:10 PM	0	7	15	0	8	6	0	0	0	1	0	0	16	0	25	0	78	637
3:15 PM	2	9	15	0	14	9	0	0	0	1	1	0	11	0	21	0	83	675
3:20 PM	0	8	4	0	5	10	0	0	0	0	1	0	21	0	17	0	66	694
3:25 PM	0	8	7	0	7	5	0	0	0	0	1	0	15	2	13	0	58	705
3:30 PM	0	9	9	0	10	15	0	0	0	0	0	0	13	0	15	0	71	729
3:35 PM	1	9	6	0	10	17	0	0	0	0	0	0	11	0	11	0	65	749
3:40 PM	1	6	9	0	8	13	0	0	0	0	0	0	9	0	12	0	58	755
3:45 PM	1	13	12	0	8	14	0	0	1	1	1	0	6	0	12	0	69	763
3:50 PM	0	14	14	0	12	18	1	0	0	1	0	0	9	1	9	0	79	798
3:55 PM	0	12	14	0	6	17	2	0	1	0	1	0	9	1	14	0	77	823
4:00 PM	1	10	12	0	12	9	0	0	1	0	1	0	11	1	11	0	69	833
4:05 PM	0	9	10	0	14	9	1	0	0	0	1	0	6	0	19	0	69	842
4:10 PM	0	9	13	0	5	11	0	0	0	0	0	0	7	0	8	0	53	817
4:15 PM	0	7	11	0	6	6	0	0	0	0	0	0	6	0	8	0	44	778
4:20 PM	1	12	9	0	6	11	0	0	0	0	0	0	12	0	10	0	61	773
4:25 PM	0	7	7	0	11	6	0	0	0	0	5	0	14	0	15	0	65	780
4:30 PM	0	7	11	0	4	10	0	0	0	1	3	0	9	0	4	0	49	758
4:35 PM	0	15	10	0	6	12	0	0	0	0	3	0	12	0	15	0	73	766
4:40 PM	0	7	10	0	8	17	0	0	0	1	1	0	11	0	7	0	62	770
4:45 PM	0	7	5	0	12	8	1	0	0	1	0	0	7	0	12	0	53	754
4:50 PM	0	9	10	0	10	8	0	0	0	0	0	0	11	1	14	0	63	738
4:55 PM	1	20	15	0	17	6	1	0	0	0	3	0	9	0	10	0	82	743
5:00 PM	0	17	11	0	9	12	0	0	1	1	2	0	9	0	11	0	73	747
5:05 PM	0	14	13	0	14	11	0	0	0	0	3	0	6	0	15	0	76	754
5:10 PM	1	11	12	0	8	11	0	0	0	0	0	0	6	1	9	0	59	760
5:15 PM	0	5	9	0	9	5	0	0	0	1	0	0	8	0	13	0	50	766
5:20 PM	0	10	12	0	13	5	0	0	0	0	0	0	12	0	18	0	70	775
5:25 PM	0	14	7	0	12	12	1	0	0	0	0	0	12	0	17	0	75	785
5:30 PM	0	12	4	0	6	5	0	0	0	0	1	0	3	0	15	0	46	782
5:35 PM	0	10	11	0	9	6	0	0	0	0	0	0	10	0	11	0	57	766
5:40 PM	0	12	5	0	8	3	0	0	0	1	1	0	9	0	13	0	52	756
5:45 PM	0	9	8	0	7	8	0	0	1	0	0	0	12	0	15	0	60	763
5:50 PM	0	11	7	0	8	10	0	0	0	0	0	0	10	0	12	0	58	758
5:55 PM	1	8	8	0	13	10	1	0	0	0	1	0	7	0	9	0	58	734
6:00 PM	0	10	12	0	10	7	0	0	0	1	0	0	9	0	6	0	55	716
6:05 PM	2	10	8	0	11	8	0	0	0	0	1	0	7	0	13	0	60	700
6:10 PM	0	14	6	0	7	12	0	0	0	0	0	0	5	1	11	0	56	697
6:15 PM	0	11	6	0	3	7	0	0	0	0	0	0	4	1	14	0	46	693
6:20 PM	0	2	5	0	1	2	0	0	0	0	0	0	6	0	10	0	26	649
6:25 PM	0	8	8	0	5	5	0	0	0	0	2	0	6	0	6	0	40	614
6:30 PM	1	17	3	0	4	4	0	0	0	0	0	0	6	0	9	0	44	612
6:35 PM	1	3	4	0	3	6	0	0	0	0	0	0	5	0	10	0	32	587
6:40 PM	0	9	11	0	5	5	0	0	0	0	1	0	10	0	14	0	55	590
6:45 PM	0	5	14	0	7	6	0	0	0	0	1	0	7	0	10	0	50	580
6:50 PM	0	4	8	0	6	4	0	0	0	0	0	0	7	0	6	0	35	557
6:55 PM	0	11	11	0	6	8	0	0	0	0	1	0	13	0	6	0	56	555
7:00 PM	0	13	6	0	5	2	0	0	1	0	0	0	4	0	4	0	35	535
7:05 PM	0	7	0	0	5	6	0	0	0	0	0	0	9	0	7	0	34	509
7:10 PM	1	13	5	0	2	8	0	0	0	0	0	0	9	1	8	0	47	500
7:15 PM	0	12	6	0	5	3	0	0	0	0	0	0	3	0	5	0	34	488
7:20 PM	1	8	5	0	5	8	0	0	0	0	0	0	3	0	5	0	35	497
7:25 PM	0	8	2	0	4	1	0	0	0	0	0	0	8	0	10	0	33	490
7:30 PM	0	6	4	0	3	6	0	0	0	1	0	0	7	0	3	0	30	476
7:35 PM	0	4	1	0	7	15	0	0	0	0	0	0	3	1	8	0	39	483
7:40 PM	1	3	3	0	4	9	0	0	0	0	1	0	6	0	8	0	35	463
7:45 PM	0	8	2	0	7	9	0	0	1	0	0	0	0	0	6	0	33	446
7:50 PM	0	4	4	0	3	4	0	0	1	0	1	0	1	1	4	0	23	434
7:55 PM	0	5	2	0	3	4	0	0	0	0	0	0	4	0	9	0	27	405
8:00 PM	0	3	2	0	2	5	0	0	0	0	0	0	7	0	0	0	19	389
8:05 PM	2	6	3	0	5	3	0	0	0	0	0	0	5	0	6	0	30	385
8:10 PM	0	6	7	0	4	8	0	0	0	0	0	0	9	0	10	0	44	382
8:15 PM	1	7	3	0	3	1	0	0	0	0	0	0	8	0	4	0	27	375
8:20 PM	0	10	4	0	2	1	0	0	0	0	0	0	4	0	6	0	27	367
8:25 PM	0	4	3	0	2	5	0	0	0	0	0	0	5	0	4	0	23	357
8:30 PM	0	2	1	0	1	2	0	0	0	0	0	0	1	0	6	0	13	340
8:35 PM	0	8	3	0	1	2	0	0	0	0	0	0	4	0	2	0	20	321
8:40 PM	0	12	6	0	0	0	0	0	0	0	1	0	6	0	2	0	27	313
8:45 PM	0	3	3	0	0	5	0	0	0	0	1	0	1	0	2	0	15	295
8:50 PM	1	3	1	0	3	4	0	0	0	0	0	0	3	0	3	0	18	290
8:55 PM	0	5	0	0	3	5	0	0	0	0	0	0	7	0	5	0	25	288
9:00 PM	0	11	1	0	3	2	0	0	0	0	0	0	10	0	3	0	30	299
9:05 PM	0	3	2	0	3	3	0	0	0	0	0	0	9	0	8	0	28	297
9:10 PM	0	2	3	0	0	6	0	0	0	0	0	0	5	0	5	0	21	274
9:15 PM	0	3	2	0	0	4	0	0	0	0	1	0	3	0	5	0	18	265
9:20 PM	0	6	0	0	3	2	0	0	0	0	0	0	3	0	3	0	17	255
9:25 PM	0	5	1	0	1	2	0	0	0	0	0	0	1	0	4	0	14	246
9:30 PM	2	4	0	0	0	1	0	0	0	0	1	0	2	0	1	0	11	244
9:35 PM	3	3	2	0	2	2	0	0	0	0	0	0	0	0	1	0	13	237
9:40 PM	1	1	0	0	3	0	0	0	0	0	0	0	2	0	1	0	8	218
9:45 PM	0	7	2	0	3	4	0	0	0	0	0	0	0	0	1	0	17	220
9:50 PM	0	4	0	0	2	1	0	0	0	0	0	0	1	0	1	0	9	211
9:55 PM	0	0	1	0	2	1	0	0	0	0	0	0	0	0	5	0	9	195
10:00 PM	0	1	1	0	0	4	0	0	0	0	0	0	0	0	2	0	8	173
10:05 PM	0	3	2	0	2	0	0	0	0	0	0	0	1	0	4	0	12	157
10:10 PM	1	2	0	0	2	2	0	0	0	0	0	0	0	0	1	0	8	144
10:15 PM	1	3	2	0	1	1	0	0	0	0	0	0	0	0	1	0	9	135
10:20 PM	0	6	1	0	0	3	0	0	0	0	1	0	0	0	1	0	12	130
10:25 PM	0	3	2	0	0	3	0	0	0	0	0	0	0	0	0	0	8	124
10:30 PM	0	3	2	0	2	1	0	0	0	0	0	0	0	0	1	0	9	122
10:35 PM	0	1	0	0	1	2	0	0	0	0	0	0	1	0	2	0	7	116
10:40 PM	0	2	0	0	1	0	0	0	0	0	0	0	1	0	2	0	6	114
10:45 PM	0	1	1	0	0	1	1	0	0	0	0	0	0	0	3	0	7	104
10:50 PM	0	1	1	0	0	1	0	0	0	0	1	0	0	0	0	0	4	99
10:55 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	92
11:00 PM	0	3	1	0	0	3	0	0	0	0	0	0	1	0	2	0	10	94
11:05 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	86
11:10 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	5	83
11:15 PM	1	2	0	0	1	1	0	0	0	0	0	0	0	0	1	0	6	80
11:20 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	71
11:25 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	65
11:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	58
11:35 PM	0	2	0	0	0	2	1	0	0	0	0	0	1	0	0	0	6	57
11:40 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	52
11:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	3	0	5	50
11:50 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	0	4	50

11:55 PM	0	0	1	0		0	4	0	0		0	0	0	0		0	0	0	0		5	53

HEAVY-VEHICLE VOLUMES

Time Perioc	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 AM	0	0	0	0	1	0	0	0	0	0	0	1	2
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
5:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:35 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
6:40 AM	0	0	1	0	0	0	0	0	0	0	0	1	2
6:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
6:50 AM	0	1	0	0	0	0	0	0	0	0	0	1	2
6:55 AM	0	1	0	1	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	2	0	0	0	0	0	0	0	0	0	1	3
7:10 AM	0	0	0	1	1	0	0	0	0	1	0	0	3
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	2
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	2
7:35 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	2	0	0	0	0	0	0	0	1	3
8:05 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:10 AM	0	0	1	0	1	0	0	0	0	1	0	1	4
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:20 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:25 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	1	0	0	0	0	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

8:50 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:55 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:05 AM	0	0	0	1	1	0	0	0	0	0	0	0	2
9:10 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
9:20 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:25 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:35 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
9:40 AM	0	1	1	0	0	0	0	0	0	0	0	1	3
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:50 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
9:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 AM	0	1	0	0	0	0	0	0	0	1	0	0	2
10:10 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
10:20 AM	1	0	1	0	0	0	1	0	0	0	0	0	3
10:25 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
10:35 AM	1	0	0	0	1	0	0	0	0	0	0	1	3
10:40 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
10:55 AM	0	0	1	0	0	0	0	0	0	0	0	1	2
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
11:05 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
11:10 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
11:20 AM	0	0	0	1	1	0	0	0	0	1	0	0	3
11:25 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
11:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	0	0	0	0	0	1	0	1	3
11:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:10 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
12:20 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
12:25 PM	0	0	0	1	0	1	0	1	0	0	0	0	3
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
12:35 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
12:40 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
12:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
12:50 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
1:05 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
1:10 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
1:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
1:20 PM	0	0	1	0	0	0	0	0	0	0	0	1	2
1:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:35 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
1:40 PM	0	0	0	1	0	0	0	0	0	0	0	1	2
1:45 PM	1	2	0	0	0	0	0	0	0	0	0	0	3
1:50 PM	0	2	0	0	0	0	1	0	0	0	0	0	3
1:55 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
2:00 PM	0	2	0	1	0	0	0	0	0	0	0	0	3
2:05 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
2:10 PM	0	0	1	0	1	0	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
2:20 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
2:25 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
2:35 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
2:40 PM	0	1	0	1	2	0	0	0	0	0	0	1	5
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
2:50 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
2:55 PM	0	0	1	0	1	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:05 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:10 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 PM	0	0	0	0	0	0	0	0	0	1	0	1	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:35 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
3:40 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:50 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
3:55 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	1	0	0	0	0	0	0	0	0	0	2	3
4:55 PM	1	0	1	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:05 PM	0	0	1	1	1	0	0	0	1	0	0	0	4
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	1	0	0	0	0	0	0	0	0	1	2
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:35 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

6:05 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
6:35 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
6:40 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
6:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:55 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:10 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 PM	0	0	0	1	0	0	0	0	0	0	0	1	2
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
10:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

BUS VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
12:00 AM													
12:05 AM													
12:10 AM													
12:15 AM													
12:20 AM													
12:25 AM													
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12:40 AM													
12:45 AM													
12:50 AM													
12:55 AM													
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11:55 PM					

PEDESTRIAN VOLUMES

Time Perioc	South Leg	North Leg	West Leg	East Leg	Total
12:00 AM	0	0	0	0	0
12:05 AM	0	0	0	0	0
12:10 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:20 AM	0	0	0	0	0
12:25 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:35 AM	0	0	0	0	0
12:40 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
12:50 AM	0	0	0	0	0
12:55 AM	0	0	0	0	0
1:00 AM	0	0	0	0	0
1:05 AM	0	0	0	0	0
1:10 AM	0	0	0	0	0
1:15 AM	0	0	0	0	0
1:20 AM	0	0	0	0	0
1:25 AM	0	0	0	0	0
1:30 AM	0	0	0	0	0
1:35 AM	0	0	0	0	0
1:40 AM	0	0	0	0	0
1:45 AM	0	0	0	0	0
1:50 AM	0	0	0	0	0
1:55 AM	0	0	0	0	0
2:00 AM	0	0	0	0	0
2:05 AM	0	0	0	0	0
2:10 AM	0	0	0	0	0
2:15 AM	0	0	0	0	0
2:20 AM	0	0	0	0	0
2:25 AM	0	0	0	0	0
2:30 AM	0	0	0	0	0
2:35 AM	0	0	0	0	0
2:40 AM	0	0	0	0	0
2:45 AM	0	0	0	0	0
2:50 AM	0	0	0	0	0
2:55 AM	0	0	0	0	0
3:00 AM	0	0	0	0	0
3:05 AM	0	0	0	0	0
3:10 AM	0	0	0	0	0
3:15 AM	0	0	0	0	0
3:20 AM	0	0	0	0	0
3:25 AM	0	0	0	0	0
3:30 AM	0	0	0	0	0
3:35 AM	0	0	0	0	0
3:40 AM	0	0	0	0	0
3:45 AM	0	0	0	0	0
3:50 AM	0	0	0	0	0
3:55 AM	0	0	0	0	0
4:00 AM	0	0	0	0	0
4:05 AM	0	0	0	0	0
4:10 AM	0	0	0	0	0
4:15 AM	0	0	0	0	0
4:20 AM	0	0	0	0	0
4:25 AM	0	0	0	0	0
4:30 AM	0	0	0	0	0
4:35 AM	0	0	0	0	0
4:40 AM	0	0	0	0	0
4:45 AM	0	0	0	0	0
4:50 AM	0	0	1	0	1
4:55 AM	0	0	0	0	0
5:00 AM	0	0	0	0	0
5:05 AM	0	0	0	0	0
5:10 AM	0	0	0	0	0
5:15 AM	0	0	0	0	0
5:20 AM	0	0	0	0	0
5:25 AM	0	0	0	0	0
5:30 AM	0	0	1	0	1
5:35 AM	0	0	0	0	0
5:40 AM	0	0	0	0	0
5:45 AM	0	0	1	0	1
5:50 AM	0	0	0	0	0
5:55 AM	0	1	1	0	2
6:00 AM	0	0	3	0	3
6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0
6:15 AM	0	0	1	0	1
6:20 AM	0	0	0	0	0
6:25 AM	0	1	2	1	4
6:30 AM	0	0	0	0	0

6:35 AM	0	0	0	0	0
6:40 AM	0	0	0	0	0
6:45 AM	1	1	1	1	4
6:50 AM	0	0	1	2	3
6:55 AM	0	0	0	0	0
7:00 AM	0	1	0	0	1
7:05 AM	0	0	0	1	1
7:10 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:20 AM	0	2	2	0	4
7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:35 AM	0	1	1	0	2
7:40 AM	0	0	0	0	0
7:45 AM	0	1	1	0	2
7:50 AM	2	0	3	0	5
7:55 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:05 AM	0	0	1	0	1
8:10 AM	0	1	1	0	2
8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	1	1
8:25 AM	0	0	0	0	0
8:30 AM	0	2	3	0	5
8:35 AM	1	0	0	0	1
8:40 AM	0	0	2	0	2
8:45 AM	0	0	0	0	0
8:50 AM	0	3	4	0	7
8:55 AM	0	0	1	0	1
9:00 AM	0	0	0	0	0
9:05 AM	0	0	0	0	0
9:10 AM	0	1	1	1	3
9:15 AM	0	0	2	0	2
9:20 AM	0	0	0	0	0
9:25 AM	0	0	0	0	0
9:30 AM	0	0	1	0	1
9:35 AM	0	0	1	0	1
9:40 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
9:50 AM	0	1	0	0	1
9:55 AM	0	0	0	1	1
10:00 AM	0	0	1	1	2
10:05 AM	0	1	1	0	2
10:10 AM	0	0	0	0	0
10:15 AM	0	1	1	0	2
10:20 AM	0	0	0	0	0
10:25 AM	0	0	0	1	1
10:30 AM	1	0	1	0	2
10:35 AM	0	0	0	0	0
10:40 AM	0	0	0	0	0
10:45 AM	0	0	0	0	0
10:50 AM	0	0	0	0	0
10:55 AM	0	0	0	0	0
11:00 AM	0	1	1	0	2
11:05 AM	0	0	0	0	0
11:10 AM	0	1	1	0	2
11:15 AM	0	0	0	0	0
11:20 AM	0	0	2	0	2
11:25 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:35 AM	0	0	1	1	2
11:40 AM	0	0	0	1	1
11:45 AM	0	0	1	1	2
11:50 AM	0	0	0	0	0
11:55 AM	0	2	2	2	6
12:00 PM	0	1	1	0	2
12:05 PM	0	2	2	0	4
12:10 PM	0	0	2	0	2
12:15 PM	0	2	2	0	4
12:20 PM	0	0	0	0	0
12:25 PM	0	0	1	0	1
12:30 PM	1	0	0	0	1
12:35 PM	0	0	0	0	0
12:40 PM	0	0	0	0	0
12:45 PM	0	0	1	0	1
12:50 PM	1	0	0	0	1
12:55 PM	0	0	4	0	4
1:00 PM	0	0	0	0	0
1:05 PM	0	0	0	0	0
1:10 PM	0	1	1	0	2
1:15 PM	0	0	0	0	0
1:20 PM	0	0	1	0	1
1:25 PM	0	0	0	0	0
1:30 PM	0	0	2	0	2
1:35 PM	0	0	1	0	1
1:40 PM	0	0	0	0	0
1:45 PM	0	0	1	0	1
1:50 PM	0	0	0	0	0
1:55 PM	0	0	0	0	0
2:00 PM	0	0	0	0	0
2:05 PM	0	1	2	1	4
2:10 PM	0	0	1	0	1
2:15 PM	0	1	2	0	3
2:20 PM	0	2	2	0	4
2:25 PM	1	1	0	1	3
2:30 PM	0	1	2	0	3
2:35 PM	0	0	0	0	0
2:40 PM	0	0	2	0	2
2:45 PM	0	0	0	0	0
2:50 PM	0	0	3	0	3
2:55 PM	0	1	1	1	3
3:00 PM	0	1	1	0	2
3:05 PM	0	1	0	0	1
3:10 PM	0	0	1	0	1
3:15 PM	0	2	2	0	4
3:20 PM	0	2	2	0	4
3:25 PM	0	0	1	0	1
3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0
3:40 PM	0	2	2	0	4
3:45 PM	0	0	3	0	3

3:50 PM	0	2	1	0	3
3:55 PM	0	0	0	0	0
4:00 PM	0	3	2	0	5
4:05 PM	0	0	0	0	0
4:10 PM	0	2	3	2	7
4:15 PM	0	0	1	0	1
4:20 PM	0	0	0	0	0
4:25 PM	0	0	1	0	1
4:30 PM	0	0	1	0	1
4:35 PM	0	1	0	2	3
4:40 PM	0	0	1	1	2
4:45 PM	0	1	2	0	3
4:50 PM	0	0	0	0	0
4:55 PM	0	2	3	0	5
5:00 PM	0	2	3	1	6
5:05 PM	0	2	2	0	4
5:10 PM	0	1	0	1	2
5:15 PM	0	0	2	0	2
5:20 PM	0	1	1	1	3
5:25 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:35 PM	0	0	2	0	2
5:40 PM	1	0	0	0	1
5:45 PM	0	1	1	0	2
5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:05 PM	0	0	0	0	0
6:10 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:20 PM	0	0	0	0	0
6:25 PM	0	0	0	1	1
6:30 PM	0	0	0	0	0
6:35 PM	0	0	0	1	1
6:40 PM	0	0	1	1	2
6:45 PM	0	0	0	0	0
6:50 PM	0	0	0	0	0
6:55 PM	0	0	0	0	0
7:00 PM	0	0	0	0	0
7:05 PM	0	0	0	0	0
7:10 PM	0	0	0	0	0
7:15 PM	0	0	0	0	0
7:20 PM	0	0	0	0	0
7:25 PM	0	0	0	0	0
7:30 PM	0	0	0	0	0
7:35 PM	0	0	0	0	0
7:40 PM	0	0	0	0	0
7:45 PM	0	0	1	0	1
7:50 PM	0	0	0	0	0
7:55 PM	0	1	2	0	3
8:00 PM	0	0	0	0	0
8:05 PM	0	0	0	0	0
8:10 PM	0	2	2	0	4
8:15 PM	1	0	0	0	1
8:20 PM	0	0	0	0	0
8:25 PM	0	0	0	0	0
8:30 PM	0	0	0	0	0
8:35 PM	0	0	0	0	0
8:40 PM	0	0	0	0	0
8:45 PM	0	0	1	0	1
8:50 PM	0	0	0	0	0
8:55 PM	0	0	0	0	0
9:00 PM	0	0	0	0	0
9:05 PM	0	0	1	0	1
9:10 PM	0	0	0	0	0
9:15 PM	0	0	0	0	0
9:20 PM	0	0	0	0	0
9:25 PM	0	0	0	0	0
9:30 PM	0	0	0	0	0
9:35 PM	0	0	0	0	0
9:40 PM	0	0	0	0	0
9:45 PM	0	0	0	0	0
9:50 PM	0	0	0	0	0
9:55 PM	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:05 PM	0	0	1	0	1
10:10 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:20 PM	0	0	0	0	0
10:25 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:35 PM	0	0	1	0	1
10:40 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
10:50 PM	0	0	0	0	0
10:55 PM	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:05 PM	0	0	0	0	0
11:10 PM	0	0	0	0	0
11:15 PM	1	0	0	0	1
11:20 PM	0	0	0	0	0
11:25 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:35 PM	0	0	0	0	0
11:40 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
11:50 PM	0	0	0	0	0
11:55 PM	0	0	1	0	1

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

12:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	2
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:10 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
9:35 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
9:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

10:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
11:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
12:05 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
12:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
1:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
1:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
2:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:40 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
3:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
3:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
3:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
3:50 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
3:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
4:20 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:05 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:50 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
6:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:55 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
10:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2
10:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SCOOTER VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
12:00 AM													
12:05 AM													
12:10 AM													
12:15 AM													
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APPENDIX B: CRASH DATA

Latitude	Longitude	City Name	Crash Id	Crash Svrty Short Desc	Cnty Nm	Collis Typ Short Desc	Crash Typ Short Desc	Crash Yr No
45.307725	-122.9625778	Newberg	2018917	Injury	Yamhill	TURN	BIKE	2023
45.30773333	-122.9625806	Newberg	1881719	Injury	Yamhill	SS-O	BIKE	2020
45.30857778	-122.962575	Newberg	1968899	Injury	Yamhill	HEAD	O-STRGHT	2022

APPENDIX C: OPERATIONS RESULTS

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	85	1	90	14	64	129	195	165	8
Future Vol, veh/h	1	0	1	85	1	90	14	64	129	195	165	8
Conflicting Peds, #/hr	11	0	0	0	0	11	14	0	0	0	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	1	0	3	0	0	4	0
Mvmt Flow	1	0	1	91	1	97	15	69	139	210	177	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	845	854	196	771	789	150	200	0	0	208	0	0
Stage 1	616	616	-	169	169	-	-	-	-	-	-	-
Stage 2	229	238	-	602	620	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.5	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	285	298	850	318	325	899	1384	-	-	1375	-	-
Stage 1	481	485	-	835	763	-	-	-	-	-	-	-
Stage 2	778	712	-	488	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	213	241	839	273	263	890	1366	-	-	1375	-	-
Mov Cap-2 Maneuver	213	241	-	273	263	-	-	-	-	-	-	-
Stage 1	468	397	-	824	753	-	-	-	-	-	-	-
Stage 2	676	703	-	404	395	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.7	16.9	0.5	4.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1366	-	-	340	273	867	1375	-	-
HCM Lane V/C Ratio	0.011	-	-	0.006	0.335	0.113	0.152	-	-
HCM Control Delay (s)	7.7	0	-	15.7	24.7	9.7	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.4	0.4	0.5	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	3	4	7	137	5	179	6	114	127	114	142	4
Future Vol, veh/h	3	4	7	137	5	179	6	114	127	114	142	4
Conflicting Peds, #/hr	11	0	0	0	0	11	14	0	0	0	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	1	0	3	0	0	4	0
Mvmt Flow	3	4	8	147	5	192	6	123	137	123	153	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	728	687	169	611	621	203	171	0	0	260	0	0
Stage 1	415	415	-	204	204	-	-	-	-	-	-	-
Stage 2	313	272	-	407	417	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.5	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	341	372	880	407	406	840	1418	-	-	1316	-	-
Stage 1	619	596	-	800	737	-	-	-	-	-	-	-
Stage 2	702	688	-	623	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	232	328	868	367	358	831	1399	-	-	1316	-	-
Mov Cap-2 Maneuver	232	328	-	367	358	-	-	-	-	-	-	-
Stage 1	608	528	-	796	733	-	-	-	-	-	-	-
Stage 2	527	685	-	550	527	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	15.4	0.2	3.5
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1399	-	-	422	367	802	1316	-	-
HCM Lane V/C Ratio	0.005	-	-	0.036	0.401	0.247	0.093	-	-
HCM Control Delay (s)	7.6	0	-	13.8	21.2	11	8	0	-
HCM Lane LOS	A	A	-	B	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.9	1	0.3	-	-

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	85	1	90	14	64	129	195	165	8
Future Vol, veh/h	1	0	1	85	1	90	14	64	129	195	165	8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	1	0	1	0	3	0	0	4	0
Mvmt Flow	1	0	1	91	1	97	15	69	139	210	177	9
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	8.7	9.6	9.4	13
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	50%	100%	0%	53%
Vol Thru, %	31%	0%	0%	1%	45%
Vol Right, %	62%	50%	0%	99%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	207	2	85	91	368
LT Vol	14	1	85	0	195
Through Vol	64	0	0	1	165
RT Vol	129	1	0	90	8
Lane Flow Rate	223	2	91	98	396
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.28	0.003	0.163	0.141	0.523
Departure Headway (Hd)	4.525	5.652	6.418	5.194	4.758
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	788	637	555	683	756
Service Time	2.589	3.652	4.208	2.982	2.812
HCM Lane V/C Ratio	0.283	0.003	0.164	0.143	0.524
HCM Control Delay	9.4	8.7	10.5	8.8	13
HCM Lane LOS	A	A	B	A	B
HCM 95th-tile Q	1.1	0	0.6	0.5	3.1

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	4	7	137	5	179	6	114	127	114	142	4
Future Vol, veh/h	3	4	7	137	5	179	6	114	127	114	142	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	1	0	1	0	3	0	0	4	0
Mvmt Flow	3	4	8	147	5	192	6	123	137	123	153	4
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	8.9	10.7	10.9	12.1
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	2%	21%	100%	0%	44%
Vol Thru, %	46%	29%	0%	3%	55%
Vol Right, %	51%	50%	0%	97%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	247	14	137	184	260
LT Vol	6	3	137	0	114
Through Vol	114	4	0	5	142
RT Vol	127	7	0	179	4
Lane Flow Rate	266	15	147	198	280
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.368	0.024	0.264	0.288	0.414
Departure Headway (Hd)	4.987	5.755	6.454	5.24	5.325
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	725	621	557	687	679
Service Time	2.997	3.804	4.187	2.972	3.334
HCM Lane V/C Ratio	0.367	0.024	0.264	0.288	0.412
HCM Control Delay	10.9	8.9	11.5	10.1	12.1
HCM Lane LOS	B	A	B	B	B
HCM 95th-tile Q	1.7	0.1	1.1	1.2	2

Intersection	
Int Delay, s/veh	20.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	2	127	2	134	21	96	192	290	246	12
Future Vol, veh/h	2	0	2	127	2	134	21	96	192	290	246	12
Conflicting Peds, #/hr	11	0	0	0	0	11	14	0	0	0	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	1	0	3	0	0	4	0
Mvmt Flow	2	0	2	137	2	144	23	103	206	312	265	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1246	1265	286	1149	1168	217	292	0	0	309	0	0
Stage 1	910	910	-	252	252	-	-	-	-	-	-	-
Stage 2	336	355	-	897	916	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.5	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	152	171	758	176	195	825	1281	-	-	1263	-	-
Stage 1	332	356	-	754	702	-	-	-	-	-	-	-
Stage 2	682	633	-	336	354	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	117	748	~ 133	133	816	1264	-	-	1263	-	-
Mov Cap-2 Maneuver	92	117	-	~ 133	133	-	-	-	-	-	-	-
Stage 1	320	248	-	737	686	-	-	-	-	-	-	-
Stage 2	541	618	-	237	247	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.5	78.1	0.5	4.6
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1264	-	-	164	133	759	1263	-	-
HCM Lane V/C Ratio	0.018	-	-	0.026	1.027	0.193	0.247	-	-
HCM Control Delay (s)	7.9	0	-	27.5	150.1	10.9	8.8	0	-
HCM Lane LOS	A	A	-	D	F	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	7.4	0.7	1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	24.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	6	11	204	8	266	9	170	189	170	212	6
Future Vol, veh/h	5	6	11	204	8	266	9	170	189	170	212	6
Conflicting Peds, #/hr	11	0	0	0	0	11	14	0	0	0	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	1	0	3	0	0	4	0
Mvmt Flow	5	6	12	219	9	286	10	183	203	183	228	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1074	1017	245	911	919	296	248	0	0	386	0	0
Stage 1	611	611	-	305	305	-	-	-	-	-	-	-
Stage 2	463	406	-	606	614	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.5	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	199	239	799	256	273	746	1330	-	-	1184	-	-
Stage 1	484	487	-	707	666	-	-	-	-	-	-	-
Stage 2	583	601	-	486	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	99	192	788	~ 211	219	738	1312	-	-	1184	-	-
Mov Cap-2 Maneuver	99	192	-	~ 211	219	-	-	-	-	-	-	-
Stage 1	473	395	-	700	659	-	-	-	-	-	-	-
Stage 2	345	595	-	387	394	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.4	59.6	0.2	3.8
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1312	-	-	230	211	690	1184	-	-
HCM Lane V/C Ratio	0.007	-	-	0.103	1.04	0.427	0.154	-	-
HCM Control Delay (s)	7.8	0	-	22.4	120.8	14	8.6	0	-
HCM Lane LOS	A	A	-	C	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	9.6	2.1	0.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	23.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	2	127	2	134	21	96	192	290	246	12
Future Vol, veh/h	2	0	2	127	2	134	21	96	192	290	246	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	1	0	1	0	3	0	0	4	0
Mvmt Flow	2	0	2	137	2	144	23	103	206	312	265	13
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	10.1	12	13.4	34.9
HCM LOS	B	B	B	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	50%	100%	0%	53%
Vol Thru, %	31%	0%	0%	1%	45%
Vol Right, %	62%	50%	0%	99%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	309	4	127	136	548
LT Vol	21	2	127	0	290
Through Vol	96	0	0	2	246
RT Vol	192	2	0	134	12
Lane Flow Rate	332	4	137	146	589
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.49	0.008	0.28	0.25	0.879
Departure Headway (Hd)	5.307	7.048	7.379	6.146	5.368
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	678	511	486	582	672
Service Time	3.361	5.048	5.141	3.907	3.412
HCM Lane V/C Ratio	0.49	0.008	0.282	0.251	0.876
HCM Control Delay	13.4	10.1	13	11	34.9
HCM Lane LOS	B	B	B	B	D
HCM 95th-tile Q	2.7	0	1.1	1	10.6

Intersection	
Intersection Delay, s/veh	18.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	6	11	204	8	266	9	170	189	170	212	6
Future Vol, veh/h	5	6	11	204	8	266	9	170	189	170	212	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	1	0	1	0	3	0	0	4	0
Mvmt Flow	5	6	12	219	9	286	10	183	203	183	228	6
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	10.8	15.5	19	23.2
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	2%	23%	100%	0%	44%
Vol Thru, %	46%	27%	0%	3%	55%
Vol Right, %	51%	50%	0%	97%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	368	22	204	274	388
LT Vol	9	5	204	0	170
Through Vol	170	6	0	8	212
RT Vol	189	11	0	266	6
Lane Flow Rate	396	24	219	295	417
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.642	0.049	0.449	0.503	0.713
Departure Headway (Hd)	5.844	7.451	7.369	6.145	6.152
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	613	484	485	580	584
Service Time	3.938	5.451	5.161	3.936	4.241
HCM Lane V/C Ratio	0.646	0.05	0.452	0.509	0.714
HCM Control Delay	19	10.8	16.1	15.1	23.2
HCM Lane LOS	C	B	C	C	C
HCM 95th-tile Q	4.6	0.2	2.3	2.8	5.8

HCS Warrants Report

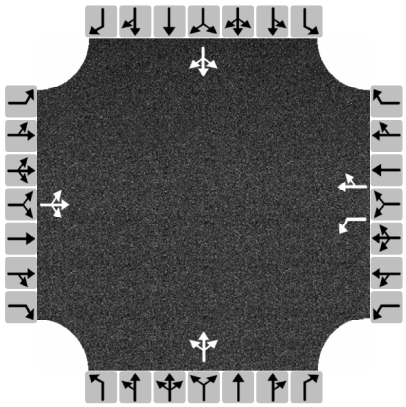
Project Information

Analyst	NM	Date	1/24/2026
Agency	Keller Associates	Analysis Year	2026
Jurisdiction	City of Newberg	Time Period Analyzed	11/20/2025
Units	U.S. Customary	MUTCD Method	MUTCD 11 (2023)
Project Description			

General

Major Street Direction	North-South	Population < 10,000	No
Starting Time Interval	7:00	Coordinated Signal System	No
Major Street Speed (mi/h)	25	Nearest Signal (ft)	2000
Adequate Trials of Crash Exp. Alt.	No		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	0	1	0	1	1	0	0	1	0	0	1	0
Lane Usage		LTR		L	TR			LTR			LTR	
Vehicle Volumes Averages (veh/h)	2	2	6	83	1	96	5	89	95	95	103	2
Pedestrian median refuge available	No			No			No			No		
Pedestrian Averages (peds/h)	1			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay Averages (s/veh)	14.4			22.3			7.6			8.0		
Delay Averages (veh-hrs)	0.0			1.1			0.4			0.5		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	2

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hours	Major Volume (veh/h)	Minor Volume (veh/h)	Total Volume (veh/h)	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (100%)	4B (100%)
7:00 - 8:00	440	119	559	0	0	No	No	No	No	No	No	No	No	No
8:00 - 9:00	442	137	581	0	0	No	No	No	No	No	No	No	No	No
9:00 - 10:00	316	102	423	0	0	No	No	No	No	No	No	No	No	No
10:00 - 11:00	339	153	502	0	0	No	No	No	No	No	No	No	No	No
11:00 - 12:00	351	145	511	0	0	No	No	No	No	No	No	No	No	No
12:00 - 13:00	320	164	504	0	0	No	No	No	No	No	No	No	No	No
13:00 - 14:00	300	171	482	0	0	No	No	No	No	No	No	No	No	No
14:00 - 15:00	377	174	563	0	0	No	No	No	No	No	No	No	No	No
15:00 - 16:00	508	304	823	36	0	Yes	Yes	No	No	No	No	No	No	No
16:00 - 17:00	472	250	743	0	0	No	Yes	No	No	No	No	No	No	No
17:00 - 18:00	458	263	734	0	0	No	Yes	No	No	No	No	No	No	No
18:00 - 19:00	376	202	585	0	0	No	No	No	No	No	No	No	No	No
Total	4699	2184	7010	36	0	1	3	0	0	0	0	0	0	0

Pedestrian Volume

15th % pedestrian speed < 3.5 ft/s		Pedestrian refuge present?	NB		SB	

Hours	Major Street Vehicular Volume (veh/h)			Major Street Pedestrian Volume (ped/h)			4A (100%)	4B (100%)
	NB	SB	Total	NB	SB	Total		
7:00 - 8:00	163	277	440	0	0	0	No	No
8:00 - 9:00	178	264	442	0	0	0	No	No
9:00 - 10:00	139	177	316	0	0	0	No	No
10:00 - 11:00	162	177	339	0	0	0	No	No
11:00 - 12:00	173	178	351	0	0	0	No	No
12:00 - 13:00	161	159	320	0	0	0	No	No
13:00 - 14:00	174	126	300	0	0	0	No	No
14:00 - 15:00	185	192	377	0	0	0	No	No
15:00 - 16:00	250	258	508	11	11	22	No	No
16:00 - 17:00	245	227	472	0	0	0	No	No
17:00 - 18:00	242	216	458	0	0	0	No	No
18:00 - 19:00	204	172	376	0	0	0	No	No
Totals	2276	2423	4699	11	11	22	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- more critical minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- more critical minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- more critical minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- more critical minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	

B. Peak-Hour Vehicular Volumes (Both major approaches --and-- more critical minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. Peak-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported Crash History --and--	
B1. Angle Crashes and Pedestrian Crashes within a 1-year Period (All Severities)	
B2. Angle Crashes and Pedestrian Crashes within a 1-year Period (Fatal-and-Injury)	
B3. Angle Crashes and Pedestrian Crashes within a 3-year Period (All Severities)	
B4. Angle Crashes and Pedestrian Crashes within a 3-year Period (Fatal-and-Injury)	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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APPENDIX D: SIGNAL WARRANTS

HCS Warrants Report

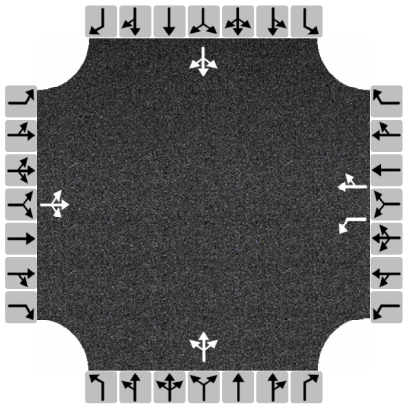
Project Information

Analyst	NM	Date	1/24/2026
Agency	Keller Associates	Analysis Year	2026
Jurisdiction	City of Newberg	Time Period Analyzed	11/20/2025
Units	U.S. Customary	MUTCD Method	MUTCD 11 (2023)
Project Description			

General

Major Street Direction	North-South	Population < 10,000	No
Starting Time Interval	7:00	Coordinated Signal System	No
Major Street Speed (mi/h)	25	Nearest Signal (ft)	2000
Adequate Trials of Crash Exp. Alt.	No		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	0	1	0	1	1	0	0	1	0	0	1	0
Lane Usage		LTR		L	TR			LTR			LTR	
Vehicle Volumes Averages (veh/h)	2	2	6	83	1	96	5	89	95	95	103	2
Pedestrian median refuge available	No			No			No			No		
Pedestrian Averages (peds/h)	1			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay Averages (s/veh)	14.4			22.3			7.6			8.0		
Delay Averages (veh-hrs)	0.0			1.1			0.4			0.5		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	2

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hours	Major Volume (veh/h)	Minor Volume (veh/h)	Total Volume (veh/h)	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (100%)	4B (100%)
7:00 - 8:00	440	119	559	0	0	No	No	No	No	No	No	No	No	No
8:00 - 9:00	442	137	581	0	0	No	No	No	No	No	No	No	No	No
9:00 - 10:00	316	102	423	0	0	No	No	No	No	No	No	No	No	No
10:00 - 11:00	339	153	502	0	0	No	No	No	No	No	No	No	No	No
11:00 - 12:00	351	145	511	0	0	No	No	No	No	No	No	No	No	No
12:00 - 13:00	320	164	504	0	0	No	No	No	No	No	No	No	No	No
13:00 - 14:00	300	171	482	0	0	No	No	No	No	No	No	No	No	No
14:00 - 15:00	377	174	563	0	0	No	No	No	No	No	No	No	No	No
15:00 - 16:00	508	304	823	36	0	Yes	Yes	No	No	No	No	No	No	No
16:00 - 17:00	472	250	743	0	0	No	Yes	No	No	No	No	No	No	No
17:00 - 18:00	458	263	734	0	0	No	Yes	No	No	No	No	No	No	No
18:00 - 19:00	376	202	585	0	0	No	No	No	No	No	No	No	No	No
Total	4699	2184	7010	36	0	1	3	0	0	0	0	0	0	0

Pedestrian Volume

15th % pedestrian speed < 3.5 ft/s		Pedestrian refuge present?	NB		SB	

Hours	Major Street Vehicular Volume (veh/h)			Major Street Pedestrian Volume (ped/h)			4A (100%)	4B (100%)
	NB	SB	Total	NB	SB	Total		
7:00 - 8:00	163	277	440	0	0	0	No	No
8:00 - 9:00	178	264	442	0	0	0	No	No
9:00 - 10:00	139	177	316	0	0	0	No	No
10:00 - 11:00	162	177	339	0	0	0	No	No
11:00 - 12:00	173	178	351	0	0	0	No	No
12:00 - 13:00	161	159	320	0	0	0	No	No
13:00 - 14:00	174	126	300	0	0	0	No	No
14:00 - 15:00	185	192	377	0	0	0	No	No
15:00 - 16:00	250	258	508	11	11	22	No	No
16:00 - 17:00	245	227	472	0	0	0	No	No
17:00 - 18:00	242	216	458	0	0	0	No	No
18:00 - 19:00	204	172	376	0	0	0	No	No
Totals	2276	2423	4699	11	11	22	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- more critical minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- more critical minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- more critical minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- more critical minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	

B. Peak-Hour Vehicular Volumes (Both major approaches --and-- more critical minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. Peak-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported Crash History --and--	
B1. Angle Crashes and Pedestrian Crashes within a 1-year Period (All Severities)	
B2. Angle Crashes and Pedestrian Crashes within a 1-year Period (Fatal-and-Injury)	
B3. Angle Crashes and Pedestrian Crashes within a 3-year Period (All Severities)	
B4. Angle Crashes and Pedestrian Crashes within a 3-year Period (Fatal-and-Injury)	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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APPENDIX E: ODOT HISTORICAL TRAFFIC DATA

ODOT Traffic Data

VILLA	0.2 Miles south of Laurel drive (Tube counters)		
YEAR	AADT	Source	Volume Trend (% growth)
2023	6068	Grown from 2022	3%
2022	5908	Grown from 2021	-1%
2021	5962	LEGACY	15%
2020	5181	Grown from 2019	-12%
2019	5867	LEGACY	-22%
2018	7521	LEGACY	-2%
2017	7655	LEGACY	4%
2016	7389	LEGACY	5%
2015	7033		25%
2014	5633		0%
2013	5621		0%
2012	5596		-3%
2011	5749		-3%
2010	5918		-1%

HAWORTH	0.02 Miles East of Sitka		
YEAR	AADT	Source	Volume Trend (% growth)
2023	3935	Grown from 2022	3%
2022	3832	Grown from 2021	-1%
2021	3867	LEGACY	-3%
2020	3969	Grown from 2019	-12%
2019	4495	LEGACY	2%
2018	4426	LEGACY	-20%
2017	5506	LEGACY	4%
2016	5315	LEGACY	5%
2015	5059		41%
2014	3595		0%
2013	3581		0%
2012	3571		-30%
2011	5088		-3%
2010	5232		-1%

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Technical Memorandum

TO: Brett Musick
City of Newberg
414 E. First Street
Newberg, OR 97132

FROM: Colby GeDeros, PE, PTOE
Matt Steele
Dylan Wallery
Keller Associates, Inc.
4800 SW Griffith Dr. Suite 128
Beaverton, OR 97005

REGISTERED PROFESSIONAL ENGINEER
90271PE
OREGON
JUL. 11, 2019
COLBY GEDEROS
EXPIRES: 06-30-2027

DATE: September 24, 2026

SUBJECT: Villa Road and Laurel Drive
Pedestrian Crossing Review
TSC #2025-004

PROJECT BACKGROUND

The City of Newberg has requested a review of the existing pedestrian crossing located at the intersection of N Villa Road and E Laurel Drive. Concerns were raised by nearby residents regarding pedestrian crossing safety at this location. City staff noted that illegal parking issues may be occurring at this location and are attributable to faded yellow curb markings. Public Works maintenance staff have installed additional No Parking signage to more clearly define parking restrictions in the area.

In email correspondence received, residents requested consideration for pedestrian safety enhancements, including pedestrian crossing signal with user-activated flashing warning lights, and curb extensions at the existing marked crosswalk located on the south leg of the intersection. As an initial step, the City requested preparation of a memorandum documenting existing conditions, identifying transportation and accessibility issues, and providing a basis for evaluating potential improvement options.



Figure 1: Existing Crosswalk

SITE CHARACTERISTICS

Villa Road is a major collector with two travel lanes and on-street parking on both sides. Laurel Drive is classified as a local road with two travel lanes and on-street parking on both sides. The posted speed on both roadways is 25 miles per hour (mph). The intersection forms a T-intersection, with Laurel Drive stop-controlled and Villa Road uncontrolled.

The study intersection is located within a residential area and adjacent to George Fox University campus, serving a mix of people walking, biking, and driving. Several residential driveways and university parking lot access points are located near the intersection.

Pedestrian and Bicycle Facilities

Pedestrian facilities at the intersection include a sidewalk along the west side of Villa Road and a marked pedestrian crosswalk with pedestrian crossing warnings signs on the south leg of the intersection. The crosswalk markings and signs are in good condition. The existing crosswalk directs pedestrians to the east side of Villa Road where there is no sidewalk or curb ramps. The nearest sidewalk on the east side of Villa Road is located approximately 400 feet south of the intersection and 1,200 feet north of the intersection, leaving an approximately 1,600 foot sidewalk gap. There are no pedestrian facilities on Laurel Drive.

Dedicated bicycle lanes are present on Villa Road 1200 feet north at the intersection of Villa and Haworth. South of Villa and Haworth, a shared-use bicycle facility is present until Highway 99W, 800 feet south. This shared use facility is present through the study intersection. There are no bicycle facilities on Laurel Drive.

Visibility and Crash History

Site observations indicate that existing vegetation on the northeast corner limits sight distance for southbound motorists.

Street lighting is present approximately 100 feet north and south of the intersection and at the northeast corner of the intersection. Fixtures are modern LED and the lights are in desirable locations for nighttime visibility of pedestrians in the crosswalk and of the intersection.

The most recent five years (2020-2024) of ODOT crash data identified three reported crashes in the vicinity of the study intersection. One crash involved a vehicle turning at the E North Street and Villa Road intersection and resulted in a possible injury. The other two crashes involved sideswipes with parked vehicles resulting in property damage only.

The existing conditions are illustrated below in **Figure 2** and **Figure 3**.

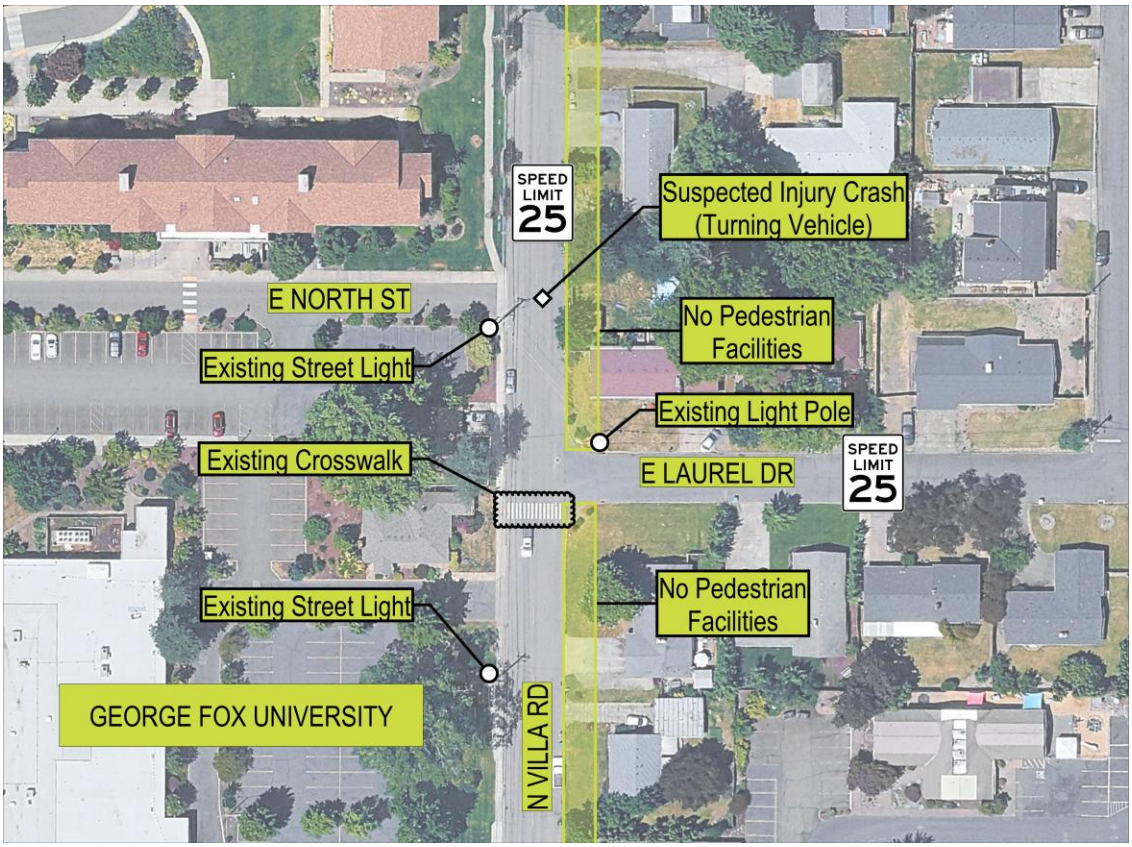


Figure 2: Existing Conditions

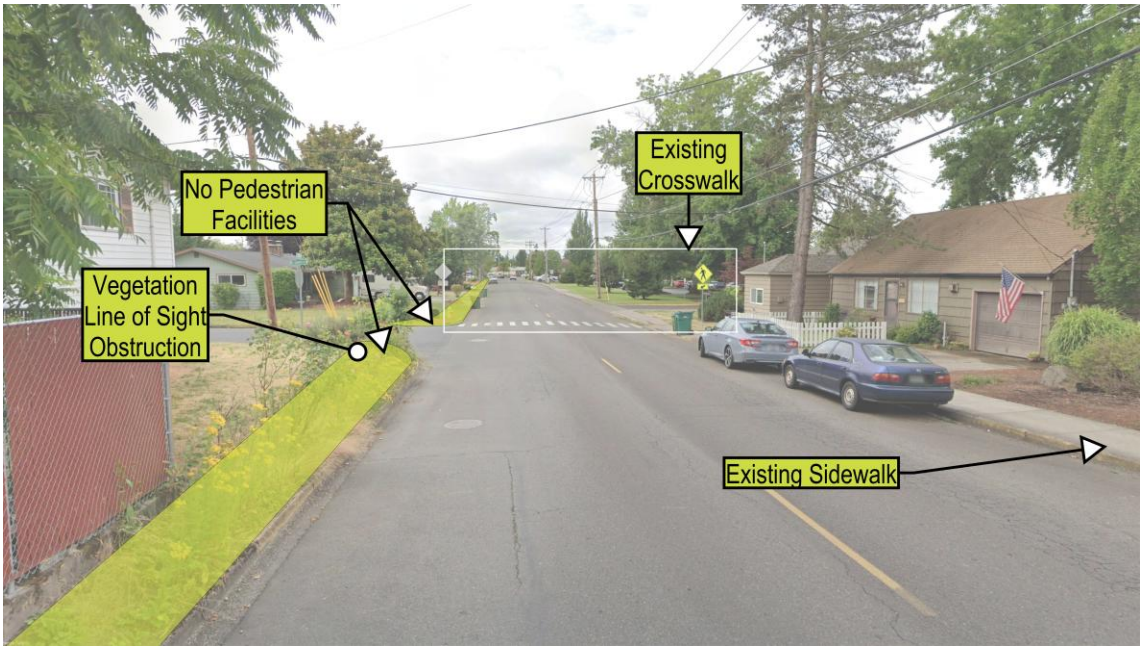


Figure 3: Existing Conditions

REGIONAL PLANNING REVIEW

The Newberg ADA/Pedestrian/Bike Route Improvement Plan (**Reference 1**) identifies Villa Road as a critical on-street route for pedestrians and bicyclists given its role in connecting residential neighborhoods, schools, parks, George Fox University, and commercial destinations. The ADA/Pedestrian/Bike Route Improvement Plan also identifies the Villa Road/Laurel Drive area as a Tier 1 ADA Spot Improvement location, highlighting it one of the City's highest-priority pedestrian accessibility improvement locations based on factors such as proximity to schools and community destinations, pedestrian safety, sidewalk and curb ramp deficiencies, and network connectivity. The plan notes that improvements at this location may require acquisition of property along Villa Road (Villa Road project sheets from the Newberg ADA/Pedestrian/Bike Route Improvement Plan are provided in **Appendix B**).

Consistent with these findings, the City of Newberg Transportation System Plan (TSP) (**Reference 2**) emphasizes the need to eliminate sidewalk gaps, improve ADA accessibility, and provide safe, continuous pedestrian facilities along collector roadways. These needs are evident at the Villa Road and Laurel Drive intersection, where pedestrian facilities are provided on the west side of Villa Road but are absent on the east side. Critically, the marked pedestrian crossing does not connect to a compliant curb ramp on the east side of the roadway, creating an accessibility gap and limiting continuous pedestrian access through the intersection.

Safe System Approach

Modern transportation safety best practices include adopting a Vision Zero Mindset: that the only ethical design approach is one that acknowledges even one roadway fatality is unacceptable. As part of an industry commitment to reach a goal of zero deaths on our roadways, the Federal Highway Administration has adopted a Safe System Approach (**Reference 3**). This proactive safety approach is rooted in the understanding that humans make mistakes, and the human body is fragile.

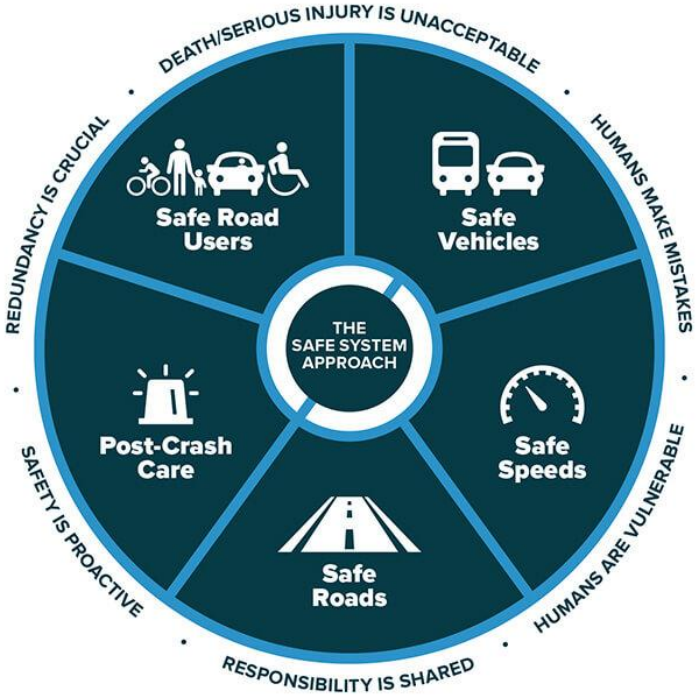


Figure 4: The Safe Systems Approach (Source: Federal Highway Administration)

The Safe System Approach uses a five-layer multi-disciplinary process of creating mitigations that, when a crash occurs, reduces the severity of the resulting injuries. The six principles that guide Safe System Approach are:

1. Deaths and serious injuries are unacceptable.
2. Humans make mistakes.
3. Humans are vulnerable.
4. Responsibility is shared.
5. Safety is proactive.
6. Redundancy is crucial.

Countermeasures explored in this study contribute to safe roads. Additional elements contribute to a system of road user safety, including maintaining low speeds and improving emergency response time in the event of a crash. Safety countermeasures should mitigate human mistakes and facilitate safe travel by the most vulnerable road users.

UNCONTROLLED MARKED CROSSWALK ASSESSMENT

The Uncontrolled Marked Crosswalk Treatments table in the ODOT Traffic Manual (**Reference 4**) was reviewed to identify appropriate potential pedestrian crossing treatments for the study location. A previous study conducted by Keller Associates at the nearby Villa Road and Haworth Avenue intersection (**Appendix C**) indicated relatively low traffic volumes on Villa Road, which are anticipated to be representative of conditions at the Villa Road and Laurel Drive intersection. Given Villa Road is a two-lane roadway with a posted speed limit of 25 mph and traffic volumes of approximately 5,000 ADT, the matrix identifies several optional treatments for uncontrolled crossings including high-visibility crosswalk markings, parking restrictions near the crossing, street lighting, pedestrian crossing signage, raised crosswalk, in-street pedestrian crossing signs, curb extensions, and pedestrian refuge islands (**Figure 4**). The context appropriate countermeasures identified for the study intersection are explored further in this evaluation.

Table 310.3-A: Uncontrolled Marked Crosswalk Treatments

Lanes Crossed**	Refuge Island	AADT & Posted Speed***															
		<3000 vehicles/day			3000-9000 vehicles/day			9000-12,000 vehicles/day			12,000-15,000 vehicles/day			>15,000 vehicles/day		
		≤30 mph	35 mph	40-45 mph	≤30 mph	35 mph	40-45 mph	≤30 mph	35 mph	40-45 mph	≤30 mph	35 mph	40-45 mph	≤30 mph	35 mph	40-45 mph
1	N/A	A* B E	Ⓐ E G I	Ⓐ E Ⓖ I	Ⓐ B E	Ⓐ E G I	Ⓐ E Ⓖ I	Ⓐ E G I	Ⓐ E G I	Ⓐ E Ⓖ I	Ⓐ E G I	Ⓐ E G I	Ⓐ E Ⓖ I	Ⓐ E G I	Ⓐ E G I	Ⓐ E Ⓖ I
2	Yes	A* B D E	Ⓐ E G I	Ⓐ E Ⓖ I	Ⓐ B D E	Ⓐ E G I	Ⓐ E Ⓖ I	Ⓐ D E G I	Ⓐ E G I	Ⓐ E Ⓖ I	Ⓐ D E G I	Ⓐ E G I	Ⓐ E Ⓖ I	Ⓐ D E G I	Ⓐ E G I	Ⓐ E Ⓖ I
	No	A* B C D E F	Ⓐ Ⓒ E F G I	Ⓐ Ⓒ E Ⓕ Ⓖ I	Ⓐ B Ⓒ D E F	Ⓐ Ⓒ E F G I	Ⓐ Ⓒ E Ⓕ Ⓖ I	Ⓐ Ⓒ D E F G I	Ⓐ Ⓒ E F G I	Ⓐ Ⓒ E Ⓕ Ⓖ I	Ⓐ Ⓒ D E Ⓕ Ⓖ I	Ⓐ Ⓒ E Ⓕ Ⓖ I	Ⓐ Ⓒ E Ⓕ Ⓖ I	Ⓐ Ⓒ D E F G I	Ⓐ Ⓒ E F Ⓖ I	Ⓐ Ⓒ E Ⓕ Ⓘ
3	Yes	Ⓐ B Ⓒ D E G I	Ⓐ Ⓒ E G I	Ⓐ Ⓒ E Ⓖ I	Ⓐ B Ⓒ D E G I	Ⓐ Ⓒ E G I	Ⓐ Ⓒ E Ⓖ I	Ⓐ Ⓒ D E G I	Ⓐ Ⓒ E G I	Ⓐ Ⓒ E Ⓖ I	Ⓐ Ⓒ D E G I	Ⓐ Ⓒ E G I	Ⓐ Ⓒ E Ⓖ I	Ⓐ Ⓒ D E G I	Ⓐ Ⓒ E G I	Ⓐ Ⓒ E Ⓖ I
	No	Ⓐ B Ⓒ D E F G I	Ⓐ Ⓒ E F G I	Ⓐ Ⓒ E Ⓕ Ⓖ I	Ⓐ B Ⓒ D E F G I	Ⓐ Ⓒ E F G I	Ⓐ Ⓒ E Ⓕ Ⓖ I	Ⓐ Ⓒ D E Ⓕ Ⓖ I	Ⓐ Ⓒ E Ⓕ Ⓖ I	Ⓐ Ⓒ E Ⓕ Ⓘ	Ⓐ Ⓒ D E Ⓕ Ⓖ I	Ⓐ Ⓒ E Ⓕ Ⓖ I	Ⓐ Ⓒ E Ⓕ Ⓘ	Ⓐ Ⓒ D E Ⓕ Ⓖ I	Ⓐ Ⓒ E Ⓕ Ⓘ	Ⓐ Ⓒ E Ⓕ Ⓘ
4	Yes	Ⓐ Ⓒ D E G Ⓗ I	Ⓐ Ⓒ E G Ⓗ I	Ⓐ Ⓒ E Ⓖ Ⓗ I	Ⓐ Ⓒ D E G Ⓗ I	Ⓐ Ⓒ E G Ⓗ I	Ⓐ Ⓒ E Ⓖ Ⓗ I	Ⓐ Ⓒ D E G Ⓗ I	Ⓐ Ⓒ E G Ⓗ I	Ⓐ Ⓒ E Ⓖ Ⓗ I	Ⓐ Ⓒ D E G Ⓗ I	Ⓐ Ⓒ E G Ⓗ I	Ⓐ Ⓒ E Ⓖ Ⓗ I	Ⓐ Ⓒ D E G Ⓗ I	Ⓐ Ⓒ E G Ⓗ I	Ⓐ Ⓒ E Ⓖ Ⓗ I
	No	Ⓐ Ⓒ E F G Ⓗ I	Ⓐ Ⓒ E Ⓕ G Ⓗ I	Ⓐ Ⓒ E Ⓕ Ⓖ Ⓗ I	Ⓐ Ⓒ E F G Ⓗ I	Ⓐ Ⓒ E Ⓕ G Ⓗ I	Ⓐ Ⓒ E Ⓕ Ⓖ Ⓗ I	Ⓐ Ⓒ E Ⓕ G Ⓗ I	Ⓐ Ⓒ E Ⓕ G Ⓗ I	Ⓐ Ⓒ E Ⓕ Ⓖ Ⓗ I	Ⓐ Ⓒ E Ⓕ G Ⓗ I	Ⓐ Ⓒ E Ⓕ G Ⓗ I	Ⓐ Ⓒ E Ⓕ Ⓖ Ⓗ I	Ⓐ Ⓒ E Ⓕ G Ⓗ I	Ⓐ Ⓒ E Ⓕ G Ⓗ I	Ⓐ Ⓒ E Ⓕ Ⓖ Ⓗ I

* Treatment "A" recommended for school crosswalks and midblock crosswalks.

** Total motor vehicle lanes crossed to complete the crossing, including TWLTL and left/right turn lanes. Bicycle lanes and refuge islands at least 6 feet wide are not lanes crossed. STE approval required for uncontrolled marked crosswalks across 5+ lanes.

*** See Speed discussion in the Special Considerations subsection. 85th percentile speed may be used instead of the posted speed. Except at roundabouts, uncontrolled marked crosswalks should not be installed where the posted speed is 50 mph or higher.

This table does not apply to temporary marked crosswalks. See the TCP Manual (*2*) for temporary uncontrolled marked crosswalks.

Installation of a treatment(s) at any location is subject to an engineering study that accounts for factors such as sight distance, safety, operations, other field conditions, and local land use.

X = Treatment optional.

Ⓧ = Treatment recommended.

⊗ = Treatment recommended and should be installed with other identified treatments.

The absence of a letter means the treatment is generally not appropriate, but exceptions may be considered through the engineering study and state traffic engineer approval process.

A = High-visibility crosswalk markings, parking restrictions on crosswalk approach (see Table 310.3-B), lighting according to the ODOT Traffic Lighting Design Manual. Crossing warning sign(s) for school crosswalks, midblock crosswalks, or speed ≥30 mph.

B = Raised crosswalk, except on freight routes, emergency response routes, arterial roadways, and snowplow routes.

C = If 2+ lanes in one direction, wide advance stop bar and STOP HERE FOR Pedestrians sign.

D = In-street pedestrian crossing sign (R1-6a). If refuge island present, install on the refuge island.

E = Curb extension.

F = If crossing 2-way traffic, pedestrian refuge island (at least 6 feet wide).

G = Rectangular rapid flashing beacon (RRFB).

H = Reduce number of motor vehicle lanes.

I = Traffic signal or pedestrian hybrid beacon (PHB).

Blue = All treatments shown in category optional. Treatment "A" recommended for school and midblock crosswalks.

Green = Visibility enhancements recommended.

Yellow = RRFB treatment recommended.

Red = Traffic signal or PHB recommended.

Exhibit 1: ODOT Crossing Treatment Evaluation (Source: Oregon Department of Transportation. Traffic Manual. January 2026)

RECOMMENDATIONS

The existing crossing is not ADA compliant, as it directs pedestrians to the east side of Villa Road where no pedestrian facilities exist. Despite the lack of adequate receiving facilities, the crossing location is used by a moderate amount of pedestrians who choose to navigate along the shoulder of the road. Because the crossing is located at an intersection, it is legal for pedestrians to cross regardless of the presence of signs and markings. Therefore, removal of the existing signs or markings is not recommended. This section presents improvements that can be phased as near-term and long-term implementation strategies. Moreover, the recommended improvements are consistent with Federally recognized safety countermeasures (**Reference 5**).

Near-Term Improvements

To improve safety of the existing conditions, the City should complete the following low cost improvements to address the existing safety concerns.

- Refresh No-Parking Markings

Refreshing the faded curb paint would complement the newly installed No Parking signs near the crosswalk to improve compliance with parking restrictions. Daylighting the crossing (removing visual obstructions, such as parked vehicles, in advance of the crosswalk) helps maintain sight distance between pedestrians and motorists, improving driver yield rate. Parking restrictions indicated by the existing curb paint and signs would be sufficient to meet the ODOT Traffic Manual recommended setback distance of 50 feet for crosswalks with warning signs.

- Vegetation Management

Removing or trimming vegetation at the study intersection can improve sight distance between pedestrians and approaching motorists. Improved visibility may allow drivers to identify pedestrians and react to potential conflicts earlier. Vegetation management requires coordination with the City Code Compliance Officer – trimming vegetation is typically addressed as complaints from residents are received.

Long-Term Improvements

The City should program the following long-term improvements to improve sidewalk connectivity and ADA compliance in the area. While higher cost, these countermeasures establish robust, permanent solutions to existing safety concerns.

- Fill Sidewalk Gap

Constructing sidewalk along the east side of Villa Road would provide a continuous pedestrian route through the study area and support the City's TSP goal of eliminating sidewalk gaps and providing continuous accessible pedestrian facilities. Providing pedestrian walkways is also identified in the Federal Highway Administration's (FHWA) Proven Safety Countermeasures[1] as an effective way to improve safety and reduce pedestrian crash risk.

- Construct ADA-Compliant Ramp at the Southeast Corner

Installing ADA-compliant curb ramps when constructing sidewalks along the east side of Villa Road or Laurel Drive would provide an accessible connection between the crosswalk and adjacent pedestrian facilities. This improvement would address an existing accessibility deficiency and improve accessibility for all pedestrians.

[1] https://highways.dot.gov/safety/proven-safety-countermeasures/walkways

- Dedicated Bike Lanes

Villa Road currently includes shared lane markings for bicyclists, and bicycle lanes are present on Villa Road north of Haworth Avenue. Portions of the corridor are identified in the Newberg ADA/Pedestrian/Bike Route Improvement Plan for future bicycle improvements. Extending the current bicycle lanes through the study area would provide a designated space for bicyclists, improve separation between bicyclists and motor vehicle traffic, and complete a continuous bicycle network. This countermeasure would directly support the comfort, safety, and connectivity for bicyclists traveling between residential neighborhoods, George Fox University, and the surrounding area. The implementation of dedicated bicycle lanes would replace existing on-street parking. Therefore, it is recommended to conduct a parking utilization study in advance of bicycle lane implementation to identify potential trade-offs in space allocation.

- Curb Extensions

Curb extensions would shorten the pedestrian crossing distance and reduce the amount of time pedestrians are exposed to traffic. Curb extensions can also improve visibility by positioning pedestrians farther into the driver's field of view and discouraging parking near the crosswalk. NACTO guidance (**Reference 6**) identifies curb extensions as an effective pedestrian safety treatment because they improve visibility between pedestrians and motorists, reduce crossing distances, and help slow turning vehicle movements at intersections. It should be noted that curb extensions work well with on-street parking, but may not be feasible with dedicated bicycle lanes due to the existing roadway widths. Transitions from bicycle lanes to sharrows could be considered to accommodate both countermeasures.

CONCLUSIONS

This memorandum was prepared in response to concerns raised by a nearby resident regarding vehicle yielding behavior, parking activity, and pedestrian crossing safety at the intersection of Villa Road and E. Laurel Drive. The review identified several existing conditions that may contribute to these concerns, including sight distance limitations, pedestrian accessibility deficiencies, and gaps in the sidewalk network. These safety challenges are compounded by the study intersection’s proximity to George Fox University – a pedestrian and bicycle generator – alongside nearby residential land use.

To address these concerns, it is recommended that the low-cost countermeasures be implemented immediately, including refreshing no parking markings and vegetation management.

Additional long-term improvements, including dedicated bicycle lanes, curb extensions, filling sidewalk gaps, and construction of ADA compliant curb ramps should be evaluated as capital improvement funding becomes available. In addition to improving pedestrian and bicycle safety, these improvements would support the connectivity goals identified in the City of Newberg Transportation System Plan and ADA/Pedestrian/Bike Route Improvement Plan by enhancing accessibility and helping create a more continuous multimodal network along the Villa Road corridor.

This study recommends long-term strategies that, in addition to addressing existing safety challenges, may increase pedestrian and bicycle demand. It is recommended that the city complete additional analysis in the future to study the pedestrian, bicycle, and parking demand along the Villa Road corridor and at the intersection of Villa Road and Laurel Drive, consider the most appropriate long-term improvements, and consider the applicability of increased enhancements such as rectangular rapid flashing beacons (RRFB), raised intersections, or raised crosswalks.

These findings may inform future decisions about safety improvements at other locations in Newberg.

REFERENCES

***Reference 1**: City of Newberg, Oregon. ADA / Pedestrian / Bike Route Improvement Plan. June 2007.*

***Reference 2**: City of Newberg, Oregon. City of Newberg Transportation System Plan. December 2016.*

***Reference 3:** US Department of Transportation – Federal Highway Administration. Safe Systems Approach. August 2025. Zero Deaths and Safe System | FHWA*

***Reference 4:** Oregon Department of Transportation. Traffic Manual. January 2026.*

***Reference 5**: Federal Highway Administration (FHWA). Proven Safety Countermeasures. U.S. Department of Transportation.*

***Reference 6**: National Association of City Transportation Officials (NACTO). Urban Street Design Guide – Curb Extensions.*

APPENDICES

Appendix A: Crash Data

Appendix B: City of Newberg. Newberg ADA/Pedestrian/Bike Route Improvement Plan. Villa Road Project Sheets. June 2007.

Appendix C: Keller Associates Villa & Haworth TSC #2024-12, 2024-17, 2025-003. 2026

APPENDIX A:
CRASH DATA (2020-2024)

Latitude	Longitude	Alchl Involv Flg	Crash Id	Injury Severity1	Collis Typ Short Desc	Crash Hr Short Desc	Crash Speed Involv Flg	Crash Svrty Short Desc	Crash Typ Short Desc	Crash Yr No	Drug Involv Flg	Impairment Related Crash	Isect Rel Flg	Isect St Full Nm	Lgt Cond Short Desc	Off Rdwy Flg	Rd Char Short Desc	St Full Nm	Wthr Cond Short Desc	Crash Dt
45.30454444	-122.9626278	No	1995838	Property Damage Only	SS-O	7P	No	Property Damage Only	PRKD MV	2022	No	FALSE	FALSE	E NORTH ST	DLIT	On Roadway	Straight	VILLA RD	Rain	Monday, November 28, 2022
45.30421389	-122.9626306	No	2094883	Property Damage Only	SS-O	7P	No	Property Damage Only	PRKD MV	2024	No	FALSE	FALSE	LAUREL DR	DARK	Off Roadway	Straight	VILLA RD	Rain	Tuesday, November 5, 2024
45.30441111	-122.9626333	No	1964819	Suspected Possible Injury	TURN	11A	No	Injury	ANGL-OTH	2022	No	FALSE	FALSE	VILLA RD	DAY	On Roadway	Intersection	E NORTH ST	Clear	Saturday, April 16, 2022

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2015-2024 Crash Data Viewer (beta v3.3)

Updated 6/24/26

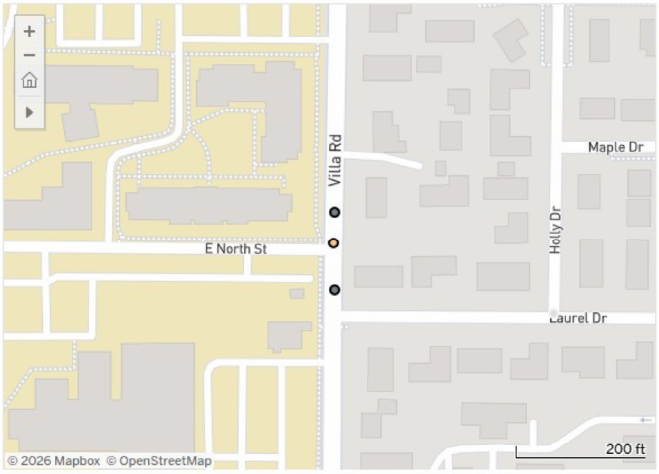
It is highly recomended to utilize the Unit's Coding Manual in conjunction with this data tool. User's Guide

Support: CrashAnalysis&ReportingSupport@odot.oregon.gov

Start Here (select crash year and area of interest)

*Limit your search area to improve performance.

Year	(Multiple values)
Urban Area	NEWBERG UA
County	Yamhill
City	Newberg
ODOT Region	2
ODOT District	03
Street Name	(All)
Route No	(All)
Hwy No	(All)
LRS	(All)
Milepoint	(All)



Injury Severity	(All)
Work Zone	(All)
Participant Type	(All)
School Zone	(All)
Participant Gender	(All)
Speed Involved	(All)
Participant Age	(All)
Motorcycle Involved	(All)
Impairment Related	(All)
Urban/Rural	Urban
Alcohol Involved	(All)
On/Off Roadway	(All)
Drugs Involved	(All)
Intersection Related	(All)
Marijuna Involved	No
Hit & Run	(All)
Investigating Agency	(All)
Collision Type	(All)
Road Character	(All)
Crash Type	(All)
Unlocatable Crash	(All)
Crash Hour	(All)
Driver License Status	(All)
Lighting Condition	(All)
Crash ID	(All)
Weather Condition	(All)
	Safety Equip. Usage: (All)

Summary Data (Selected Years) *Counts Participants in the crash

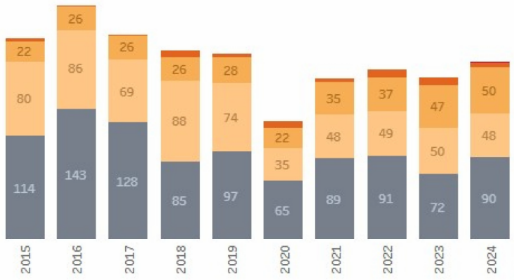
Total Crashes	862
(K) Total Fatalities	1
(A) Total Level A Injuries (Serious)	36
(B) Total Level B Injuries (Moderate)	269
(C) Total Level C Injuries (Minor/Possible)	394
(O) Property Damage Only (Participants)	407
Total Injuries	699
Total Uninjured Persons	1,483
Total Persons Involved	2,183
Total Occupants	2,155
Total Vehicles	1,699
Total Pedestrian Fatalities	0
Total Pedestrian Injuries	9
Total Pedestrians	9
Total Pedalcyclist Fatalities	0
Total Pedalcyclist Injuries	19
Total Pedalcyclists	19

Note: Map shows only the selected years data. Points may be stacked on top of each other if at same location.
This is a large data set (500k crashes) internet speed and filter selection will affect performance.

Crash Trend (10 Years)

Counts Crashes by Crash Severity

*Map selection does not affect chart.



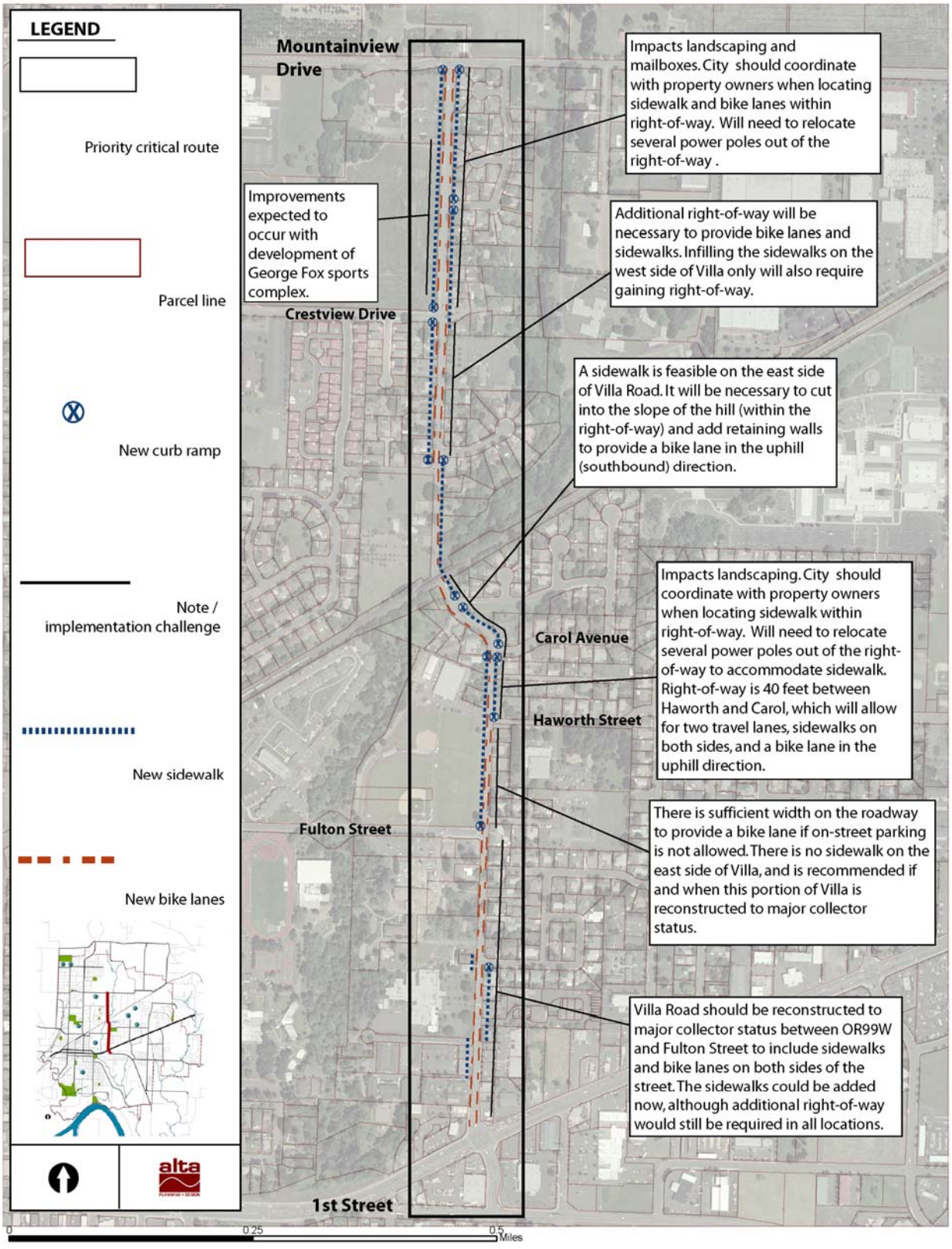
Injury Severity
- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- Suspected Possible Injury
- Property Damage Only

Undo or Reset with buttons below

APPENDIX B:

CITY OF NEWBERG, OREGON
NEWBERG ADA / PEDESTRIAN / BIKE ROUTE IMPROVEMENT PLAN (VILLA PROJECT SHEETS) JUNE 2007.

Villa Road (1st Street to Mountainview Drive)



Villa Road (1st Street to Mountainview Drive)

Description

Villa provides a critical north-south route in a portion of the city where very few choices exist. Provides connections to the swimming pool park, Joan Austin Elementary School, George Fox University, the future George Fox Sports Complex, residential areas, and OR99W.

Villa Road is classified as a major collector north of OR99W, and a minor arterial south of OR99W in the Newberg TSP. The road is owned and maintained by the City.

Villa Road has a highly inconsistent sidewalk network with very few completed portions. The majority of the existing sidewalk can be found on the west side, although gaps exist between OR99W and Haworth Avenue. Furthermore, some of the existing segments are less than 3' wide, making them inaccessible for people with mobility difficulties. The remaining portions of sidewalk vary in length between 4' and 5' feet, depending on the age of the adjacent development. North of Haworth Avenue there is only a short portion of existing sidewalk on the east side just south of Crestview.

Proposed Improvements

New sidewalks:

1300 feet west / east side between Mountainview and Crestview

800 feet west side south of Crestview

1500 feet east side between Haworth and Hess Creek

580 feet west side between Fulton and Haworth

430 feet east side south of Fulton

270 feet west side south of Fulton

Curb ramps:

16 new curb ramps

Bike lanes:

2150 feet of bike lanes on both sides between Mountainview and Park

750 feet of bike lane on east side between Park and Carol Ann

700 feet of bike lane on west side between Carol Ann and Haworth

2250 feet of bike lane between Haworth and OR99W

Potential Funding Sources

ODOT (TE, SR2S, New Freedom Initiative, Bike/Ped Program Grants), Community Development Block Grants, LID's, Sidewalk/ADA line item

Next Steps

Explore opportunities for acquiring right-of-way south of Haworth

Explore opportunities for partnering with University in implementing improvements

Responsible Implementing Agency

City of Newberg

Planning-Level Cost Estimate

$5.1 million



The city will have to work with private landowners or the university to install sidewalks in many locations along Villa Road.



Villa Road will have to be widened to accommodate all modes in locations.



Pedestrians must currently use the wide shoulder along the east side of Villa Road as it heads north under the railroad tracks.

APPENDIX C:

VILLA & HAWORTH
TSC #2024-12, 2024,17, 2025-003
KELLER ASSOCIATES. 2026

Technical Memorandum

TO: Brett Musick
City of Newberg
414 E. First Street
Newberg, OR 97132

FROM: Colby GeDeros, PE, PTOE
Matt Steele
Keller Associates, Inc.
4800 SW Griffith Dr. Suite 128
Beaverton, OR 97005

REGISTERED PROFESSIONAL ENGINEER
90271PE
Digitally Signed 2026.08.27 14:53:21-06'00'
OREGON
JUL. 11, 2019
COLBY GEDEROS
EXPIRES: 06-30-2027

DATE: August 27, 2026

SUBJECT: Villa & Haworth
Traffic Safety Issue (TSC #2024-12, 2024-17, 2025-003)

1.1. PROJECT BACKGROUND

The City of Newberg requested that Keller perform a safety evaluation examining the intersection of Villa Road and Haworth Avenue. This study is motivated by observations of high pedestrian crossing volumes between the north side crossing and the western parking lot entrance, as well as prolonged delays of westbound vehicles. This study identifies existing conditions, potential operational changes, and recommended effective safety countermeasures.

1.2. SITE CHARACTERISTICS AND EVALUATION

The study intersection of Villa Road and Haworth Avenue is a four-legged intersection with two-way stop control (TWSC) on Haworth Avenue (the east leg) and a private driveway access on the west leg. The western leg of the intersection is a driveway access that provides access to the George Fox University Thomas Center Plant Services Center and Morse Athletic Fields. The Chehalem Aquatic and Fitness Center and Chehalem Park are located east of the study intersection. A marked crosswalk with a Rectangular Rapid Flashing Beacon (RRFB) serves pedestrian movements on the north side of the intersection. Villa Road has on-street bike lanes from the study intersection, consistently north to the intersection with Hess Creek Court. Bike lanes are present south of the study intersection for 90 feet, after which they transition to shared lanes. Haworth is a shared lane facility for bicycles. The posted speed limit on Villa Road and Haworth Avenue is 25 miles per hour. Villa Road has a 20mph advisory curve descending downhill approximately 400 feet north of the study intersection, with a dynamic speed feedback sign prior to the curve.

Traffic data (including vehicle speeds and volumes, as well as pedestrian and bicycle volumes) was collected by Quality Counts on Thursday, November 20th, 2025 (**Appendix A**). Traffic data indicated the 85th percentile speed along both roads in the vicinity of the study intersection was 28 mph. Vehicles travelling at excessive speeds (10+ mph over the speed limit) comprised less than 1% of total vehicle volumes (approximately 30 instances over 24 hours of data collection).

Site observations and data collection indicate that pedestrians at the study intersection either cross via the northern crossing or the eastern crossing. Bicyclists typically use the east-west approaches and move in either direction.

There were two reported crashes at the study intersection in the five most-recent years of available crash data (2020-2024). Both crashes were reported as possible injury (type C) crashes that involved a bicycle

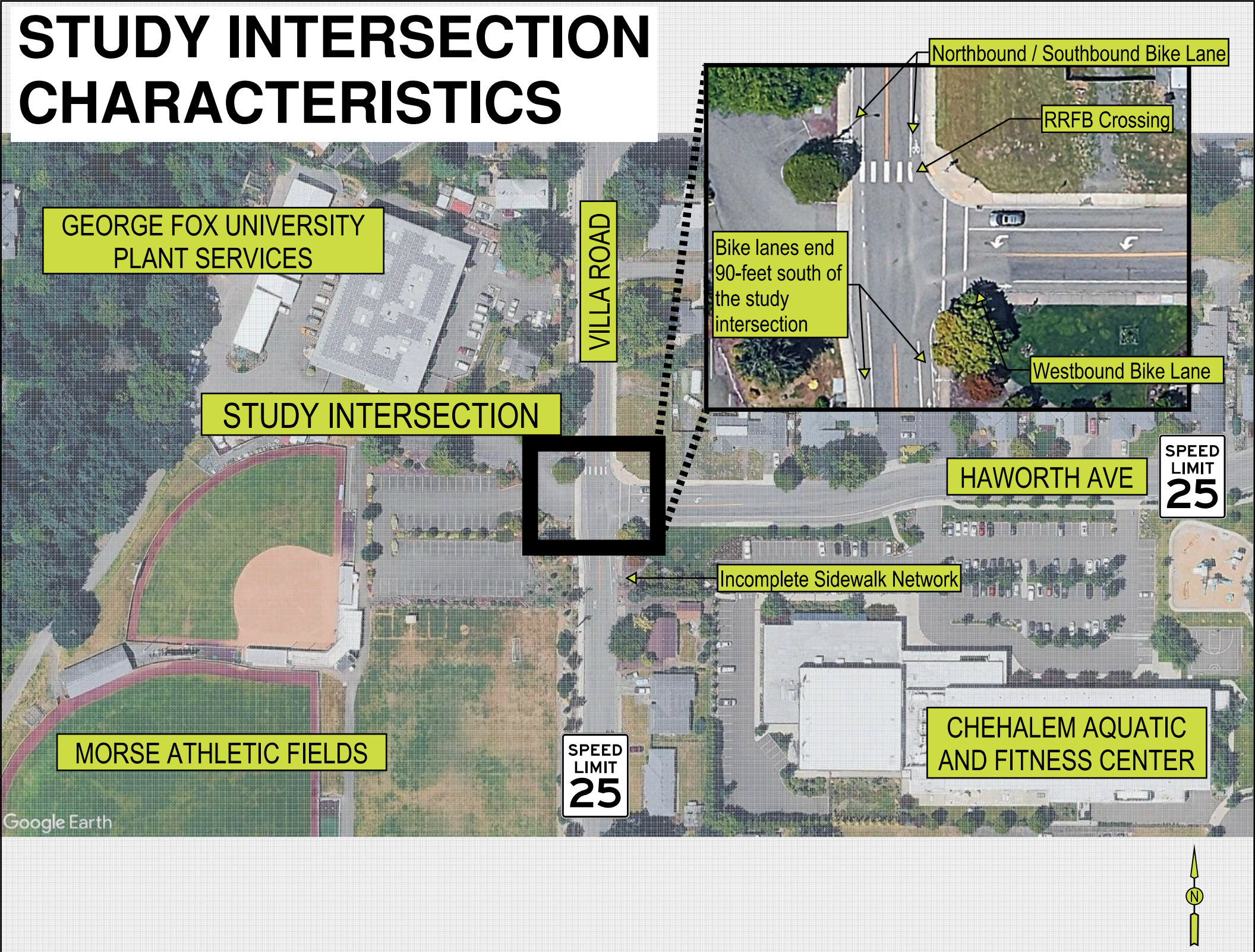
(**Appendix B**). One was a sideswipe-opposite direction with a bicyclist and the other was a turning vehicle colliding with a bicyclist.

TABLE 1 : SITE CHARACTERISTICS

Feature	Description
Total Number of Approach Lanes	4 lanes (parking lot access via western approach)
Presence of a Median	No
Distance from adjacent signalized intersections / other controlled crossings	Haworth & Sitka Ave – 900 ft east Villa & Laurel – 1300 ft south. Villa & E Park Ln – 1500 ft north
Peak Hour Pedestrian Volumes	25 pph[1]
Public Transit Stops	Within 0.5 Mile, South on US-99W
Peak Hour Vehicle Volume	840 vph[2]
Posted Speed Limit	25 mph[3]
Lighting	Overhead streetlight at Villa & Haworth
Sidewalk	Both sides north of intersection. Only west side south of intersection.
Bicycle Facilities	Villa: - North of intersection bike lanes, both sides - South of intersection shared lane marking, both sides Haworth - Shared lane markings
Roadway Width	33 ft along Villa, 36 ft along Haworth
ADT[4]	< 5,000 along Haworth, 5,000 along Villa
Roadway Functional Classification[5]	Villa Rd: Major Collector Haworth Ave: Major Collector

[1]PPH: Pedestrians Per Hour, determined by traffic count Thursday, 11/20/2025 (Appendix A)
[2]VPH: Vehicles Per Hour, determined by traffic count Thursday, 11/20/2025 (Appendix A)
[3]MPH: Miles Per Hour
[4]ADT: Average Daily Traffic, determined by traffic count Thursday, 11/20/2025 (Appendix A)
[5]Per Newberg Master Transportation System Plan (Reference 2)

STUDY INTERSECTION CHARACTERISTICS



1.3. REGIONAL PLANNING REVIEW

The Newberg ADA/Pedestrian/Bike Route Improvement Plan (**Reference 1**) indicates that Villa Road is a Critical Bicycle and Pedestrian Route. Villa road provides a critical north-south route in a portion of the city where few other choices exist for travel. Villa Road connects residential, school, and commercial areas through the city. Sidewalk presence is currently inconsistent. Bike lanes are present on both sides of the road north from the study intersection to E Hess Creek Court, and shared use lane markings are present south of the study intersection until Highway 99W.

The Newberg Transportation System Plan (TSP) (**Reference 2**) has both Villa and Haworth listed as Major Collector streets that provide connections between commercial areas of town and the surrounding neighborhoods. The TSP has identified an extension of Mountainview Drive to the north, and to reconstruct Haworth Avenue between Villa Road and Springbrook Street to include sidewalks and bicycle lanes on both sides of the road. The intersection of Villa and Haworth has been identified for improvements to add a southbound left turn lane and northbound right turn lane and is to be monitored for signalization or roundabout conversion. The Newberg TSP also recommends the study intersection be considered a candidate for intersection improvements to accommodate growing vehicle volumes and mitigate increased delay of vehicles turning from side streets.

1.4. EXISTING INTERSECTION OPERATIONS

The City of Newberg requires study intersections on public streets to meet a maximum acceptable peak hour volume to capacity (v/c) ratio of < 0.90, and Level of Service (LOS) threshold D. Intersection operations were analyzed using Synchro's 11's Highway Capacity Manual (HCM) methodology with both 2025 traffic volume data and projected 20-year (2045) traffic volumes. Annual traffic growth rates were derived from the previous 10 years of traffic data from ODOT's online database, and varied between -22% and +25%, with larger variability occurring during the COVID-19 Pandemic travel pattern disruptions. Removing outlying growth percentages, an average 2% annual growth rate was calculated and applied to forecast traffic volumes over a 20-year horizon to the year 2045. Operations analysis results for both 2025 existing volumes and 2045 forecasted volumes can be seen in **Table 2**.

TABLE 2: TWSC EXISTING CONFIGURATION OPERATIONAL ANALYSIS

	AM					PM				
	LOS	Movement	Delay (sec)	V/C Ratio	Queue (Veh)	LOS	Movement	Delay (sec)	V/C Ratio	Queue (Veh)
2025	C	WB Left	24.7	0.34	1.4	C	WB Left	19.3	0.15	0.5
2045	F	WB Left	150.1	1.03	7.4	F	WB Left	120.8	1.04	9.6

Results in **Table 2** show that the intersection currently meets the City operational standards, but westbound approach is projected to exceed City v/c and LOS standards by year 2045 in it's current two-way stop control configuration.

1.5. STOP CONTROL AND SIGNALIZATION CONSIDERATIONS

Newberg's Stop Sign Policy dictates that stop signs be installed only when specific warrants—such as those in the Manual of Uniform Traffic Control Devices (MUTCD) or defined street-type hierarchies—are met through traffic engineering judgment. The policy strictly prohibits the use of stop signs for speed or volume control, favoring uncontrolled residential intersections unless data justifies an intervention to avoid unnecessary delays and non-compliance. Requests for new signage follow a formal evaluation process led by the City Engineer, with provisions for review by the Traffic Safety Commission and appeals to the City Council, ensuring that all installations align with the magnitude of traffic conflicts and existing municipal codes.

The 11th Edition of the MUTCD points to All-Way Stop Control (AWSC) Warrants A through E to evaluate conversion to an all-way stop control at an intersection:

A. Crash Experience
B. Sight Distance
C. Transition to Signal Control or Transition to Yield Control at a Circular Intersection
D. 8 – Hour Volume
E. Other Factors

Warrants A through E were evaluated at the study intersection. **Warrants A through D were not met (See Appendix D)**. Warrant E supports AWSC installation through engineering judgment when other warrants are not fully satisfied but other broader and contextual concerns are present. Common justifications include active pedestrian and bicyclist movements, potential safety concerns from left-turn conflicts, and nearby trail crossings. In this instance, Warrant E could be considered due to a history of bicycle-related crashes, and conversion to AWSC at this location is aligned with the Newberg Stop Control Policy (**Reference 3**). Conversion to an AWSC is also expected to moderately improve intersection operations in both the 2025 and 2045 conditions as seen in **Table 3**.

TABLE 3: AWSC PROPOSED CONFIGURATION OPERATIONAL ANALYSIS

	AM					PM				
	LOS	Movement	Delay (sec)	V/C Ratio	Queue (Veh)	LOS	Movement	Delay (sec)	V/C Ratio	Queue (Veh)
2025	C	SB Combo	13.0	0.52	0.5	B	SB Combo	12.1	0.41	1.2
2045	D	SB Combo	34.9	0.88	10.6	C	SB Combo	23.2	0.71	5.8

A traffic signal warrant analysis was completed using the Highway Capacity Software (HCS) MUTCD 11th Edition methodology. The intersection failed to meet any traffic signal warrants based on 2025 volumes. Results are attached in Appendix D.

1.6. SAFETY COUNTERMEASURE OPTIONS

- **Bicycle Conflict Markings:**

  High-visibility green pavement markings highlight areas where motor vehicle and bicycle paths intersect, such as at right-turn lanes. These markings increase motorist awareness and reinforce right-of-way expectations for all users.

- **All-Way Stop Control:**

  An AWSC configuration requires all approaching vehicles to stop, effectively managing right-of-way intersections with balanced traffic volumes. This countermeasure reduces the severity of collisions by lowering entry speeds and simplifying driver decision-making.

  LED-enhanced or solar-powered flashing beacons draw attention to stop signs that may be overlooked due to visual clutter or environmental conditions. These are particularly effective at night or in locations with a history of stop-sign-running violations. This countermeasure was implemented at the intersection of N Springbrook Road and Haworth Avenue, with a radar unit installed to activate flashing lights only when traffic is present.

- **Vegetation Management:**

  Vegetation management to remove obstructions from the clear sight triangle, and improve intersection sight distance, and improve driver visibility to the crossings and signs.

- **Speed Management**

  Strategic implementations like lane narrowing use visual cues to influence driver behavior. These methods aim to lower the 85th percentile speed to align more closely with the posted limit.

Physical measures such as speed tables or raised crosswalks incentivize drivers to reduce speeds through vertical displacement. These countermeasures are highly effective at maintaining lower, consistent speeds in residential or high-pedestrian zones.

- **Advanced Signage**

  Warning signs placed ahead of the intersection provide drivers with additional reaction time regarding upcoming stop conditions or hidden intersections. This is a low-cost method to improve safety at approaches with limited visibility or high approach speeds.

- **Roundabout**

  A roundabout eliminates high-speed right-angle crashes by forcing traffic into a circular, one-way flow at reduced speeds. This alternative provides high throughput while significantly lowering the frequency of fatal or injury-prone accidents. An urban-compact roundabout would be best applicable here.

1.7. PHASED RECOMMENDATION DESCRIPTIONS

Conversion of the intersection to AWSC is recommended because it is expected to improve safety by providing better control of potential pedestrian and bicycle conflicts. Operational analysis indicates that AWSC would maintain acceptable intersection performance and provide operational benefits under both existing and future traffic conditions. Implementation of AWSC is recommended with construction of ADA-compliant curb ramps and associated pedestrian improvements. For this reason, a phased approach is presented to allow the City to address the identified safety concerns based on funding availability and capital improvement priorities.

The near-term strategy focuses on low-cost signing, pavement marking, and maintenance improvements that can be implemented with little to no engineering design, right-of-way acquisition, or major construction. The intermediate strategy consists of conversion to AWSC and construction of the necessary ADA-compliant improvements to fully address the primary safety concerns identified in this study. The long-term strategy provides a more comprehensive corridor and network-wide approach to traffic calming and multimodal safety.

- **Near-Term Strategy: Enhanced Signage and Pavement Markings**

To address immediate safety concerns, the city can deploy several low-cost, high impact countermeasures including high-visibility bicycle markings, enhanced signage, and vegetation management. Enhanced signage would include “STOP HERE FOR PEDESTRIANS” signage as well as crosswalk warning signage placed in advance of the study intersection. Bicycle conflict markings (in the Elephant’s Feet style) would identify a distinct path of travel for bicycles. These conflict markings would be most effective to serve north and southbound traffic – with dedicated bike lanes and higher volumes anticipated along these travel paths – as well as conflict markings serving westbound bicycles leaving the George Fox University driveway to increase bicycle conspicuity and driver awareness that this conflict may occur.

These short-term alternatives are particularly advantageous because they can be implemented without removing the existing RRFB from the pedestrian crossing, reconstructing any curb ramps or sidewalks, expensive roadway improvements or right-of-way impacts. Unlike major infrastructure overhauls, these enhancements require no significant changes to the intersection’s physical geometry, allowing for rapid installation with minimal impact to vehicle operations. These improvements are illustrated in **Figure 1**.

FIGURE 1 - INTERIM STRATEGY: SIGNING AND PAVEMENT IMPROVEMENTS

- **Intermediate Strategy: All Way Stop Control**

Traffic modelling of an all-way stop control condition indicates that the conversion to an all-way stop control configuration would operate acceptably and improve intersection operations. Conversion to an all-way stop configuration would facilitate implementation of crosswalks across all legs of the intersections, when paired with construction of receiving ramps on the southern leg of the intersection. Construction of ADA compliant curb ramps on the southwestern and southeastern intersection corners would be required as part of this strategy, as well as removal of the existing RRFB. See **Figure 2**. Ramp design and construction would require greater investment in time and capital to implement. It is recommended that, while construction efforts at the intersection are being considered, that construction of sidewalk on the east side of Villa Road be packaged with this strategy. The mobility enhancements associated with the crosswalk across the southern leg of the intersection are complemented, and arguably necessitate, the pedestrian network gap on Villa Road be addressed in tandem. This intermediate strategy would directly address the existing safety and operational concerns and enhance pedestrian mobility.

FIGURE 2 - INTERMEDIATE STRATEGY:
ALL-WAY STOP CONTROL AND RAMP UPGRADES

- **Optional Long Term Strategy: Traffic Calming Circle**

For a more sustainable and transformative approach to corridor safety, the city may consider in long-term infrastructure modifications such as modern roundabouts, raised crosswalks, and strategic lane narrowing. While these capital-intensive projects require more extensive planning and temporary construction impacts, they provide a permanent reduction in vehicle speeds and conflict points. For example, lane narrowing physically tighten the roadway, forcing a 'traffic calming' effect that naturally slows motorists, while raised crosswalks elevate pedestrian visibility to the level of the sidewalk. Unlike short-term signage, these physical alterations reconfigure the intersection's geometry to prioritize the safety of all road users, ensuring a high-functioning and walkable urban environment. Initial community concerns were focused on the delay of westbound left-turning vehicles. For this reason, and to mitigate speeding vehicles, a potential long-term solution would be to install a compact traffic calming circle. This would necessitate restriping lanes and adding additional signage. See Figure 3. This long term strategy should be done in concert with construction of sidewalk on the eastern side of Villa Road, to close a critical pedestrian network gap.

FIGURE 3 - LONG TERM STRATEGY: TRAFFIC CALMING CIRCLE

1.8. CONCLUSIONS

This analysis evaluated existing and forecasted traffic operations and safety conditions at the intersection of Villa Road and Haworth Avenue to support the consideration of appropriate intersection control and safety improvements. Under existing conditions, the intersection operates acceptably with stop control, and no traffic signal warrant is currently met. Forecasted volumes indicate that the existing stop control configuration will exceed acceptable operations in the future.

While operational deficiencies are not immediately evident, the intersection's multimodal patterns, crash history, and anticipated growth warrant a conversion to AWSC along with other low-cost safety improvements such as visibility and signing and pavement marking enhancements.

A phased approach is recommended, with a near-term strategy enhancing the intersection with low-cost countermeasures to begin to address current safety challenges. An AWSC configuration can be phased as a mid-term strategy that fully addresses the site specific safety challenges. A holistic perspective on traffic safety along the corridor supports future consideration of a traffic circle or mini roundabout to address network wide challenges – presented as a long-term strategy.

The results of this analysis provide a documented technical basis to inform future decision-making related to this location.

REFERENCES

***Reference 1**: City of Newberg, Oregon. ADA / Pedestrian / Bike Route Improvement Plan. June 2007.*

***Reference 2**. City of Newberg, Oregon. City of Newberg Transportation System Plan. December 2016.*

***Reference 3.** City of Newberg, Oregon. Stop Sign Policy.*
https://www.newbergoregon.gov/Documents/Department/stop_sign_policy.pdf

APPENDICES

Appendix A: Traffic Counts

Appendix B: Crash Data

Appendix C: Synchro Intersection Operations Results

Appendix D: Signal Warrants

Appendix E: ODOT Traffic Data

Background Information – Main/Illinois (HYW 240)

9/29/2026

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.**

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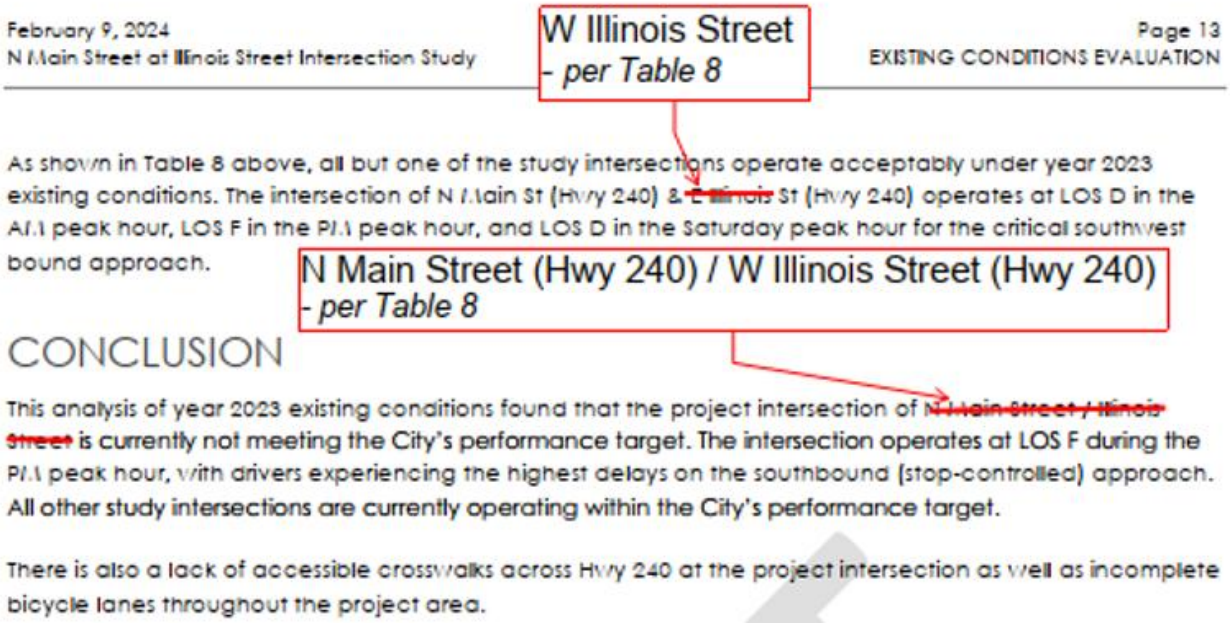
Traffic Safety Commission
Archive Log - No Further Action Taken

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 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
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.**



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



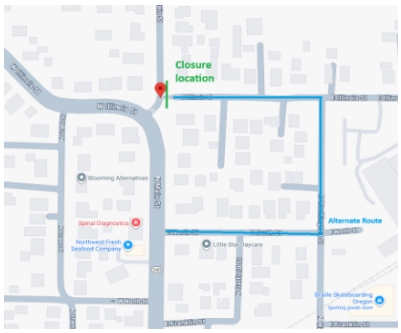
Figure 1. Project Location (Image source: Google Earth)

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.**

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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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.



FOR IMMEDIATE RELEASE:
July 7, 2026

Contact: Will Worthey
publicaffairs@newbergoregon.gov

N MAIN ST AND E ILLINOIS INTERSECTION TO REOPEN AFTER CITY COUNCIL ENDS TRIAL CLOSURE

(NEWBERG, OR) – The intersection of N Main Street and E Illinois Street will reopen to vehicle traffic effective immediately, following a vote by the Newberg City Council to end the trial closure that has been in place since September 2025.

City of Newberg Public Works staff will remove the traffic bollards and reopen the intersection to all vehicle traffic. Reader boards and dead-end signage installed during the closure will also come down, and navigation apps such as Google Maps, Waze, and Apple Maps will be updated to reflect the change. Changes to these third-party maps may take some time to appear.

This intersection has long been a safety concern, with numerous community complaints about traffic flow. A key challenge has been the connection between Highway 240, Main Street, and E Illinois Street. The highway, maintained by the Oregon Department of Transportation (ODOT), creates a near-blind corner when merging onto Main Street, which has lead to multiple near-miss incidents over the years. Rather than commit nearly a quarter million dollars to a full traffic engineering study, the City opted to test a trial closure as a lower-cost, immediate way to see whether removing vehicle access at this intersection would meaningfully improve safety and traffic flow.

After reviewing feedback from the trial period, the Council determined that the closure has not led to a significant improvement in the overall traffic situation at this location. As a result, the Council voted to end the trial and reopen the intersection to vehicle traffic. Council has also directed the City's Traffic Safety Commission to explore other traffic calming measures for this intersection. Residents interested in participating in the conversation may submit public comment or attend the next Traffic Safety Commission meeting on July 13, 2026 at 6PM, located at the Newberg Public Safety Building. Location details, agenda, and virtual attendance options are available online at www.newbergoregon.gov.

The City thanks residents for their patience and cooperation during the trial period and welcomes continued feedback as the Traffic Safety Commission looks at other ways to improve safety at this unique intersection.

***

To hear more news from the City of Newberg, follow along on Facebook, Instagram, or at the City's website: www.NewbergOregon.gov



Figure 1 Main at Illinois - E Illinois Looking West



Figure 2Main at Illinois - N Main Looking South



Figure 3Main at Illinois - OR240 Looking E



Figure 4Main at Illinois - OR240 Looking NE

Table 6: Transportation Improvement Projects (continued)

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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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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:

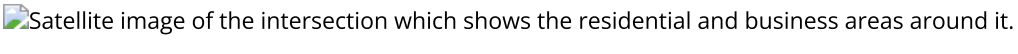
This project will study how to improve the intersection's safety and mobility.

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)

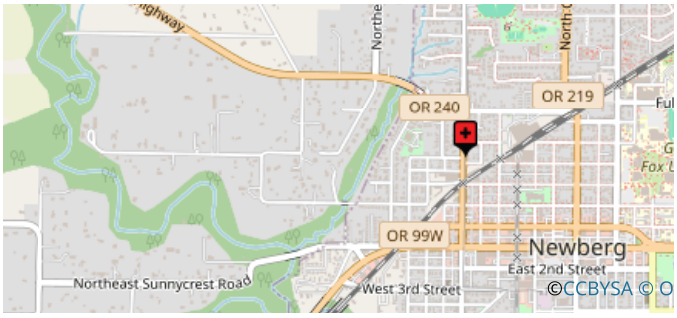
Project Survey Notification Letter (308 KB)

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

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

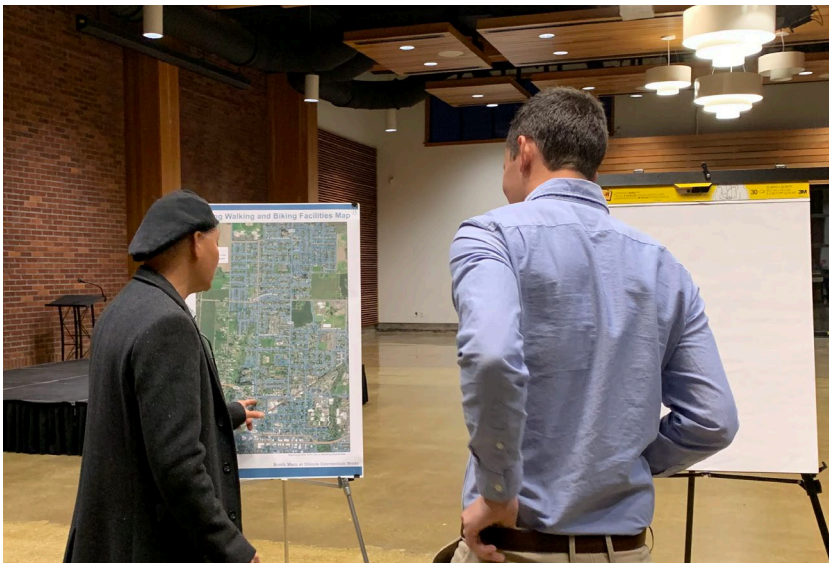
Most attendees mentioned the intersection **doesn't feel safe**, either as a driver or for pedestrians.

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

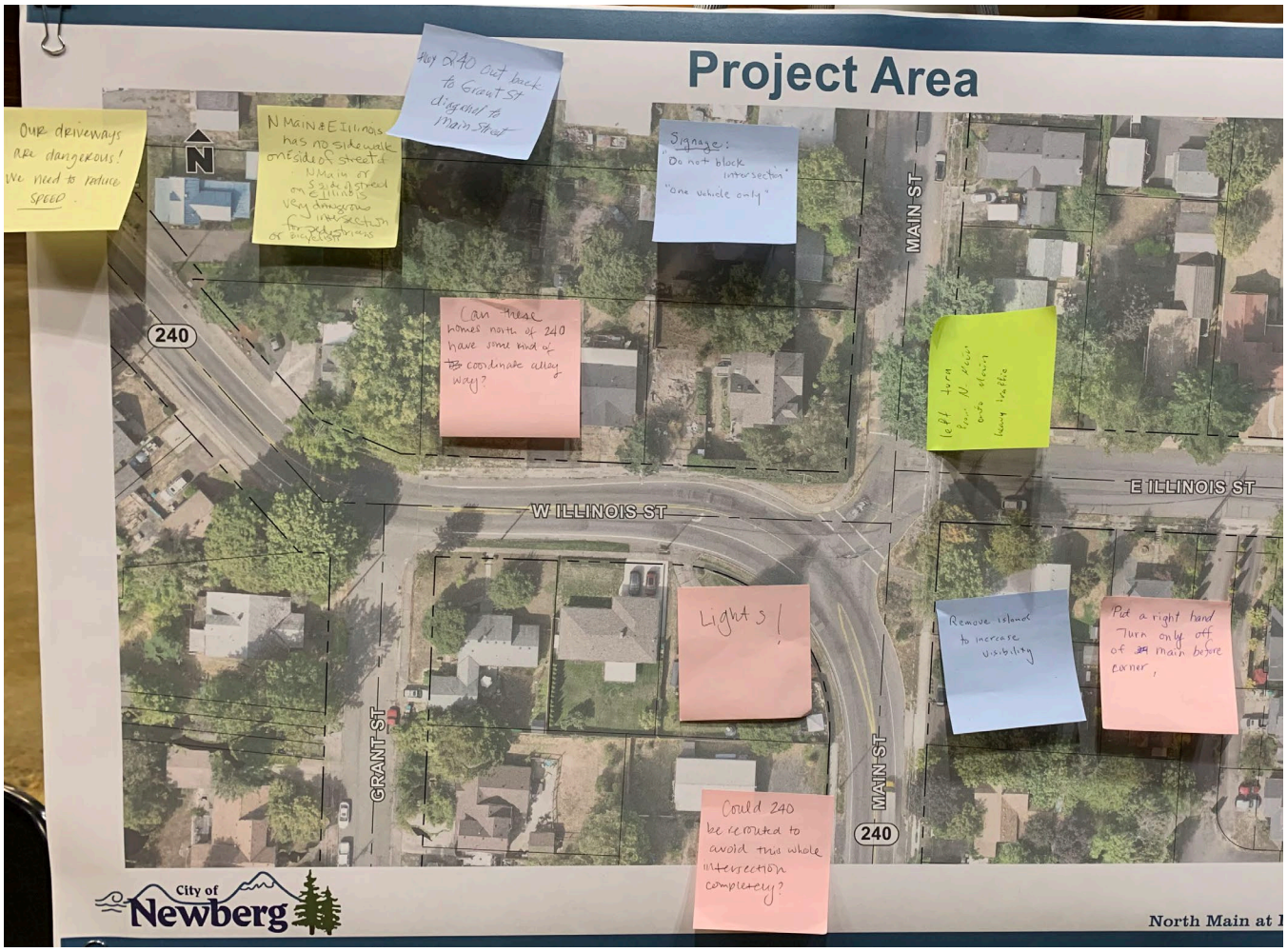
Some additional concerns brought up:

- 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:

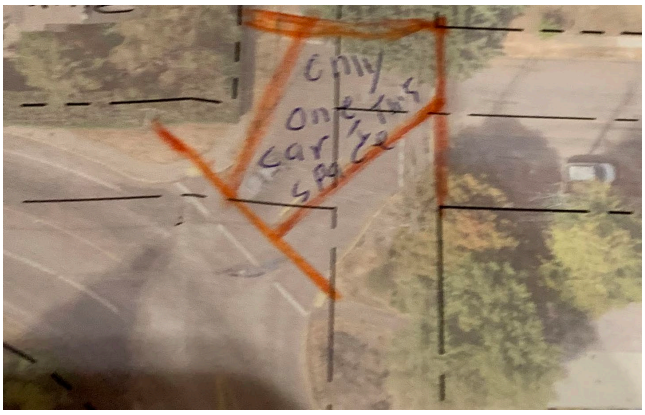
- Move Hwy 240 back to Grant street before the curve, connect diagonally to Main street
- Sign for “Do Not Block Traffic” and “One Vehicle Only”
- Add an alley for driveway access from N Main St for homes facing Hwy 240 on the north
- Need stoplight at the intersection
- Make it a T intersection with 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

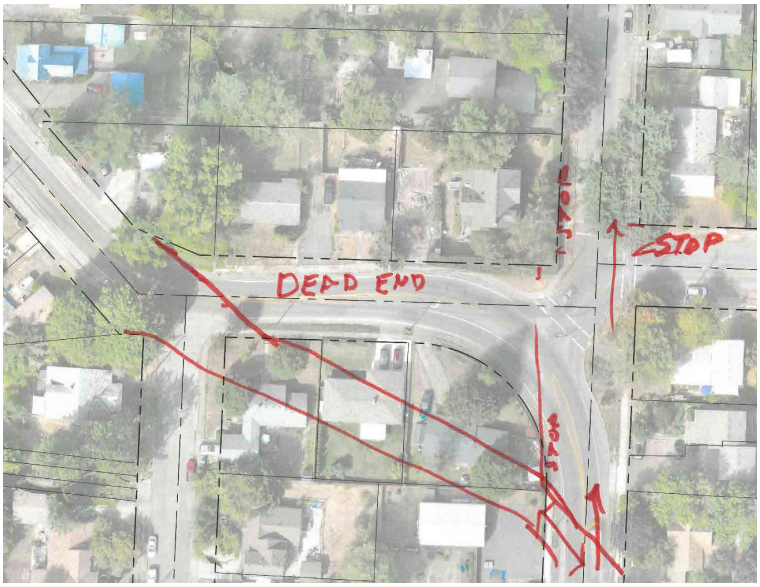
- Re-route Hwy 240 to avoid this intersection
- Remove island (south of intersection) to increase visibility
- Add hatched striping at the intersection to indicate that one should not block the intersection
- Restrict certain turn movements to limit traffic through the intersection (Possibly restrict 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

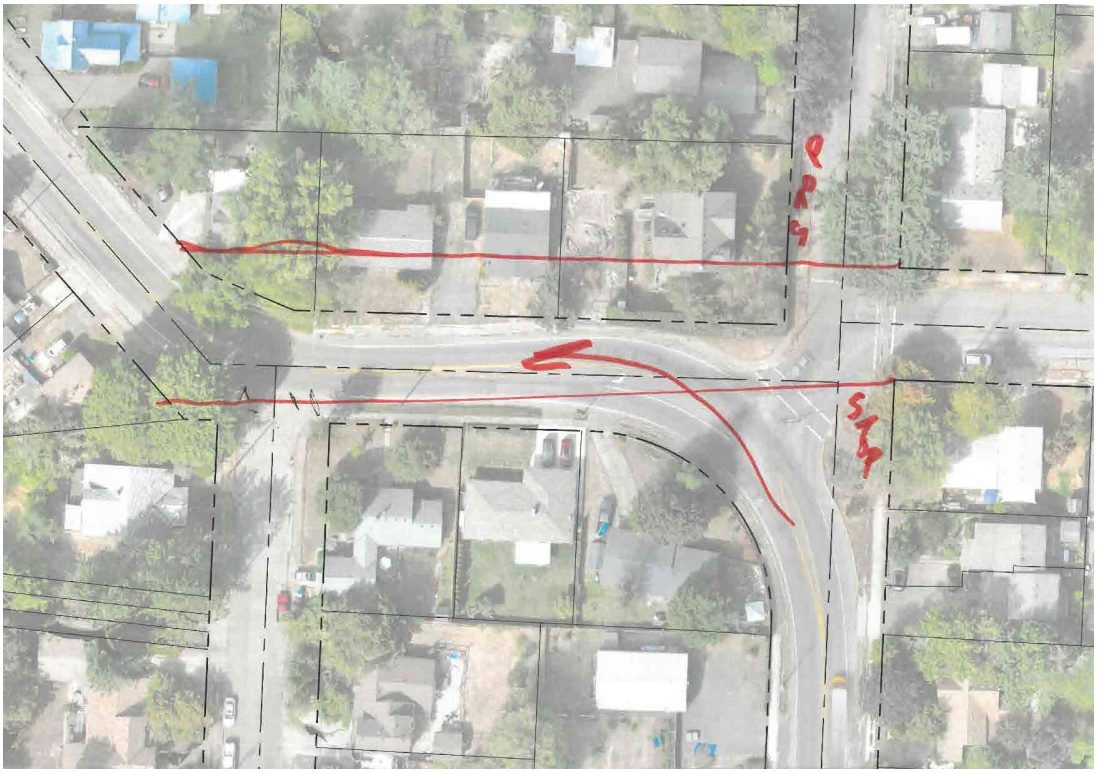


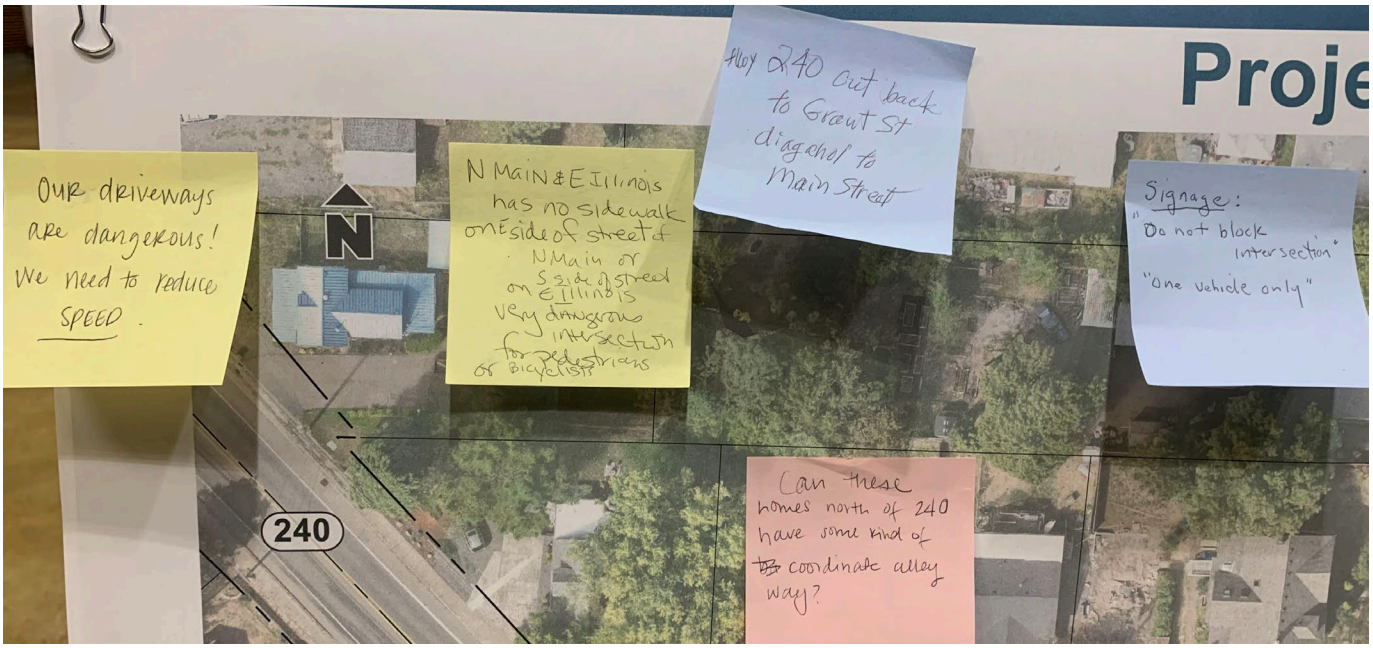
APPENDIX A: ORIGINAL FEEDBACK

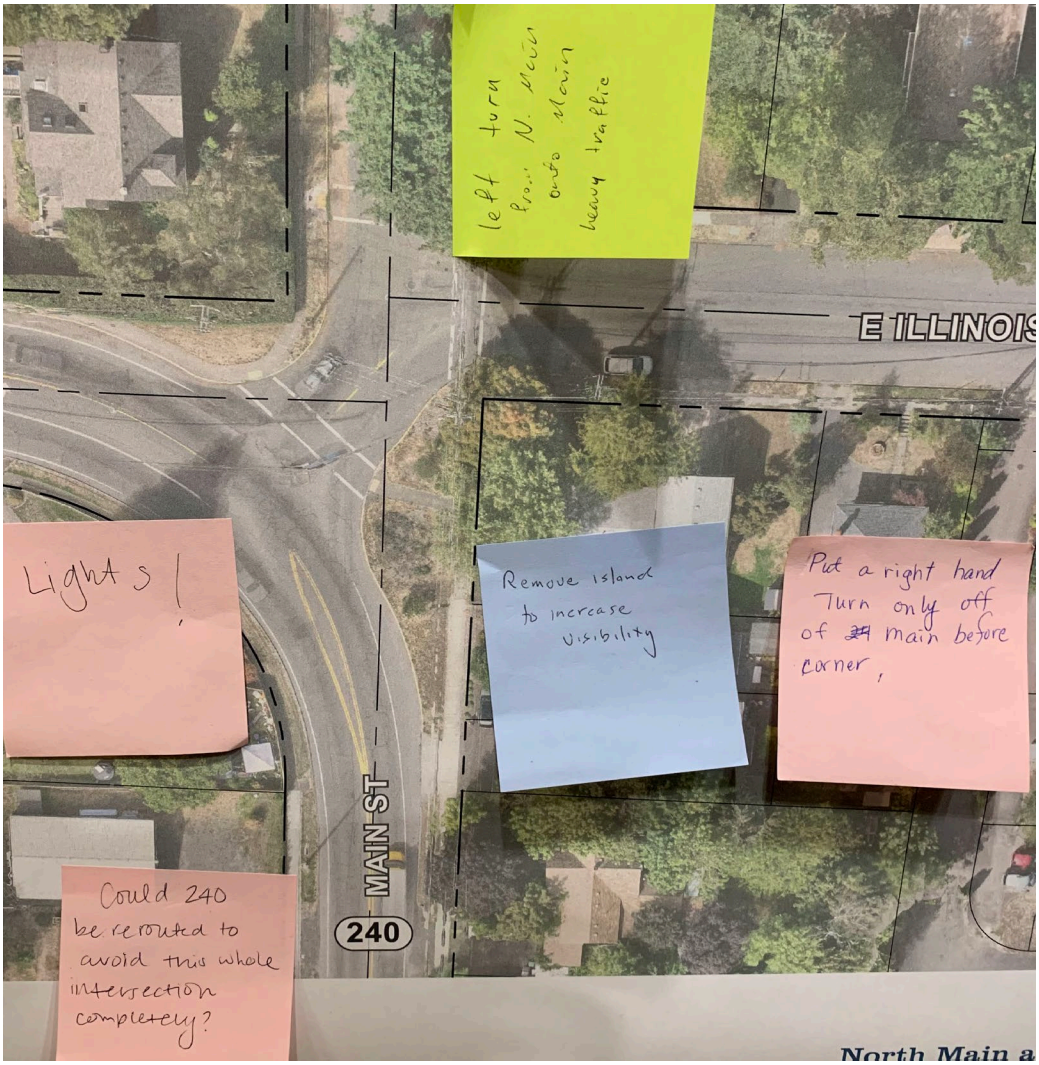
Original comment forms and comment maps. Personal identifying information has been cropped.








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 on 290 ASAP

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 + 5 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

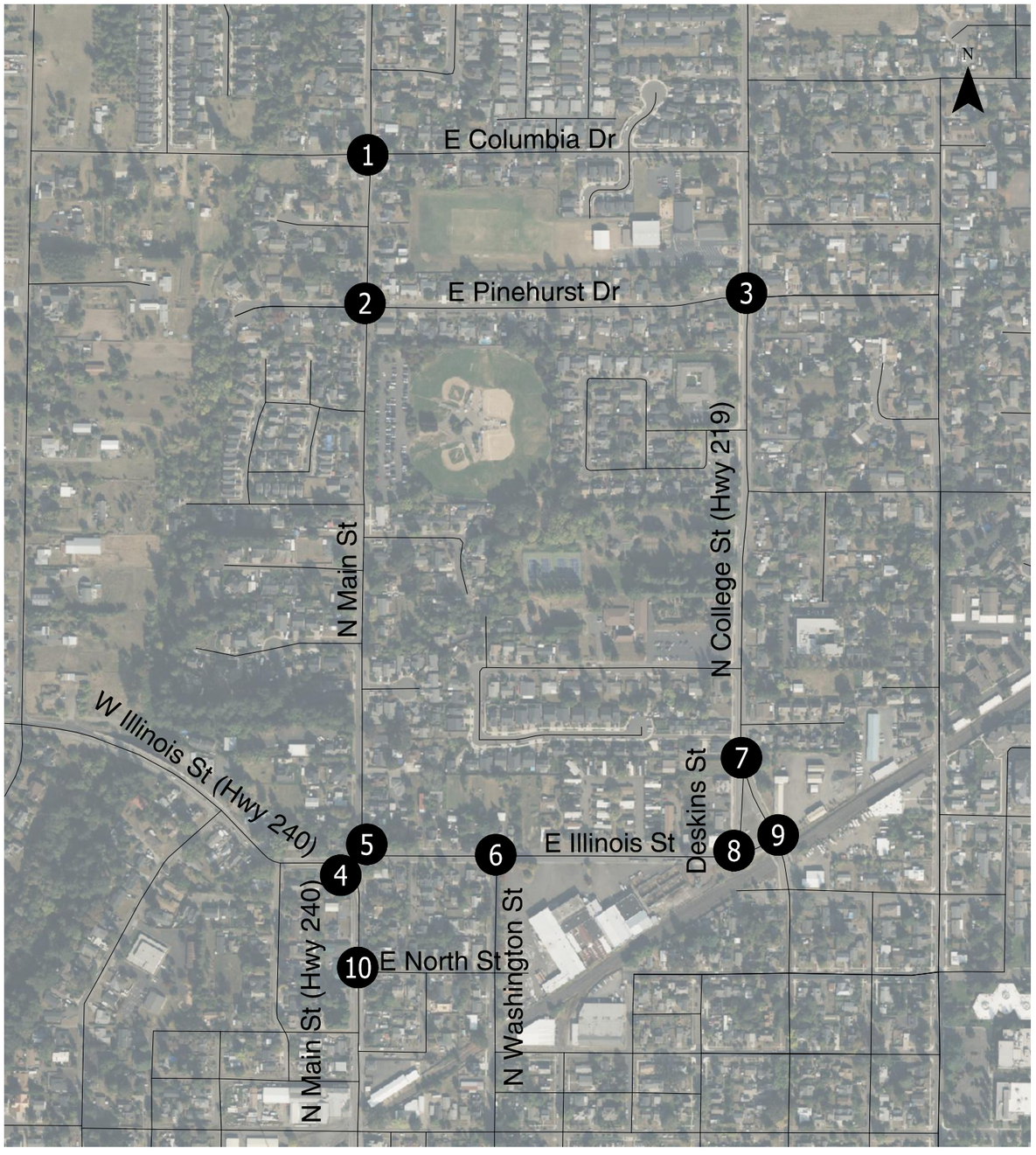
As displayed in figure 2, all the study intersections are unsignalized, with stop signs controlling traffic movements on one or more approaches. The N Main Street / E Illinois Street intersection has stop controlled approaches for southbound N Main Street and westbound E Illinois Street while the northwest 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.

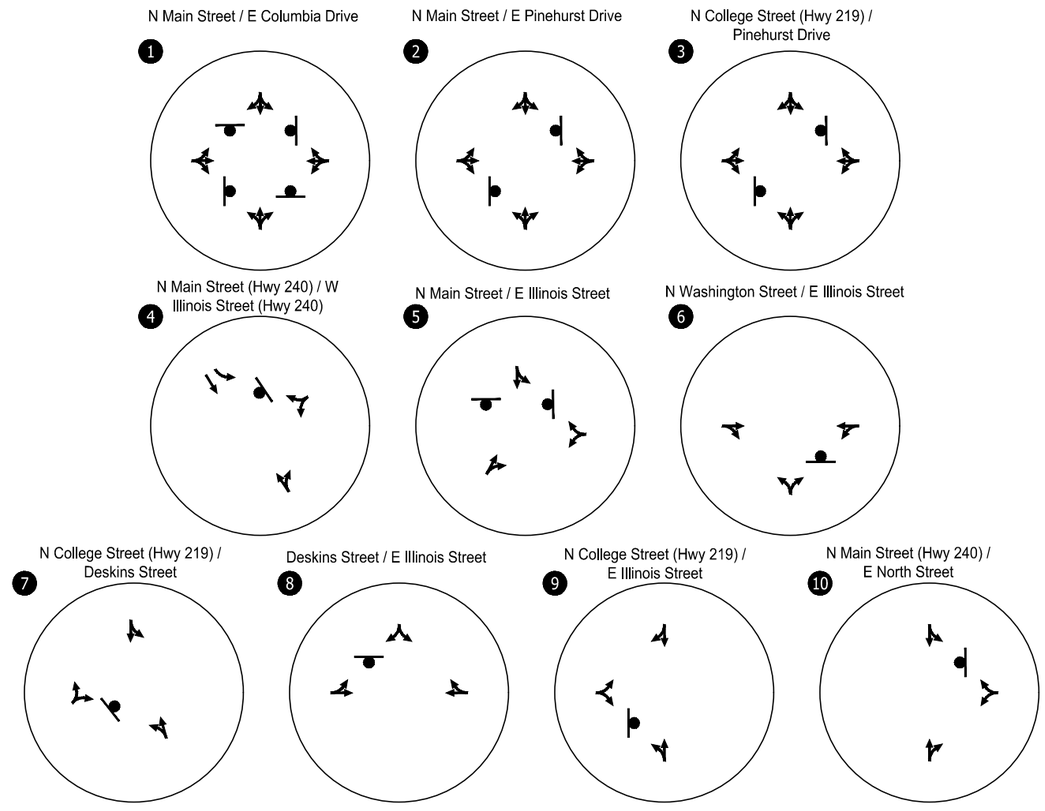
Table 1 below shows the study area's roadway characteristics.

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

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.

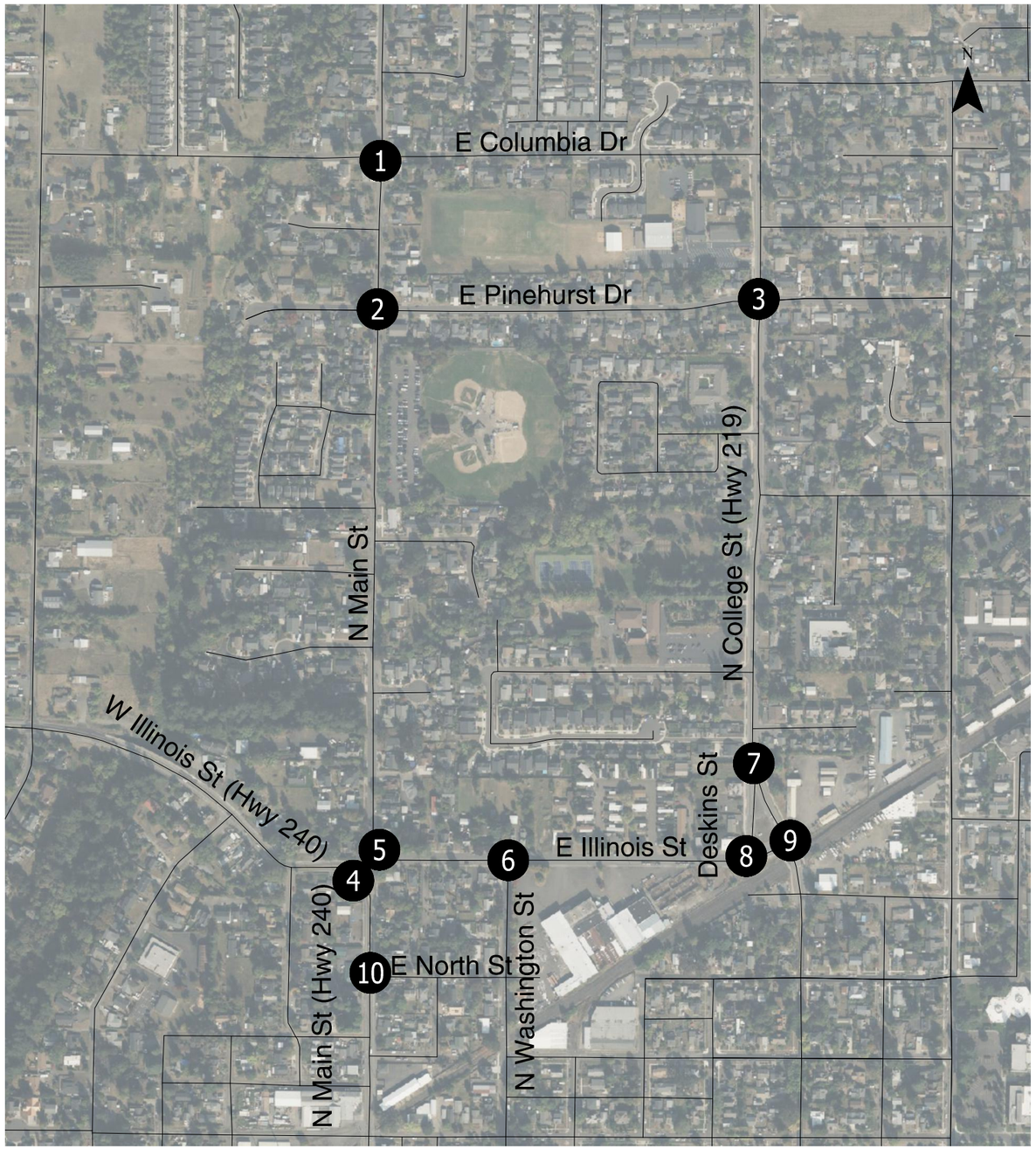
Daily traffic volumes were also collected for the four legs of the project intersection in September 2023. The intersection leg volumes are summarized in Table 2 below for a typical mid-week day (Tuesday-Thursday).

Table 2. Daily Traffic Volumes

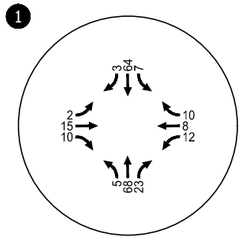
Project Intersection Leg	Bi-Directional Traffic Volume
N Main Street (btwn E Clifford Court and E Illinois Street)	2,331
N Main Street (Hwy 240) (btwn W Illinois Street and E North Street)	11,603
E Illinois Street (btwn N Main Street and N Washington Street)	2,539
W Illinois Street (Hwy 240) (btwn N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

Attachment "A" contains the collected traffic counts.

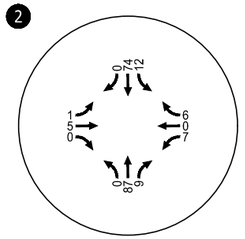
DRAFT



N Main Street / E Columbia Drive



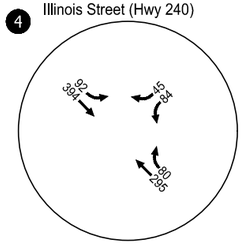
N Main Street / E Pinehurst Drive



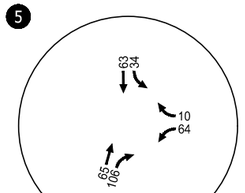
N College Street (Hwy 219) / Pinehurst Drive

Data not collected during this time period

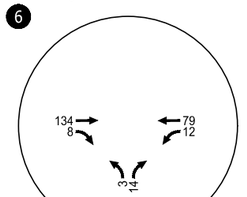
N Main Street (Hwy 240) / W Illinois Street (Hwy 240)



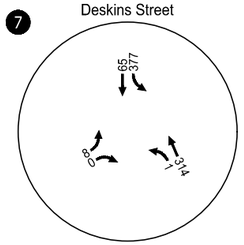
N Main Street / E Illinois Street



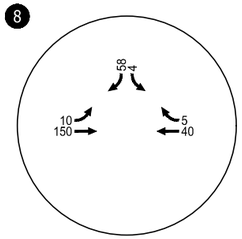
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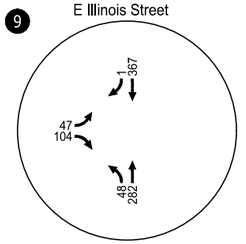
N College Street (Hwy 219) / Deskins Street



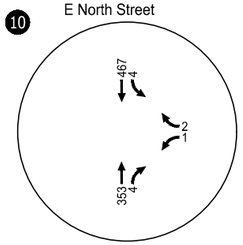
Deskins Street / E Illinois Street



N College Street (Hwy 219) / E Illinois Street



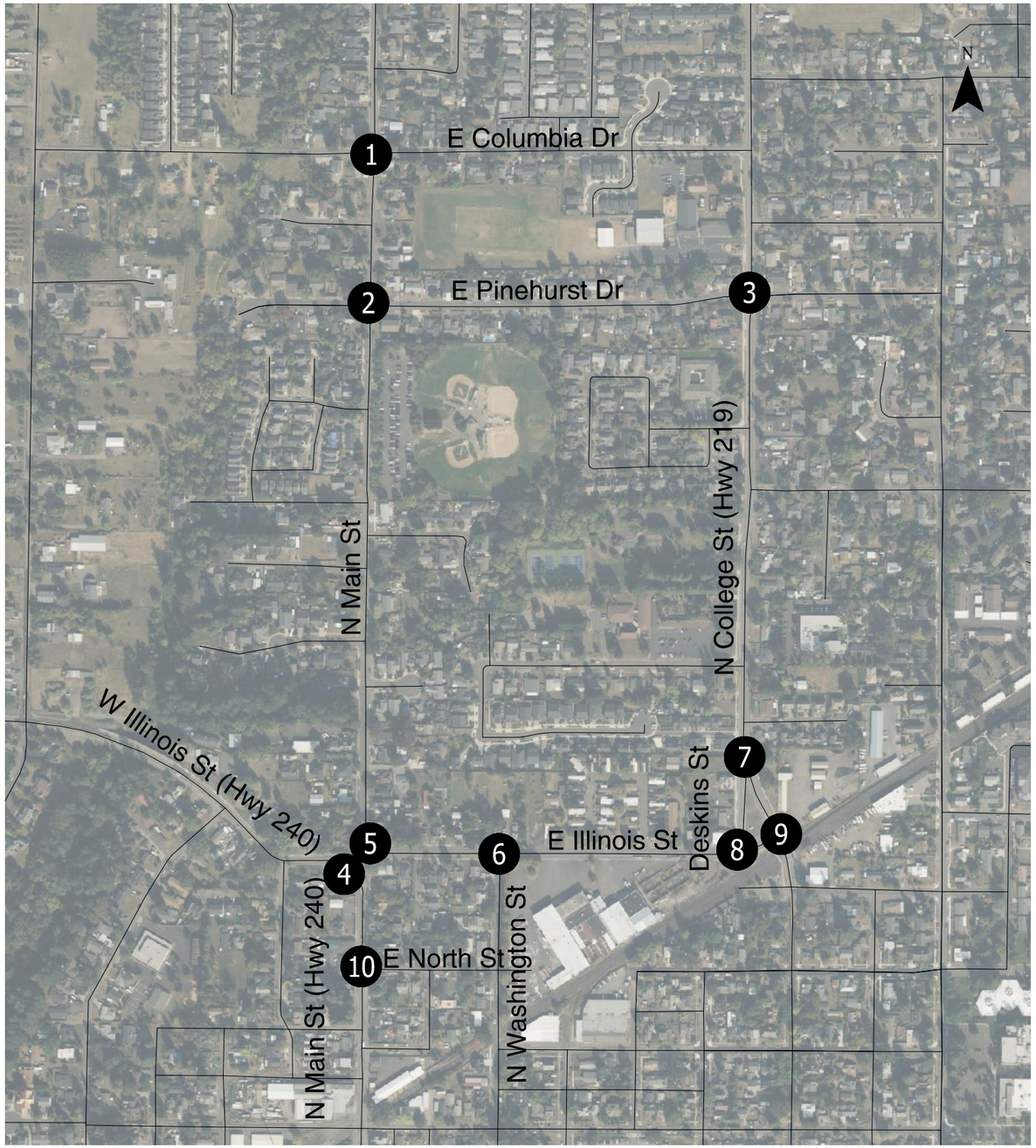
N Main Street (Hwy 240) / E North Street

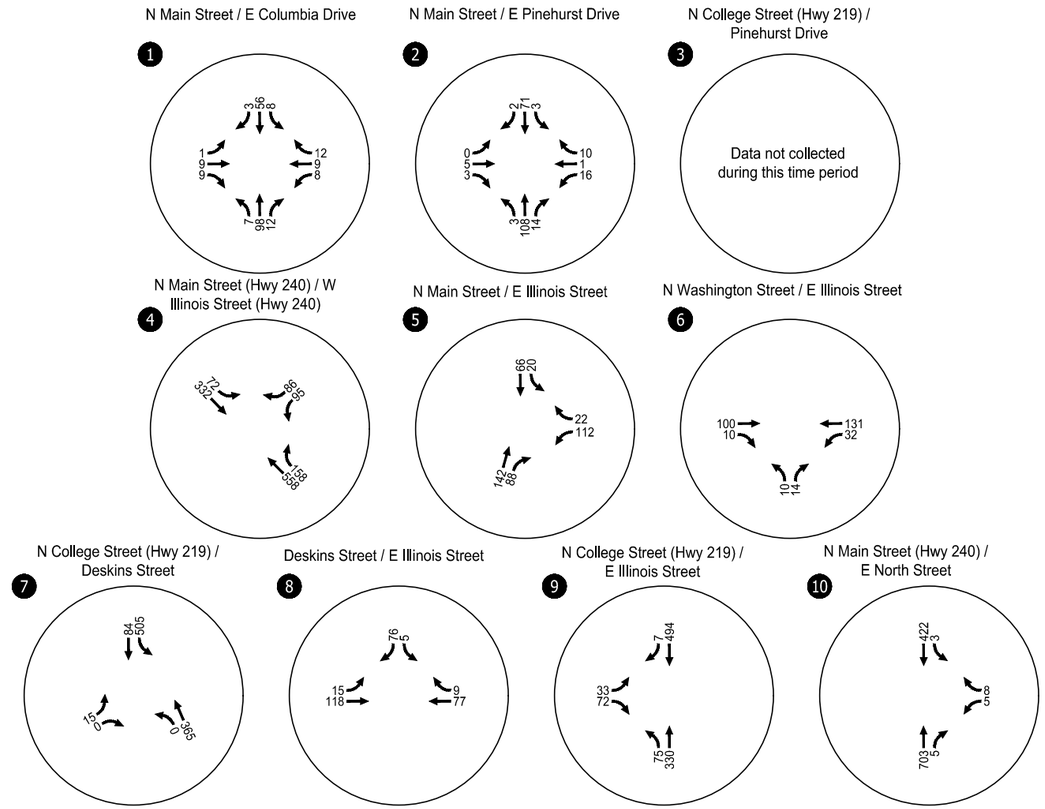


Existing Year 2023 Traffic Volumes
AM Peak Hour
Newberg, OR

Figure
3

H:\28\28544 - N Main at Illinois Intersection Study\yreport\figs\28544_Existing Conditions.dwg Feb 05, 2024 - 10:58am - mhagen Layout Tab: Existing AM Volumes

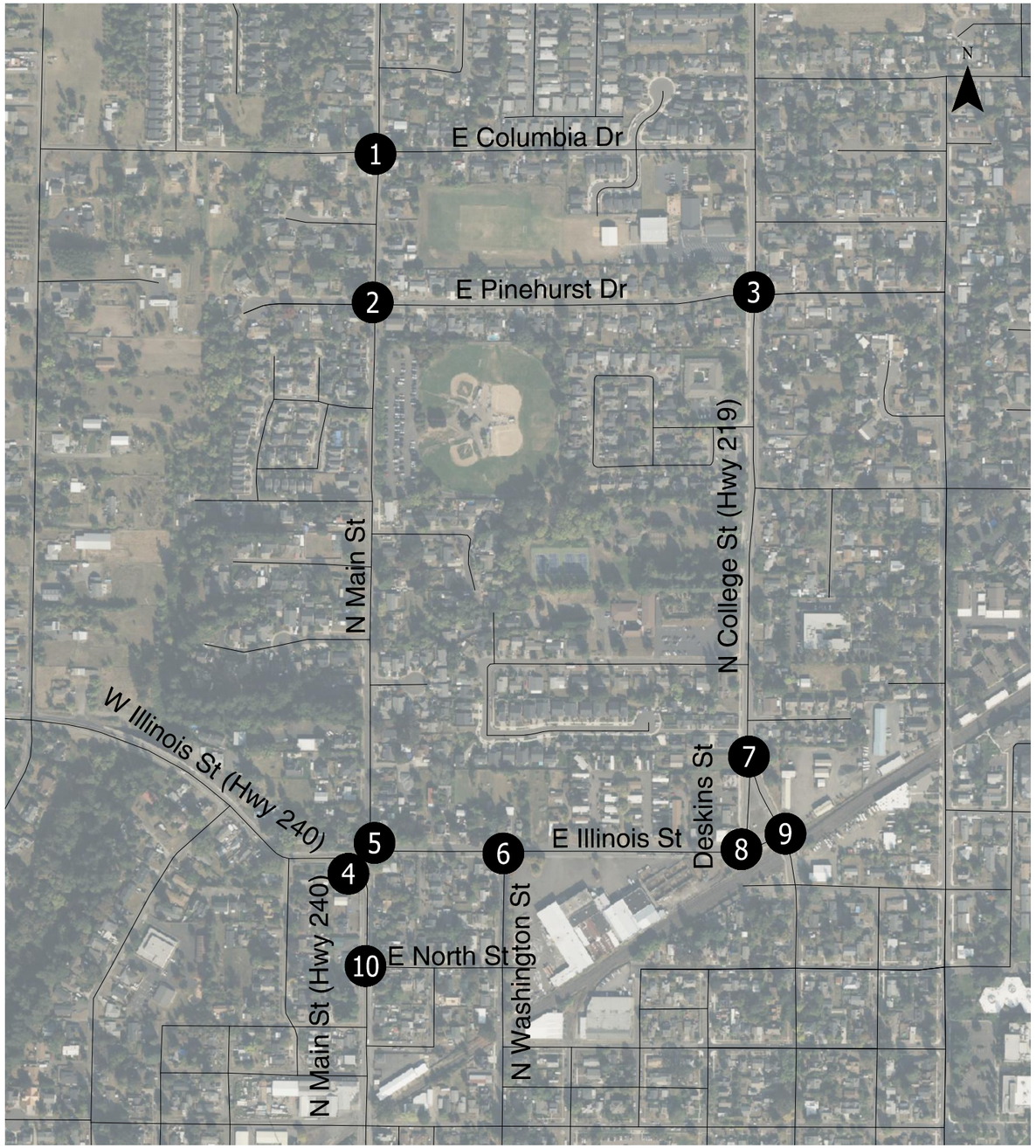


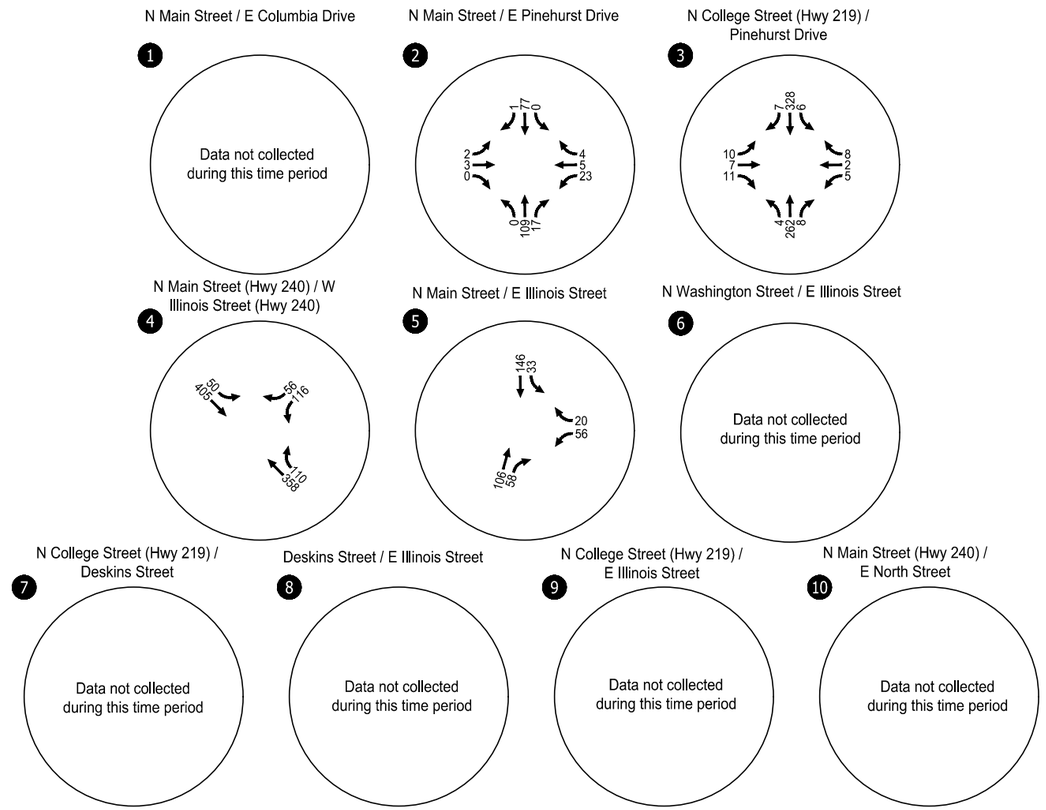


Existing Year 2023 Traffic Volumes
PM Peak Hour
Newberg, OR

Figure
4

H:\28\28544 - N Main at Illinois Intersection Study\report\figs\28544_Existing Conditions.dwg Feb 05, 2024 - 11:00am - mhagen Layout Tab: Existing PM Volumes





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

KITTELSON & ASSOCIATES

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

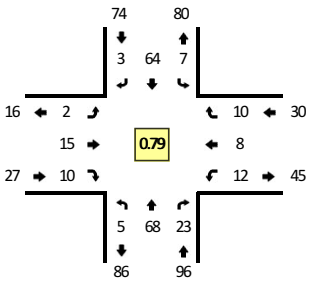
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Attachment A
Traffic Counts

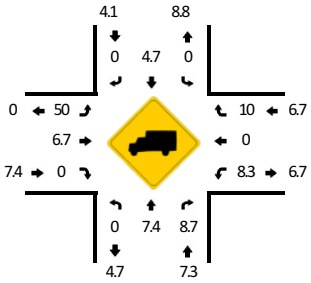
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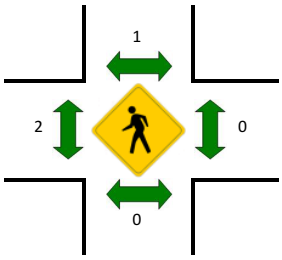
LOCATION: N Main St -- E Columbia Dr | **QC JOB #:** 16302701
CITY/STATE: Newberg, OR | **DATE:** Thu, Sep 14 2023

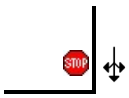
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Peak 15-Min: 7:30 AM -- 7:45 AM

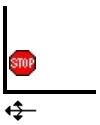


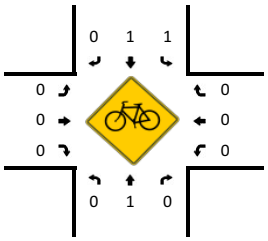


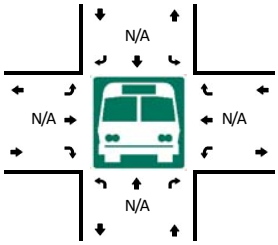


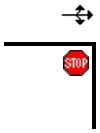


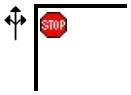


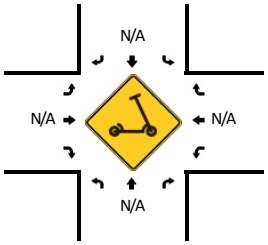












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				E Columbia Dr (Eastbound)				E Columbia Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	5	1	0	1	6	0	0	0	0	0	0	1	0	2	0	16	
7:05 AM	2	5	0	0	0	2	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

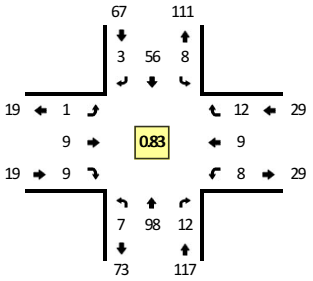
Type of peak hour being reported: Intersection Peak

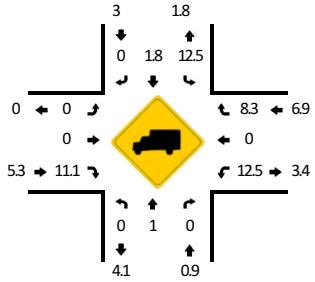
Method for determining peak hour: Total Entering Volume

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

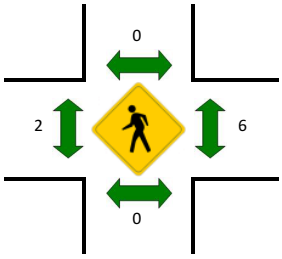
QC JOB #: 16302702
DATE: Thu, Sep 14 2023

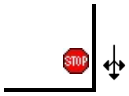
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

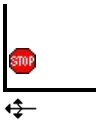


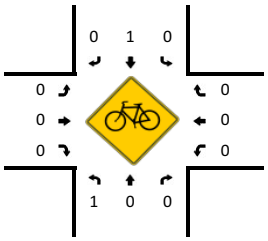


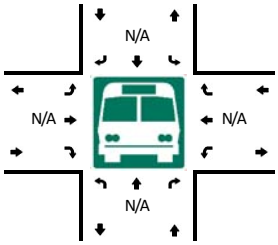
TRUE DATA TO IMPROVE MOBILITY

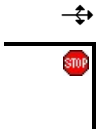


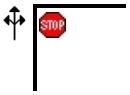


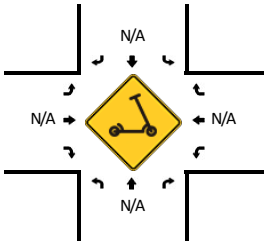












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				E Columbia Dr (Eastbound)				E Columbia Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	3	1	0	1	2	0	0	0	2	0	0	2	0	1	0	12	
4:05 PM	1	3	0	0	1	1	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

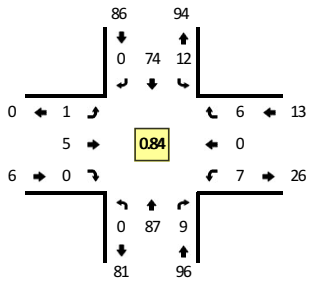
Type of peak hour being reported: Intersection Peak

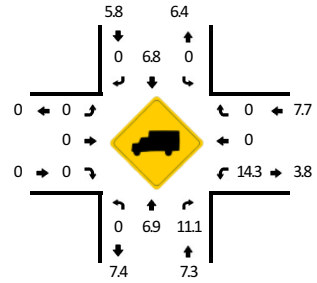
Method for determining peak hour: Total Entering Volume

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

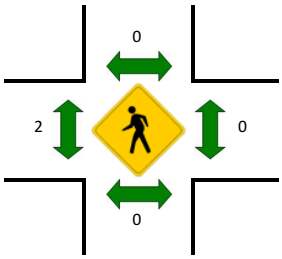
QC JOB #: 16302703
DATE: Thu, Sep 14 2023

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

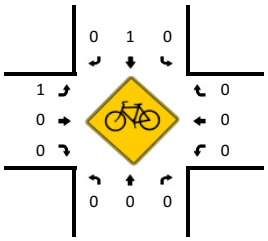


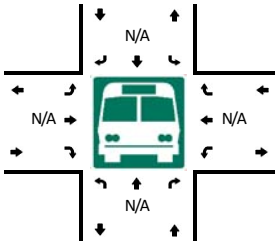


TRUE DATA TO IMPROVE MOBILITY

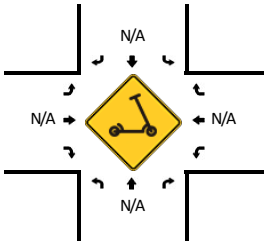












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				E Pinehurst Dr (Eastbound)				E Pinehurst Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	7	0	0	1	5	0	0	0	0	0	0	0	0	0	0	13	
7:05 AM	0	5	0	0	0	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

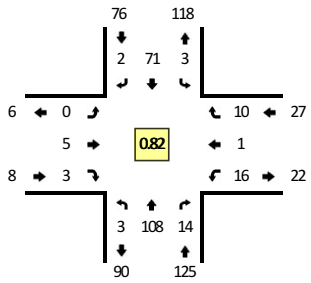
Type of peak hour being reported: Intersection Peak

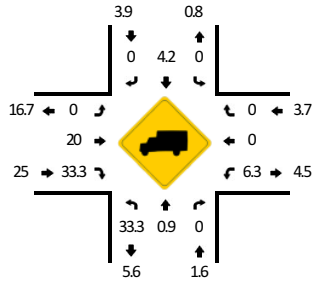
Method for determining peak hour: Total Entering Volume

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

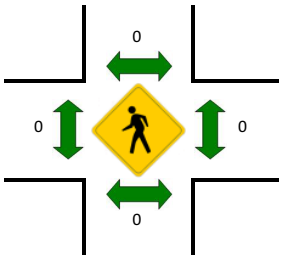
QC JOB #: 16302704
DATE: Thu, Sep 14 2023

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

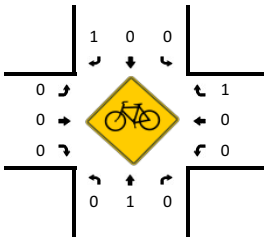


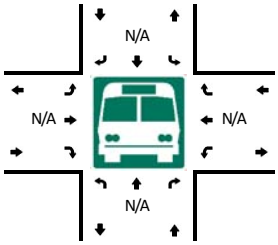


TRUE DATA TO IMPROVE MOBILITY

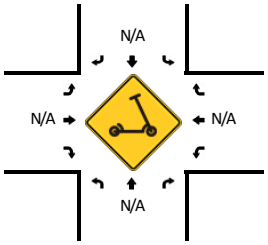












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				E Pinehurst Dr (Eastbound)				E Pinehurst Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	5	0	0	0	3	0	0	0	0	1	0	0	0	0	0	9	
4:05 PM	0	4	1	0	0	2	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:

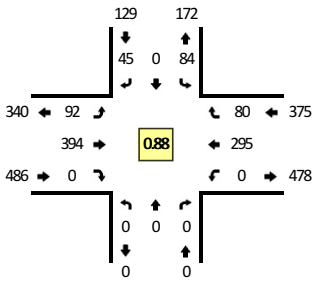
Report generated on 9/22/2023 3:17 PM

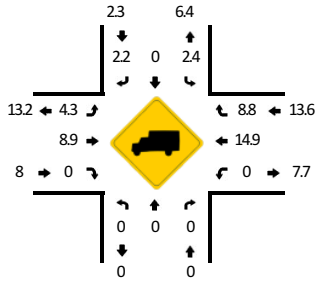
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

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

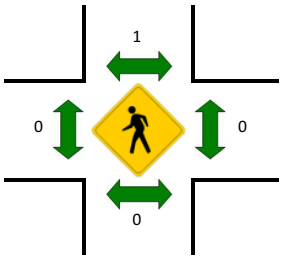
LOCATION: N Main St -- Hwy 240 | **QC JOB #:** 16302705
CITY/STATE: Newberg, OR | **DATE:** Thu, Sep 14 2023

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

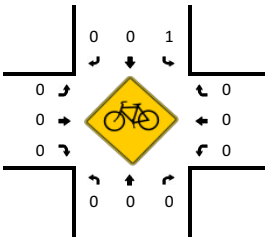


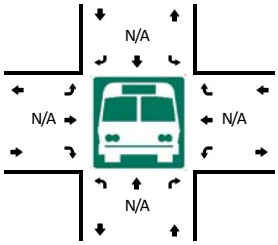


TRUE DATA TO IMPROVE MOBILITY

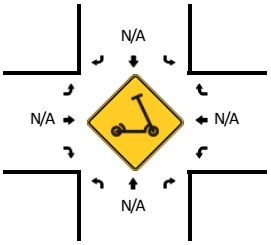












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Hwy 240 (Eastbound)				Hwy 240 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	7	0	3	0	3	19	0	0	0	25	7	0	64	
7:05 AM	0	0	0	0	4	0	1	0	2	31	0	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

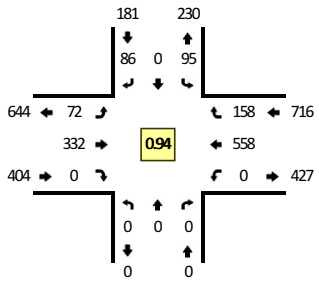
Type of peak hour being reported: Intersection Peak

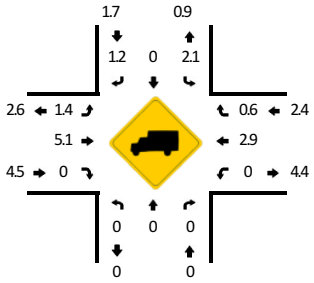
Method for determining peak hour: Total Entering Volume

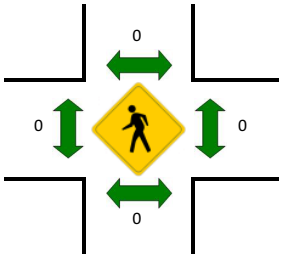
LOCATION: N Main St -- Hwy 240
CITY/STATE: Newberg, OR

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

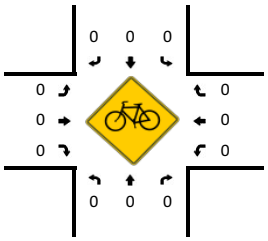
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

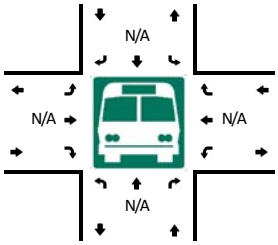




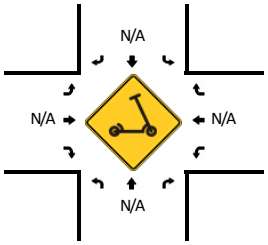












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Hwy 240 (Eastbound)				Hwy 240 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	3	0	3	0	2	26	0	0	0	35	9	0	78	
4:05 PM	0	0	0	0	13	0	7	0	10	29	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

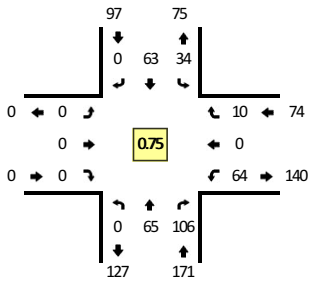
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

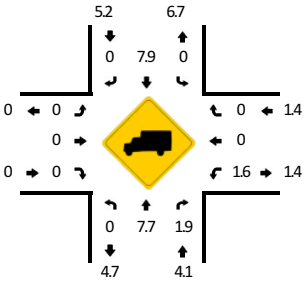
LOCATION: N Main St -- E Illinois St
CITY/STATE: Newberg, OR

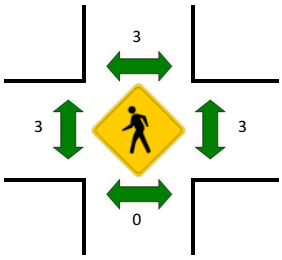
QC JOB #: 16302707
DATE: Thu, Sep 14 2023

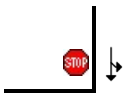
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

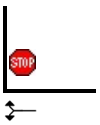


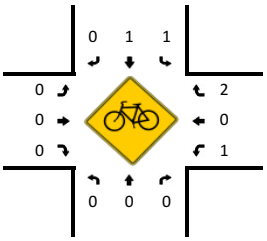


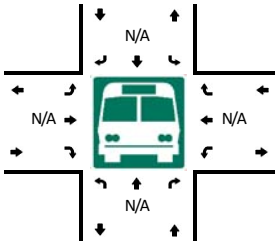




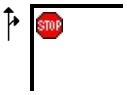


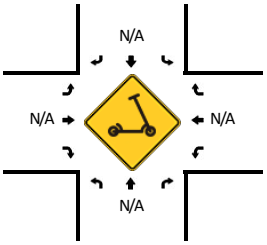












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	5	5	0	2	5	0	0	0	0	0	0	5	0	0	0	22	
7:05 AM	0	1	5	0	1	3	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

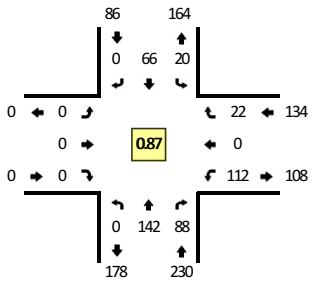
Type of peak hour being reported: Intersection Peak

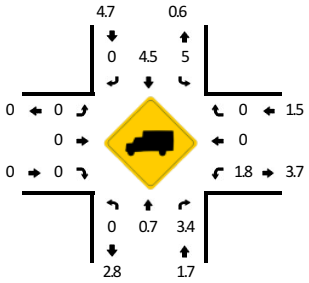
Method for determining peak hour: Total Entering Volume

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

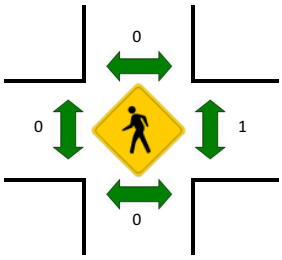
QC JOB #: 16302708
DATE: Thu, Sep 14 2023

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

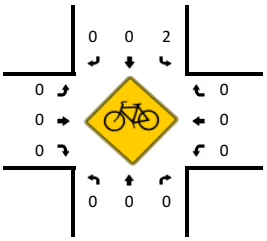


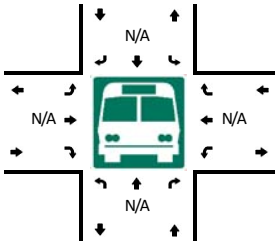


TRUE DATA TO IMPROVE MOBILITY

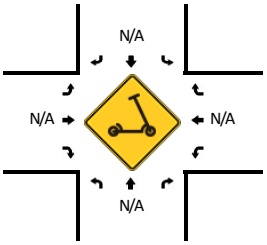












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	7	4	0	1	4	0	0	0	0	0	0	2	0	0	0	18	
4:05 PM	0	7	8	0	1	6	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

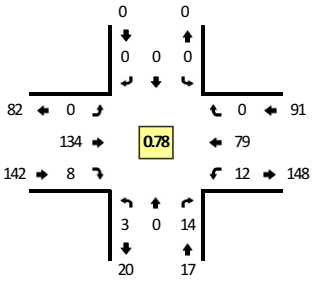
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

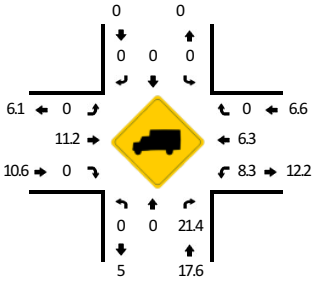
LOCATION: N Washington St -- E Illinois St
CITY/STATE: Newberg, OR

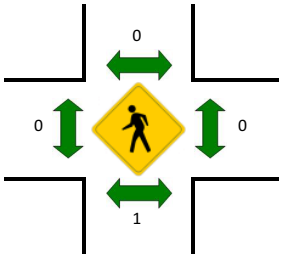
QC JOB #: 16302709
DATE: Thu, Sep 14 2023

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

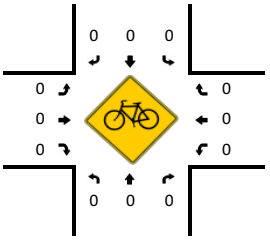


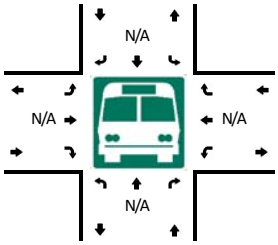




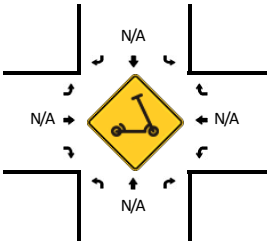












5-Min Count Period Beginning At	N Washington St (Northbound)				N Washington St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	1	0	0	0	0	0	0	6	0	0	0	5	0	0	12	
7:05 AM	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

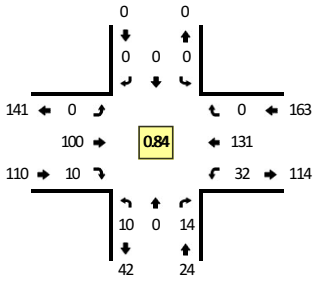
Type of peak hour being reported: Intersection Peak

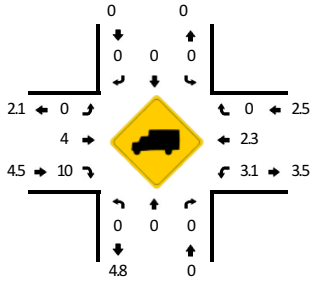
Method for determining peak hour: Total Entering Volume

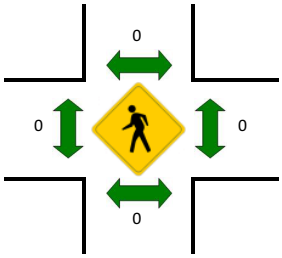
LOCATION: N Washington St -- E Illinois St
CITY/STATE: Newberg, OR

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

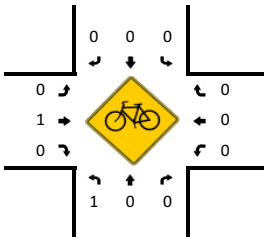
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

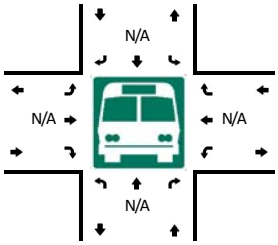




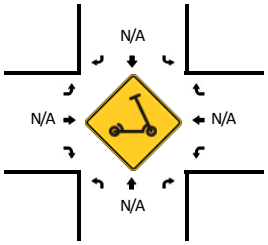












5-Min Count Period Beginning At	N Washington St (Northbound)				N Washington St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	0	0	0	0	0	0	0	5	0	0	2	2	0	0	10	
4:05 PM	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

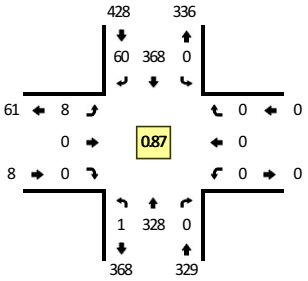
CITY/STATE: Newberg, OR

QC JOB #: 16302711

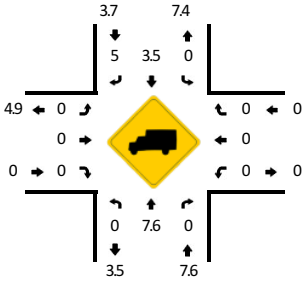
DATE: Thu, Sep 14 2023

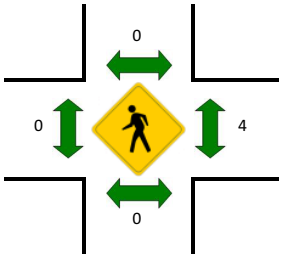
Peak-Hour: 7:25 AM -- 8:25 AM

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

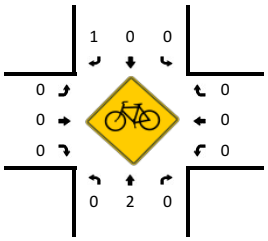


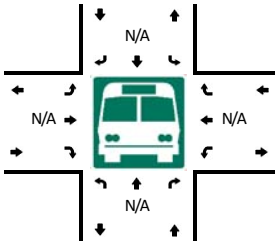




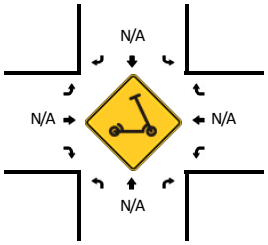












5-Min Count Period Beginning At	N College St (Northbound)				N College St (Southbound)				Deskins St (Eastbound)				Deskins St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	20	0	0	0	26	2	0	1	0	1	0	0	0	0	0	50	
7:05 AM	0	12	0	0	0	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:

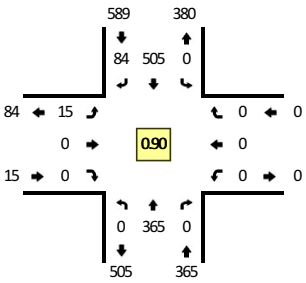
Report generated on 9/22/2023 3:17 PM

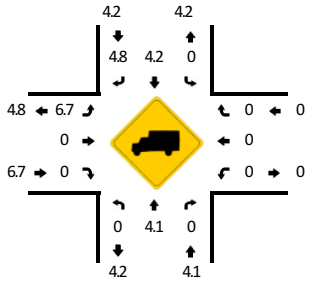
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

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

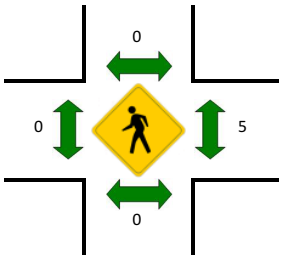
LOCATION: N College St -- Deskins St | **QC JOB #:** 16302712
CITY/STATE: Newberg, OR | **DATE:** Thu, Sep 14 2023

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

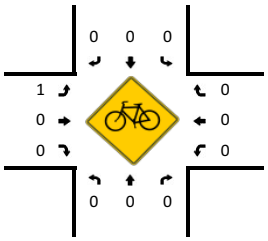


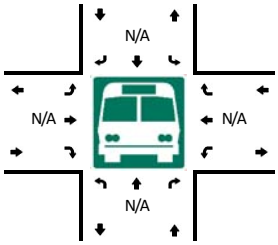


TRUE DATA TO IMPROVE MOBILITY

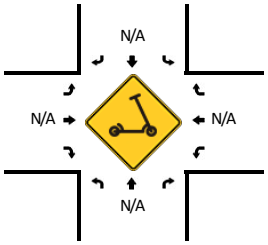












5-Min Count Period Beginning At	N College St (Northbound)				N College St (Southbound)				Deskins St (Eastbound)				Deskins St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	25	0	0	0	33	1	0	2	0	0	0	0	0	0	0	61	
4:05 PM	0	33	0	0	0	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

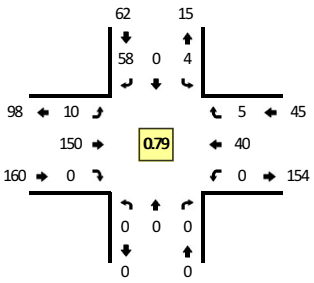
Type of peak hour being reported: Intersection Peak

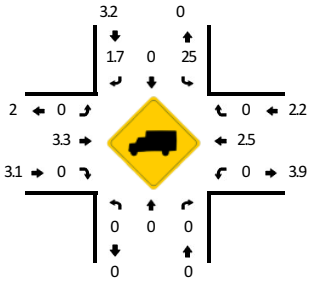
Method for determining peak hour: Total Entering Volume

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

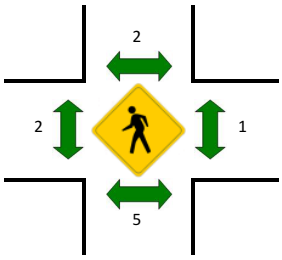
QC JOB #: 16302713
DATE: Thu, Sep 14 2023

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

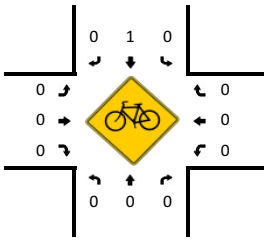


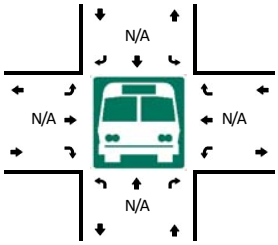


TRUE DATA TO IMPROVE MOBILITY

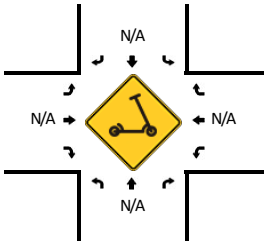












5-Min Count Period Beginning At	Deskins St (Northbound)				Deskins St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	2	0	1	10	0	0	0	2	0	0	15	
7:05 AM	0	0	0	0	1	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

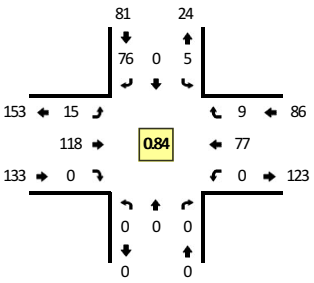
Type of peak hour being reported: Intersection Peak

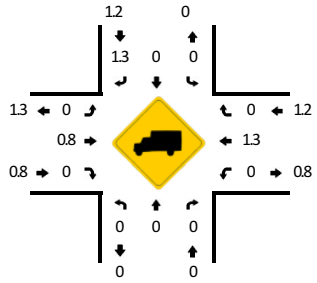
Method for determining peak hour: Total Entering Volume

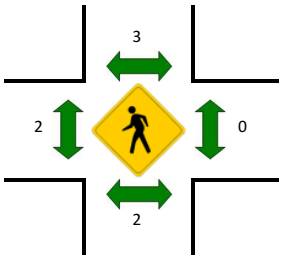
LOCATION: Deskins St -- E Illinois St
CITY/STATE: Newberg, OR

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

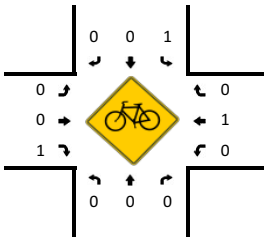
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

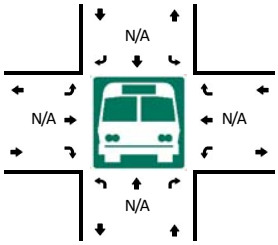




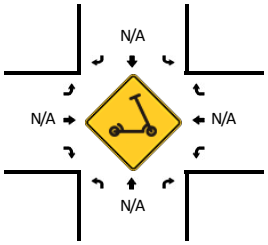












5-Min Count Period Beginning At	Deskins St (Northbound)				Deskins St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	1	0	1	6	0	0	0	1	0	0	9	
4:05 PM	0	0	0	0	0	0	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

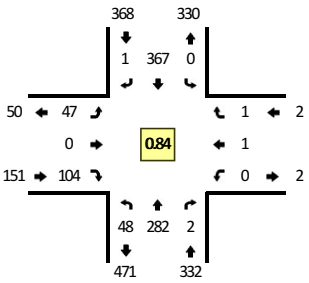
Type of peak hour being reported: Intersection Peak

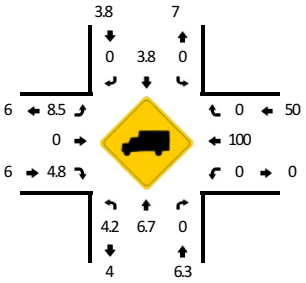
Method for determining peak hour: Total Entering Volume

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

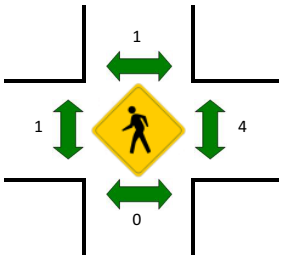
QC JOB #: 16302715
DATE: Thu, Sep 14 2023

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

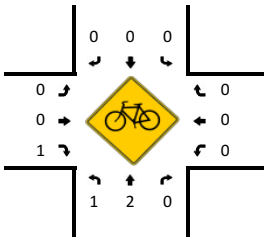


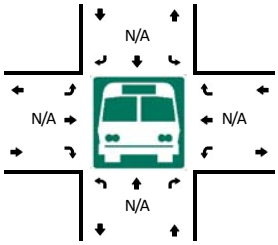


TRUE DATA TO IMPROVE MOBILITY

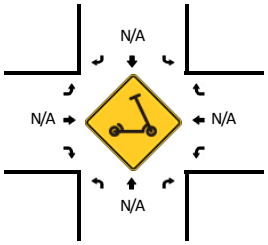












5-Min Count Period Beginning At	N College St (Northbound)				N College St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	16	0	0	0	26	0	0	4	0	5	0	0	0	0	0	53	
7:05 AM	0	12	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

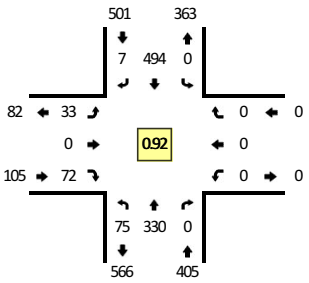
Type of peak hour being reported: Intersection Peak

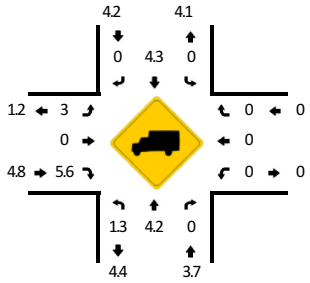
Method for determining peak hour: Total Entering Volume

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

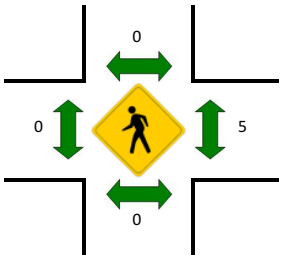
QC JOB #: 16302716
DATE: Thu, Sep 14 2023

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

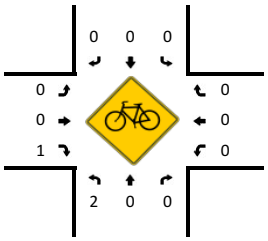


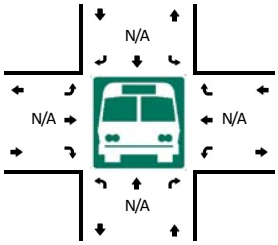


TRUE DATA TO IMPROVE MOBILITY

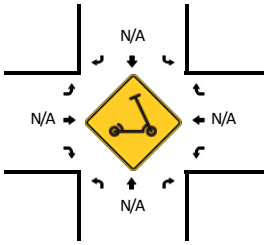












5-Min Count Period Beginning At	N College St (Northbound)				N College St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	24	0	0	0	34	0	0	2	0	4	0	0	0	0	0	65	
4:05 PM	7	28	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

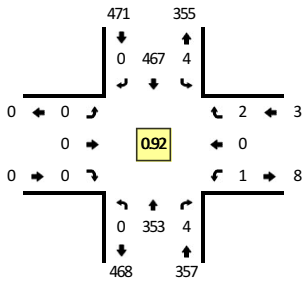
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

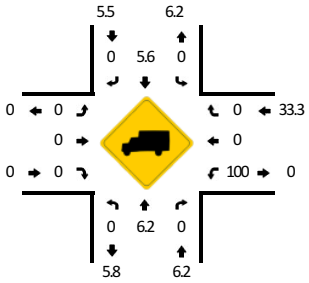
QC JOB #: 16302717
DATE: Thu, Sep 14 2023

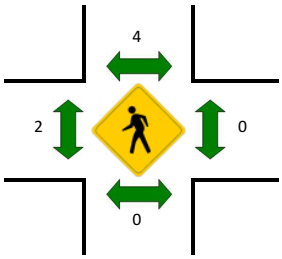
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:55 AM -- 8:10 AM



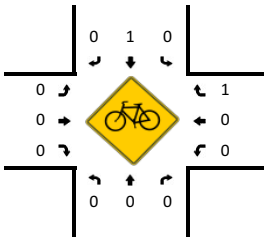


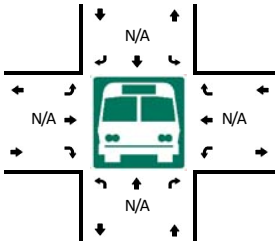
TRUE DATA TO IMPROVE MOBILITY



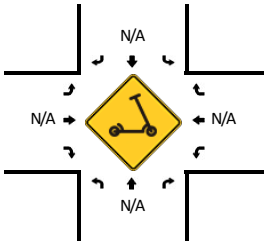












5-Min Count Period Beginning At	Hwy 240/N Main St (Northbound)				Hwy 240/N Main St (Southbound)				E North St (Eastbound)				E North St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	33	0	0	0	26	0	0	0	0	0	0	0	0	0	0	59	
7:05 AM	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

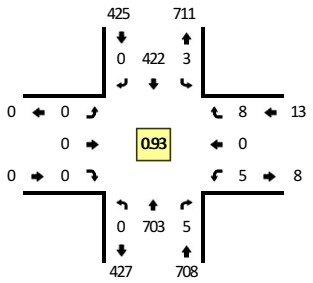
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

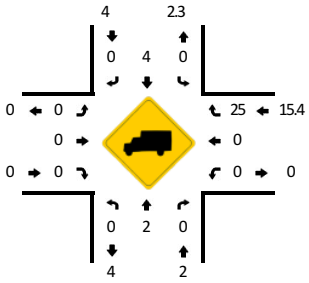
LOCATION: Hwy 240/N Main St -- E North St
CITY/STATE: Newberg, OR

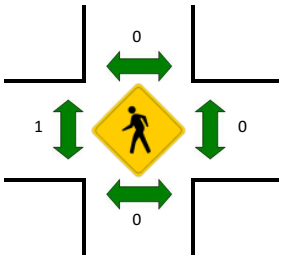
QC JOB #: 16302718
DATE: Thu, Sep 14 2023

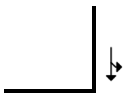
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

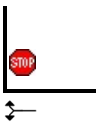


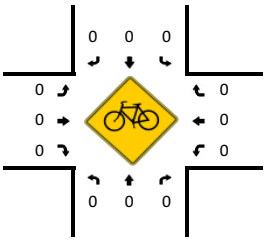


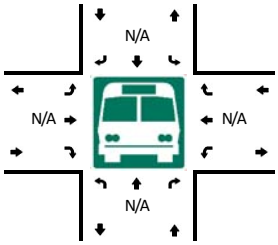


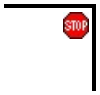


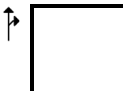


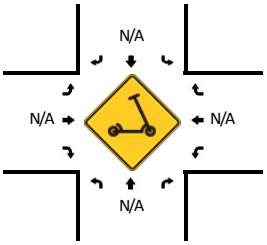












5-Min Count Period Beginning At	Hwy 240/N Main St (Northbound)				Hwy 240/N Main St (Southbound)				E North St (Eastbound)				E North St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	42	0	0	0	30	0	0	0	0	0	0	0	0	0	0	72	
4:05 PM	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:

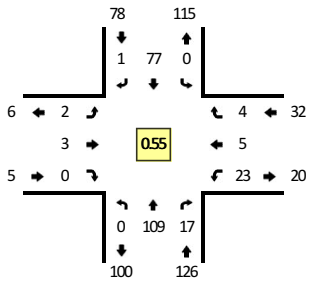
Report generated on 9/22/2023 3:17 PM

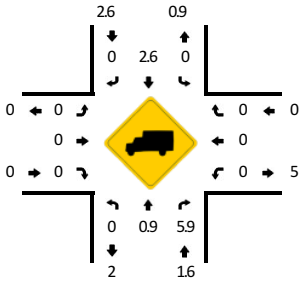
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

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

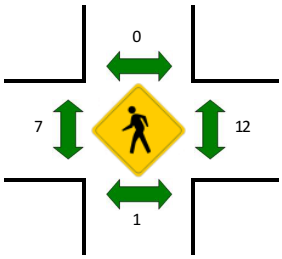
LOCATION: N Main St -- E Pinehurst Dr | **QC JOB #:** 16302719
CITY/STATE: Newberg, OR | **DATE:** Sat, Sep 16 2023

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

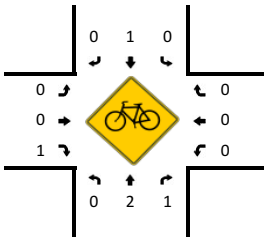


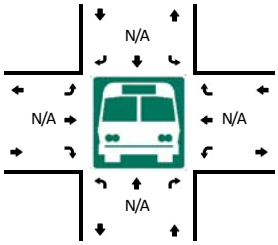


TRUE DATA TO IMPROVE MOBILITY

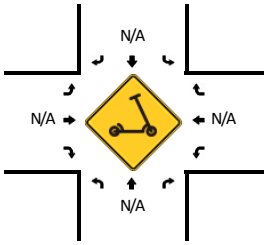












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				E Pinehurst Dr (Eastbound)				E Pinehurst Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	17	3	0	0	15	0	0	1	1	0	0	7	1	0	0	45	
11:05 AM	0	18	5	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

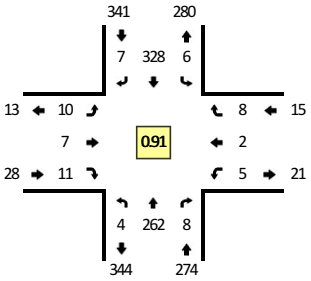
Type of peak hour being reported: Intersection Peak

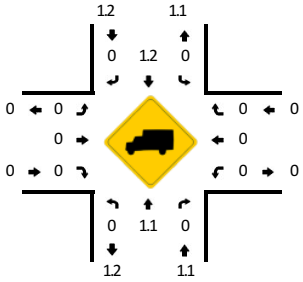
Method for determining peak hour: Total Entering Volume

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

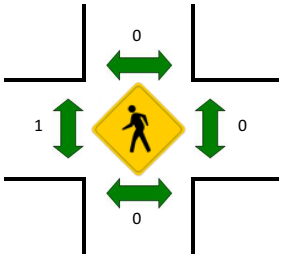
QC JOB #: 16302720
DATE: Sat, Sep 16 2023

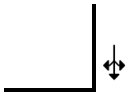
Peak-Hour: 11:45 AM -- 12:45 PM
Peak 15-Min: 12:20 PM -- 12:35 PM

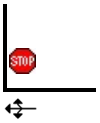


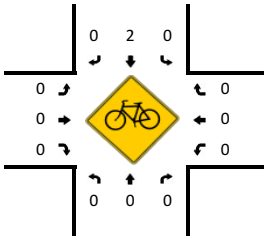


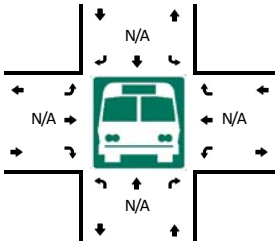
TRUE DATA TO IMPROVE MOBILITY

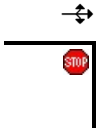


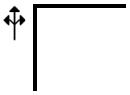


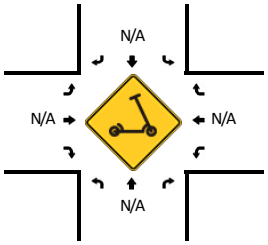












5-Min Count Period Beginning At	N College St (Northbound)				N College St (Southbound)				E Pinehurst Dr (Eastbound)				E Pinehurst Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	2	19	0	0	0	24	5	0	0	2	2	0	1	0	0	0	55	
11:05 AM	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

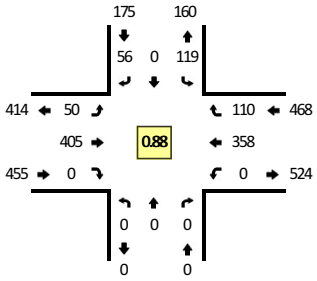
Type of peak hour being reported: Intersection Peak

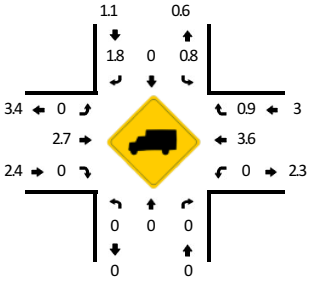
Method for determining peak hour: Total Entering Volume

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

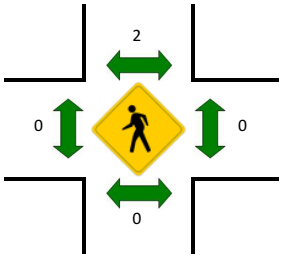
QC JOB #: 16302721
DATE: Sat, Sep 16 2023

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

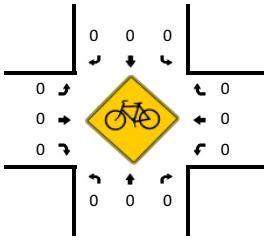


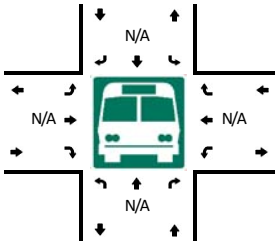


TRUE DATA TO IMPROVE MOBILITY

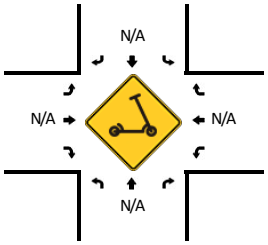












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Hwy 240 (Eastbound)				Hwy 240 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	0	0	0	13	0	2	0	3	29	0	0	0	35	16	0	98	
11:05 AM	0	0	0	0	17	0	5	0	6	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

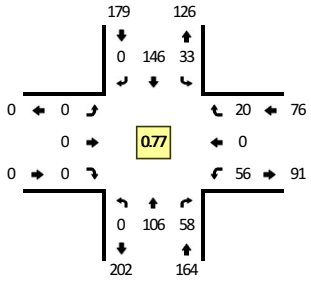
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

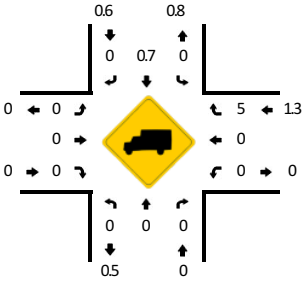
LOCATION: N Main St -- E Illinois St
CITY/STATE: Newberg, OR

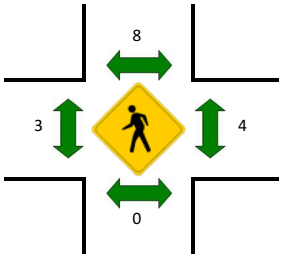
QC JOB #: 16302722
DATE: Sat, Sep 16 2023

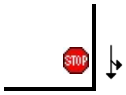
Peak-Hour: 11:00 AM -- 12:00 PM
Peak 15-Min: 11:05 AM -- 11:20 AM

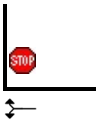


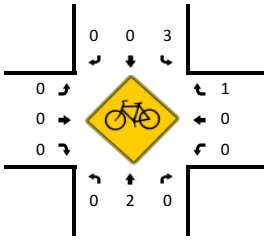


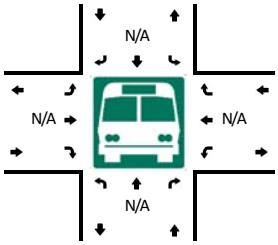




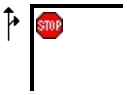


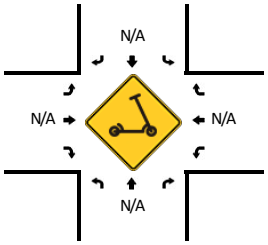












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				E Illinois St (Eastbound)				E Illinois St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	15	4	0	5	12	0	0	0	0	0	0	4	0	1	0	41	
11:05 AM	0	9	5	0	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)

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)

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 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)

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 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)

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)

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 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)

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: 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)

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 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)

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 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)

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 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)

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 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:

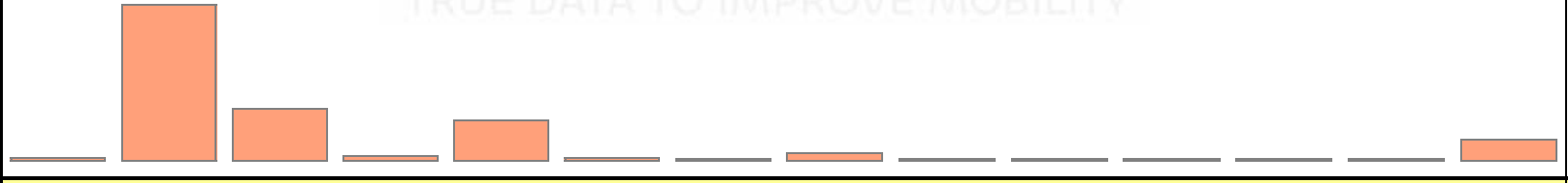
Report generated on 9/22/2023 2:43 PM

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 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:

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 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:

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 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:

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 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:

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 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)

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)

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 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)

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 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 Volume	8:00 AM 9	7:00 AM 4	8:00 AM 21	11:00 AM 35	11:00 AM 14	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	8:00 AM 76		
PM Peak Volume	5:00 PM 9	4:00 PM 10	4:00 PM 50	5:00 PM 108	4:00 PM 28	10:00 PM 3	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 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	9:00 AM	8:00 AM	9:00 AM	7:00 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	7:00 AM		
Volume	6	5	29	33	8	2	0	0	0	0	0	0	0	0	71		
PM Peak	1:00 PM	3:00 PM	6:00 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	5:00 PM		
Volume	7	7	33	73	34	2	0	0	0	0	0	0	0	0	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	7:00 AM	5:00 AM	7:00 AM	7:00 AM	9:00 AM	9:00 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	7:00 AM		
Volume	2	2	34	40	14	5	1	0	0	0	0	0	0	0	85		
PM Peak	3:00 PM	3:00 PM	3:00 PM	5:00 PM	6:00 PM	2:00 PM	11:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	7:00 PM	5:00 PM		
Volume	8	8	25	52	14	2	1	0	0	0	0	0	0	1	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 Volume	11:00 AM 11	11:00 AM 16	11:00 AM 68	11:00 AM 67	10:00 AM 14	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	11:00 AM 169		
PM Peak Volume	12:00 PM 24	9:00 PM 4	12:00 PM 38	2:00 PM 47	4:00 PM 14	1:00 PM 3	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	12:00 PM 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 Volume	7:00 AM 7	7:00 AM 9	7:00 AM 28	7:00 AM 36	8:00 AM 11	5:00 AM 1	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	7:00 AM 85		
PM Peak Volume	4:00 PM 8	3:00 PM 6	6:00 PM 28	6:00 PM 47	5:00 PM 13	9:00 PM 3	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	6:00 PM 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	11:00 AM	8:00 AM	8:00 AM	11:00 AM	6:00 AM	6:00 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	11:00 AM		
Volume	36	24	173	163	28	2	1	0	0	0	0	0	0	0	350		
PM Peak	3:00 PM	6:00 PM	5:00 PM	5:00 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	12:00 PM	5:00 PM		
Volume	79	18	243	289	21	1	0	0	0	0	0	0	0	0	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	11:00 AM	9:00 AM	9:00 AM	11:00 AM	6:00 AM	6:00 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	11:00 AM		
Volume	61	10	157	160	23	3	1	0	0	0	0	0	0	0	394		
PM Peak	5:00 PM	2:00 PM	2:00 PM	2:00 PM	5:00 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	2:00 PM		
Volume	59	12	185	217	33	1	1	0	0	0	0	0	0	0	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	11:00 AM	10:00 AM	11:00 AM	11:00 AM	6:00 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	11:00 AM		
Volume	51	7	153	147	21	5	0	0	0	0	0	0	0	0	363		
PM Peak	1:00 PM	12:00 PM	1:00 PM	1:00 PM	6:00 PM	7:00 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	1:00 PM		
Volume	55	16	225	179	14	2	1	0	0	0	0	0	0	0	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 Volume	8:00 AM 50	8:00 AM 14	7:00 AM 137	6:00 AM 209	9:00 AM 58	11:00 AM 7	5:00 AM 2	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	7:00 AM 435		
PM Peak Volume	3:00 PM 77	3:00 PM 26	3:00 PM 87	3:00 PM 226	4:00 PM 80	5:00 PM 12	6:00 PM 2	3:00 PM 2	2:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	3:00 PM 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	7:00 AM	10:00 AM	11:00 AM	9:00 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	9:00 AM		
Volume	35	13	136	132	7	0	0	0	0	0	0	0	0	0	280		
PM Peak	4:00 PM	3:00 PM	4:00 PM	5:00 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	12:00 PM	4:00 PM		
Volume	57	33	270	213	7	1	0	0	0	0	0	0	0	0	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	8:00 AM	10:00 AM	8:00 AM	11:00 AM	6:00 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	32	23	136	125	8	1	0	0	0	0	0	0	0	0	305		
PM Peak	3:00 PM	2:00 PM	3:00 PM	4:00 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	12:00 PM	3:00 PM		
Volume	53	18	268	234	13	1	0	0	0	0	0	0	0	0	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

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 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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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 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	I H L	C S V K	W O R	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 / TYPE / 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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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) (#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
19 / 19 / 19 / N	P	N	N	N	N	N	01/01/2017 / SUN / 1800 / 45.30....	4 / 0 / 0 / 0	SILVERTON HWY / DESKINS ST / 0	1 / 0 / 0	2 / 0 / 0	0 / 0 / 0	0 / 0 / 0	1 / 1 / 1	1 / 1 / 1	1	0 / 0 / 0 / 0	0 / 0 / 0	1	1 / 1	1	1	1	0 / 0	0	0	0	0	0
20 / 20 / 20 / N	P	N	N	N	N	N	01/01/2017 / SUN / 1800 / 45.30....	4 / 0 / 0 / 0	SILVERTON HWY / DESKINS ST / 0	1 / 0 / 0	2 / 0 / 0	0 / 0 / 0	0 / 0 / 0	1 / 1 / 1	1 / 1 / 1	1	0 / 0 / 0 / 0	0 / 0 / 0	1	1 / 1	1	1	1	0 / 0	0	0	0	0	0
21 / 21 / 21 / N	P	N	N	N	N	N	01/01/2017 / SUN / 1800 / 45.30....	4 / 0 / 0 / 0	SILVERTON HWY / DESKINS ST / 0	1 / 0 / 0	2 / 0 / 0	0 / 0 / 0	0 / 0 / 0	1 / 1 / 1	1 / 1 / 1	1	0 / 0 / 0 / 0	0 / 0 / 0	1	1 / 1	1	1	1	0 / 0	0	0	0	0	0
22 / 22 / 22 / N	P	N	N	N	N	N	01/01/2017 / SUN / 1800 / 45.30....	4 / 0 / 0 / 0	SILVERTON HWY / DESKINS ST / 0	1 / 0 / 0	2 / 0 / 0	0 / 0 / 0	0 / 0 / 0	1 / 1 / 1	1 / 1 / 1	1	0 / 0 / 0 / 0	0 / 0 / 0	1	1 / 1	1	1	1	0 / 0	0	0	0	0	0

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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 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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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

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	D R E C	M J U G S	S W I N V	W 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	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

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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

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 J 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	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 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
																02	NONE PRVTE PSNGR CAR	STRGHT E -W						UNK UNK			000 000		00 03,02
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 N/A PSNGR CAR	TURN-L E -S	01	DRVR	NONE	00	Unk	UNK UNK		000	000 000		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**

	S		D	M																								
SER#	P		R	J	S	W DATE	CLASS	CITY STREET		INT-TYPE						SPCL USE												
INVEST	E	A	U	I	C	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH		TRLR QTY	MOVE				A	S						
RD DPT	E	L	G	N	H	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL		OWNER	FROM		PRTC	INJ	G	E	LICNS	PED				
UNLOC?	D	C	S	V	L	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE

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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	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# / TYPE	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	D R / U G	M J / N V	S / H L	W / R K	O	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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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

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SER# / INVEST / RD DPT / UNLOC?	S P E D	D R A C	M J U S	S W I C	W 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	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	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									000		00
																		N/A	NE-SE											
																		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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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

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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 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?	SPEED	ALCHL	DRUGS	RJUNC	INTSC	SVHCL	WORKZ	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	AGE	SEX	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 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								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 N S	01	BIKE	INJB	57	M		I XWLK	000	047		00
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 I H V	W C O R L 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									000 000		00 03,02
00198	N	N	N	N	N	N	03/17/2021 7P 45 18 20.33	17 -122 58 44.49	ILLINOIS ST MAIN ST	INTER CN	3-LEG	N STOP SIGN	N N	CLR DRY	ANGL-OTH TURN	01	NONE 9 N/A PSNGR CAR	STRGHT S -N	01	DRVR	NONE	00	Unk	UNK UNK		000	000		02 00 00
																02	NONE 9 N/A PSNGR CAR	TURN-L E -S	01	DRVR	NONE	00	Unk	UNK UNK		000	000		00 00
00867	N	N	N	N	N	N	09/06/2019 2P 45 18 20.48	17 -122 58 37.57	ILLINOIS ST WASHINGTON ST	INTER CN	3-LEG	N UNKNOWN	Y N	CLR DRY	FIX OBJ FIX	01	NONE PUBLC PSNGR CAR	STRGHT E -W	01	DRVR	INJC	64	M	OR-Y OR<25		081	025	053	32,16 00 32,16
00186	N	N	N	N	N	N	03/10/2021 3P 45 18 20.45	17 -122 58 33.78	ILLINOIS ST WASHINGTON ST	ALLEY E	(NONE)	N NONE	N N	CLD DRY	ANGL-OTH TURN	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	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 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
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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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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SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G	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
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	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	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	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 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	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 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
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	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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																03	NONE PRVTE PSNGR CAR	STOP N -S						OTH-Y N-RES		000	012 000		00 00
00501	N	N	N	N			06/11/2021 FR 10A 45 18 10.36	16 -122 58 44.84	MAIN ST SHERMAN ST 015100100S00	STRGHT N 06	(NONE) (02)	N WIGWAG	N N	RAIN WET DAY	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT N -S	01	DRVR	NONE	58	F	UNK		016,026	038		27,29 00 27,29
																02	NONE 0 PRVTE PSNGR CAR	STOP N -S	01	DRVR	INJC	56	F	UNK OR>25		000	011 000		00 00
																02	NONE 0 PRVTE PSNGR CAR	STOP N -S	02	PSNG	INJC	65	M			000	011 000		00 00
01414	N	N	N	N	N	N	12/22/2017 CITY N 45 18 19.65	16 FR 6P -122 58 45.28	MAIN ST YAMHILL-NEWBERG HY 015100100S00	INTER CN 01	3-LEG 0	N STOP SIGN N	N N	RAIN WET DARK	ANGL-OTH TURN PDO	01	NONE 9 N/A PSNGR CAR	STRGHT SE-NW	01	DRVR	NONE	00	Unk	UNK UNK		000	000	128	02 00 00
																02	NONE 9 N/A PSNGR CAR	TURN-L NE-SE	01	DRVR	NONE	00	Unk	UNK UNK		000	000		00 00
00403	N	N	N	N	N	N	05/15/2021 CITY N 45 18 1.16	16 SA 10A -122 58 45.06	MAIN ST 1ST ST 015100100S00	INTER N 06	CROSS TRF SIGNAL 0	N N N	N N N	CLR DRY DAY	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT N -S	01	DRVR	NONE	47	M	OTH-Y OR<25		043,026	000		07,29 00 07,29
																02	NONE 0 PRVTE PSNGR CAR	STOP N -S	01	DRVR	INJC	38	M	OR-Y OR<25		000	012 000		00 00
00224	N	N	N	N	N	N	02/21/2018 CITY N 45 18 1.16	14 WE 11A -122 58 45.06	MAIN ST 1ST ST 009100200S00	INTER CN 01	CROSS TRF SIGNAL 0	N N N	N N N	CLR DRY DAY	S-1STOP TURN PDO	01	NONE 0 N/A PSNGR CAR	STRGHT N -E	01	DRVR	NONE	00	Unk	UNK UNK		000	000		07,29 00 00
																02	NONE 9 N/A PSNGR CAR	TURN-L W -N	01	DRVR	NONE	00	Unk	UNK UNK		000	000		00 00

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SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G	J N S	I H V	C L	S 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
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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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

42 - 46 of 49 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 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
																	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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SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N S	S I H V	W 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
																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	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)	UNKNOWN	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	000 000		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

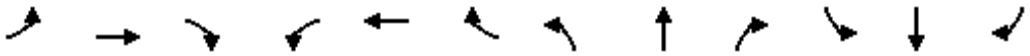
1 - 1 of 1 Crash records shown.

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 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	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

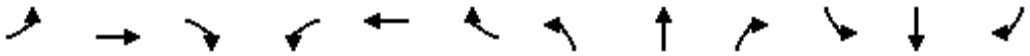
Intersection Summary				
Delay	7.8			
Level of Service	A			
Intersection Capacity Utilization	18.8%	ICU Level of Service	A	
Analysis Period (min)	15			

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			

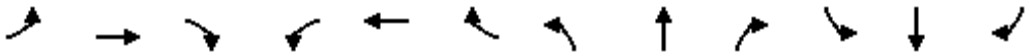
Intersection	
Int Delay, s/veh	1.4

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	-	-	-	-	-	-	-

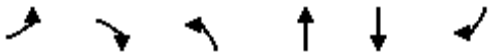
Intersection	
Int Delay, s/veh	4.4

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	-

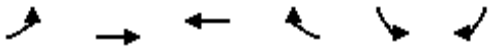
Intersection	
Int Delay, s/veh	0.2

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		

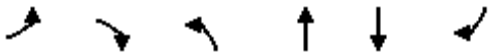
Intersection	
Int Delay, s/veh	2.4

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		

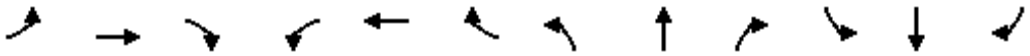
Intersection	
Int Delay, s/veh	0.1

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

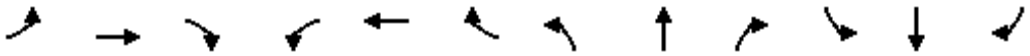
Intersection Summary			
Delay	7.7		
Level of Service	A		
Intersection Capacity Utilization	19.6%	ICU Level of Service	A
Analysis Period (min)	15		

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		

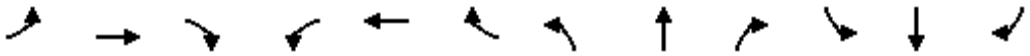
Intersection	
Int Delay, s/veh	1.7

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	-	-	-	-	-	-	-

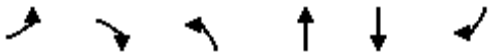
Intersection	
Int Delay, s/veh	8.2

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	-

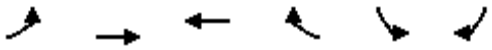
Intersection	
Int Delay, s/veh	0.3

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		

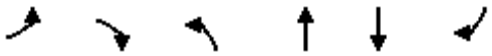
Intersection	
Int Delay, s/veh	2.9

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		

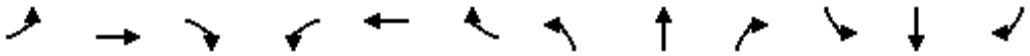
Intersection	
Int Delay, s/veh	0.2

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			

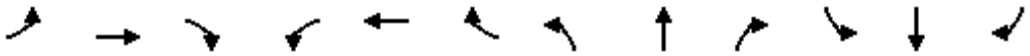
Intersection	
Int Delay, s/veh	1.8

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	-	-

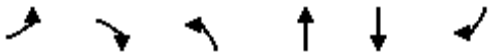
Intersection	
Int Delay, s/veh	5.6

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		

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From the 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.

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).

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

W Illinois Street
- *per Table 8*

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.

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

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Project Type: Capital Project **Project Status:** Approved and Inactive **Location:** N Main Street Newberg, OR 97132 **See map:** Google Maps

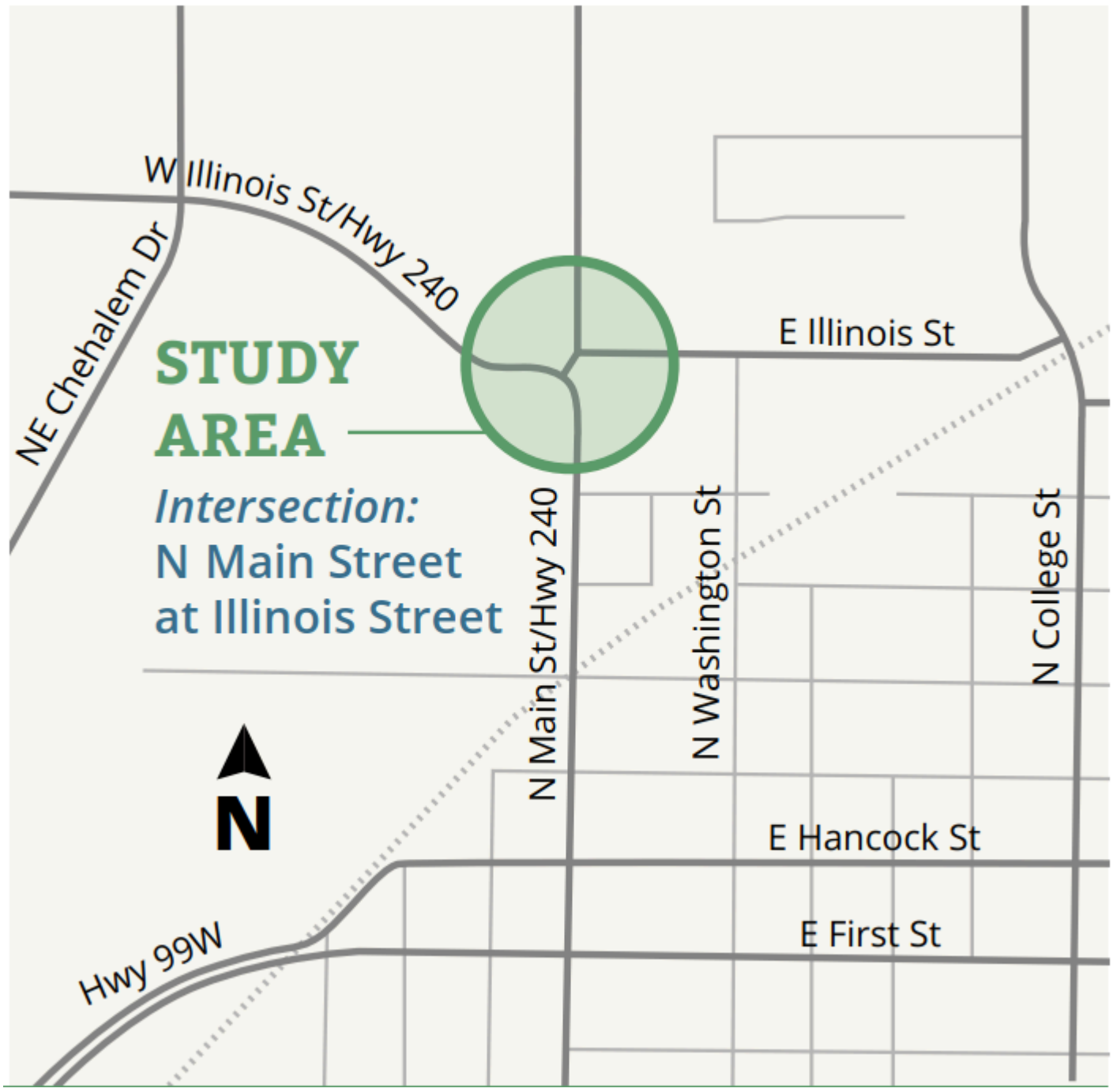
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Project Manager: Will Worthey, City Manager, City of Newberg

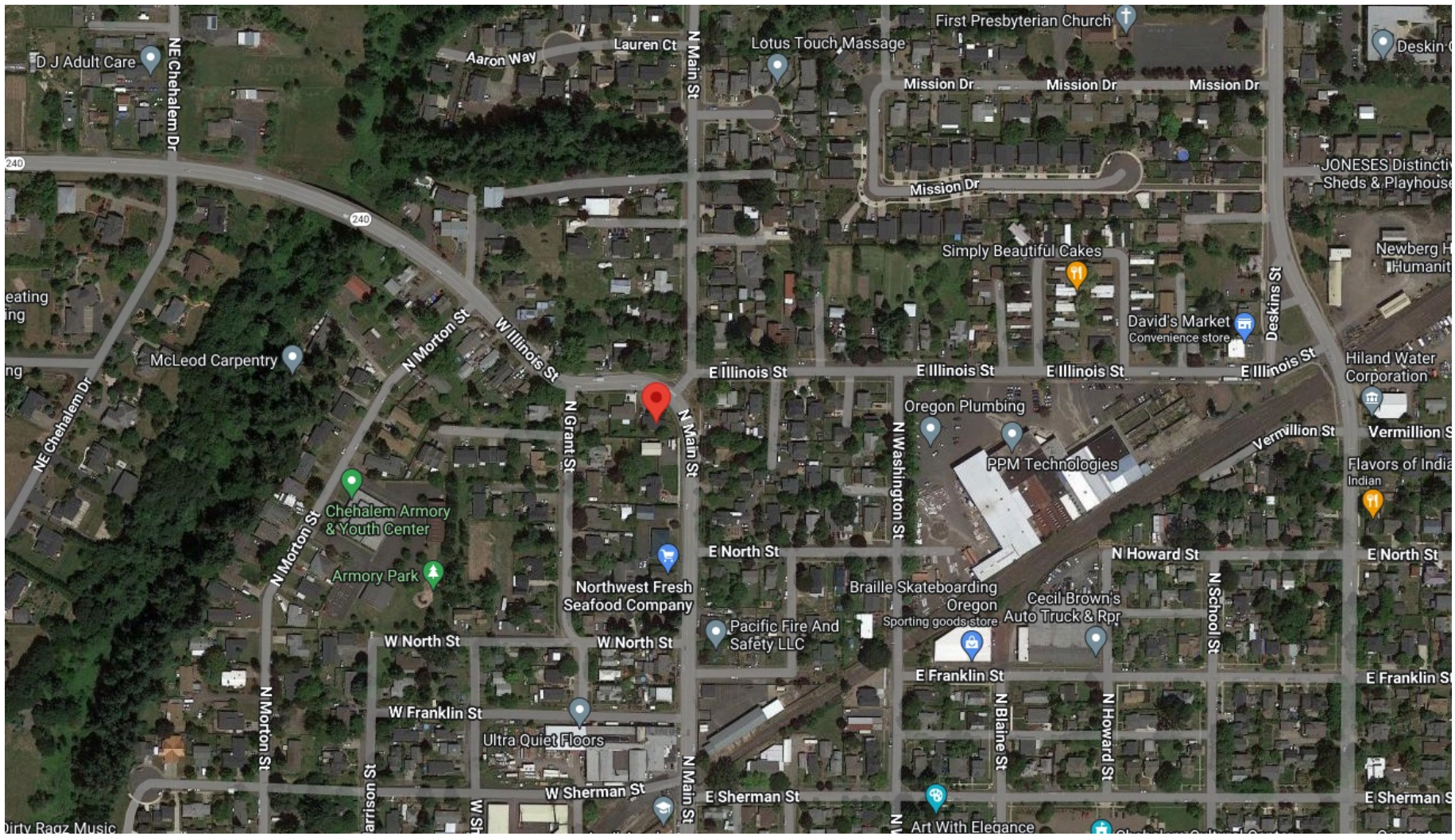
email: **Will.Worthey@newbergoregon.gov**

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.

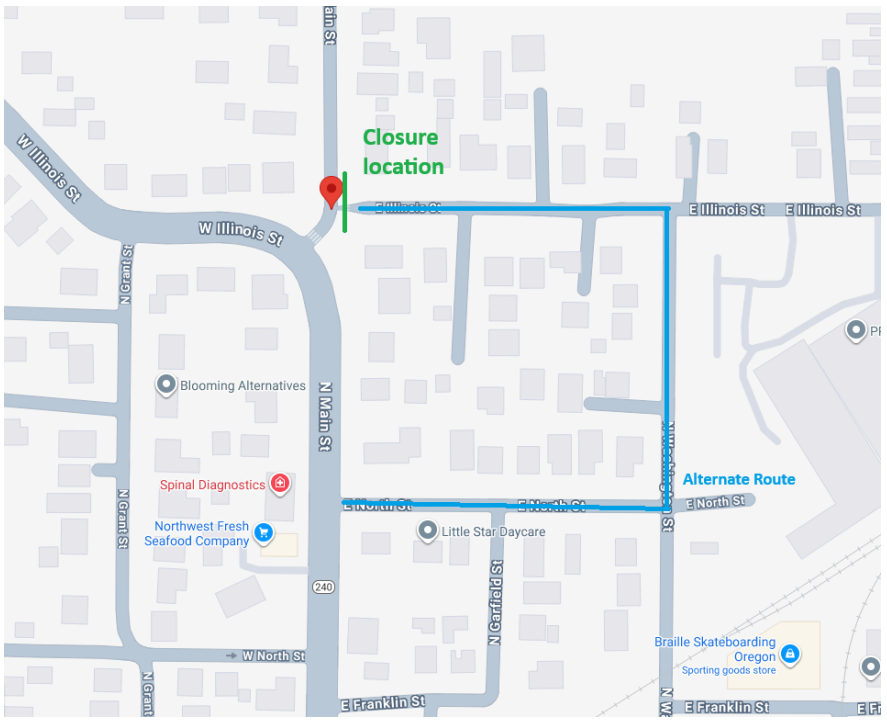
Files:

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

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Download the full press release

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FOR IMMEDIATE RELEASE:
July 7, 2026

Contact: Will Worthey
publicaffairs@newbergoregon.gov

N MAIN ST AND E ILLINOIS INTERSECTION TO REOPEN AFTER CITY COUNCIL ENDS TRIAL CLOSURE

(NEWBERG, OR) – The intersection of N Main Street and E Illinois Street will reopen to vehicle traffic effective immediately, following a vote by the Newberg City Council to end the trial closure that has been in place since September 2025.

City of Newberg Public Works staff will remove the traffic bollards and reopen the intersection to all vehicle traffic. Reader boards and dead-end signage installed during the closure will also come down, and navigation apps such as Google Maps, Waze, and Apple Maps will be updated to reflect the change. Changes to these third-party maps may take some time to appear.

This intersection has long been a safety concern, with numerous community complaints about traffic flow. A key challenge has been the connection between Highway 240, Main Street, and E Illinois Street. The highway, maintained by the Oregon Department of Transportation (ODOT), creates a near-blind corner when merging onto Main Street, which has lead to multiple near-miss incidents over the years. Rather than commit nearly a quarter million dollars to a full traffic engineering study, the City opted to test a trial closure as a lower-cost, immediate way to see whether removing vehicle access at this intersection would meaningfully improve safety and traffic flow.

After reviewing feedback from the trial period, the Council determined that the closure has not led to a significant improvement in the overall traffic situation at this location. As a result, the Council voted to end the trial and reopen the intersection to vehicle traffic. Council has also directed the City's Traffic Safety Commission to explore other traffic calming measures for this intersection. Residents interested in participating in the conversation may submit public comment or attend the next Traffic Safety Commission meeting on July 13, 2026 at 6PM, located at the Newberg Public Safety Building. Location details, agenda, and virtual attendance options are available online at www.newbergoregon.gov.

The City thanks residents for their patience and cooperation during the trial period and welcomes continued feedback as the Traffic Safety Commission looks at other ways to improve safety at this unique intersection.

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Considerations for Commission Discussion – Main at Illinois
(Combined Intersection with Highway 240)
(from staff based on review of background information and information received)
October 2026

1. **Intersection Safety** –Can a specific core issue or concern be identified that would explain all the various mixed observations about what makes the combined intersection feel unsafe?
2. **Emergency Response** – Could a proposed mitigation measure materially affect access and response times for police, fire, and medical?
3. **Neighborhood Impacts** – Does a proposed mitigation measure have a potential to create a different issue or to make another identified issue worse?
4. **Public Input & Equity** – How to achieve a balance of resident convenience, safety, and differing community preferences?
5. **Cost & Implementation** – Are there low-cost mitigation measures that could be implemented by City public works staff with minimal costs and coordination with ODOT?

Alternate Mitigation Measures for Consideration – With the trial closure removed, potential initial mitigation measures might include:

1. **Speed Cameras** – Address speeding concerns within the intersection and along E Illinois Street.
2. **Sight Distance Evaluations** – Identify any tree trimming or vegetation removal to ensure sight distance requirements are met.
3. **Signage and Stripping** – Informing drivers to not block the intersection. Conversion of standard (two transverse parallel solid white lines) marked crosswalks to continental (longitudinal white bars) markings.



Examples of Potential Options for Action by the Traffic Safety Commission – To address the request by the City Council in the motion approved on 7/6/2026. *(These **examples do not reflect all options that might be available and are not mutually exclusive**.)*

1. **Recommend one or more of the low-cost low risk mitigation measures for implementation by City public works staff in coordination with City Engineer recommendations.** - Focus to be on low-risk measures. These could include enhanced striping and signage improvements along with sight distance evaluations or other similar mitigation measures.

2. **Recommend that the City Engineer work with the Public Works Director to determine the most appropriate low-cost mitigation measures.** - Focus to be on measures that can be implemented efficiently and within available budgets.

3. **Recommend that the City Engineer work with Keller Associates for development of a scope of work for an intersection safety study.** - Focus to be on confirming a core issue or issues that would explain all the various mixed observations about what makes the combined intersection feel unsafe for all users. The scope could include a public outreach component of an appropriate scale to be coordinated with the City Manager.

4. **Recommend that the City Engineer work with Keller Associates for development of a scope of work for an Intersection Control Evaluation consistent with ODOT requirements.** - Focus to be on obtaining ODOT concurrence for potential conversion to an all-way stop controlled intersection or installation of other appropriate improvements identified by the safety study.

